CITY of CLOVIS

Agenda • Planning Commission Meeting

Council Chamber, 1033 Fifth Street, Clovis, CA 93612 (559) 324-2060
www.clovisca.gov

March 26, 2026 6:00 PM Council Chamber

In compliance with the Americans with Disabilities Act, if you need special assistance to access the Planning Commission Chamber to participate at this meeting, please contact the Planning Commission Clerk at (559) 324-2340 (TTY – 711). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the Council Chamber.

The Clovis Planning Commission meetings are open to the public at the physical address listed above. There are numerous ways to participate in the Planning Commission meetings: you are able to attend in person; you may submit written comments as described below; and you may view the meeting which is webcast and accessed at ClovisCA.gov/PlanningCommission.

Written Comments

- Members of the public are encouraged to submit written comments at: ClovisCA.gov/PlanningCommission at least two (2) hours before the meeting (4:00 PM). You will be prompted to provide Planning Commission Meeting Date, Item Number, Name, Email, Comment
- Please submit a form for each item you are commenting on.
- A copy of your written comment will be provided to the Planning Commission noting the item number. If you wish to make a verbal comment, please see the instructions below.
- Please be aware that any written comments received that do not specify a particular agenda item will be marked for the general public comment portion of the agenda.
- If a written comment is received after 4:00 PM on the day of the meeting, efforts will be made to provide the comment to the Planning Commission during the meeting. However, staff cannot guarantee that written comments received after 4:00 PM will be provided to Planning Commission during the meeting. All written comments received prior to the end of the meeting will be made part of the record of proceedings.

Pursuant to Government Code section 84308, subdivision (e), any party to a covered proceeding before the Planning Commission is required to disclose on the record of the proceeding any campaign contribution, including aggregated contributions, of more than $500 made within the preceding 12 months by the party or their agent to any Commissioner. The disclosure shall be made as required by Government Code Section 84308, subdivision (e)(1) and California Code of Regulations, Title 2, section 18438.8. No party or their agent, and no participant or their agent, shall make a campaign contribution of more than $500 to any Commissioner during the covered proceeding or for 12 months after a final decision is made in that proceeding. The foregoing statements do not constitute legal advice, and parties and participants are urged to consult with their own legal counsel regarding the applicable requirements of the law.

Call to Order

Flag Salute

Roll Call

Approval of Minutes

1. Planning Commission Minutes for the meeting of February 26, 2026

Commission Secretary Comments

Planning Commission Member Comments

Public Comments
This is an opportunity for the members of the public to address the Planning Commission on any matter within the Planning Commission's jurisdiction that is not listed on the Agenda. In order for everyone to be heard, please limit your comments to 3 minutes or less, or 10 minutes per topic. Anyone wishing to be placed on the Agenda for a specific topic should contact the Planning Division and submit correspondence at least 10 days before the desired date of appearance.

Public Hearings
A public hearing is an open consideration within a regular or special meeting of the Planning Commission, for which special notice has been given and may be required. When a public hearing is continued, noticing of the adjourned item is required as per Government Code 54955.1.

2. Consider Approval – Res. 26___, TM6482, finding that the Project is exempt from further environmental review pursuant to CEQA Guidelines section 15162, and approving a one-year extension to the approved Vesting Tentative Tract Map 6482 located at the southeast corner of the North Peach Avenue alignment and West Behymer Avenue. DeYoung Properties, owner and applicant.
   Staff: Marissa Parker, Associate Planner
   Recommendation: Approve

3. Consider items associated with ±2.45 acres located north of Shaw Avenue between Fowler and Laverne Avenues. Little Angels Day Care LLC, property owner; Hawkins Companies LLC, applicant; and Eric Tange, representative.

   a. Consider Approval – Res. 26-___, GPA2026-002, A resolution recommending the City Council adopt a Class 32 Categorical Exemption from further environmental review under the CEQA Guidelines and approve a text amendment to the Shaw Avenue Specific Plan permitting storage facility uses with an approved conditional use permit for Area 6.

   b. Consider Approval – Res. 26-___, CUP2026-001, A resolution approving a conditional use permit to allow a storage facility.
   Staff: Marissa Parker, Associate Planner
   Recommendation: Approve

4. Consider Approval, Res. 26-___, CUP2025-009, Adopting a Class 32 Categorical Exemption from further environmental review under the CEQA Guidelines and approving a conditional use permit to allow the construction of a ±910-square-foot coffee restaurant

with a dual drive-through, including outdoor seating for a proposed 7 Brew Coffee located at the southwest corner of Shaw and Clovis Avenues. Hinds Investments, L.P., owner; 7 Brew Coffee, applicant; and Vang Inc Consulting Engineers, representative.
Staff: Tiffany Williams, Associate Planner
Recommendation: Approve

5. Consider items associated with approximately 17.41 acres of land located at the northeast corner of North Baron and Perrin Avenues. Frances Ricchiuti and Patrick V. Ricchiuti, owners; Lennar Homes, applicant; Yamabe & Horn Engineering Inc., representative.

    1. Consider Approval, Res. 26-__, A resolution recommending that the City Council approve an addendum to the previously adopted environmental finding of a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program for Vesting Tentative Tract Map 6543 and Planned Development Permit 2025-001.

    2. Consider Approval, Res. 26-__, TM6543, A resolution recommending that the City Council approve a Vesting Tentative Tract Map for a 136-lot single-family planned residential development on approximately 17.41 acres of land.

    Consider Approval, Res. 26-__, PDP2025-001, A resolution recommending that the City Council approve a planned development permit for a 136-lot single-family planned residential development.
    Staff: Tiffany Williams, Associate Planner
    Recommendation: Approve

Adjournment

Meetings & Key Issues
Regular Planning Commission Meetings are held at 6:00 PM in the Council Chamber. The following are future meeting dates:

April 16
May 28
June 25

Clovis Planning Commission Meeting

February 26, 2026 **6:00 PM** **Council Chamber**

Call to Order

6:01

Flag Salute

Roll Call

6:02

Approval of Minutes

6:02

1. Planning Commission Minutes for the Meeting of January 22, 2026

6:02

Commission Secretary Comments

6:02 - George Gonzalez gave an update on the General Plan Update and announced an internal promotion of Eric Garcia to Assistant Planner. Aaron La Mattina advised the Planning Commission that their form 700 due. He advised a correction of agency comments on item 2 with copies available, and lastly, he discussed the new agenda management software that the city has implemented.

Planning Commission Member Comments

6:07 - Commissioner Hatche advised that she would be out for the June meeting.

Public Comments

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Public Hearings

A public hearing is an open consideration within a regular or special meeting of the Planning Commission, for which special notice has been given and may be required. When a public hearing is continued, noticing of the adjourned item is required as per Government Code 54955.1.

2. Consider Approval, Res. 26-___, CUP2025-010, Adopting a Class 32 Categorical Exemption from further environmental review under the California Environmental Quality Act and approving a conditional use permit to allow a

drive-through in association with a proposed Dutch Bros kiosk located at 443 West Shaw Avenue. Joyce Terzian, Owner; and Dutch Bros Coffee of the Greater Fresno Area and Barghausen Consultant Engineers, Applicant and Representative.
Staff: Eric Garcia, Planning Technician II
Recommendation: Approve

6:06 - CUP2025-010 was approved 4-0 with Commissioner Hebert absent. Res. 26-03

3. Consider Approval, Res. 26-___, OA2026-001, A resolution recommending that the City Council adopt an exemption from further environmental review under CEQA Guidelines section 15061, subdivision (b)(3), and approve an ordinance amending the City's Development Code to add Chapter 9.27 to the Clovis Municipal Code to establish a Mixed-Income Zoning Ordinance for residential development projects. City of Clovis, applicant.
Staff: Claudia Cázares, Housing Program Manager
Recommendation: Approve

6:14 - OA2026-001 was approved 4-0 with Commissioner Hebert absent. Res. 26-04

Adjournment

6:47

Meetings & Key Issues
Regular Planning Commission Meetings are held at 6:00 PM in the Council Chamber. The following are future meeting dates:

Mar. 26, 2026 (Thur.)
April 16, 2026 (Thur.)
May 28, 2026 (Thur.)

_____
Alma Antuna, Chairperson

CITY of CLOVIS

Report to the Planning Commission

To: Planning Commission

From: Planning and Development Services Department

Date: March 26, 2026

Staff: Marissa Parker, Associate Planner

Subject: Consider Approval – Res. 26___, TM6482, finding that the Project is exempt from further environmental review pursuant to CEQA Guidelines section 15162, and approving a one-year extension to the approved Vesting Tentative Tract Map 6482 located at the southeast corner of the North Peach Avenue alignment and West Behymer Avenue. DeYoung Properties, owner and applicant.

Recommendation: Approve

Attachments:
1. TM6482 Extension ATT 1 Res. 26-__
2. TM6482 Extension ATT 2 Request
3. TM6482 Extension ATT 3 VTTM6482

Recommendation:
Staff recommends that the Planning Commission approve a one-year extension of Vesting Tentative Tract Map (TM) 6482.

Executive Summary:
DeYoung Properties ("Applicant") is requesting a one-year extension for TM6482, originally approved by the Planning Commission on November 21, 2024, and subsequently approved by the City Council on December 16, 2024. TM6482 is a 266-lot single-family subdivision, approved concurrently with Reorganization (RO) 311, Rezone (R) 2024-006 and Planned Development Permit (PDP) 2024-002. Approval of this extension would allow the developer to continue ongoing efforts to coordinate and finance the necessary off-site infrastructure in the Heritage Grove area

Background:

- General Plan Designation: Medium High Density Residential (7.1-20.0 DU/Ac.)
- Master Plan: Heritage Grove Master Plan
- Existing Zoning: R-1-PRD (Single-Family Planned Residential Development)
- Project Size: ±36.92 acres
- Current Land Use: Single-Family Residence, Orchards, Partially Vacant

- Adjacent Land Uses:
    1. North: Single-Family Residence, Orchards
    2. South: Single-Family Residence, Orchards
    3. East: Orchards
    4. West: Single-Family Residence, Vacant
- Previous Entitlements: RO311, R2024-006, TM6482, PDP2024-002

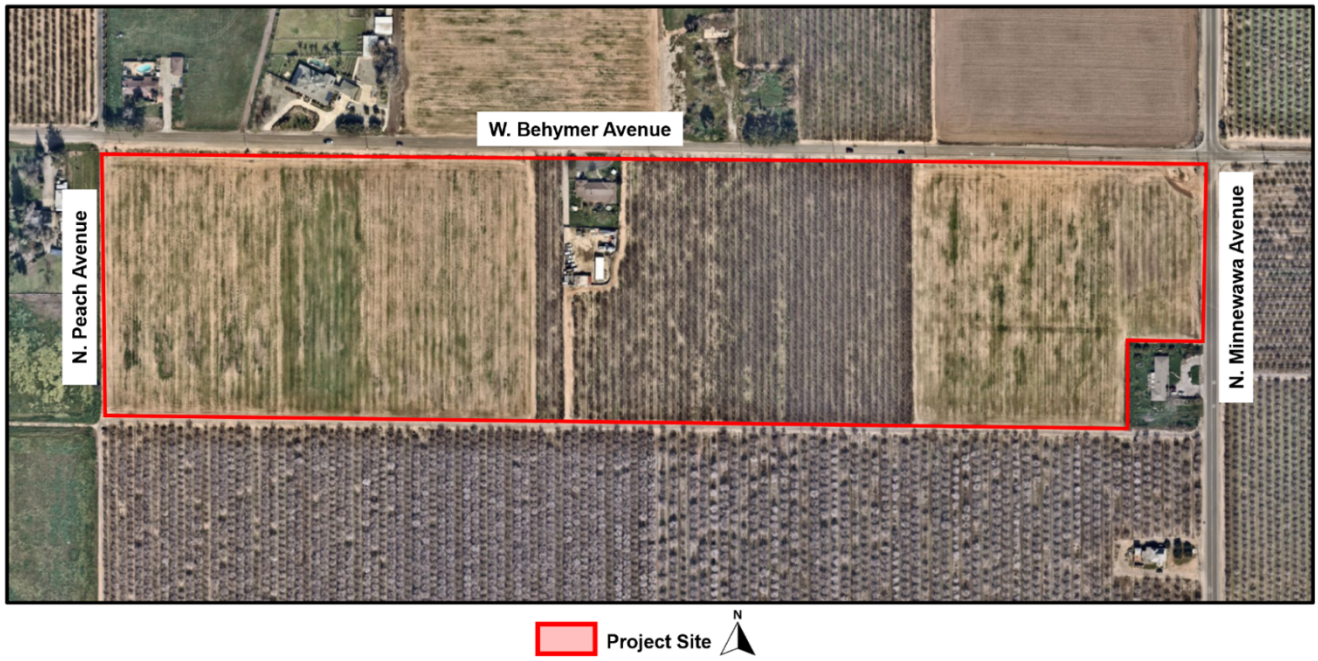
PROPOSAL AND ANALYSIS

History

TM6482 was approved in December 2024 by the City Council. The Project was approved concurrently with R2024-006, granting the pre-zone of the property from the County's AE-20 (Exclusive Agricultural) Zone District to the City's R-1-PRD (Single-Family Planned Residential Development) Zone District, and PDP2024-002, allowing deviations for reduced setbacks and increased lot coverage. Additionally, the City Council approved a resolution for the annexation of approximately 38 acres of property, inclusive of the subject property. In May 2025, the Fresno Local Agency Formation Commission (LAFCo) approved RO311, incorporating the Peach-Behymer Southeast Reorganization area into the City limits.

As shown in **Figure 1** below, the Project site is situated on the south side of West Behymer Avenue, between North Minnewawa Avenue and the North Peach Avenue alignment. The proposed development will occupy Accessor's Parcel Numbers (APNs) 556-010-28 and 29. The one-acre parcel (APN 556-010-12) will not be incorporated as part of the proposed residential development but was annexed into the City based on the need for a logical boundary per Fresno County and LAFCo annexation requirements.

Figure 1 – Project Location



Reque

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As provided in the Subdivision Map Act and the Clovis Municipal Code (CMC), an original approval

period is granted for three (3) years, after which the applicant may request up to six (6) extensions in one-year increments (Gov. Code § 66452.6, subd. (e).). The Applicant is requesting approval of its first one-year extension to TM6482 due to ongoing efforts to coordinate and finance the necessary off-site infrastructure in this area of Heritage Grove. This area of Heritage Grove requires extensive planning and coordination of infrastructure. Per the extension request letter (**Attachment 2**), the Applicant has been actively coordinating with City staff, adjacent property owners/developers, and third-party consultants to plan, time, and implement the required improvements. Although the Applicant has until December 16, 2027 to complete a final map, this ongoing effort has taken more time than anticipated. For this reason, the Applicant is seeking a proactive approach in requesting the extension at this stage. This extension request would extend the approval date to December 16, 2028.

Findings of Approval
Section 9.102.130, subdivision (B) of the CMC requires that the following findings are made prior to approval of the tentative map extension:

1. There have been no changes to the provisions of the General Plan, any applicable specific plan, or this Development Code applicable to the project since the approval of the tentative map.

Since the approval of TM6482, there have not been any significant changes to the City's General Plan or Development Code that would be applicable to this Project Therefore, there are no changes that would affect the approval of an extension of TM6482.

2. There have been no changes in the character of the site or its surroundings that affect how the policies of the General Plan, any applicable specific plan, or other standards of this Development Code apply to the project.

The property currently consists of two (2) single-family residences with about one-third (1/3) of the site consisting of almond orchards and the remainder of the site is vacant. There have been no changes in the character of the site or its surroundings.

3. There have been no changes to the capacities of community resources, including but not limited to water supply, sewage treatment or disposal facilities, roads, or schools so that there is no longer sufficient remaining capacity to serve the project.

The Project's impacts on community resources were analyzed during the California Environmental Quality Act (CEQA) review. Further, information regarding CEQA analysis is provided below. However, as determined through this process, community resources remain at sufficient capacity to serve the Project site.

California Environmental Quality Act
This request is in conformance with the Mitigated Negative Declaration that was completed for the Project and by the City Council by adopting Resolution No. 24-144, on December 16, 2024. CEQA does not require further environmental review for projects that have already adopted a negative

declaration. (Cal. Code Regs. Tit. 14, § 15162, subd. (a). As referenced above in the findings for the extension, staff has not identified any substantial changes in the circumstances surrounding the Project, or new information that would require preparation of a subsequent environmental document. Therefore, no major revisions to the currently adopted Mitigated Negative Declaration will be required to accommodate the proposed extension, and no further environmental review is required pursuant to CEQA Guidelines Section 15162, subdivision (a).

Public Noticing
The City published notice of this public hearing in *The Business Journal* on Friday, March 6, 2026.

NOTICE OF HEARING
Property owners within 1,550 feet notified: 25
Interested individual notified: 2

Fiscal Impact:
None.

Reason for Recommendation:
The request to extend the approved TM6482 is in compliance with Chapter 9, Division 7 of the CMC and the Subdivision Map Act. For this reason, staff recommends that the Planning Commission approve the one-year extension of TM6482.

Actions Following Approval:
None.

Conflict of Interest:
None.

CLOVIS PLANNING COMMISSION
RESOLUTION 26-__

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS FINDING THAT THE PROJECT IS EXEMPT FROM FURTHER ENVIRONMENTAL ANALYSIS PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTION 15162 AND APPROVING A ONE-YEAR EXTENSION TO THE APPROVED TM6482 LOCATED AT THE SOUTHEAST CORNER OF THE NORTH PEACH AVENUE ALIGNMENT AND WEST BEHYMER AVENUE.

WHEREAS, DeYoung Properties ("Applicant"), 677 West Palmdon Drive, Suite 208, Fresno, CA 93704, previously applied to the City for a Vesting Tentative Tract Map (TM) 6482; and

WHEREAS, the Clovis Planning Commission held a duly noticed public hearing on November 21, 2024, at which time all interested parties had the opportunity to be heard, and following deliberation, the Planning Commission adopted Resolution No. 24-38, recommending that the City Council approve TM6482; and

WHEREAS, the Clovis City Council held a duly noticed public hearing on December 16, 2024, to consider the recommendation of the Planning Commission and to hear all public testimony regarding TM6482 and following said public hearing and consideration of all evidence presented, the City Council approved a Mitigated Negative Declaration by adoption of Resolution No. 24-144, and approved TM6482 by adoption of Resolution No. 24-145.

WHEREAS, an extension to TM6482, was filed on February 12, 2026 (the "Project"), and was presented to the Clovis Planning Commission for approval in accordance with the Subdivision Map Act of the Government of the State of California and Title 9, Division 7, of the Clovis Municipal Code; and

WHEREAS, the City published notice of the public hearing in *The Business Journal* on Friday, March 6, 2026, and mailed public notices to property owners within 1,550 feet of the Property area more than ten (10) days prior to said hearing; and

WHEREAS, a duly noticed hearing was held on March 26, 2026; and

WHEREAS, the Planning Commission has given careful consideration to the Project on March 26, 2026, and does find the project exempt from further environmental analysis pursuant to section 15162 of the CEQA Guidelines; and

WHEREAS, the Planning Commission has had an opportunity to review and consider the entire Administrative Record relating to the Project, which is on file with the Department, and reviewed and considered those portions of the Administrative Record determined to be necessary to make an informed decision, including, but not necessarily limited to, the staff report, the written materials submitted with the request, and the verbal and written testimony and other evidence presented during the public hearing, which are incorporated herein by this reference ("Administrative Record").

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION RESOLVES AND FINDS AS FOLLOWS:

Attachment 1

1. The Planning Commission finds that no additional environmental review is required for the Project pursuant to CEQA Guidelines section 15162, subdivision (a).

2. The Project satisfies each of the findings required to approve an extension of a vesting tentative map pursuant to Clovis Municipal Code section 9.102.1330, as follows:

   a. There have been no changes to the provisions of the General Plan, any applicable specific plan, or this Development Code applicable to the Project since the approval of the tentative map;

   b. There have been no changes in the character of the site or its surroundings that affect how the policies of the General Plan, any applicable specific plan, or other standards of this Development Code apply to the Project;

   c. There have been no changes to the capacities of community resources, including but not limited to water supply, sewage treatment or disposal facilities, roads, or schools so that there is no longer sufficient remaining capacity to serve the Project;

3. The first one-year extension of TM6482, is hereby approved, extending the map until December 16, 2028.

4. The basis for the findings are detailed in the March 26, 2026, staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

* * * * * *

The foregoing resolution was adopted by the Clovis Planning Commission at its regular meeting on March 26, 2026, upon a motion by _____, seconded by _____ _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 26-__
DATED: March 26, 2026

_____
Alma Antuna, Chairperson

ATTEST: _____
Renee Mathis, Secretary

DE YOUNG PROPERTIES

February 12, 2026

Re: Request for One-Year Extension – Vesting Tentative Map 6482 (TM6482) and Planned Development Permit PDP2024-002

To Whom It May Concern:

Please accept this request for a one-year time extension on Vesting Tentative Map 6482 ("TM6482"), which proposes a 266-lot single-family residential subdivision. Approval of this request would extend the current entitlement term through December 16, 2028.

Since approval of TM6482 and the associated Planned Development Permit PDP2024-002, the off-site infrastructure necessary to serve the tract has not yet been constructed. As the project proponent, we have been actively coordinating with the City of Clovis, outside agencies, third-party consultants, and adjacent property owners/developers to plan, time, and implement the required improvements.

These efforts involve multiple entities and approvals outside our direct control. As a result, infrastructure delivery has taken longer than originally anticipated, despite our ongoing and diligent work to advance the project.

We remain fully committed to the project and continue to collaborate with all stakeholders. Based on current discussions, the following represents our anticipated (and necessarily flexible) timeline, subject to agency review, negotiations, and infrastructure coordination:

- **Mid to late 2026**: Continued evaluation and confirmation of active/planned infrastructure projects affecting the property, along with financing options for the required off-site improvements. This property lies within the highly dynamic Heritage Grove region, where determining exact connection points, scopes, and responsibilities has required extensive coordination with City staff, surrounding property owners, and other developers. This has involved numerous meetings, research, and follow-up, and we anticipate this phase continuing through 2026 as nearby projects advance and our project's scope becomes clearer. We are also exploring financing mechanisms (including potential Community Facilities District participation) in coordination with City staff and other stakeholders.

- **Late 2026 through early 2027**: Finalization of participation in the proposed Community Facilities District (CFD) with surrounding property owners and

consultants. Once the project scope is defined, we will lock in arrangements and third-party support for the CFD formation process. Prior experience indicates this stage will require significant scheduling coordination and follow-up with the same parties referenced in the previous stage.

- **Mid to late 2027**: Refinement of infrastructure routes and initiation of improvement plan preparation (as feasible). With financing and scope defined, we will begin design and engineering of the improvement plans and Final Map. This complex, multi-party alignment effort is expected to take longer than typical.

- **Late 2027 through early 2028**: Submittal of Final Map and improvement plan applications, subject to completion of the preceding stages.

We are submitting this extension request now—well in advance of the current expiration date—because the next phases of the project will soon require substantial financial commitments, including consultant and engineering fees, CFD formation costs, and potential multi-party agreements. Securing the extension at this stage provides the certainty needed to justify these investments without the risk of the entitlements lapsing mid-process, which could result in significant sunk costs and project delays. This proactive step also demonstrates our good-faith commitment to moving the project forward in alignment with the original approvals while the complex coordination in the Heritage Grove area continues.

Importantly, there have been no material changes to the General Plan, any applicable specific plan, the Development Code, site conditions, or community infrastructure capacities that would affect the project's viability since approval (satisfying the findings required by Clovis Municipal Code § 9.102.130(B)).

We appreciate the City's consideration of this request and look forward to continuing our productive partnership with staff to bring this project to successful completion.

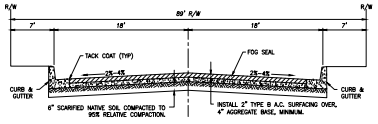
Sincerely,

Brandon De Young
Executive Vice President
De Young Properties

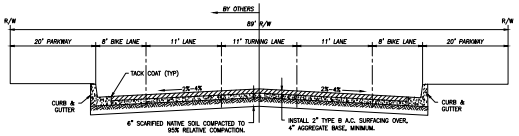
VESTING TENTATIVE SUBDIVISION MAP TRACT NO. 6482

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
CONSISTING OF THREE SHEETS

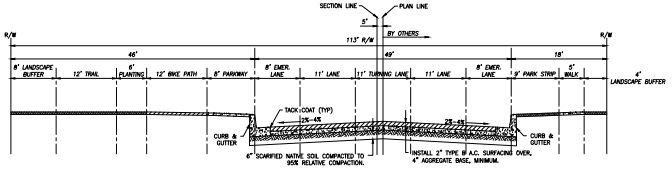
APRIL 2024



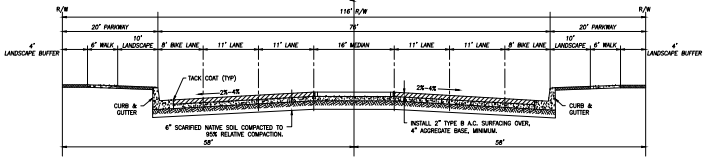
LOCAL ROAD



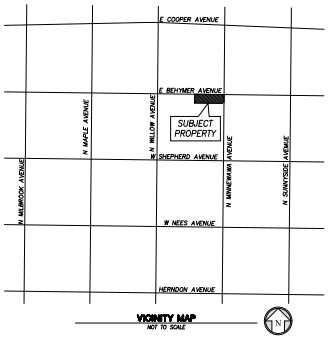
NEIGHBORHOOD BLVD
PEACH AVE
(FACING NORTH)



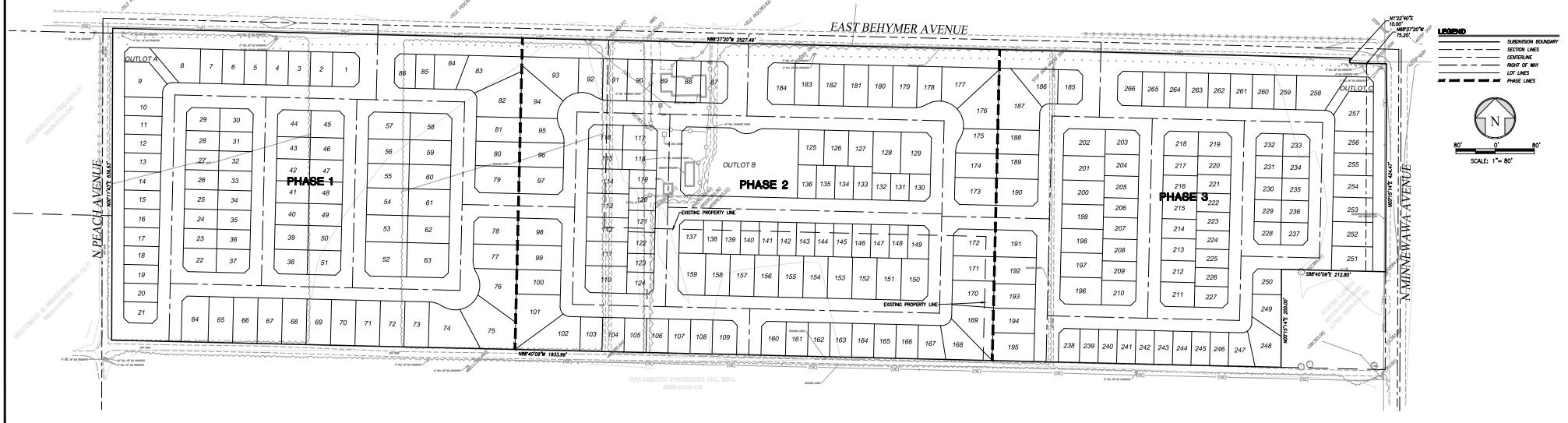
THOMATIC STREET
MINNEWAWA AVE
(FACING NORTH)



COMMUNITY BLVD
BEHYMER AVE
(FACING EAST)



VICINITY MAP
NOT TO SCALE



LEGEND

- SUBDIVISION BOUNDARY
- SECTION LINES
- CENTERLINE
- RIGHT OF WAY
- LOT LINES
- PHASE LINES

80' 0' 80'
SCALE: 1" = 80'

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:
THOSE PORTIONS OF LOTS 5 AND 12 OF GARFIELD COLONY, AS RECORDED IN VOLUME 2 OF RECORD OF SURVEYS, AT PAGE 46 OF FRESNO COUNTY RECORDS, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 5, THENCE SOUTH 89° 59' 37" EAST, ALONG THE NORTH LINE OF SAID LOT 1013.53 FEET; THENCE SOUTH 00° 00' 23" WEST, 382.16 FEET; THENCE SOUTH 89° 59' 37" EAST, 780.00 FEET; THENCE SOUTH 00° 00' 23" WEST, 252.87 FEET TO THE SOUTH LINE OF LOT 12; THENCE SOUTH 89° 57' 37" WEST ALONG THE SOUTH LINE OF SAID LOTS 5 AND 12, A DISTANCE OF 1780.41 FEET TO THE SOUTHWEST CORNER OF SAID LOT 5; THENCE NORTH 01° 10' 30" WEST ALONG THE WEST LINE OF SAID LOT 5, A DISTANCE OF 636.64 FEET TO THE NORTHWEST CORNER OF SAID LOT 5 AND THE POINT OF BEGINNING.
NOTE: FOR THE PURPOSES OF THIS DESCRIPTION, THE NORTH LINE OF LOTS 5 AND 12 IS ASSUMED TO BE PARALLEL WITH AND 20 FEET SOUTH OF THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 12 SOUTH, RANGE 21 EAST, M.D.B&M. THE WEST LINE OF LOT 5 IS ASSUMED TO BE PARALLEL WITH AND 20 FEET EAST OF THE WEST LINE OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 12 SOUTH, RANGE 21 EAST, M.D.B&M. THE EAST LINE OF LOT 12 IS ASSUMED TO BE PARALLEL WITH AND 20 FEET WEST OF THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 12 SOUTH, RANGE 21 EAST, M.D.B&M.
APN: 556-010-29

PARCEL TWO:
AN EXCLUSIVE EASEMENT FOR PUBLIC UTILITIES AND PEDESTRIAN INGRESS AND EGRESS DESCRIBED AS FOLLOWS:
THOSE PORTIONS OF LOTS 5 AND 12 OF GARFIELD COLONY, AS RECORDED IN VOLUME 2 OF RECORD OF SURVEYS, AT PAGE 46 OF FRESNO COUNTY RECORDS, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 5, THENCE SOUTH 89° 59' 37" EAST, ALONG THE NORTH LINE OF SAID LOT, 1013.53 FEET; THENCE SOUTH 00° 00' 23" WEST, 332.16 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 89° 59' 37" EAST, 780.00 FEET; THENCE SOUTH 00° 00' 23" WEST, 50.00 FEET; THENCE NORTH 89° 59' 37" WEST, 780.00 FEET; THENCE NORTH 00° 00' 23" EAST, 50.00 FEET TO THE TRUE POINT OF BEGINNING.
NOTE: FOR THE PURPOSES OF THIS DESCRIPTION, THE NORTH LINE OF LOTS 5 AND 12 IS ASSUMED TO BE PARALLEL WITH AND 20 FEET SOUTH OF THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 12 SOUTH, RANGE 21 EAST, M.D.B&M. THE WEST LINE OF LOT 5 IS ASSUMED TO BE PARALLEL WITH AND 20 FEET EAST OF THE WEST LINE OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 12 SOUTH, RANGE 21 EAST, M.D.B&M. THE EAST LINE OF LOT 12 IS ASSUMED TO BE PARALLEL WITH AND 20 FEET WEST OF THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 12 SOUTH, RANGE 21 EAST, M.D.B&M.

INTENT TO FILE MULTIPLE FINAL MAPS:

PURSUANT TO 66456.1 OF THE GOVERNMENT CODE, THE APPLICANT INTENDS TO FILE MULTIPLE FINAL MAPS ON THIS VESTING TENTATIVE MAP. THE APPROXIMATE PHASE LINES ARE SHOWN HEREON.

NOTES:

1. EXISTING ZONING: AE20 (AGRICULTURE)
2. PROPOSED ZONING: R-1 (SINGLE FAMILY RESIDENTIAL)
3. PROPOSED LAND USE: MEDIUM DENSITY RESIDENTIAL (7.58 DU/AC)
4. SITE AREA: 36.52 ACRES (GROSS)
5. SITE ADDRESS: 3731 E BEHYMER AVENUE, CLOVIS, CA 93619
6. NUMBER OF LOTS: 269
7. DENSITY: 7.2 UNITS PER GROSS ACRE
8. ASSESSOR'S PARCEL NO.: 556-010-28 & 556-010-29
9. ANY GRADE DIFFERENTIALS ACROSS EXISTING AND PROPOSED PROPERTY LINES WILL BE MITIGATED PER CITY OF CLOVIS REQUIREMENTS.
10. PROPOSED SEWER, WATER, CONCRETE CURBS, GUTTERS, SIDEWALKS, STREETLIGHTS, AND STREET PAVEMENT TO BE INSTALLED PER CITY OF CLOVIS STANDARD DRAWINGS AND SPECIFICATIONS SPECIFICATIONS.
11. ALL STREETS WITHIN THIS SUBDIVISION TO BE OFFERED FOR DEDICATION FOR PUBLIC STREET PURPOSES.
12. ALL EXISTING STRUCTURES TO BE REMOVED. WELLS AND SEPTIC SYSTEMS ARE TO BE ABANDONED PER CITY AND COUNTY STANDARDS.
13. THERE ARE NO KNOWN UNDERGROUND FEATURES SUCH AS WELLS OR CESSPOOLS WITHIN THE PROPOSED SUBDIVISION OTHER THAN WHAT IS SHOWN ON THE MAP.
14. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO DUMP SITES ON THIS PROPERTY.
15. WATER SUPPLY AND SEWER SERVICES ARE FROM THE CITY OF CLOVIS.
16. THIS AREA IS NOT SUBJECT TO FLOOD INUNDATION.

RECORD OWNERSHIP:

APN: 556-010-28 & 556-010-29

DE YOUNG PEACH/BEHYMER L.P., A CALIFORNIA LIMITED PARTNERSHIP

SUBDIVIDER:

DE YOUNG PROPERTIES
677 W. PALMDON DRIVE, SUITE 208
FRESNO, CA 93704

UTILITY INFORMATION:

SEWER AND WATER:
CITY OF CLOVIS
1033 FIFTH STREET
CLOVIS, CA 93611
PHONE: (559)324-2000

TELEPHONE:
AT&T CALIFORNIA
5595 EAST OLIVE AVENUE,
RM. E-100-UE
FRESNO, CA 93762
PHONE: (559)454-3778

GAS AND ELECTRIC:
PACIFIC GAS AND ELECTRIC COMPANY
650 'O' STREET
FRESNO, CA 93760-0001
PHONE: (559)263-5636

STORM DRAIN:
FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
5469 EAST OLIVE AVENUE
FRESNO, CA 93725
PHONE: (559)456-3292

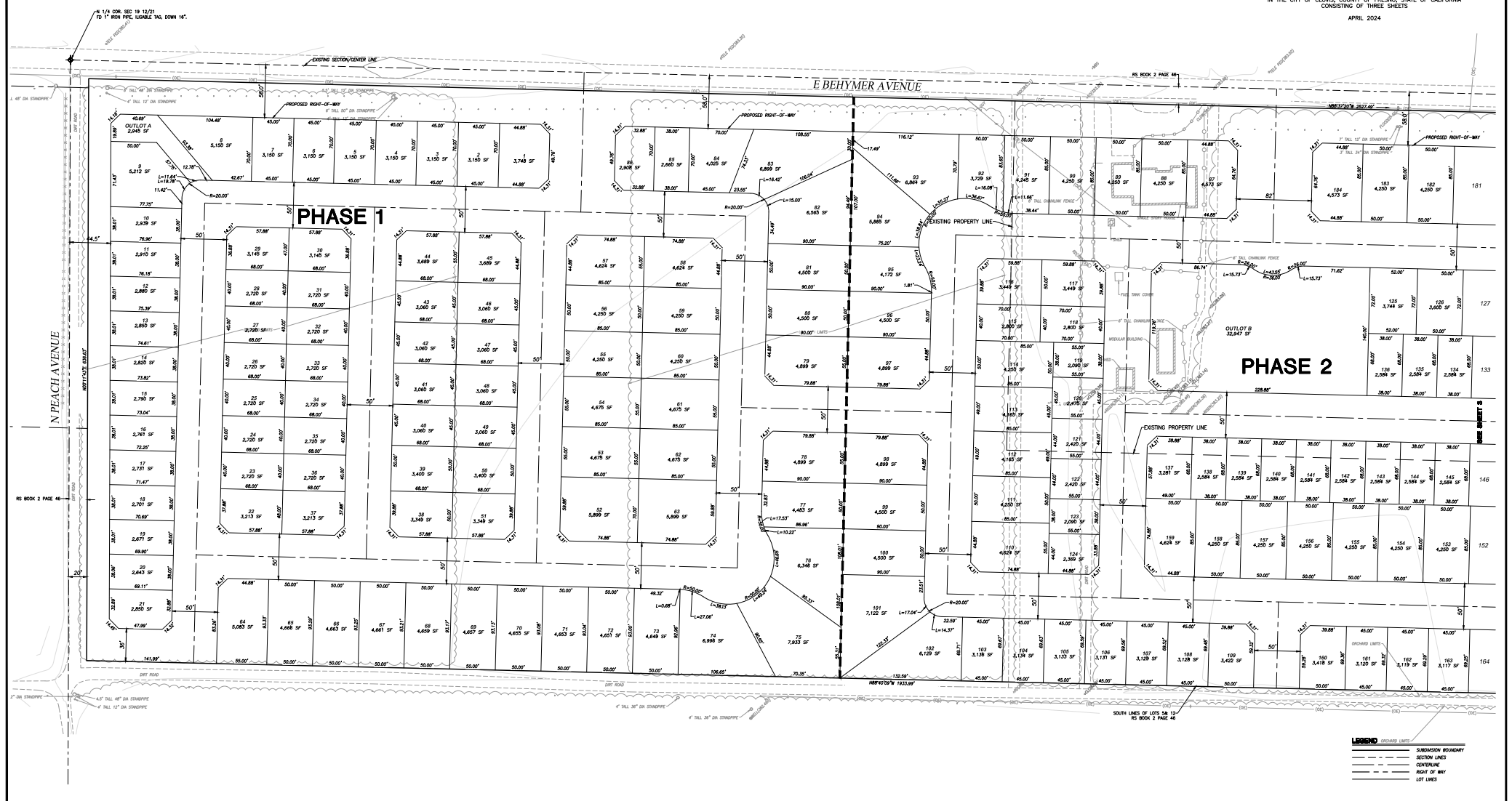
CABLE TELEVISION:
COMCAST
2441 NORTH GROVE INDUSTRIAL DRIVE
FRESNO, CA 93727
PHONE: (559)252-8210 EXT. 4222

Attachment 3

VESTING TENTATIVE SUBDIVISION MAP TRACT NO. 6482

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
CONSISTING OF THREE SHEETS

APRIL 2024



VESTING TENTATIVE SUBDIVISION MAP TRACT NO. 6482

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
CONSISTING OF THREE SHEETS

APRIL 2024

CITY of CLOVIS

Report to the Planning Commission

To: Planning Commission

From: Planning and Development Services Department

Date: March 26, 2026

Staff: Marissa Parker, Associate Planner

Subject: Consider items associated with ±2.45 acres located north of Shaw Avenue between Fowler and Laverne Avenues. Little Angels Day Care LLC, property owner; Hawkins Companies LLC, applicant; and Eric Tange, representative.

a. Consider Approval – Res. 26-___, GPA2026-002, A resolution recommending the City Council adopt a Class 32 Categorical Exemption from further environmental review under the CEQA Guidelines and approve a text amendment to the Shaw Avenue Specific Plan permitting storage facility uses with an approved conditional use permit for Area 6.

b. Consider Approval – Res. 26-___, CUP2026-001, A resolution approving a conditional use permit to allow a storage facility.

Recommendation: Approve

Attachments:

1. GPA2026-002, CUP2026-001 ATT 1 Res. 26-____ GPA
2. GPA2026-002, CUP2026-001 ATT 2 Res. 26-____ CUP
3. GPA2026-002, CUP2026-001 ATT 3 Site Plan, Floor Plan, Elevations
4. GPA2026-002, CUP2026-001 ATT 4 Justification Letter
5. GPA2026-002, CUP2026-001 ATT 5 Operational Statement
6. GPA2026-002, CUP2026-001 ATT 6 Correspondence

Recommendation:
Staff recommends that the Planning Commission adopt resolutions recommending the approval of each component of the Project as identified in the subject title.

Executive Summary:
Hawkins Companies LLC ("Applicant") is requesting approval of General Plan Amendment (GPA) 2026-002, approving a text amendment to the Shaw Avenue Specific Plan (Specific Plan) to allow storage facilities with an approved conditional use permit (CUP) in Area 6. Additionally, the Applicant is requesting approval of CUP2026-001 to allow the operation of a ±113,576 square foot storage facility on property shown in **Figure 1** below, located north of Shaw Avenue, west of Laverne

Avenue. Approval of this request would allow the Applicant to proceed with a site plan review (SPR). Although the SPR process is reviewed administratively at the staff level, a conceptual site plan and building elevations are provided in **Attachment 2** for informational purposes.

Figure 1 – Project Location

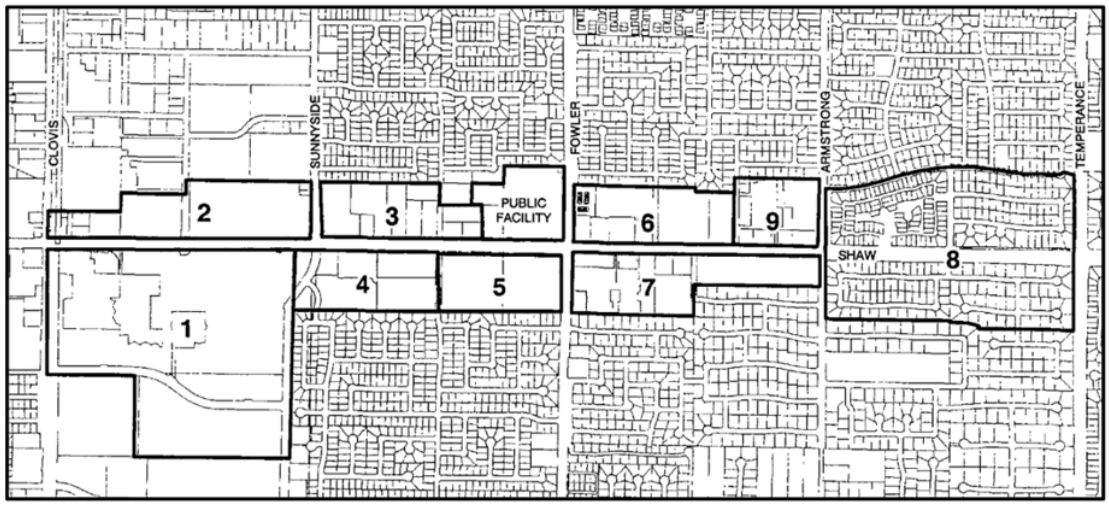
Background:

- General Plan Designation: O (Office)
- Specific Plan Designation: Shaw Avenue Specific Plan
- Existing Zoning: C-P (Administrative and Professional Office)
- Parcel Size: 4.45-acres
- Project Size: ±2.45 acres
- Current Land Use: Vacant
- Adjacent Land Uses:
    1. North: Single-Family Residential
    2. South: Commercial Center
    3. East: Basin
    4. West: Commercial / Office
- Previous Entitlements: GPA2020-004

The Specific Plan was adopted in 1978, with subsequent updates adopted in 1994, 1999, and 2020. The intent of the plan is to provide a well-designed boulevard and to prevent Shaw Avenue from being developed as a continuation of the lineal commercial pattern which had become prevalent west of Clovis Avenue. To ensure that a pattern of lineal commercial development was prevented, commercial uses in this area were generally limited to development at a specific commercial center, along with the prohibition of other typical commercial uses such as drive-throughs, restaurants and

retail. Each of the nine (9) planning areas have specific land uses with the goal of achieving a superior experience along the Shaw Avenue corridor. The boundary of the Specific Plan is shown below in **Figure 2**.

Figure 2 – Specific Plan Boundary



The Project is located within Area 6, which consists of approximately 22 acres of land located at northeast corner of Shaw and Fowler Avenues. Currently, the primary use allowed in Area 6 is office and the secondary use is 25% residential. With the addition of storage facility uses, the requirement of a CUP would allow the Planning Commission the opportunity to determine if the proposed use is appropriate for a particular site and to condition such uses as appropriate, to ensure compatibility with the surrounding area including safe circulation, and adequate separation from neighboring residential uses. If approved and the Specific Plan is amended, the Project would be subject to the storage facility standards per Clovis Municipal Code (CMC) Section 9.40.121, mini-storage facilities. This section of the CMC identifies general development standards for the operation of storage facilities in all zone districts as to not cause a nuisance to nearby land uses.

As the market demands change, it is appropriate to consider allowing land uses that reflect the current demand. For example, in 2018 the City Council approved GPA2018-14, which modified a portion of land within Area 6, located at the corner of Fowler and Shaw Avenues, to a commercial designation to allow development of a car wash facility. Therefore, this request would not be unusual as it is not the first text amendment to Area 6 of the Specific Plan.

PROPOSAL AND ANALYSIS

The Applicant is requesting approval of GPA2026-002 to amend the language in the Shaw Avenue Specific Plan to allow storage facilities in Area 6 with an approved CUP and CUP2026-001 is for the proposed storage facility. These entitlements will facilitate the construction and operation of a ±113,576 square foot storage facility with associated site improvements on ±2.45 acres located north of Shaw Avenue between Fowler and Lavern Avenues.

General Plan Amendment 2026-002

In addition to being within the Specific Plan, the subject property is zoned C-P (Administrative and Professional Office). Per section 9.12.020 of the CMC, storage facilities are allowed with an approved CUP in the C-P Zone District. Although the property is zoned C-P, the Specific Plan limits the permitted uses within Area 6 to office, residential, banks and restaurants. Storage facilities are not considered office type uses and therefore do not meet the intent of the Specific Plan for Area 6. Accordingly, the Applicant is requesting this GPA to modify the Specific Plan to allow for storage

facilities on this site. The text amendment proposed will be specific to this site.

Since the adoption of the Specific Plan, the subject property has remained undeveloped. This is likely caused by the development limitations imposed by the Specific Plan and a lack of market demand for office uses. The proposed storage facility has been evaluated to ensure it will fit on the site and complement the surrounding uses. Storage facilities are allowed with approval of a CUP in all zone districts throughout the City. Approving this request would therefore not introduce a new or unusual use. Storage facilities are also commonly located near residential areas because they typically generate low traffic and limited daily activity. Additionally, the storage use fits in character with the existing commercial developments within its vicinity and will serve as an appropriate transitional use between the nearby commercial and residential uses. To the west, a variety of office uses, Bank of the Sierra and a Ride & Shine Car Wash may be found. The Mountain View Commercial Center is located just south of Shaw Avenue, with major stores such as Walmart Neighborhood Market, Chase Bank, and American Tire Depot. Therefore, the storage facility use would not be out of character and would fit within the surrounding environment.

Findings for General Plan Amendments
The findings necessary to approve a GPA application pursuant to CMC section 9.86.060, and staff's response to each of those findings are listed below.

1. The proposed amendment is internally consistent with the goals, policies, and actions of the General Plan.

This amendment to the Specific Plan does not modify the City's General Plan and therefore does not impact the General Plan. Although the request will modify the allowed uses within Area 6 of the Specific Plan to allow storage facilities, as described in the section above, the existing land use remains consistent with the General Plan and Zoning Code. The proposed text amendment is consistent with several goals and policies of the General Plan, including the development of a mix of different land uses to support a fiscally balanced City. Additionally, the Project was reviewed to ensure consistency with 2014 Clovis General Plan Goals and Policies. Further analysis is provided below; however it has been determined that the amendment is internally consistent with the General Plan.

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

The proposed text amendment was determined not to be detrimental to the public interest, health, safety, and convenience, or general welfare of the City. As mentioned above, storage facilities are allowed throughout the City, in all zone districts, with an approved CUP. The use would typically require a CUP and SPR if it were not located in the Specific Plan area. This Project is not out of the ordinary as it relates to the use and specific requirements and no concerns were expressed by the Department of Public Health, Police, or Fire.

3. If applicable, the parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated project.

The Project has been reviewed twice, once preliminarily through the Development Review

Committee, and again through the formal routing and review of the Project, which confirmed that there are adequate provisions in place to serve the property that would not be detrimental to public health or safety. ***Attachment 2*** *presents a conceptual depiction of the proposed development. Further evaluation will occur through the SPR process to ensure compliance with all development standards. While minor adjustments to the site plan and elevations may be necessary during this review, they are not anticipated to impede the developability of the site itself.*

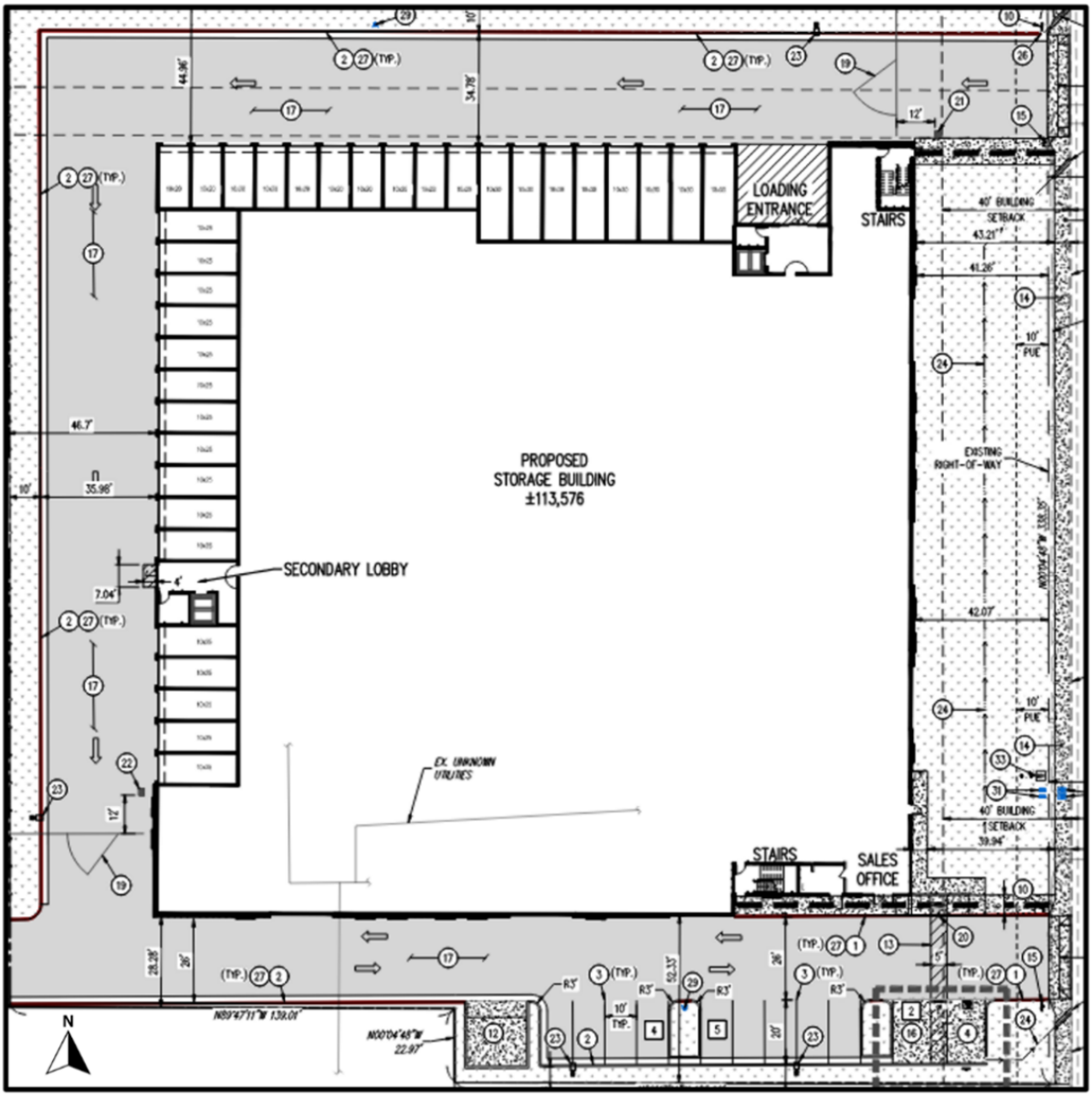
4. There is a compelling reason for the amendment.

This amendment to the Specific Plan does not modify the City's General Plan and therefore does not impact the General Plan. Since the adoption of the Shaw Avenue Specific Plan, the subject property as well as other parcels within this area remain undeveloped. As mentioned above, as the market demands change, it may be appropriate to consider amending the land uses to evolve with such demands. The proposed Project is consistent with existing surrounding commercial properties and the C-P Zone District. The Project fits in character with the existing commercial developments within its vicinity.

Conditional Use Permit 2026-001

As shown below in **Figure 3**, the Applicant is also requesting approval of CUP2026-001 for the operation of a ±113,576 square foot storage facility with associated site improvements on ±2.45 acres of a larger ±4.45-acre parcel. The site is undeveloped but is located near a variety of commercial and office uses to the west and south, and single-family residences to the north. The CUP process enables the Planning Commission to make a finding that the proposed development is in compliance with the intent and purpose of section 9.64.050 of the CMC. Additionally, by approving a CUP, the Planning Commission may impose conditions deemed to be reasonable and necessary.

Figure 3 – Proposed Site Plan



The proposed storage facility will include a two-story, climate-controlled facility including a sales office, interior-access units, and exterior-access/drive-up units. The drive-up units and loading area will be secured behind wrought iron gates and accessible through the northern driveway from Laverne Avenue. These units are facing away from the public right-of way and screened from view with landscaping. Section 9.40.121 of the CMC provides specific standards for storage facilities; therefore, the recommended conditions of approval reflect adherence to CMC section 9.40.121 to ensure operations are consistent with City standards. If approved, site features will be evaluated thoroughly to ensure all requirements are met through the SPR process.

Circulation & Parking

As shown on the conceptual site plan (**Attachment 3**), the Project would be accessed via two (2) points of ingress/egress, along Laverne Avenue. The northern access driveway on Laverne Avenue will be secured with a wrought-iron gate and intended to provide customers with access to the drive-up gates and loading entrance. The southern access drive aisle is not gated and will provide

reciprocal access to and from the adjacent properties. As it relates to parking, for this specific use, the CMC requires a minimum of two (2) parking spaces, plus one (1) space for each 250 square feet of gross office floor area. Based on this requirement, the Project requires 10 parking spaces, and is providing 11 parking spaces, meeting the CMC requirement.

Architecture
Area 6 of the Specific Plan does not provide architectural guidelines. However, the architecture of the proposed storage facility should be compatible with the existing buildings in the general vicinity, along the Shaw Avenue corridor. The building is proposed to be 24 feet, 10 inches in height/2 stories, which does not exceed the maximum height requirement of the C-P Zone District. The proposed building is generally composed of various neutral toned stucco and split face concrete masonry unit (CMU) blocks. The exact nature of the building façade, form, and color will be reviewed for compatibility during the SPR process. **Attachment 3** provides conceptual elevations of the building. Windows on the north side of the building, facing the single-family residences are required to be frosted to prevent direct view in or out. All signs for the proposed building must be in compliance with the guidelines of the City's Sign Ordinance. Signage will be reviewed separately through the City's sign review process.

Fencing and Screening
Along the northern property line, where the subject property and residential zone district abut, a minimum eight (8) foot split face CMU block wall must be installed to provide screening per CMC section 9.40.121. Remaining fencing around the property is conditioned to be solid as well. The Project has a minimum requirement of a 10-foot setback from Laverne Avenue and along the northern property line (residential area) and no setback requirements along the western and southern property lines. However, the Project is proposing a 43-foot enhanced landscape buffer along the Laverne Avenue frontage and a 44-foot setback from the northern property line to the building. Because this facility includes a large two-story building with large massing, an increased setback is provided to create a buffer between the building and the homes. To provide a softened transition between the proposed storage facility and the residences, the Applicant will also be required to incorporate trees along the landscape setback adjacent to the residential areas to the north that adequately screens the facility from view. Tree variety, maturity, height, and spacing are subject to the approval of the City Planner and shall be reviewed during the SPR process. Additionally, all fencing and screening requirements will be evaluated during the SPR process.

Operations
The Applicant has provided an operational statement (**Attachment 5**) that describes the nature of the proposed development. The storage facility plans to operate from 6 a.m. to 10 p.m., seven days a week. The facility plans to employ four (4) to six (6) employees who will work in shifts. Other storage facilities have managers who live on-site; however, an on-site manager is not proposed for this facility. Additionally, the storage facility will be equipped with security cameras, and access to the gated areas will be controlled at both the entrances and exit points.

Conditional Use Permit Required Findings and Analysis
The findings required to approve a CUP application pursuant to CMC section 9.64.050, are as follows:

1. The proposed use is conditionally allowed within, and would not impair the integrity and character of, the subject zoning district and is in compliance with all of the applicable provisions of the Development Code.

Storage facilities are allowed throughout the City, in all zone districts, with an approved CUP. The Project will be in compliance with applicable provisions, development standards and subject to the conditions of approval. Additionally, the Project's building style has been designed to emulate the architecture of the existing buildings in the general area. This Project will undergo an SPR to further ensure that the site layout and development standards are met. During the SPR process, the height, setbacks, parking standards, and aesthetics will also be reviewed to ensure that applicable standards and site-specific conditions are met.

2. The proposed use is consistent with the General Plan and any applicable Specific Plan.

This Project is consistent with the 2014 Clovis General Plan. The underlying General Plan land use designation of General Commercial would remain unchanged, and the proposed use is acceptable within the underlying General Plan land use designation of Office. As part of this request, discussed above, the Applicant is seeking approval of a text amendment to the Specific Plan to allow a storage facility in Area 6.

3. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City.

The proposed use is compatible with the existing office and commercial uses and will complement the area in which it is situated. Storage facilities exist adjacent to both commercial and residential areas and they typically have limited daily activity compared to standard commercial and office uses. The Project complements the commercial uses as approved along the Shaw Avenue corridor and will not be out of the ordinary as it relates to the character of the surrounding development. Further, the Project proposes primary ingress/egress from Laverne Avenue, which will not cause a disturbance to the adjacent uses.

4. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed.

The Project will occupy and operate within the existing site that is physically suitable in size and shape and has the infrastructure in place to support it. The Project will be required to comply with all conditions from Public Utilities and Engineering, which will further ensure the site is suitable for the proposed use.

5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

As stated above under the GPA findings, the project has been reviewed twice, once preliminarily through the Development Review Committee, and again through the formal routing and review of the Project, which confirmed that there are adequate provisions in place to serve the property that would not be detrimental to public health or safety. The review of this project has confirmed that adequate provisions for access, water, sanitation, and utilities are available, and the use will not be detrimental

to public health and safety.

6. The proposed Project has been reviewed in compliance with the provisions of the CEQA and there would be no potential significant negative effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless findings are made in compliance with CEQA.

The Project was determined to be exempt from further environmental review. Therefore, the Project has been reviewed in compliance with CEQA.

Review and Comments by Agencies

The Project was distributed to all City Divisions as well as outside agencies, including Caltrans, Clovis Unified School District, Fresno Irrigation District, Fresno Metropolitan Flood Control District, AT&T, PG&E, and the San Joaquin Valley Air Pollution Control District.

Comments received are attached (**Attachment 6**) only if the agency has provided concerns, conditions, or mitigation measures. Routine responses and comment letters are placed in the administrative record and provided to the applicant for their records.

Public Comments

The City published notice of this public hearing in *The Business Journal* on Friday, March 6, 2026. A public notice was also mailed to property owners within 800 feet of the Project site boundary. Staff has not received any inquiries prior to the finalization of the staff report.

NOTICE OF HEARING

Property owners within 800 feet notified: 163
Interested individuals notified: 2

California Environmental Quality Act

The City has determined that this Project is exempt from CEQA pursuant to CEQA Guidelines section 15332 (Class 32 – In-Fill Development Projects) and that the exceptions identified under section 15300.2 of the CEQA Guidelines would not be triggered as a result of the Project.

The Class 32 categorical exemption exempts in-fill development projects that: (a) are consistent with the applicable land use designation, General Plan policies, and zoning; (b) are within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses; (c) are located on sites with no value as habitat for endangered, rare, or threatened species; (d) would not result in significant effects relating to traffic, noise, air quality, and water quality; and (e) is located on a site that can be adequately served by all utilities. Based on staff's review of the Project, the Project meets the parameters for a Class 32 categorical exemption. (Cal. Code Regs., Tit. 14, § 15332.)
As noted above, the Project site is ±4.45 acres in total, with only 2.45 acres being used for the Project. Further, the Project site is located on Shaw and Laverne Avenues, which is within the Clovis city limits and is surrounded by other urban uses. The Project site poses no value as habitat for endangered or threatened species. Lastly, the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The Project is an urban in-fill development, and thus can be adequately served by all required utilities and public services.

The exceptions identified in CEQA Guidelines section 15300.2 identify further review of a categorical exemption by the Project's potential to result in a cumulative impact, significant effect, or proximity to

a scenic highway, location on or within the vicinity of a hazardous waste site, and/or the potential to negatively impact a historical resource. Based on staff's review, these exceptions would not be triggered by the proposed Project. Therefore, a Notice of Exemption has been prepared, and Staff will file the notice with the County Clerk if the Project is approved.

Consistency with 2014 Clovis General Plan Goals and Policies

Staff has evaluated the Project in light of the General Plan Land Use goals and policies. The following goals and policies reflect Clovis' desire to maintain Clovis' tradition of responsible planning and well managed growth to preserve the quality of life in existing neighborhoods and ensure the development and redevelopment in a responsible manner. The goals and policies seek to encourage and foster economic opportunities that support jobs for the area.

Land Use Element

Goal 5: A city with housing, employment, and lifestyle opportunities for all ages and incomes of residents.

Policy 5.5 **Jobs for residents.** Encourage development that provides job opportunities in industries and occupations currently underserved in Clovis.

Economic Development Element

Goal 5: A mix of land uses and types of development sufficient to support a fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life.

Policy 5.1 **Decision making.** Incorporate the full short-term and long-term economic and fiscal implications of proposed actions into decision making.

Fiscal Impact:

None.

Reason for Recommendation:

The Project is consistent with the goals and policies of the General Plan and the CMC. Based on the findings above, staff recommends that the Planning Commission adopt resolutions recommending the approval of each component of the Project as identified in the subject title to allow a new storage facility.

Actions Following Approval:

GPA2026-001 will be heard by the City Council for final consideration and if approved, the project will continue with the SPR process.

Conflict of Interest:

None.

CLOVIS PLANNING COMMISSION
RESOLUTION 26-_____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS RECOMMENDING THE CITY COUNCIL ADOPT A CLASS 32 CATEGORICAL EXEMPTION FROM FURTHER ENVIRONMENTAL REVIEW UNDER THE CEQA GUIDELINES AND APPROVE A GENERAL PLAN AMENDMENT ALLOWING A TEXT AMENDMENT TO THE SHAW AVENUE SPECIFIC PLAN PERMITTING A STORAGE FACILITY USE WITH AN APPROVED CONDITIONAL USE PERMIT IN AREA 6

WHEREAS, Angeline Ji Ling of Hawkins Companies LLC, ("Applicant"), 855 West Broad Street, Suite 300, Boise, Idaho, applied for General Plan Amendment (GPA) 2026-002 to allow a text amendment to the Shaw Avenue Specific Plan permitting storage facility uses with an approved conditional use permit in Area 6 ("Project"); and

WHEREAS, the City published notice of the public hearing in *The Business Journal* on Friday, March 6, 2026, mailed public notices to property owners within 800 feet of the Project site more than ten (10) days prior to the Planning Commission hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on March 26, 2026; and

WHEREAS, the Planning Commission considered the California Environmental Quality Act (CEQA) analysis outlined in the staff report and elsewhere in the Administrative Record which determined the Project meets the requirements of a Class 32 (In-Fill Development Projects) Categorical Exemption pursuant to CEQA Guidelines section 15332, and would not trigger any of the exceptions listed under CEQA Guidelines section 15300.2; and

WHEREAS, the Planning Commission has had an opportunity to review and consider the entire administrative record relating to the Project, which is on file with the Department, and reviewed and considered those portions of the administrative record determined to be necessary to make an informed decision, including, but not necessarily limited to, the staff report, the written materials submitted with the request, and the verbal and written testimony and other evidence presented during the public hearing, which are incorporated herein by this reference ("Administrative Record").

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION RESOLVES AND FINDS AS FOLLOWS:

1. The Planning Commission finds that the Project is categorically exempt from further environmental review under CEQA pursuant to CEQA Guidelines section 15332 and hereby adopts a Class 32 (In-Fill Development Projects) Categorical Exemption.

2. The Project satisfies the required findings for approval of a general plan amendment, pursuant to Clovis Municipal Code section 9.86.060, as follows:

    a. GPA2026-002 is internally consistent with the goals, policies, and actions of the General Plan.

b. GPA2026-002 would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

c. The Property is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the development of the Project.

d. There is a compelling reason for the amendment, namely, the site has several development limitations, including lot size limitations under the current zoning designation, limited access and dedication obligations for the parcel.

3. The bases for the findings are detailed in the March 26, 2026 staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

* * * * * *

The foregoing resolution was adopted by the Clovis Planning Commission at its regular meeting on March 26, 2026, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 26-
DATED: March 26, 2026

_____
Alma Antuna, Chair

ATTEST: _____
Renee Mathis, Secretary

CLOVIS PLANNING COMMISSION
RESOLUTION 26-_____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS APPROVING CONDITIONAL USE PERMIT ALLOWING A NEW STORAGE FACILITY NORTH OF SHAW AVENUE, BETWEEN FOWLER AND LAVERNE AVENUES

WHEREAS, Angeline Ji Ling of Hawkins Companies LLC, ("Applicant"), 855 West Broad Street, Suite 300, Boise, Idaho, applied for Conditional Use Permit ("CUP") 2026-001 allowing the operation of a new ±113,576 square foot storage facility on 2.45 acres located north of Shaw Avenue, west of Laverne Avenue in the City of Clovis ("Project"); and

WHEREAS, the City published notice of the public hearing in *The Business Journal* on Friday, March 6, 2026, mailed public notices to property owners within 800 feet of the Project site more than ten (10) days prior to the Planning Commission hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on March 26, 2026; and

WHEREAS, the Planning Commission considered the California Environmental Quality Act (CEQA) analysis outlined in the staff report and elsewhere in the Administrative Record which determined the Project meets the requirements of a Class 32 (In-Fill Development Projects) Categorical Exemption pursuant to CEQA Guidelines section 15332, and would not trigger any of the exceptions listed under CEQA Guidelines section 15300.2; and

WHEREAS, the Planning Commission has had an opportunity to review and consider the entire administrative record relating to the Project, which is on file with the Department, and reviewed and considered those portions of the administrative record determined to be necessary to make an informed decision, including, but not necessarily limited to, the staff report, the written materials submitted with the request, and the verbal and written testimony and other evidence presented during the public hearing, and the conditions of approval attached hereto as **Attachment A** to this Resolution, which are incorporated herein by this reference ("Administrative Record").

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION RESOLVES AND FINDS AS FOLLOWS:

1. The Planning Commission finds that the Project is categorically exempt from further environmental review under CEQA pursuant to CEQA Guidelines section 15332 and hereby adopts a Class 32 (In-Fill Development Projects) Categorical Exemption.

2. The Project satisfies the required findings for approval of a CUP pursuant to Clovis Municipal Code section 9.64.050,, as follows:

    a. The proposed use is conditionally allowed within, and would not impair the integrity and character of, the subject zoning district and is in compliance with all of the applicable provisions of the City's Development Code.

    b. The proposed use is consistent with the General Plan and any applicable specific plan.

c. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City.

d. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

e. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed.

f. The proposed Project has been reviewed in compliance with the provisions of the CEQA.

3. The Planning Commission could not make the findings necessary for approval of CUP2026-001 without the conditions of approval set forth in **Attachment A** to this Resolution.

4. The bases for the findings are detailed in the March 26, 2026, staff report, the entire Administrative Record, as well as the evidence and comments presented during the public hearing which are hereby incorporated by reference.

5. CUP2026-001 is hereby approved with incorporation of the conditions of approval (**Attachment A** to this Resolution).

* * * * * *

The foregoing resolution was adopted by the Clovis Planning Commission at its regular meeting on March 26, 2026, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 26-
DATED: March 26, 2026

_____
Alma Antuna, Chair

ATTEST: _____
Renee Mathis, Secretary

ATTACHMENT A
CONDITIONS OF APPROVAL
CUP2026-001

PLANNING DIVISION CONDITIONS
(Marissa Parker, Division Representative – (559) 324-2338)

1. This conditional use permit (CUP) approval allows the operation of a new ±113,576 square foot storage facility on ±2.45 acres located north of Shaw Avenue, west of Laverne Avenue in the City of Clovis.

2. This CUP is not transferable to another location.

3. This CUP does not permit or otherwise allow for the operation of the site and/or uses other than explicitly described in the accompanying staff report.

4. This CUP shall only be effective following the City Council's approval of GPA2026-002 approving a text amendment to the Shaw Avenue Specific Plan to allow storage facilities in Area 6.

5. A separate site plan review (SPR) and approval shall be required prior to the construction of any structures and/or prior to any site modifications and shall comply with development standards prescribed for the Shaw Avenue Specific Plan, O (Office) land use designation, C-P (Administrative and Professional) zone district, conditions of approval of this CUP, and other applicable standards as determined by the Planning Division during the SPR review process.

6. The hours of operation for this use shall not exceed 6 a.m. to 10 p.m. daily. Any deviation from these hours will require an amendment to CUP2026-001.

7. This CUP prohibits living on-site, overnight parking, and/or camping on the site.

8. The applicant shall install and maintain a minimum eight (8'-0") foot CMU block wall along the northern property line adjacent to the single-family residential homes. Remaining fencing around the property shall be a six (6'-0") foot solid fence with the incorporation of trees. Gates may be wrought iron but must have screening panels so that the interior of the site is not visible from the right-of-way.

9. The project shall plant trees along the landscape setback adjacent to the residential areas to the north that adequately screens the storage facility from view. Tree variety, maturity, height, and spacing are subject to the approval of the City Planner and shall be reviewed at the SPR stage.

10. The Project must comply with the following setback requirements as shown in **Attachment 3**:
    - Laverne Avenue – 43 feet
    - Northern Property Line – 44 feet
    - Southern Property Line – 28 feet
    - Western Property Line – 46 feet

11. There shall be no outside storage of materials, supplies, or equipment in any area of the site except inside a closed building or behind a six (6'-0") foot visual barrier intended to screen such area from view of adjoining properties and from the street.

12. The site and its exterior shall remain maintained and free from debris and trash. This includes no outdoor stacking of empty crates, boxes, and/or pallets along the exterior of the structures.

13. All lighting associated with this use shall be screened from direct view from the public right-of-way and adjacent residential properties.

14. The applicant shall make provisions for refuse service in an approved refuse container(s) on the subject property.

15. The applicant shall operate in a manner that complies with the Clovis Municipal Code so that it does not generate noise, odor, or vibration that adversely affects any adjacent properties.

16. The applicant shall consult with the City of Clovis Building Division on any building code requirements. All conditions of this CUP shall be addressed prior to operation of the storage facility.

17. Any future request to expand and/or modify the use shall be subject to an amendment to the CUP.

18. An abandonment or cessation of this use for a period exceeding 365 days shall cause this approval to be scheduled for revocation.

19. All employee parking shall occur on-site.

20. The project would require the following parking ratio pursuant to Chapter 9.32 of the Clovis Municipal Code:
    - 2 spaces minimum, plus 1 space for each 250 sq. ft. of gross office floor area
    - Total building office floor area – 1,972 sq. ft.
        i. 2 minimum + 8 for office floor area
        ii. 10 parking stalls required
        iii. 11 parking stalls provided

21. The applicant shall have on file with the Engineering Division a reciprocal access agreement with the properties to the east and south.

22. Architecture shall be compatible with the surrounding developments. The conceptual elevations attached to this CUP are not approved.

23. Applicant must have on file a current City of Clovis Business License prior to conducting business.

24. CUP2026-001 may be reviewed at any time for compliance with the conditions of approval. Clovis Planning staff may conduct a review of the use in regard to conditions of approval and may present findings of this review to the Planning Commission.

POLICE DEPARTMENT COMMENT

(Amber Cocilova, Department Representative – 324-3423)
(Russ Moring, Department Representative – 324-2589)

25. Security cameras shall be installed to cover at a minimum the entrance and exits, lobby of any occupied structures for business purposes, maintenance warehouse(s), and parking lot views. The video shall be retained for a minimum period of 30 days. Video shall be made available to Clovis PD upon request in conjunction with a criminal investigation.

26. The property shall be alarmed with security beams. Security beam detectors shall be placed on the enter perimeter to completely cover the fence lines with a distance of three to five feet above ground level and work in conjunction with the alarm system. 24-hour contact information for the responsible party shall be maintained with the Clovis Police Department Dispatch Center.

27. Hours of operations to be permitted between the hours of 6:00 a.m. and 10:00 p.m. Monday through Sunday.

28. A fence shall be built around the perimeter and is to be constructed of a solid material. Height limits of the fence to meet requirements per city standards.

29. Entry/Exits gates shall have controlled access with the use of a secure system to allow entry and exit by authorized customers and employees during operation hours.

30. Vehicle improvements and mechanic work shall not be completed onsite.

31. The sidewalks and parking lots shall be reasonable illuminated to enhance public safety and deter criminal activity. The lighting shall be shielded in a manner to that it does not create a nuisance for neighboring properties.

32. The property must be maintained and cared for in a manner that increases public safety and complies with the Clovis Municipal Code and all other applicable City codes. All lighting, gates and fences shall be maintained and in working order, and landscaping shall be kept clean and free of debris and other hazards.

33. The site owner shall maintain all structures and adjoining fences/walls and keep them free of graffiti. All forms of graffiti shall be removed within 48 hours.

34. The property shall keep the noise and vibration levels emitting from the property in compliance with Clovis Municipal Codes 5.27.605 (decibel standards), 9.22.080 (noise standards), and 9.22.100 (vibrations), as to not cause a nuisance for neighboring residences, businesses or patrons.

35. The parking lot surface shall not be dirt and be improved per city requirements.

COUNTY OF FRESNO HEALTH DEPARTMENT

(Kevin Tsuda, County of Fresno Health Representative – (559) 600-3271)

36. The applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the agency for the list of requirements.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

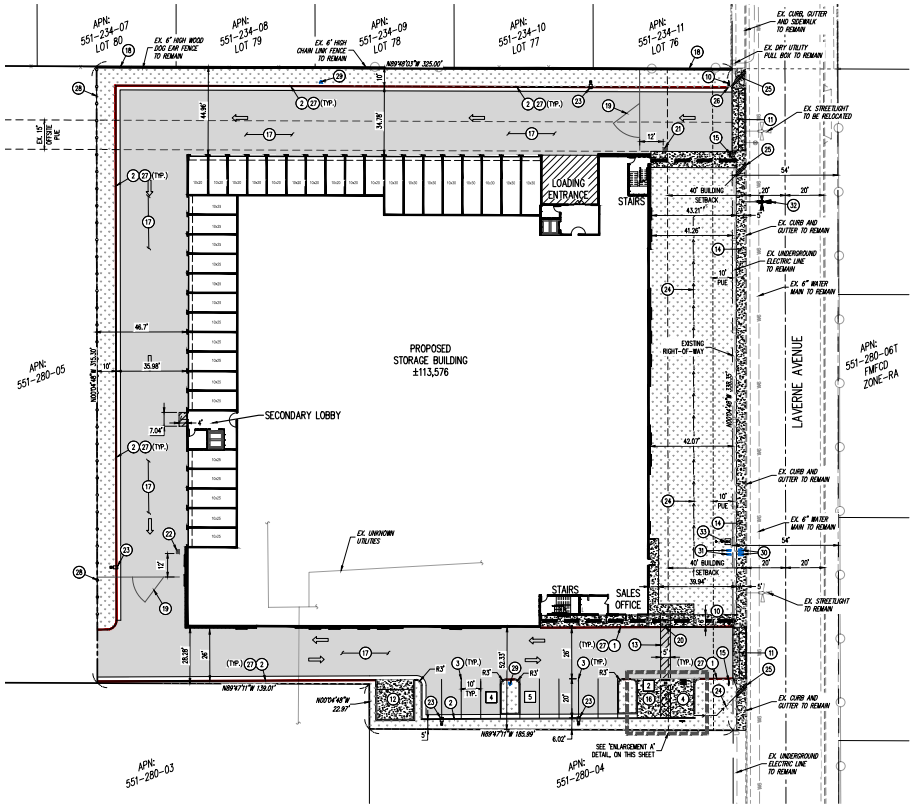
(Antony Zaragoza, FMFCD Department Representative – (559) 456-3292)

37. The applicant shall refer to the attached Fresno Metropolitan Flood Control District correspondence. If the list is not attached, please contact the District for the list of requirements.

SAN JOAQUIN AIR POLLUTION CONTROL DISTRICT

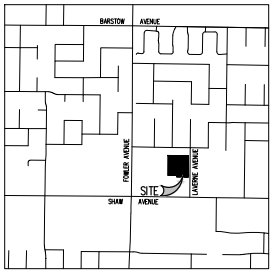
(Ryan Grossman, SJVAPCD Department Representative – (559) 230-6569)

38. The applicant shall refer to the attached SJVAPCD correspondence. If the list is not attached, please contact the District for the list of requirements.



SITE SCHEDULE

1. CONSTRUCT 6" HIGH CONCRETE CURB PER CITY OF CLOVIS STD. DTL. ST-5.
2. CONSTRUCT 6" HIGH CONCRETE CURB AND GUTTER PER CITY OF CLOVIS STD. DTL. ST-5.
3. PAINT 4-INCH WIDE WHITE PARKING STRIPING.
4. PROPOSED ACCESSIBLE PARKING STALL (SEE TYPICAL DETAIL, THIS SHEET).
5. PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING. 3' X 3' MINIMUM.
6. PAINT 4" WIDE PAINTED BLUE BORDER.
7. PAINT 4" WIDE HATCHED LINES IN A PAINT COLOR CONTRASTING ACCESS AISLE SURFACE. PREFERABLY BLUE OR WHITE PAINT. MAXIMUM 3' SPACING (CENTER TO CENTER).
8. PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT. MIN. 12" HIGH LETTERING.
9. INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING ONLY/MINIMUM FINE COMBINATION SIGN (R99C (CA)) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLAQUE (R7-8B) BENEATH PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.
10. INSTALL R100B(CA) SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF CORCORAN POLICE DEPARTMENT OR BY TELEPHONING 875-4202." PER SEC. 118-502.B, 2019 CBC. MOUNTED A MINIMUM 8' FROM BOTTOM OF SIGN TO GROUND.
11. CONSTRUCT DRIVE APPROACH PER THE CITY OF CLOVIS STD. DWG. ST-6.
12. INSTALL TYPE V TRASH ENCLOSURE PER CITY OF CLOVIS STD. DWG. M-2.
13. PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES.
14. CONSTRUCT SIDEWALK PER CITY OF CLOVIS STD. DWG. ST-5.
15. INSTALL STOP SIGN PER CITY OF CLOVIS STD. DWG. ST-19.
16. EV CAPABLE SPACE PER 2022 CALGREEN SEC. 5.106.5.3.1.
17. CONSTRUCT ASPHALT PAVEMENT PER CITY OF CLOVIS PARKING STANDARDS.
18. PROPOSED 8' HIGH CMU WALL
19. PROPOSED WROUGHT IRON SWING GATE.
20. PROPOSED ADA CURB RAMP.
21. PROPOSED SWING GATE ACCESS CONTROL PEDESTAL.
22. PROPOSED SWING GATE EXIT ONLY ACCESS CONTROL PEDESTAL.
23. PROPOSED SITE LIGHT
24. PROPOSED LANDSCAPE SWALE
25. PROPOSED COMMERCIAL SIDEWALK DRAIN PER CITY OF CLOVIS STD. DWG. SD-4.
26. PROPOSED 2' WIDE CURB OPENING
27. PAINT CURB RED WITH MINIMUM 4-INCH HIGH WHITE LETTERING READING "FIRE LANE – NO PARKING" AT MAXIMUM 50-FOOT INTERVALS
28. PROPOSED 8' WROUGHT IRON FENCE
29. PROPOSED COMMERCIAL FIRE HYDRANT PER CITY OF CLOVIS STD. DWG. W-2A
30. PROPOSED WATER METERS PER CITY OF CLOVIS STD. DWG. W-6
31. PROPOSED PRIVATE BACKFLOW PREVENTION DEVICE PER CITY OF CLOVIS STD. DWG. W-19
32. PROPOSED STREET LIGHT
33. PROPOSED DOUBLE DETECTOR CHECK VALVE PER CITY OF CLOVIS FIRE DEPARTMENT STDS.



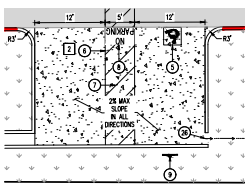
VICINITY MAP
NOT TO SCALE

811
ONE-CALL SYSTEM SEVEN (7) DAYS PRIOR TO ANY EXCAVATION

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE
- EXISTING CHAINLINK FENCE
- EXISTING CURB AND GUTTER
- PROPOSED PROPERTY LINE
- PROPOSED ADA PATH OF TRAVEL
- PROPOSED CURB AND GUTTER
- LIMITS OF SAWCUT
- PARKING COUNT
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING STORM DRAIN MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED ADA PARKING SYMBOL
- EXISTING STREET LIGHT
- PROPOSED SITE LIGHT
- EXISTING SIGN
- PROPOSED SIGN
- PROPOSED CONCRETE
- PROPOSED LANDSCAPED AREA
- PROPOSED ASPHALT PAVEMENT

PARKING SUMMARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	2 SPACES +1/250 SF OF OFFICE SPACE	10	11
ACCESSIBLE	TABLE 11B-208.2 & SEC. 11B-208.2.4, 2022 CBC	1 (1 VAN ACCESSIBLE)	1 (1 VAN ACCESSIBLE)
BICYCLE	SEC. 5.106.4.1.1 2022 CALGREEN STANDARDS	2	2
EV CAPABLE SPACES	TABLE 5.106.5.3.1 2022 CALGREEN STANDARDS	4	4
EVCS	TABLE 5.106.5.3.1 2022 CALGREEN STANDARDS	0	0



ENLARGEMENT A – ACCESSIBLE STALLS, EV STALLS, AND VANPOOL STALLS
SCALE: 1"=10'

N

FEMA FLOOD ZONE
PER FIRMETTE 06019C1595H, EFFECTIVE 02/18/2009;

THIS PROPERTY RESIDES IN FEMA FLOOD HAZARD AREA X (OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD).

SITE NOTES
1. ELEVATION CHANGES GREATER THAN 3' ARE NOT ANTICIPATED ON THIS SITE. THERE WILL BE NO GRADE DIFFERENTIALS ABOVE 12" ALONG PROPERTY LINES.
2. GRADED SLOPES OF 2% FOR 10' AWAY FROM THE BUILDING PERIMETER OR TO AN APPROVED DRAINAGE FACILITY WILL BE PROVIDED. A MINIMUM 0.5% SLOPE WILL BE PROVIDED BEYOND THE BUILDING PERIMETER.
3. NO BUILDINGS EXIST ON THIS SITE.

UTILITY PROVIDERS

SANITARY SEWER:	CITY OF CLOVIS
WATER:	CITY OF CLOVIS
SOLID WASTE:	REPUBLIC SERVICES
ELECTRIC:	PACIFIC GAS & ELECTRIC
GAS:	PACIFIC GAS & ELECTRIC
IRRIGATION:	FRESNO IRRIGATION DISTRICT
TELECOM:	AT&T / COMCAST
STORM SEWER:	FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

PROPOSED DRAINAGE PATTERN
SITE WILL SURFACE FLOW TO LAVERNE AVENUE.

LEGAL DESCRIPTION
APN: 551-280-05

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF THE MAP NO. 88-16, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 52, PAGE 1 OF PARCEL MAPS, FRESNO COUNTY RECORDS, BEING A PORTION OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 13, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.

PARCEL INFORMATION
SITE AREA

GROSS AREA:	±4.45 ACRES
NET AREA:	±2.45 ACRES
SITE ADDRESS:	NWC OF LAVERNE AND SHAW AVENUE CLOVIS, CA 93611

ZONING INFORMATION
ZONING

CURRENT ZONING:	ADMINISTRATIVE & PROFESSIONAL OFFICE (C-P)
REQUIRED ZONING:	ADMINISTRATIVE & PROFESSIONAL OFFICE (C-P)

LAND USE

EXISTING LAND USE:	VACANT PARCEL
PROPOSED LAND USE:	ADMINISTRATIVE & PROFESSIONAL OFFICE

SETBACKS

LAVERNE AVENUE:	40 FT BUILDING / 20 FT LANDSCAPE
NORTH/WEST:	10 FT
SOUTH:	5 FT
MAXIMUM BUILDING HEIGHT:	25 FT

DEVELOPER
HAWKINS COMPANIES LLC
855 W. BROAD STREET, SUITE 300
BOISE, ID 83702
ATTN: ANGELINE J. LING
TEL: (208) 376-8522

PREPARED BY
GALLOWAY & COMPANY, INC
575 E. LOCUST AVENUE, SUITE 103
FRESNO, CA 93720
ATTN: TERRA MORTENSEN, PE
TEL: (559) 721-3030

Galloway
575 E. Locust Avenue, Suite 103
Fresno, CA 93720
559.721.5030
GallowayUS.com

REVISIONS

#	Date	Issue / Description	Init.

APPROVALS

CITY OF CLOVIS PLANNING AND DEVELOPMENT PLANNER DEPARTMENT

DRAWN BY: ARV
CHECKED BY: JOR
DATE: 10/12/25

PROJECT TITLE:
HAWKINS COMPANIES – CLOVIS STORAGE
SHAW AVENUE & LAVERNE AVENUE, CLOVIS, CA 93611

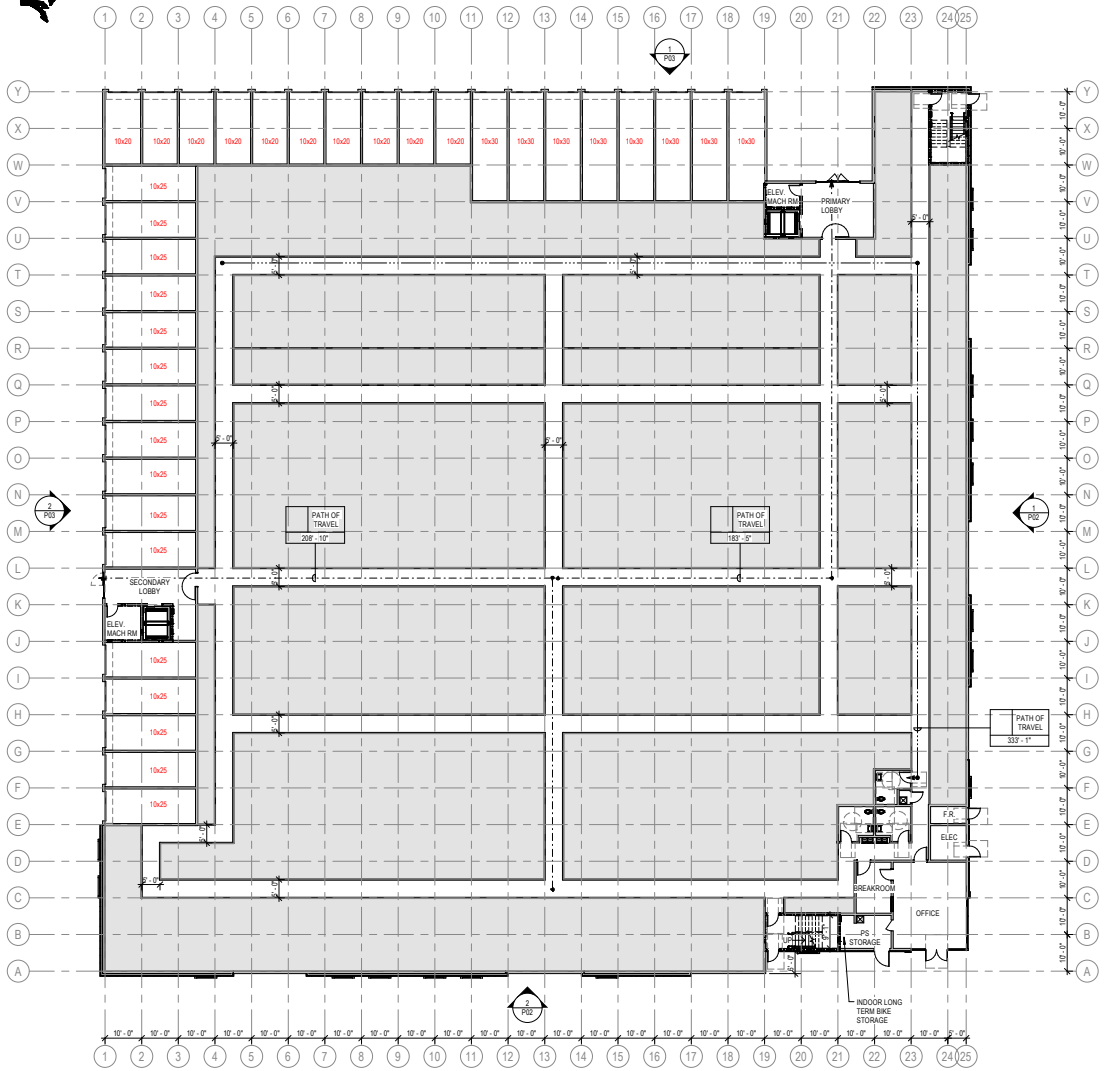
PROJECT NO.
SPR 2025-XXX

SHEET DESCRIPTION:
SITE PLAN

SHEET NO.
1 OF 1

811

ONE-CALL SYSTEM SEVEN (7) DAYS PRIOR TO ANY EXCAVATION



1 OVERALL FLOOR PLAN - LEVEL 1
SCALE: 1/16" = 1'-0"

Galloway
575 E. Locust Avenue, Suite 103
Fresno, CA 93720
559.721.5030
GallowayUS.com

REVISIONS

#	Date	Issue / Description	Init.

APPROVALS

CITY OF CLOVIS PLANNING AND DEVELOPMENT / PLANNER DEPARTMENT

DRAWN BY: | CHECKED BY: | DATE: 10/29/2025

PROJECT TITLE: HAWKINS COMPANIES – CLOVIS STORAGE
SHAW AVENUE & LAVERNE AVENUE, CLOVIS, CA 93611

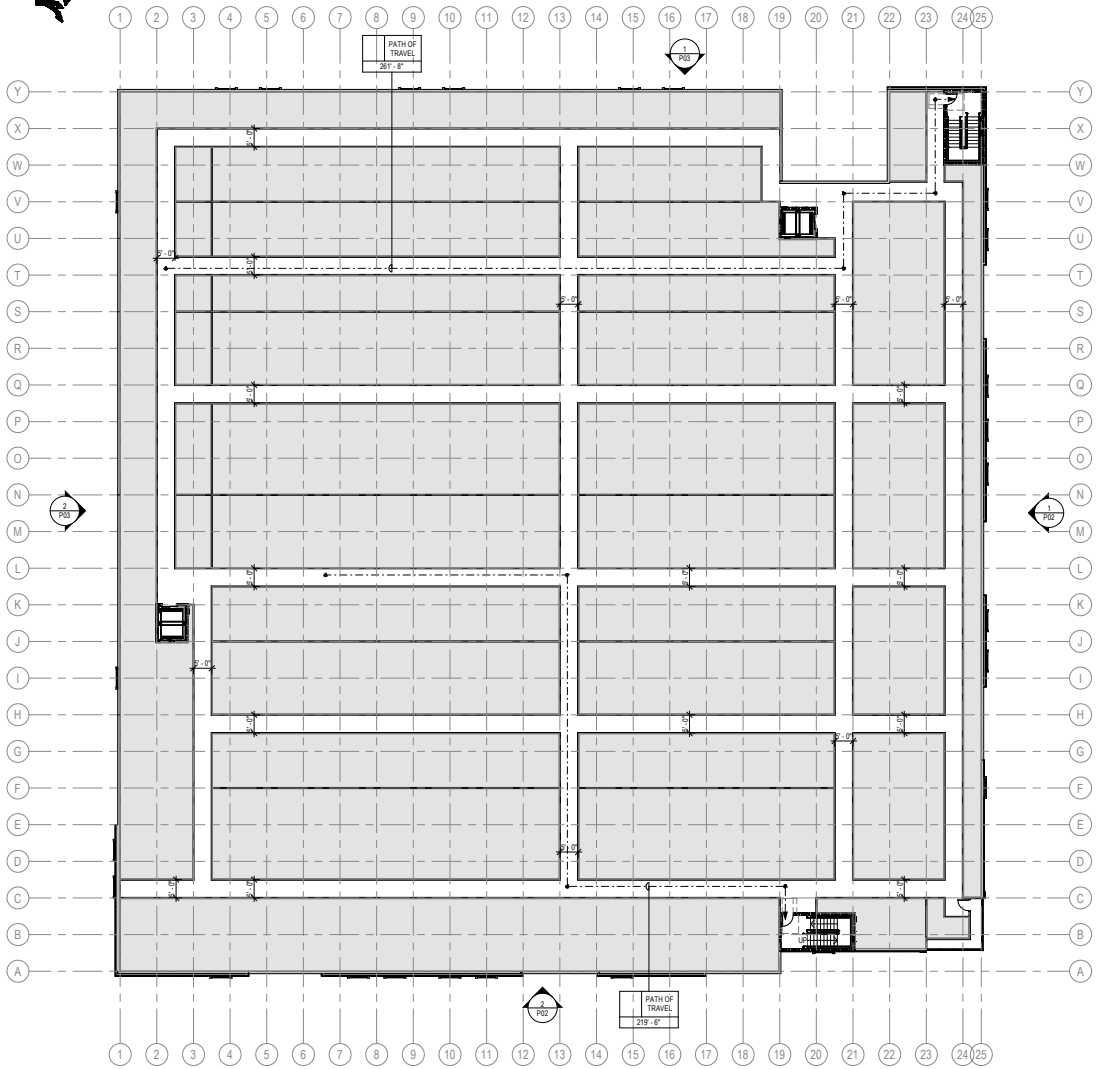
PROJECT NO: SPR 2025-XXX

SHEET DESCRIPTION:

SHEET NO:

811

ONE-CALL SYSTEM SEVEN (7) DAYS PRIOR TO ANY EXCAVATION



1 OVERALL FLOOR PLAN - LEVEL 2

SCALE: 1/16" = 1'-0"

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REVISIONS

#	Date	Issue / Description	Init.
1			
2			
3			
4			
5			
6			
7			

APPROVALS

CITY OF CLOVIS — PLANNING AND DEVELOPMENT / PLANNER DEPARTMENT

DRAWN BY: MM
CHECKED BY: MM
DATE: 10/29/2025

PROJECT TITLE: HAWKINS COMPANIES – CLOVIS STORAGE
SHAW AVENUE & LAVERNE AVENUE, CLOVIS, CA 93611

PROJECT NO: SPR 2025-XXX

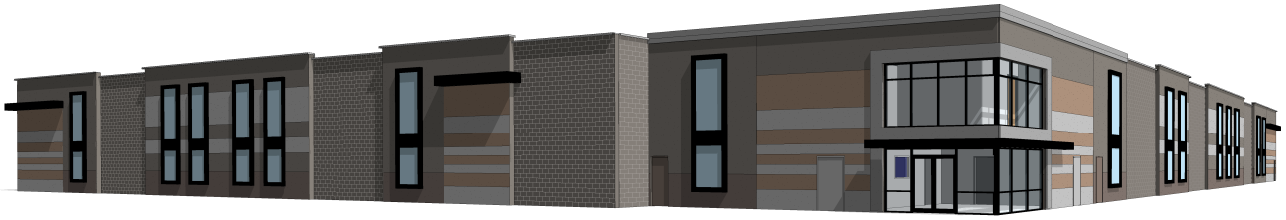
SHEET DESCRIPTION:

SHEET NO:

EXTERIOR MATERIALS LEGEND

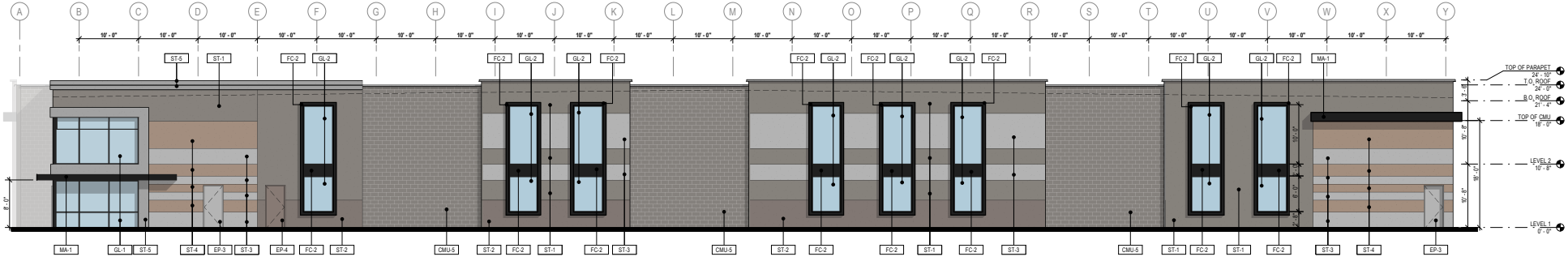
LABEL	MATERIAL	COLOR
CMU-1	SPLIT FACE CMU BLOCK	FIELD COLOR - SMOOTH
CMU-2	SPLIT FACE CMU BLOCK	DARK BROWN - TEXTURED
CMU-3	SPLIT FACE CMU BLOCK	LIGHT GRAY - SMOOTH
CMU-4	SPLIT FACE CMU BLOCK	LIGHT TAN - SMOOTH
CMU-5	SPLIT FACE CMU BLOCK	MEDIUM GRAY - SMOOTH
ST-1	STUCCO	DARK GRAY
ST-2	STUCCO	MEDIUM BROWN GRAY
ST-3	STUCCO	LIGHT GRAY - SMOOTH
ST-4	STUCCO	LIGHT TAN - SMOOTH
ST-5	STUCCO	MEDIUM GRAY - SMOOTH
MA-1	METAL AWNING	BLACK
GL-1	1" INSULATED VISION GLAZING	CLEAR LOW-E
GL-2	1" INSULATED VISION GLAZING - SPANDREL	
FC-2		DARK GRAY
AL-1	ALUMINUM WINDOWS AND ENTRY SYSTEMS	ANODIZED ALUMINUM
EP-1	OVERHEAD DOORS	LIGHT GRAY
EP-2	OVERHEAD DOORS	LIGHT TAN
EP-3	MAN DOORS	LIGHT GRAY
EP-4	MAN DOORS	LIGHT TAN

811
ONE-CALL SYSTEM SEVEN (7) DAYS PRIOR TO ANY EXCAVATION



3 FRONT ENTRY 3D VIEW
SCALE:

2 CONCEPT ELEVATION - SOUTH FACADE
SCALE: 1/8" = 1'-0"



1 CONCEPT ELEVATION - EAST FACADE
SCALE: 1/8" = 1'-0"

Galloway
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Fresno, CA 93720
559.721.5030
GallowayUS.com

REVISIONS

#	Date	Issue / Description	Init.

APPROVALS

CITY OF CLOVIS PLANNING AND DEVELOPMENT PLANNER DEPARTMENT

DRAWN BY:
CHECKED BY:
DATE: 11.12.2025

PROJECT TITLE:
HAWKINS COMPANIES – CLOVIS STORAGE
SHAW AVENUE & LAVERNE AVENUE, CLOVIS, CA 93611

PROJECT NO.
SPR 2025-XXX

SHEET DESCRIPTION:
BUILDING ELEVATIONS

SHEET NO.

EXTERIOR MATERIALS LEGEND		
LABEL	**MATERIAL**	**COLOR**
CMU-1	SPLIT FACE CMU BLOCK	FIELD COLOR - SMOOTH
CMU-2	SPLIT FACE CMU BLOCK	DARK BROWN - TEXTURED
CMU-3	SPLIT FACE CMU BLOCK	LIGHT GRAY - SMOOTH
CMU-4	SPLIT FACE CMU BLOCK	LIGHT TAN - SMOOTH
CMU-5	SPLIT FACE CMU BLOCK	MEDIUM GRAY - SMOOTH
ST-1	STUCCO	DARK GRAY
ST-2	STUCCO	MEDIUM BROWN GRAY
ST-3	STUCCO	LIGHT GRAY - SMOOTH
ST-4	STUCCO	LIGHT TAN - SMOOTH
ST-5	STUCCO	MEDIUM GRAY - SMOOTH
MA-1	METAL AWNING	BLACK
GL-1	1" INSULATED VISION GLAZING	CLEAR LOW-E
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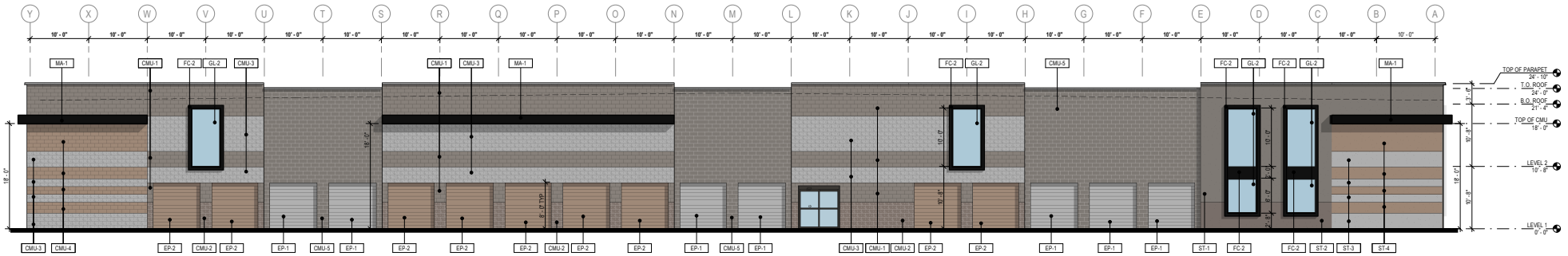
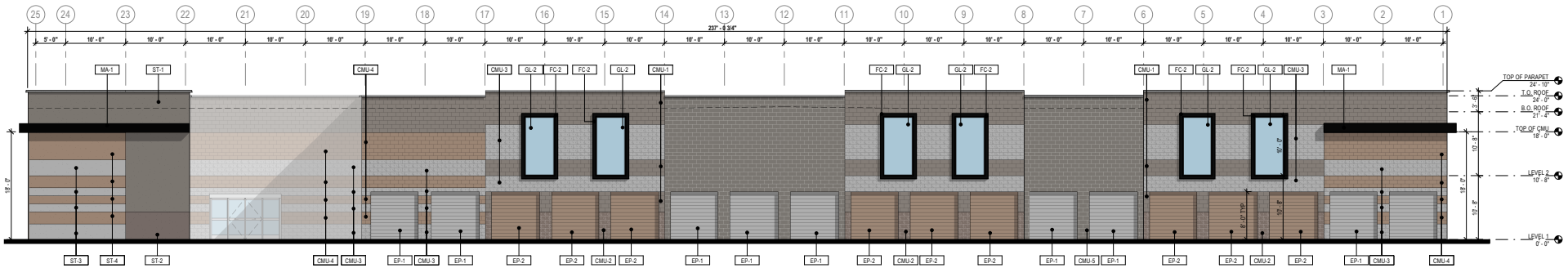
811
ONE-CALL SYSTEM SEVEN
(7) DAYS PRIOR TO ANY
EXCAVATION



2 CONCEPT ELEVATION - WEST FACADE
SCALE: 1/8" = 1'-0"



1 CONCEPT ELEVATION - NORTH FACADE
SCALE: 1/8" = 1'-0"

Galloway
575 E. Locust Avenue, Suite 103
Fresno, CA 93720
559.721.5030
GallowayUS.com

REVISIONS

#	Date	Issue / Description	Init.

APPROVALS

CITY OF CLOVIS PLANNING AND DEVELOPMENT PLANNER DEPARTMENT

DRAWN BY:
CHECKED BY:
DATE: 11.12.2025

PROJECT TITLE:
HAWKINS COMPANIES – CLOVIS STORAGE
SHAW AVENUE & LAVERNE AVENUE, CLOVIS, CA 93611

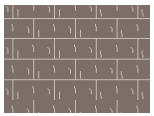
PROJECT NO.
SPR 2025-XXX

SHEET DESCRIPTION:
BUILDING ELEVATIONS

SHEET NO.

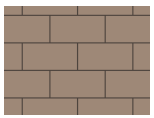
ONE-CALL SYSTEM SEVEN
(7) DAYS PRIOR TO ANY
EXCAVATION

SPLIT FACE CMU BLOCK - SMOOTH (CMU-1)
FIELD COLOR

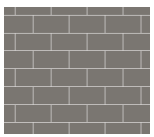


SPLIT FACE CMU BLOCK - TEXTURED (CMU-2)
DARK BROWN

SPLIT FACE CMU BLOCK - TEXTURED (CMU-3)
LIGHT GRAY



SPLIT FACE CMU BLOCK - SMOOTH (CMU-4)
LIGHT TAN



SPLIT FACE CMU BLOCK - SMOOTH (CMU-5)
MEDIUM GRAY

STUCCO (ST-1)
DARK GRAY

STUCCO (ST-2)
MEDIUM BROWN/GRAY

STUCCO (ST-3)
LIGHT GRAY

STUCCO (ST-4)
LIGHT TAN

STUCCO (ST-5)
MEDIUM GRAY

Galloway
575 E. Locust Avenue, Suite 103
Fresno, CA 93720
559.721.5030
GallowayUS.com

REVISIONS

#	Date	Issue / Description	Init.

APPROVALS

CITY OF CLOVIS PLANNING AND DEVELOPMENT PLANNER DEPARTMENT

DRAWN BY:
CHECKED BY:
DATE: 11.12.2025

PROJECT TITLE:
HAWKINS COMPANIES – CLOVIS STORAGE
SHAW AVENUE & LAVERNE AVENUE, CLOVIS, CA 93611

PROJECT NO.
SPR 2025-XXX

SHEET DESCRIPTION:
EXTERIOR MATERIALS SCHEDULE

SHEET NO.

Galloway

HAWKINS - CLOVIS, CA

CLOVIS CALIFORNIA

ARCHITECTURAL RENDERING

10/07/2025

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Hawkins
Self Storage
Shaw & Laverne, Clovis, CA
November 12, 2025

Justification for Shaw Avenue Specific Plan Amendment

Project Address: Shaw Ave & Laverne Ave, Clovis, CA 93611

APN: 551-280-05

Proposed Building Area: +/- 113,576 SF

Existing Site Area: 4.45-acres (Gross Existing Parcel)

Proposed Site Area: 2.45-acres (per proposed parcel boundary)

Zoning & Land Use:
- Existing zone: Administrative & Professional Office (C-P)
- Proposed zone: No change
- Mini-Storage is not a permitted use, Shaw Avenue Specific Plan Amendment required for this use.

General:
Self-storage plays a vital role in supporting a wide variety of zone districts by providing a necessary service that enhances the livability and functionality of complete neighborhoods. These storage units are accommodating the needs of local businesses and residents alike. Self-storage facilities address space challenges for residential communities by offering secure, accessible solutions for storing seasonal items, recreational equipment, and household belongings, allowing residents to maximize their living spaces. For businesses, it provides an off-site solution for inventory and equipment storage, helping maintain the vibrancy of the area without sacrificing functionality.

The proposed self-storage facility surpasses expectations set by other facilities in the region through thoughtful design and aesthetics of the site, landscape features, building elevations, and materials further described in sections below.

Landscape:
The project thoughtfully integrates a 43-foot enhanced landscape buffer, exceeding the required 20-foot buffer, along the Laverne Avenue street-facing frontage. This enhanced landscape buffer including canopy trees above shrubs of varying heights creates a softened and visually appealing transition to the primary building elevation.

Along the north and west property boundaries, a 10-foot landscape setback is provided, consistent with neighboring developments. The south property line, adjacent to the parking area, incorporates a 5-foot landscaped edge that aligns with the transitions between the existing developments and surrounding undeveloped parcels.

Elevations:
The project team understands the desire for City of Clovis' to create a unified aesthetic within the community, in terms of materials, massing and color palette. In efforts to honor this unified aesthetic, we are proposing updated massing at the southeast corner of the building most visible to the street frontage to incorporate shade overhangs similar to the building at 1900 Shaw Ave. We believe this will be more in keeping with the established building massing.

- The building color scheme was modified to a lighter color palette with softer contrast at the recommendation of the Planning Division.
- The tops of parapets feature a coping cap for a more refined and finished look.
- With regard to the building within the site overall, the project team proposes site design features in the form of an augmented landscape buffer along Laverne Avenue. We suggest that these landscaped improvements will further soften the appearance of the building and significantly improve the frontage.

- Exterior materials square footage comparison is as follows:
    - East: Total material Area = approx. 5,961SF
        - Total Stucco & Non-CMU Materials = 4,545 SF = 76%
        - Total CMU = 1,416 SF = 24%
    - South: Total material Area = approx. 6,343 SF
        - Total Stucco & Non-CMU Materials = 4,927 SF = 78%
        - Total CMU = 1,416 SF = 22%
- High-grade and aesthetically pleasing split-faced CMU was used in lieu of standard CMU blocks. The CMU is used as an accent material on the main frontage facades. It is used to a greater degree on the loading facades facing away from the street frontage for durability and functionality.

Conclusion:
Overall, the project positively contributes to the enhancement of the neighborhood character and to the built and natural environment providing for self-storage options for the mixed-use corridor. It supports the residences and multi-family developments in the area by providing a variety of self-storage options; while activating and enhancing a currently underutilized vacant infill parcel.

Self-storage facilities generate significantly less traffic than retail or office spaces, making them a quiet and low-impact neighbor in residential and commercial areas. With most visits being short and spread out, self-storage facilities do not contribute to peak-hour traffic congestion.

Hawkins
Self Storage
Shaw & Laverne, Clovis, CA
November 12, 2025

Operational Statement

Project Address: Shaw Ave & Laverne Ave, Clovis, CA 93611

APN: 551-280-05

Proposed Building Area: +/- 113,576 SF

Existing Site Area: 4.45-acres (Gross Existing Parcel)

Proposed Site Area: 2.45-acres (per proposed parcel boundary)

Zoning & Land Use:
- Existing zone: Administrative & Professional Office (C-P)
- Proposed zone: No change
- Mini-Storage is not a permitted use, Shaw Avenue Specific Plan Amendment required for this use.

Project Description:
The proposed development, located northwest of Shaw Avenue and Laverne Avenue in Clovis, CA (APN-551-280-05) and encompasses approximately 4.452 gross acres. Applicant is proposing a Tentative Parcel Map to allocate 2.45-acres for the proposed self-storage development with approximately 2-acre remainder parcel.

The proposed self-storage development will include a two-story, climate-controlled facility with a total gross floor area of +/- 113,576 SF, including sales office, interior-access units, and exterior-access/drive-up units.

A total of 11 parking spaces will be provided, including 1 ADA-compliant parking space, and 1 EV capable parking space all located along the southern drive aisle.

Drive up units and loading entrance for tenants will be secured behind wrought iron gates accessible only through the northern access drive off of Laverne Avenue. These units are facing away from the public right-of-way and screened from view with landscaping. The south side of the building will include the employee and prospective tenant parking along the shared access between Laverne Avenue and future development to the west.

Hours of operation will be limited to 6am-10pm and there will be an estimated 4-6 employees for the property. The facility will be well lit to ensure accessibility and safety. Security cameras will be installed throughout the facility for monitoring purposes, and both entrance and exits will be gate controlled.

County of Fresno

DEPARTMENT OF PUBLIC HEALTH
Environmental Health Division

August 26, 2024

LU0022760
2604

Lily Cha-Haydostian, Assistant Planner
City of Clovis
Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

Dear Ms. Cha-Haydostian:

PROJECT NUMBER: **DRC2024-050**

DRC2024-050; 3 story self-storage facility 120,000 SF, with RV/Boat parking located north of the subject building, an office facing Laverne Ave, 2 loading stalls at the west of the building. We will need to subdivide the master parcel and create a new parcel of 2.45 acres.

APN: 551-280-05 **ZONING: C-P** **ADDRESS: 1859 Shaw Avenue**

Recommended Conditions of Approval:

- Facilities that use and/or store hazardous materials and/or hazardous wastes shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Your proposed business will handle hazardous materials and/or hazardous waste and will be required to submit a Hazardous Materials Business Plan pursuant to the HSC, Division 20, Chapter 6.95 (http://cers.calepa.ca.gov/). Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.

- The proposed project has the potential to expose nearby residents to elevated noise levels. Consideration should be given to your City's municipal code.

- As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.

- Should any underground storage tank(s) be found during the project, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.

REVIEWED BY:

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II (559) 600-33271

KT

cc: Rogers, Moreno, C. Her & Jackson- Environmental Health Division (CT. 57.03)
Angeline Ling- Applicant (ajiling@hcollc.com)

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

File No. 210.433

PUBLIC AGENCY

MARISSA PARKER
DEPARTMENT OF PLANNING AND
DEVELOPMENT SERVICES
CITY OF CLOVIS
1033 FIFTH STREET
CLOVIS, CA 93612

DEVELOPER

ANGELINE JI LING, HAWKINS COMPANIES LLC
855 W. BROAD STREET #300
BOISE, ID 83702

PROJECT NO: **2026-001**
ADDRESS: **1859 SHAW AVE.**
APN: **551-280-05**

SENT: **March 03, 2026**

Drainage Area(s)	Preliminary Fee(s)	Development Review Service Charge(s)	Fee(s)	
3F	$0.00	NOR Review *	$89.00	To be paid prior to release of District comments to Public Agency and Developer.
		Grading Plan Review *	$454.00	Amount to be submitted with first grading plan submittal.
	Total Drainage Fee: $0.00		**Total Service Charge: $543.00**	

* The Development Review Service Charge shown above is associated with CL SPR 2026-001 and is currently proposed to develop in conjunction with this permit. Payment for this entitlement shall satisfy the amount due on the associated permits.

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.

Pursuant to the District's Development Review Fee Policy, the subject project shall pay review fees for issuance of this Notice of Requirements (NOR) and any plan submittals requiring the District's reviews. The NOR fee shall be paid to the District by Developer before the Notice of Requirement will be submitted to the City. The Grading Plan fee shall be paid upon first submittal. The Storm Drain Plan fee shall be paid prior to return/pick up of first submittal.

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 3/01/27 based on the site plan submitted to the District on 2/11/26 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

a.) Fees related to undeveloped or phased portions of the project may be deferrable.

b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.

c.) Creditable storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.

d.) The actual cost incurred in constructing Creditable drainage system facilities is credited against the drainage fee obligation.

e.) When the actual costs incurred in constructing Creditable facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.

f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable $300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

CL CUP No. 2026-001

Approval of this development shall be conditioned upon compliance with these District Requirements.

1.

___ **a.** Drainage from the site shall

__X__ **b.** Grading and drainage patterns shall be as identified on Exhibit No. 2.

___ **c.** The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:

___ Developer shall construct facilities as shown on Exhibit No. 1 as

__X__ None required.

3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:

__X__ Grading Plan

___ Street Plan

___ Storm Drain Plan

___ Water & Sewer Plan

___ Final Map

___ Drainage Report (to be submitted with tentative map)

___ Other

___ None Required

4. Availability of drainage facilities:

__X__ **a.** Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).

___ **b.** The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.

___ **c.** Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.

___ **d.** See Exhibit No. 2.

5. The proposed development:

___ Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)

__X__ Does not appear to be located within a flood prone area.

6. ___ The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

CL CUP No. 2026-001

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.

a. State General Permit for Storm Water Discharges Associated with Construction Activities, effective July 1, 2010, as amended. A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre) if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent and Permit Registration Documents to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.

b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 2014 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.

c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.

8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.

9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.

10. **X** See Exhibit No. 2 for additional comments, recommendations and requirements.

Debbie Campbell
Digitally signed by Debbie Campbell Date: 3/3/2026 12:27:36 PM
Debbie Campbell
Design Engineer, RCE

Antonio Tolentino
Digitally signed by Antonio Tolentino Date: 2/20/2026 3:20:02 PM
Antonio Tolentino
Engineer I

CL CUP No. 2026-001

OTHER REQUIREMENTS

EXHIBIT NO. 2

Runoff from the site shall be directed to Laverne Avenue and/or Fowler Avenue. The City of Clovis shall verify that drainage covenants are in place to allow runoff from CL CUP 2026-001 to drain to Fowler Avenue as required.

In an effort to improve storm runoff quality, outdoor storage areas shall be constructed and maintained such that material that may generate contaminants will be prevented from contact with rainfall and runoff and thereby prevent the conveyance of contaminants in runoff into the storm drain system.

The District encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Runoff from areas where industrial activities, product, or merchandise come into contact with and may contaminate storm water must be treated before discharging it off-site or into a storm drain. Roofs covering such areas are recommended. Cleaning of such areas by sweeping instead of washing is to be required unless such wash water can be directed to the sanitary sewer system. Storm drains receiving untreated runoff from such areas shall not be connected to the District's system. Loading docks, depressed areas, and areas servicing or fueling vehicles are specifically subject to these requirements. The District's policy governing said industrial site NPDES program requirements is available on the District's website at: www.fresnofloodcontrol.org or contact the District's Environmental Department for further information regarding these policies related to industrial site requirements.

February 25, 2026

Marissa Parker
City of Clovis
Planning & Development Services
1033 Fifth Street
Clovis, CA 93612

Project: General Plan Amendment 2026-02, Conditional Use Permit 2026-001, Site Plan Review 2026-001

District CEQA Reference No: 20260141

Dear Ms. Parker:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the General Plan Amendment (GPA), Conditional Use Permit (CUP), and Site Plan Review (SPR) from the City of Clovis (City). Per the GPA/CUP/SPR, the project consists of a 113,576 square foot self-storage development on 2.45 acres (Project). The Project is located at 1859 Shaw Avenue, in Clovis, CA.

The District offers the following comments at this time regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 standards.

Based on information provided to the District, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI): https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf.

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

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A “Prioritization” is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association’s (CAPCOA) methodology. Please contact the District for assistance with performing a Prioritization analysis.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here: https://ww2.valleyair.org/permitting/ceqa/.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors to prevent the creation of a significant health risk in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambien Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: https://ww2.valleyair.org/permitting/ceqa/.

4) Vegetative Barriers and Urban Greening

There are residential units located near the Project and an elementary (Jefferson Elementary School) located west of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units and schools).

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 update of gaseous pollutants. Examples of vegetative barriers include, but are 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 tolerant, low-maintenance greenery.

5) Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial 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: https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/.

6) 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 City consider incorporating solar power systems as an emission reduction strategy for the Project.

7) Electric Infrastructure

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit https://ww2.valleyair.org/grants/charge-up for more information.

8) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

8a) 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 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) 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 construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (559) 230-5888.

8b) District Rule 9510 - Indirect Source Review (ISR)

The 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 2,000 square feet of commercial space.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design.

Information about how to comply with District Rule 9510 can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview

The AIA application form can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

8c) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs.

The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf

8d) 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.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx

Information about District Regulation VIII can be found online at: https://ww2.valleyair.org/dustcontrol

8e) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

9) 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 Ryan Grossman by e-mail at ryan.grossman@valleyair.org or by phone at (559) 230-6569.

Sincerely,

Mark Montelongo
Director of Policy and Government Affairs

Daniel Martinez
Program Manager

CITY of CLOVIS

Report to the Planning Commission

To: Planning Commission

From: Planning and Development Services Department

Date: March 26, 2026

Staff: Tiffany Williams, Associate Planner

Subject: Consider Approval, Res. 26-___, CUP2025-009, Adopting a Class 32 Categorical Exemption from further environmental review under the CEQA Guidelines and approving a conditional use permit to allow the construction of a ±910-square-foot coffee restaurant with a dual drive-through, including outdoor seating for a proposed 7 Brew Coffee located at the southwest corner of Shaw and Clovis Avenues. Hinds Investments, L.P., owner; 7 Brew Coffee, applicant; and Vang Inc Consulting Engineers, representative.

Recommendation: Approve

Attachments:

1. CUP2025-009 ATT 1 Res. 26-____
2. CUP2025-009 ATT 2 Conceptual Site Plan, Floor Plan, Elevations
3. CUP2025-009 ATT 3 Operational Statement
4. CUP2025-009 ATT 4 Parking Demand Analysis
5. CUP2025-009 ATT 5 Correspondence

Recommendation:

Staff recommends that the Planning Commission adopt a resolution exempting the project from further environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines section 15332, a Class 32 Categorical Exemption, and approving Conditional Use Permit (CUP) 2025-009, subject to the conditions of approval attached to the resolution as **Attachment 1A**.

Executive Summary:

7 Brew Coffee ("Applicant") is requesting approval of CUP2025-009 to allow the construction and operation of a ±910-square-foot 7 Brew Coffee restaurant with a dual drive-through, including outdoor seating within an existing fully developed shopping center located at the southwest corner of Shaw and Clovis Avenues ("Project"), as shown in **Figure 1** below. According to the Clovis Municipal Code (CMC), drive-through uses are permitted subject to CUP approval. Approval of this request would allow the applicant to proceed with a site plan review (SPR). Although the SPR process is reviewed administratively at the staff level, a conceptual site plan has been provided in **Attachment 2** for informational purposes.

Figure 1 – Project Location

Background:

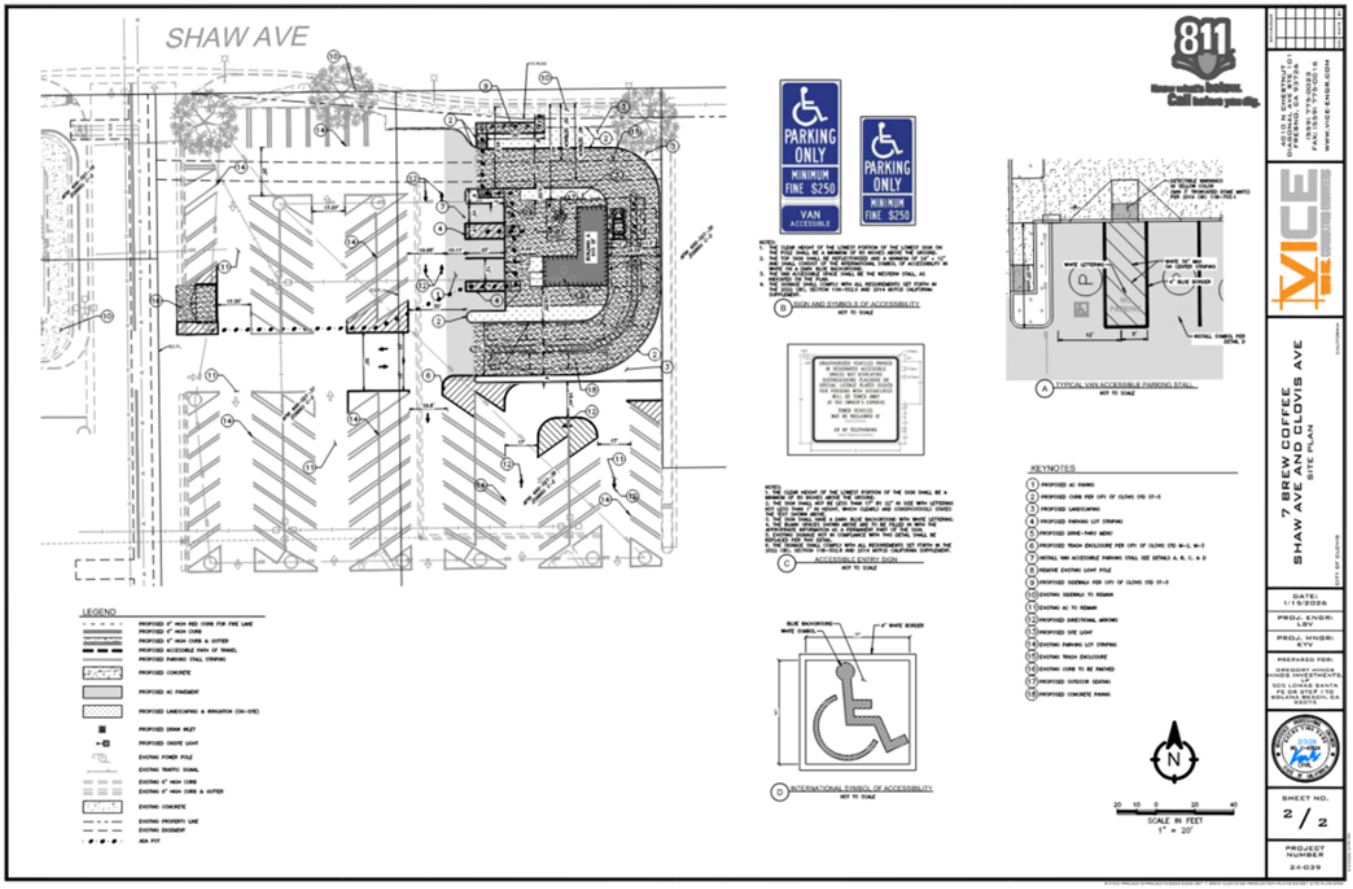
- General Plan Designation: GC (General Commercial)
- Existing Zoning: C-2 (Community Commercial)
- Regional Housing Needs Allocation (RHNA) Site: Not a RHNA Site
- Shopping Center Acreage: ± 14 acres
- Subject Parcel Size: ±2.77 Acres
- Project Area Size: ±1.78 Acres
- Shopping Center Sq. Ft.: 143,340 sq. ft. (existing)
- Current Land Use: Paved parking lot
- Adjacent Land Uses:
  - North: Commercial
  - South: Commercial
  - East: Commercial
  - West: Commercial
- Previous Entitlements: CUP2017-13; MA2018-06; SPR90-09A; V118

The subject parcel is approximately 2.77 acres in size and the proposed project will occur on a portion of the parcel, encompassing approximately 1.78 acres. The site is currently developed as paved parking and surrounding land uses are predominantly commercial in nature. Properties to the north, south, east, and west are developed with retail, restaurants, and commercial service uses. The existing shopping center has undergone incremental upgrades over time, including exterior façade upgrades to portions of the center, an addition for PetSmart, and the remodel of Wendy's restaurant.

PROPOSAL AND ANALYSIS

The Applicant is requesting approval of a CUP to allow the construction and operation of a ±910-square-foot 7 Brew Coffee restaurant that will serve beverages only. The Project will have a dual drive-through configuration and limited outdoor seating, as illustrated in **Figure 2** below. The proposed building is designed as a compact kiosk-style structure that supports drive-through service operations. The site plan includes a dual drive-through configuration that wraps around the building and provides queuing for up to thirteen (13) vehicles.

Figure 2 – Site Plan



The Project provides five (5) on-site parking stalls, including one (1) accessible stall and one (1) electric vehicle charging stall. Outdoor seating or a waiting area is proposed to accommodate up to four (4) patrons on the northwest elevation of the establishment where the main entrance will be located. Additional improvements include ADA-compliant access routes, landscaping and irrigation improvements, and minor modifications to the existing parking lot striping to accommodate the new building and circulation pattern. Site security and nighttime illumination will be provided via a

combination of wall-mounted and pole-mounted lighting fixtures, and the building will incorporate internal and external video surveillance systems for enhanced security.

The Applicant has submitted an operational statement (**Attachment 3**) describing the proposed business operations. The business is proposed to operate seven (7) days per week between the hours of 5:00 a.m. and 11:00 p.m. The operation is anticipated to serve approximately 500 customers per day. Staffing is expected to include approximately five (5) to eight (8) employees on-site per day. The Project is expected to receive approximately five (5) service deliveries per week. The Project has been conditioned as part of **Attachment 1A**, so that deliveries must occur during off-peak hours as to not interfere with the ingress or egress of adjacent businesses.

Existing Site and Surrounding Area

The project site is located within an existing, fully developed multi-tenant commercial shopping center. The overall shopping center contains approximately 143,340 square feet of gross leasable commercial space and is currently fully occupied. The center includes a variety of retail and commercial uses such as Planet Fitness, PetSmart, Marshall's, Party City, three drive-through quick service restaurants (QSRs) (McDonald's, El Pollo Loco, and Wendy's), and a West America Bank.

The specific area proposed for the development is an interior portion of the existing surface parking lot. The site is flat, paved, and previously developed with no existing structures in the Project footprint. The parking area includes landscaped islands, drive aisles, lighting, and striping consistent with commercial center design standards. As such, the proposed Project represents infill development on a previously disturbed site within an urbanized area.

Circulation, Parking, and Site Design

The Project will utilize the center's existing shared parking and circulation system. Access to the shopping center is currently provided by four (4) ingress/egress points from Shaw Avenue, two (2) ingress/egress points from Clovis Avenue, and two (2) ingress/egress points from DeWitt Avenue, as well as internal drive aisles that allow circulation throughout the center.

The existing shopping center currently provides 654 parking stalls. As part of the Project, 62 parking stalls will be removed to accommodate the construction of the new building and associated drive-through lanes. To offset this loss, the project proposes adding parking stalls throughout the shopping center. Specifically, 68 new parking stalls are proposed, including 61 stalls along the south side of the shopping center, four (4) stalls proposed by the new QSR, and three (3) stalls along the frontage of the existing multi-tenant commercial building, resulting in a total of 660 parking stalls provided on-site after development.

Pursuant to Section 9.32.040 of the CMC, the required parking ratio for commercial services greater than 70,000 square feet is 4.7 stalls per 1,000 square feet. With the addition of the proposed ±910 square foot coffee restaurant with drive-through, a total of 678 parking stalls would typically be required under the CMC.

Based on field observations and parking counts conducted on December 13 and 14, 2024, the highest observed parking demand occurred at approximately 1:00 p.m., when 653 vehicles were parked on-site. Based on the observed parking demand, this equates to approximately 4.56 stalls per 1,000 square feet, which demonstrates that the existing shopping center operates below the CMC parking ratio. With the proposed development, the site will provide 660 parking stalls, which exceeds the highest observed parking demand of the shopping center.

Staff also evaluated parking conditions at similar commercial shopping centers within the city. Due to shared parking and staggered peak demand among tenants, some centers operate with parking supplies below the ratio established in the CMC. For example, the Crossroads Shopping Center located on the southwest corner of Bullard and Minnewawa Avenues operates with approximately 118 fewer stalls than the code-based requirement and approximately 21 fewer stalls than currently available at the Crossroads Shopping Center yet continues to function without significant parking constraints. Based on staff's analysis, the observed parking demand rate of 4.56 stalls per 1,000 square feet, and comparisons to similar commercial centers within the city, staff supports maintaining the demonstrated parking demand as the basis for evaluating parking adequacy for the Project.

The Project will be conditioned to provide a trash enclosure consistent with City Standards. The applicant has been coordinating with the City's Public Utilities Department to ensure the proposed trash enclosure location and design will comply with City Standards for refuse collection and service access. The final location and design of the enclosure will be reviewed during the SPR process.

Drive-through Use and Standards

The Project includes a dual drive-through designed to accommodate high customer demand while maintaining efficient on-site circulation. The drive-through configuration consists of two (2) parallel queuing lanes capable of accommodating up to thirteen (13) queued vehicles on site. This configuration complies with CMC Section 9.40.090(F)(1) which requires that the drive-through access aisles provide sufficient space before the menu board to accommodate at least five (5) waiting vehicles and at least eight (8) waiting vehicles between the menu board and the drive-up window, thus accommodating a total of thirteen (13) vehicles.

Customers entering the drive-through will be greeted by staff who take orders directly from vehicles within the queuing lanes. At the pick-up window, additional staff will deliver beverages to customers, allowing both lanes to operate efficiently and minimizing delays. This operational model is intended to support the anticipated demand of approximately 500 customers per day while maintaining continuous vehicle movement through the drive-through lanes.

Vehicles will access the drive-through from the interior drive aisles of the shopping center and will merge back into the on-site circulation system after receiving their orders. The drive-through queue is designed to be separated from primary parking aisles to minimize conflicts with parking lot circulation. No direct driveway access to Shaw or Clovis Avenues is proposed for this Project. Instead, access will continue to occur through the existing circulation network serving the commercial center, which provides multiple ingress and egress points from Shaw, Clovis, and DeWitt Avenues.

Section 9.40.090 of the CMC provides specific standards for drive-through facilities; therefore, the recommended conditions of approval reflect adherence to CMC Section 9.40.090 to ensure operations are consistent with City standards.

Based on the information provided, staff do not have any initial concerns with the design of the drive-through and finds the drive-through adequately accommodates projected peak demands and contains stacking on-site; however, final circulation details will be reviewed during the SPR process. Additionally, if a future user of the site is determined to be a high-volume user that requires additional queuing capacity, the site will need to be redesigned to accommodate that demand. An amendment to the CUP may be required.

Architecture

Based on the surrounding commercial development pattern along the Shaw Avenue corridor, the

proposed building design is compatible with the scale, form, and materials typical of freestanding restaurant and retail pad buildings in the area. The Project introduces contemporary architectural elements while maintaining a building size and massing that is consistent with the existing shopping center and surrounding commercial uses.

The structure features a compact footprint with a combination of articulated roof forms and a distinctive curved canopy element that provides architectural interest and visual identity. The building elevations incorporate a mix of materials including painted horizontal siding, brick veneer accents at the base, tower element, and metal trim and fascia. These materials create a variation in texture and color while providing durability appropriate for high-traffic commercial environment. The color palette includes neutral wall surfaces complemented by darker masonry elements and blue accent trim and roof features.

The exact nature of building façade, form, and color will be identified during the SPR process. **Attachment 2** provides conceptual elevations. All signs for the proposed restaurant must be in compliance with the guidelines of the City's Sign Ordinance. Signage will be reviewed separately through the City's sign review process.

Review and Comments by Agencies
The Project was distributed to all City Divisions as well as outside agencies, including Caltrans, Clovis Unified School District, Fresno Irrigation District, Fresno Metropolitan Flood Control District, AT&T, PG&E, and the San Joaquin Valley Air Pollution Control District.

Comments received are attached (**Attachment 5**) only if the agency has provided concerns, conditions, or mitigation measures. Routine responses and comment letters are placed in the administrative record and provided to the applicant for their records.

Public Comments
The City published notice of this public hearing in *The Business Journal* on Friday, March 6, 2026. A public notice was also mailed to property owners within 550 feet of the Project site boundary. Staff has not received any inquiries prior to the finalization of the staff report.

California Environmental Quality Act
The City has determined that this Project is exempt from CEQA pursuant to CEQA Guidelines section 15332 (Class 32 – In-Fill Development Projects) and that the exceptions identified under section 15300.2 of the CEQA Guidelines would not be triggered as a result of the Project.

The Class 32 categorical exemption exempts in-fill development projects that: (a) are consistent with the applicable land use designation, General Plan policies, and zoning; (b) are within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses; (c) are located on sites with no value as habitat for endangered, rare, or threatened species; (d) would not result in significant effects relating to traffic, noise, air quality, and water quality; and (e) is located on a site that can be adequately served by all utilities. Based on staff's review of the Project, the Project meets the parameters for a Class 32 categorical exemption. (Cal. Code Regs., Tit. 14, § 15332.)

The exceptions identified in section 15300.2 identify further review of a categorical exemption by the Project's potential to result in a cumulative impact, significant effect, or proximity to a scenic highway, location on or within the vicinity of a hazardous waste site, and/or the potential to negatively impact a historical resource. Based on staff's review, these exceptions would not be triggered by the proposed Project. Therefore, a Notice of Exemption has been prepared, and staff will file the notice with the

County Clerk if the Project is approved.

Consistency with 2014 Clovis General Plan Goals and Policies
Staff has evaluated the project in light of the General Plan Land Use goals and policies. The following goals and policies reflect Clovis' desire to maintain Clovis' tradition of responsible planning and well managed growth to preserve the quality of life in existing neighborhoods and ensure the development and redevelopment in a responsible manner. The goals and policies seek to encourage and foster economic opportunities that support jobs for the area.

Land Use Element

Goal 5: A city with housing, employment, and lifestyle opportunities for all ages and incomes of residents.

Policy 5.5 **Jobs for residents.** Encourage development that provides job opportunities in industries and occupations currently underserved in Clovis.

Economic Development Element

Goal 3: Distinctive commercial destinations, corridors, and centers that provide a wide variety of unique shopping, dining, and entertainment opportunities for residents and visitors.

Policy 3.2 **Convenience goods and services.** Encourage businesses providing convenience goods and services to locate in retail centers in neighborhoods and communities throughout the city.

Goal 5: A mix of land uses and types of development sufficient to support a fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life.

Circulation Element

Goal 1: A context-sensitive and "complete streets" transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs

Policy 1.4 **Jobs and housing**. Encourage infill development that would provide jobs and services closer to housing, and vice versa, to reduce citywide vehicle miles travelled and effectively utilize the existing transportation infrastructure.

NOTICE OF HEARING
Property owners within 550 feet notified: 29
Interested individuals notified: 1

Fiscal Impact:
None.

Reason for Recommendation:
The Project is consistent with the goals and policies of the General Plan and the CMC. Based on the following findings, staff is recommending that the Planning Commission adopt a resolution exempting the Project from further environmental review pursuant to CEQA Guidelines section 15332, a Class 32 Categorical Exemption, and approve CUP2025-009 to allow the construction and operation of a

QSR with a drive-through.

The findings required to approve a CUP application are as follows (CMC § 9.64.050, subd. (C):

1. The proposed use is conditionally allowed within, and would not impair the integrity and character of, the subject zoning district and is in compliance with all of the applicable provisions of the Development Code.

The drive-through QSR is allowed within the C-2 Zone District with an approved CUP. The Project will be in compliance with applicable provisions, development standards and subject to the conditions of approval. This Project will undergo SPR to further ensure that the site layout and development standards are met. During the SPR review, the height, setbacks, parking standards, and aesthetics will be reviewed to ensure that applicable standards are met.

2. The proposed use is consistent with the General Plan and any applicable Specific Plan.

The proposed Project is consistent with the 2014 Clovis General Plan. The Project site is designated GC and zoned C-2. The C-2 Zone District is applied to areas appropriate to serve the daily shopping needs of the community, including larger, community scale shopping centers, and regional malls, which may be anchored by several department stores or other large scale retail outlets, restaurants, hotels, and entertainment uses. The C-2 Zone District is consistent with the General Commercial land use designation of the General Plan.

A drive-through QSR is compatible with both the General Plan and applicable zone district, subject to approval of a CUP. The underlying General Plan land use designation of General Commercial would remain unchanged, and the proposed use is acceptable within the underlying General Plan land use designation of General Commercial consistent with the 2014 Clovis General Plan.

3. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City.

The Project is compatible with the surrounding commercial development and will complement the existing uses in the area. The Project site is located within a developed commercial corridor, and the proposed drive-through restaurant is consistent with the character and intensity of nearby commercial uses.

Architectural design and site layout will be further evaluated through the SPR process to ensure compliance with applicable development standards and compatibility with the surrounding area. Further, the Project will maintain the general circulation pattern by retaining primary ingress/egress from Shaw and Clovis Avenues.

4. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed.

The proposed development has undergone scrutiny through the City's preliminary application process (Development Review Committee), confirming the site's physical suitability for accommodating the proposed Project. More formally, a thorough review and routing of the application, determined the Project will occupy and operate within the existing site that is physically suitable in size, compatible with surrounding uses, and has the infrastructure in place to support it. The Project will be required to comply with all conditions from Public Utilities and Engineering, which will further ensure the site is suitable for the proposed use. Site specific details will be evaluated through the SPR process.

5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

As mentioned above, the Project has been reviewed twice, once preliminarily through the Development Review Committee, and again through the formal routing and review of the Project, which confirmed that there are adequate provisions for public access, water, sanitation, and public utilities available to serve the proposed Project, and the would not be detrimental to public health or safety.

Utilities serving the site include water, sewer, and solid waste services provided by the City of Clovis; storm drainage provided by the Fresno Flood Control District; and electric and natural gas provided by PG&E, with telecommunications available through AT&T and Comcast.

Further evaluation of site-specific utilities connections and improvements will occur through the SPR process to ensure compliance with all development standards. While minor adjustments to the site plan and elevations may be necessary during this review, they are not anticipated to impede the developability of the site itself.

6. The proposed Project has been reviewed in compliance with the provisions of the CEQA and there would be no potential significant negative effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless findings are made in compliance with CEQA.

The proposed Project has been reviewed in compliance with the provisions of CEQA. The Project was determined to be exempt from further environmental review pursuant to CEQA Guidelines section 15332 (Infill Development Projects), as described in the CEQA section of this staff report.

Actions Following Approval:
If approved, the project will continue with the SPR process.

Conflict of Interest:
None.

CLOVIS PLANNING COMMISSION
RESOLUTION 26-_____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS ADOPTING A CLASS 32 CATEGORICAL EXEMPTION FROM FURTHER ENVIRONMENTAL REVIEW UNDER CEQA, AND APPROVING CONDITIONAL USE PERMIT 2025-009 TO ALLOW THE OPERATION OF A 7 BREW COFFEE RESTAURANT WITH A DRIVE-THROUGH AND OUTDOOR SEATING LOCATED ON THE SOUTHWEST CORNER OF SHAW AND CLOVIS AVENUES

WHEREAS, 7 Brew Coffee, ("Applicant"), 2 North College, Fayetteville, AR, 72701, applied for Conditional Use Permit (CUP) 2025-009 to allow the operation of a 7 Brew Coffee, quick service restaurant with a drive-through and outdoor seating located near the southwest corner of Shaw and Clovis Avenues in the City of Clovis ("Project"); and

WHEREAS, the City published notice of the public hearing in *The Business Journal* on Friday, March 6, 2026, mailed public notices to property owners within 550 feet of the Project site more than ten (10) days prior to the Planning Commission hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on March 26, 2026; and

WHEREAS, the Planning Commission considered the California Environmental Quality Act (CEQA) analysis outlined in the staff report and elsewhere in the Administrative Record which determined the Project meets the requirements of a Class 32 (In-Fill Development Projects) Categorical Exemption pursuant to CEQA Guidelines section 15332; and

WHEREAS, the Planning Commission has had an opportunity to review and consider the entire administrative record relating to the Project, which is on file with the Department, and reviewed and considered those portions of the administrative record determined to be necessary to make an informed decision, including, but not necessarily limited to, the staff report, the written materials submitted with the request, and the verbal and written testimony and other evidence presented during the public hearing, and the conditions of approval attached hereto as **Attachment A** to this Resolution, which are incorporated herein by this reference ("Administrative Record").

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION RESOLVES AND FINDS AS FOLLOWS:

1. The Planning Commission finds that the Project is categorically exempt from further environmental review under CEQA pursuant to CEQA Guidelines section 15332 and hereby adopts a Class 32 (In-Fill Development Projects) Categorical Exemption.

2. The Project satisfies the required findings for approval of a CUP, as follows:

    a. The proposed use is conditionally allowed within, and would not impair the integrity and character of, the subject zoning district and is in compliance with all of the applicable provisions of the City's Development Code.

b. The proposed use is consistent with the General Plan and any applicable specific plan.

c. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City.

d. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

e. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed.

f. The proposed Project has been reviewed in compliance with the provisions of the CEQA.

3. The Planning Commission could not make the findings necessary for approval of CUP2025-009 without the conditions of approval set forth in **Attachment A** to this Resolution.

4. The basis for the findings are detailed in the March 26, 2026, staff report, the entire Administrative Record, as well as the evidence and comments presented during the public hearing which are hereby incorporated by reference.

5. CUP2025-009 is hereby approved with incorporation of the conditions of approval (**Attachment A** to this Resolution).

* * * * * *

The foregoing resolution was adopted by the Clovis Planning Commission at its regular meeting on March 26, 2026, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 26-
DATED: March 26, 2026

_____
Alma Antuna, Chair

ATTEST: _____
Renee Mathis, Secretary

ATTACHMENT A
CONDITIONS OF APPROVAL
CUP2025-009

PLANNING DIVISION CONDITIONS
(Tiffany Williams, Division Representative – (559) 324-2328)

1. This conditional use permit (CUP) approval allows the operation of an approximately 910 square foot quick service restaurant with a dual drive-through and outdoor seating located near the southwest corner of Shaw and Clovis Avenues in the City of Clovis.

2. This CUP is not transferable to another location.

3. This CUP does not permit or otherwise allow for the operation of the site and/or uses other than explicitly described in the accompanying staff report.

4. A separate site plan review (SPR) and approval shall be required prior to the construction of any structures and/or prior to any site modifications and shall comply with development standards prescribed for the GC (General Commercial) land use designation, C-2 (Community Commercial) zone district, and other applicable standards as determined by the Planning Division during the SPR review process.

5. The use shall comply with the standards for drive-through uses under section 9.40.090 of the Clovis Municipal Code, including but not limited to the following standards:

    - Each drive-through aisle shall maintain a minimum 12-foot width and a minimum 10 foot interior radius at curves;

    - Each drive-through aisle shall be appropriately screened with a minimum 3-foot-high decorative masonry wall (a combination of landscape and walls may be used, subject to approval by the Planning Division); and

    - Each drive-through aisle shall provide enough space to accommodate at least five (5) vehicles and at least eight (8) waiting vehicles between the menu board and the drive-up window.

6. As a minimum standard, all drive-through aisles shall provide sufficient space before the menu board to accommodate at least five (5) waiting vehicles and at least eight (8) waiting vehicles between the menu board and the drive-up window. For any drive-through use identified by the City as being a high-volume drive-through, additional queueing capacity will be required based on the specific characteristics of the proposed use and the location and configuration of the drive-through lane(s).

7. There shall be no outside storage of materials, supplies, or equipment in any area of the site except inside a closed building or behind a six (6'-0") foot visual barrier intended to screen such area from view of adjoining properties and from the street.

8. The site and its exterior shall remain maintained and free from debris and trash. This includes no outdoor stacking of empty crates, boxes, and/or pallets along the exterior of the structures.

9. All lighting associated with this use shall be screened from direct view from the public right-of-way and adjacent residential properties.

10. The applicant shall make provisions for refuse service in an approved refuse container(s) on the subject property.

11. The applicant shall operate in a manner that complies with the Clovis Municipal Code so that it does not generate noise, odor, or vibration that adversely affects any adjacent properties.

12. The applicant shall consult with the City of Clovis Building Division on any building code requirements. All conditions of this CUP shall be addressed prior to operation of the facility.

13. Any future request to expand and/or modify the use shall be subject to an amendment to the CUP.

14. An abandonment or cessation of this use for a period exceeding 365 days shall cause this approval to be scheduled for revocation.

15. All parking of employees shall occur on-site.

16. All deliveries must take place during off-peak hours as to not interfere with adjacent businesses. Any delivery vehicles shall not stop, park, load, or unload merchandise in a manner that could obstruct ingress or egress to adjacent businesses or the driveways off of Shaw Avenue.

17. The project shall maintain a minimum of 660 parking stalls, consistent with the parking demand analysis prepared by Vang Inc. Consulting Engineer's. Any future reduction in parking or change in land use that may affect parking demand shall be subject to an amendment to the CUP.

18. Drive-through aisles shall be appropriately screened from parking lots and adjacent streets with a minimum 3' high decorative masonry wall or a combination of landscaping and low walls to be maintained at a height of 3'.

19. The center must provide irrevocable offers for reciprocal access and parking for all parcels within the center as defined above and shall record the agreements per Engineering Division's requirements.

20. Architecture shall be compatible with the surrounding developments.

21. Applicant must have on file a current City of Clovis Business License prior to conducting business.

22. CUP2025-009 may be reviewed at any time for compliance with the conditions of approval. Clovis Planning staff may conduct a review of the use in regard to conditions of approval and may present findings of this review to the Planning Commission.

FIRE DEPARTMENT COMMENT
(Rick Fultz, Department Representative – (559) 324-2214)

FIRE DEPARTMENT ACCESS

23. **Fire Lane**: The fire lanes shall be posted with signs and/or the curbs shall be painted red as per Clovis Fire Department Standard #1.1 and identified on site plan.

Fire Hydrants

24. **Commercial Fire Hydrant**: The applicant shall install __1___ 4 ½" x 4 ½" x 2 ½" approved Commercial Type hydrant(s) and "Blue Dot" hydrant locators, paint fire hydrant(s) yellow with blue top and caps, and paint the curb red as specified by the adopted Clovis Fire Department Standard #1.4. Plans shall be submitted to the Clovis Fire Department for review and approval prior to installation. The hydrant(s) shall be charged and in operation prior to any framing or combustible material being brought onto the site.

BUILDING INFORMATION

25. **Address Numbers**: Address numbers shall be installed on every building as per adopted Clovis Fire Department Standard #1.8. Large commercial, industrial buildings may require additional building addressing on the back side of the building as approved by Clovis Fire Department.

    Building numbers shall:

    a. Be a minimum of twelve inches (12") tall.
    b. Be a minimum of one and one-half inches (1½") principal stroke width.
    c. Be located above any eaves or walkway coverings, if possible.
    d. Face the street in which it is addressed, if possible.
    e. Buildings with multiple units shall be identified with unit numbers at both front and rear entrances.
    f. Buildings with multiple address numbers shall also have the address numbers on the rear door. (Rear door numbers are not required to be illuminated if reflectorized.)
    g. Unit numbers and rear door building numbers shall be at least four inches (4") in height.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
(Antony Zaragoza, FMFCD Department Representative – (559) 456-3292)

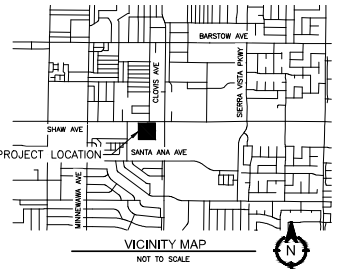
26. The applicant shall refer to the attached Fresno Metropolitan Flood Control District correspondence. If the list is not attached, please contact the District for the list of requirements.

FRESNO IRRIGATION DISTRICT
(Chris Lundeen, FID Department Representative – (559) 233-7161)

27. The applicant shall refer to the attached Fresno Irrigation District correspondence. If the list is not attached, please contact the District for the list of requirements.

811
Know what's below.
Call before you dig.

7 BREW COFFEE
SHAW AND CLOVIS
SITE PLAN



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

PERMITS

1. AN ENCROACHMENT PERMIT IS REQUIRED FOR ANY TRAFFIC CONTROL MEASURES OR WORK WITHIN EXISTING CITY, COUNTY, OR STATE RIGHT-OF-WAY. CITY PERMITS MAY BE OBTAINED AT CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, CONSTRUCTION MANAGEMENT DIVISION AT (559) 324-2370. CONTACT THE APPLICABLE PERMITS DIVISION OF THE COUNTY OF FRESNO OR CALTRANS FOR THE APPLICABLE PERMIT.

PROCEDURES

2. PRIOR TO BEGINNING CONSTRUCTION, ADVANCE WARNING SIGNS SHALL BE PLACED SEVEN (7) DAYS PRIOR TO COMMENCING WORK IN ORDER TO NOTIFY THE PUBLIC OF THE IMMINENCE OF CONSTRUCTION AND OF POSSIBLE DELAYS. SEE "TRAFFIC CONTROL" SECTION.
3. ALL EXISTING MARKS, UTILITIES, SIGNS, STRIPING, ETC., FOUND TO BE IN CONFLICT WITH THIS PLAN, WHETHER SPECIFICALLY IDENTIFIED ON THE PLANS AND PROJECT SPECIFICATIONS OR NOT, SHALL BE CONSIDERED AS PART OF THE REQUIRED WORK TO BE PERFORMED.
4. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL NOTIFY ALL UTILITY AUTHORITIES OR UTILITY COMPANIES HAVING POSSIBLE INTEREST IN THE WORK OF THE CONTRACTOR'S INTENTION TO EXCAVATE PROXIMATE TO EXISTING FACILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY UTILITIES IN THE WORK AREA. THE CONTRACTOR SHALL NOTIFY U.S.A. TWO (2) WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION.
5. THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC UTILITIES DEPARTMENT STREETS MANAGER AT (559) 324-2639 AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO POURING SIDEWALKS, AND/OR INSTALLING ANY SIGNS, MARKINGS, STRIPING OR STENCILING SUCH AS DIRECTIONAL ARROWS, STOPS, CROSS WALKS, ETC. THE CITY STREET MANAGER SHALL BE INFORMED OF ALL LOCATIONS, TYPES, DATES AND SCHEDULE OF INSTALLATION. ANY CHANGES PROPOSED TO THE PLANS SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO INSTALLATION.
6. THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC UTILITIES DEPARTMENT UTILITIES MANAGER AT (559) 324-2611 AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO ANY REPLACEMENT AND INSTALLATION OF WATER AND SEWER UTILITIES. THE UTILITIES MANAGER SHALL BE INFORMED OF ALL LOCATIONS, TYPES, DATES AND SCHEDULE OF CONSTRUCTION.
7. THE CONTRACTOR SHALL OBTAIN WRITTEN AUTHORIZATION FROM ANY ADJACENT PROPERTY OWNER GIVING HIM PERMISSION TO ENTER HIS PROPERTY FOR PURPOSES OF CONSTRUCTING THE IMPROVEMENTS DELINEATED ON THESE PLANS AND TRANSITIONS THERETO. THE CONTRACTOR SHALL PROVIDE THE CITY WITH A COPY PRIOR TO START OF WORK.
8. ANY DIRT OR DEBRIS TRACKED ONTO ANY CITY STREET FROM THIS PROJECT SHALL BE CLEANED OFF AT THE END OF EACH WORKING DAY TO THE SATISFACTION OF THE CITY. IN THE EVENT OF CONTRACTOR'S NON-PERFORMANCE AND THE CITY IS REQUIRED TO PROVIDE CLEAN UP OF DIRT OR DEBRIS, THE CONTRACTOR SHALL BE BILLED AT THREE (3) TIMES THE ACTUAL COST.

LIABILITIES

9. ANY EXISTING SECTION CORNER, QUARTER SECTION CORNER, PROPERTY CORNER, STREET CENTERLINE MONUMENT, OR ANY OFFICIAL BENCH MARK DAMAGED BY THE CONTRACTOR IN THE COURSE OF THE WORK COVERED BY THESE CONSTRUCTION PLANS, SHALL BE RESET TO THE SATISFACTION OF THE CITY ENGINEER. A LICENSED LAND SURVEYOR OR CIVIL ENGINEER LICENSED TO PERFORM LAND SURVEYING SHALL CERTIFY THE PLACEMENT OF REPLACEMENT OF ALL MONUMENTS AND BENCHMARKS IN ACCORDANCE WITH ALL LAWS, RULES AND REGULATIONS GOVERNING SUCH PLACEMENTS OR REPLACEMENTS. PLACEMENT/REPLACEMENT AND CERTIFICATION SHALL BE COMPLETED BEFORE FINAL ACCEPTANCE OF THE PROJECT/WORK BY THE CITY. BRASS CAPS REQUIRED FOR THE INSTALLATION OF NEW OR REPLACEMENT MONUMENTS SHALL BE FURNISHED BY THE CONTRACTOR PER CITY STANDARD DRAWING NO. ST-32, AND APPROVED BY THE CITY PRIOR TO INSTALLATION.
10. ANY EXISTING SIGNING, STRIPING, AND STENCILING AND/OR IMPROVEMENT SHOWN ON THE PLANS TO REMAIN BUT ARE DAMAGED, DISTURBED OR FADED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN-KIND IN ACCORDANCE WITH THE CITY OF CLOVIS STANDARD AND AS DIRECTED BY THE CITY ENGINEER. THE CONTRACTOR SHALL NOTIFY THE CITY STREETS MANAGER AT (559) 324-2639 AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO INSTALLING OR REINSTALLING ANY SIGNS, MARKINGS, STRIPING OR STENCILING SUCH AS DIRECTIONAL ARROWS, STOPS, CROSS WALKS, ETC. DAMAGED OR FADED BY THE WORK. THE CITY STREET MANAGER SHALL BE INFORMED OF ALL LOCATIONS, TYPES, DATES AND SCHEDULE OF WORK. (SEE "STRIPING").
11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL EXISTING STRUCTURES, TREES, SHRUBS, ETC., THAT ARE ON EXISTING OR PROPOSED RIGHT-OF-WAY LINES, ENCROACHING ON EXISTING OR PROPOSED STREET EASEMENTS OR ENCROACHING ON EXISTING OR PROPOSED UTILITY EASEMENTS. NO TREE SIX INCHES IN DIAMETER OR LARGER SHALL BE REMOVED WITHOUT THE WRITTEN APPROVAL OF THE CITY PLANNER OR AS SHOWN ON THE APPROVED IMPROVEMENT PLANS.
12. FOR CITY PROJECTS AND SUBDIVISION IMPROVEMENTS INSTALLED IN CONJUNCTION WITH A PARCEL MAP OR FINAL MAP, THE COST OF INITIAL TESTS (COMPACTION, ETC.) WILL BE PAID BY THE CITY. THE COSTS OF ALL REPEAT TESTING REQUIRED FOR ACCEPTANCE OF ANY WORK SHALL BE FULLY BORNE BY THE CONTRACTOR. FOR ALL OTHER PROJECTS, THE COSTS FOR BOTH INITIAL AND REPEAT TESTS ARE THE RESPONSIBILITY OF THE CONTRACTOR.

STANDARDS/SPECIFICATIONS

13. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF CLOVIS STANDARD DRAWINGS AND SPECIFICATIONS, DATED OCTOBER 1, 2012, AND/OR ANY REFERENCED APPLICABLE SECTIONS OF THE CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS DATED JULY 2006 UNLESS SPECIFIED OTHERWISE.
14. ALL STORM DRAINAGE FACILITIES ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT STANDARD PLANS AND SPECIFICATIONS, DATED APRIL 1, 2011 AND REVISIONS THEREOF.

TRAFFIC CONTROL

15. TRAFFIC CONTROL SHALL CONFORM TO THE PROVISIONS OF SECTION 12 OF THE CLOVIS STANDARD SPECIFICATIONS AND, FOR CITY PROJECTS, THE PROJECT SPECIAL PROVISIONS. TRAFFIC CONTROL SHALL ALSO CONFORM TO THE LATEST VERSION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6, TEMPORARY TRAFFIC CONTROL. COMPLIANCE WITH THE REQUIREMENTS OF SAID MANUAL SHALL BE CONSIDERED AS A MINIMUM REQUIREMENT AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADDITIONAL SAFETY DEVICES WHEN NECESSARY TO MAINTAIN A SAFE CONDITION.
16. AN APPROVED TRAFFIC CONTROL PLAN IS REQUIRED PRIOR TO BEGINNING CONSTRUCTION. UNLESS OTHERWISE PRESCRIBED IN THE PLAN, AS A MINIMUM ON MAJOR STREETS, AT LEAST ONE TWELVE (12) FOOT WIDE LANE IN EACH DIRECTION OF TRAVEL SHALL BE MAINTAINED AT ALL TIMES. PRIOR TO COMPLETION OF WORK EACH DAY, THE CONTRACTOR SHALL BACKFILL AND PROVIDES TEMPORARY TRENCH RESURFACING BEFORE LEAVING THE SITE.

GRADING – GENERAL GRADING WORK

17. ALL TRASH, CONCRETE, ASPHALT CONCRETE, VEGETABLE MATTER, AND DEBRIS OF ANY KIND SHALL BE REMOVED FROM THE SITE AND SHALL NOT BE INCORPORATED INTO ANY FILL.
18. ALL UTILITY POLES IN THE STREET RIGHT-OF-WAY ARE TO BE REMOVED OR RELOCATED PRIOR TO ANY PAVING.
19. ALL FACILITIES SUCH AS SEWER, STORM DRAIN AND OTHER UTILITY MANHOLES, WATER VALVE BOXES INCLUDING CAP AND LID, ETC., WHETHER EXISTING OR NEWLY INSTALLED BY THIS PROJECT SHALL BE ADJUSTED TO FINAL GRADE AS NECESSARY. ALL ADJUSTMENTS SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE OF THE WORK BY THE CITY EXCEPT THOSE FOR WATER VALVE BOXES. ALL WATER VALVE BOXES, BOTH NEW AND EXISTING, SHALL BE BROUGHT TO SURFACE GRADE WITHIN FIVE (5) DAYS OF INSTALLATION OR BEING COVERED BY CONSTRUCTION.
20. RELATIVE COMPACTION TESTS MUST BE WITHIN TWO (2) PERCENT OF OPTIMUM MOISTURE CONTENT TO BE CONSIDERED AS PASSING.
21. ALL FILL TO BE COMPACTED TO A MINIMUM OF NINETY (90) PERCENT RELATIVE COMPACTION, EXCEPT FILL UNDER CURBS, CURB AND GUTTER, VALLEY GUTTERS, AND PAVEMENT AREAS, SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE (95) PERCENT RELATIVE COMPACTION. SEE "LIABILITIES FOR COST RESPONSIBILITY.
22. THE CONTRACTOR SHALL PROVIDE SOIL COMPACTION TEST REPORTS PREPARED BY AN APPROVED TESTING AGENCY FOR ALL AREAS WHERE FILL IS PLACED.

TRENCH RESURFACING

23. TRENCH CUTS IN EXISTING STREETS THAT ARE NOT TO BE RECONSTRUCTED OR OVERLAID SHALL HAVE PERMANENT TRENCH RESURFACING INSTALLED WITHIN SEVEN (7) DAYS AFTER INITIAL STREET CUT.
24. TRENCH BACKFILL AND PERMANENT TRENCH RESURFACING TO BE PER CITY STANDARD ST-20.
25. TEMPORARY TRENCH RESURFACING TO BE A MINIMUM FOUR (4) INCH THICK COLD MIX AND CONTINUOUSLY MAINTAINED BY THE CONTRACTOR UNTIL THE TRENCH IS PERMANENTLY REPAVED. REPAIRS PERFORMED BY CITY FORCES DUE TO UN-MAINTAINED TEMPORARY PAVEMENT WILL BE CHARGED TO THE CONTRACTOR AT THREE (3) TIMES OF THE ACTUAL COST.

STREET IMPROVEMENTS

26. FOR CITY OR DEVELOPER PROJECTS ON MAJOR STREETS (ARTERIALS, COLLECTORS, EXPRESSWAYS), WHETHER NEW OR RECONSTRUCTION, THE CONTRACTOR OR THE DEVELOPER SHALL BE RESPONSIBLE TO SET MONUMENTS AT CENTERLINE INTERSECTION POINTS, ANGLE POINTS, AND BEGINNING AND END OF CURVES (BC & EC). WHERE MANHOLES OR OTHER OBSTRUCTIONS PREVENT THE INSTALLATION OF MONUMENTS AT THE PRESCRIBED LOCATIONS, MONUMENT TIES SHALL BE FURNISHED SUFFICIENT IN NUMBER TO RE-CREATE THE APPROPRIATE POINT. FOR CITY PROJECTS, SETTING MONUMENTS WILL BE PAID FOR AT THE PRICE BID THEREFORE. IF THERE IS NO BID ITEM, THE COST WILL BE CONSIDERED AS INCLUDED IN THE VARIOUS BID ITEMS, AND NO SEPARATE PAYMENT WILL BE MADE THEREFORE.
27. FOR ALL OF THE ABOVE, A LICENSED LAND SURVEYOR OR CIVIL ENGINEER LICENSED TO PERFORM LAND SURVEYING SHALL CERTIFY THE PLACEMENT OF ALL MONUMENTS IN ACCORDANCE WITH ALL LAWS, RULES AND REGULATIONS GOVERNING SUCH PLACEMENTS OR REPLACEMENTS. PLACEMENT/REPLACEMENT AND CERTIFICATION SHALL BE COMPLETED BEFORE FINAL ACCEPTANCE OF THE PROJECT/WORK BY THE CITY. BRASS CAPS REQUIRED FOR THE INSTALLATION OF NEW OR REPLACEMENT MONUMENTS SHALL BE FURNISHED PER CITY STANDARD DRAWING NO. ST-32, AND APPROVED BY THE CITY PRIOR TO INSTALLATION.
28. ALL STREET IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROVED PLANS THEREFORE. NO DEVIATIONS ARE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE CITY ENGINEER OR HIS DESIGNEE.
29. ALL EXISTING UTILITY MANHOLES, VALVE BOXES AND VAULTS SHALL BE ADJUSTED TO THE FINISHED GRADE OF NEW PAVEMENTS IN ACCORDANCE WITH THE ASSOCIATED STANDARDS AND SPECIFICATIONS. ADJUSTING RINGS ARE NOT ALLOWED.
30. SIDEWALKS SHALL NOT BE POURED UNTIL ALL WATER METER BOXES AND SERVICES HAVE BEEN INSPECTED BY THE CITY.
31. ALL CURB AND GUTTER AND VALLEY GUTTERS SHALL BE WATER TESTED UNDER THE DIRECTION AND IN THE PRESENCE OF THE CITY INSPECTOR PRIOR TO ANY STREET OPERATION. ALL SAGS OR HUMPS SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF THE CITY.
32. PRIOR TO PLACING AGGREGATE BASE, THE SUBGRADE GRADING SHALL BE VERIFIED BY THE ENGINEER TO THE SATISFACTION OF THE CITY INSPECTOR. CUT SHEETS SHALL BE PROVIDED TO THE CITY INSPECTOR.
33. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL HANDICAP RAMPS THAT ARE IN COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT GUIDELINES AND REQUIREMENTS.

FMFCD REQUIREMENTS

34. THE CONTRACTOR SHALL NOTIFY THE FMFCD INSPECTION MANAGER AT (559) 456-3292 FORTY-EIGHT (48) HOURS PRIOR TO COMMENCING WORK AROUND THE EXISTING FMFCD INLETS.
35. WHERE THE EXISTING INLET SLOPE COMPLIES WITH ADA STANDARDS, THE CONTRACTOR SHALL PROTECT THE INLET IN PLACE AND TRANSITION NEW SIDEWALK TO THE EXISTING INLET.
36. WHERE THE EXISTING INLET SLOPE DOES NOT COMPLY WITH ADA STANDARDS, THE CONTRACTOR SHALL REMOVE AND REPLACE AT TA MINIMUM THE TOP EIGHTEEN INCHES (18") OF THE EXISTING INLET TO MATCH NEW SIDEWALK SLOPE.
37. IN ALL OTHER CASES, RELOCATE THE PROPOSED SIDEWALK AROUND THE EXISTING INLET BOX AND PROTECT IN PLACE.
38. ADJUST STORM DRAIN MANHOLE FRAME AND COVER TO FINISH GRADE PER FMFCD STANDARD DRAWING B-1. NOTIFY FMFCD CONSTRUCTION DEPARTMENT UPON COMPLETION OF STORM DRAIN MANHOLE.
39. ALL STORM DRAIN WORK SHALL BE DONE IN ACCORDANCE WITH FMFCD STANDARD PLANS AND SPECIFICATIONS, DATED APRIL 1, 2011 AND REVISIONS THEREOF.

TITLE - LEGAL DESCRIPTION

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF FRESNO, CITY OF CLOVIS, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL C OF PARCEL MAP NO. 113, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 19 PAGES 67 AND 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS, THENCE S 0°40'23" E, A DISTANCE OF 9.25 FEET TO THE TRUE POINT OF BEGINNING; THENCE S 0°40'23" E, A DISTANCE OF 280.75 FEET ALONG THE EAST LINE OF SAID PARCEL C; THENCE S 89°19'37"W, A DISTANCE OF 23.00 FEET, ALONG THE SOUTH LINE OF SAID PARCEL C; THENCE S 0°40'23" E, A DISTANCE OF 208.00 FEET, ALONG THE EAST LINE OF SAID PARCEL C TO THE SOUTHEAST CORNER OF SAID PARCEL C; THENCE S 89°19'37" W, A DISTANCE OF 175.00 FEET ALONG THE SOUTH LINE OF SAID PARCEL C; THENCE N 0°40'23" W, A DISTANCE OF 101.00 FEET, ALONG THE WEST LINE OF SAID PARCEL C; THENCE S 89°19'37" W, A DISTANCE OF 25.00 FEET, ALONG THE SOUTH LINE OF SAID PARCEL C; THENCE N 0°40'23" E, A DISTANCE OF 102.00 FEET, ALONG THE WEST LINE OF SAID PARCEL C; THENCE N 89°19'37" E, A DISTANCE OF 87.00 FEET, ALONG THE SOUTH LINE OF SAID PARCEL C; THENCE N0°40'23"W, A DISTANCE OF 295.00 TO A POINT ON THE NORTH LINE OF SAID PARCEL D; THENCE N 89°19'37" E, A DISTANCE OF 30.04 FEET ALONG THE NORTH LINE OF PARCEL C; THENCE S85°41'05"E, A DISTANCE OF 106.37 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE PER THE GRANT DEED RECORDED AS DOCUMENT NO. 89145039 TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THOSE PORTION OF SAID LAND CONVEYED TO THE CITY OF CLOVIS, A MUNICIPAL CORPORATION, RECORDED DECEMBER 28, 1989 AS DOCUMENT NO. 89145039 OF OFFICIAL RECORDS.

CONSISTING OF 77,590 SQUARE FEET, MORE OR LESS.

PROJECT INFO:

PROJECT LOCATION:	SOUTH WEST CORNER OF SHAW & CLOVIS CLOVIS, CA 93612
APN:	499-021-38
PROJECT OWNER:	7 BREW COFFEE
ADDRESS:	2 NORTH COLLEGE AVENUE FAYETTEVILLE, AZ 72701

GROSS ACRES = 1.78 AC

PROPOSED BUILDING: 910 SF

COMMERCIAL REQUIRED STALLS
RESTAURANT W/DRIVE THRU= 531 SF / 185 SF = 3 STALLS
TOTAL STALLS REQUIRED = 3 STALLS

TOTAL STALLS PROVIDED: 4 STALLS
PARKING STALLS: 62 STALLS LOST
4 STALLS ADDED
NET PARKING STALLS: 58 STALLS LOST

ACCESSIBLE STALLS PROVIDED: 1 STALLS
TOTAL EV STALLS REQUIRED = 1 STALL
TOTAL EV STALLS PROVIDED = 1 STALL
EV ADA STALLS REQUIRED = 1 STALL
EV ADA STALLS PROVIDED = 1 STALL

EXISTING ZONING: COMMUNITY COMMERCIAL (C-2)

BENCHMARK:

CITY OF FRESNO TBM 1406

FOUND AS DESCRIBED BY CITY OF CLOVIS BENCHMARKS
CHISELED SQ IN CURB WESTSIDE OF CLOVIS 235' NORTH
OF SCOTT, 21' SOUTH OF PP, 2' SOUTH OF GUY WIRE,
AND 4' NORTH OF NORTH DRIVEWAY WING.

ELEV:354.975 (NAVD 88)

BASIS OF BEARINGS:

THE BEARING OF NORTH 89°19'37" EAST ALONG THE NORTH SECTION LINE AS SHOWN ON THAT CERTAIN PARCEL MAP NO. 113, FILED FOR RECORD ON MARCH 24, 1976, IN BOOK 19 AT PAGE 67 & 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS, TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

REVISIONS

NO	DATE	BY

4010 N CHESTNUT
DIANA LA STRUCTURE
FRESNO, CA 93726
(559) 775-0023
FAX: (559) 775-0016
WWW.VICE-ENGR.COM

VICE
VARGO INC. CONSULTING ENGINEERS

7 BREW COFFEE
SHAW AVE AND CLOVIS AVE
COVER
CITY OF CLOVIS CALIFORNIA

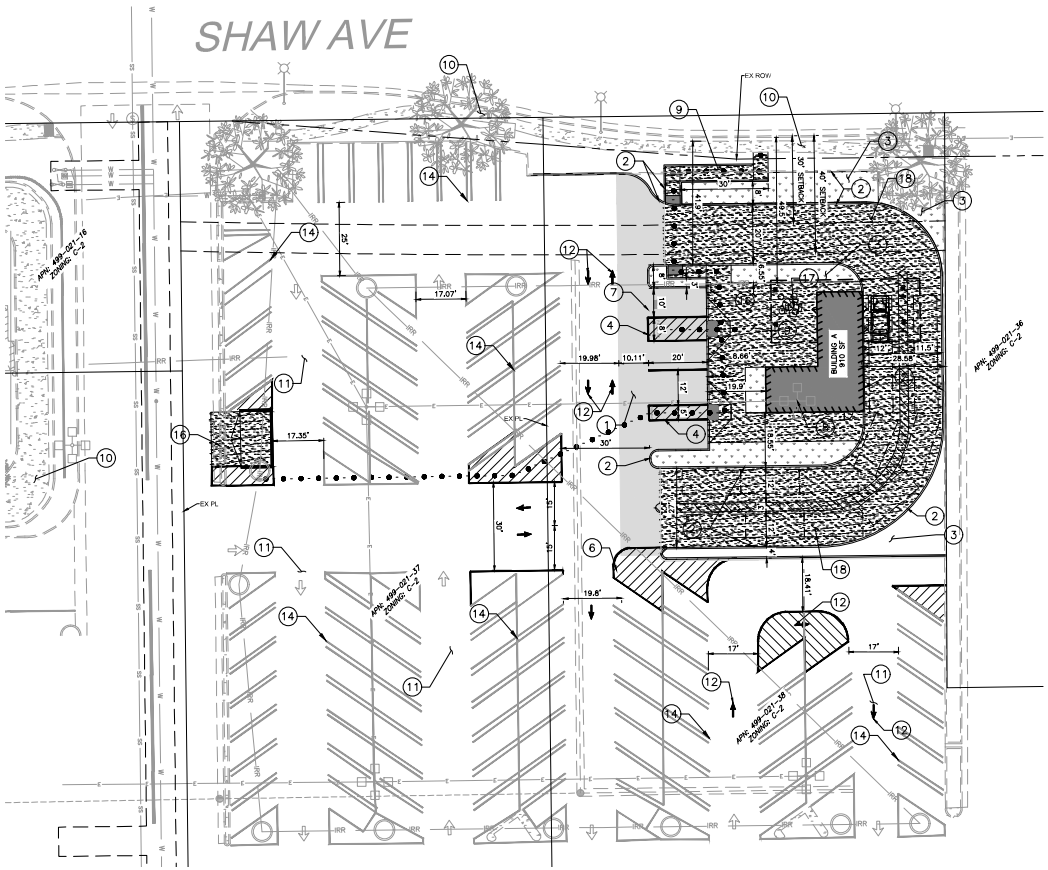
DATE: 1/15/2026
PROJ. ENGR: LSV
PROJ. MNGR: KYV

PREPARED FOR:
WADE HARDEN
7 BREW COFFEE

REGISTERED PROFESSIONAL ENGINEER
SHENG YING YANG
NO. C-63824
CIVIL
STATE OF CALIFORNIA
2/3/26

SHEET NO.
1 / 2

PROJECT NUMBER
24-039

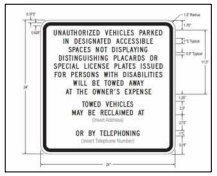


LEGEND

- PROPOSED 6" HIGH RED CURB FOR FIRE LANE
- PROPOSED 6" HIGH CURB
- PROPOSED 6" HIGH CURB & GUTTER
- PROPOSED ACCESSIBLE PATH OF TRAVEL
- PROPOSED PARKING STALL STRIPING
- PROPOSED CONCRETE
- PROPOSED AC PAVEMENT
- PROPOSED LANDSCAPING & IRRIGATION (ON-SITE)
- PROPOSED DRAIN INLET
- PROPOSED ONSITE LIGHT
- EXISTING POWER POLE
- EXISTING TRAFFIC SIGNAL
- EXISTING 6" HIGH CURB
- EXISTING 6" HIGH CURB & GUTTER
- EXISTING CONCRETE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- ADA POT

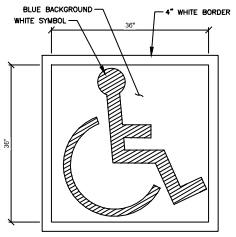
NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE LOWEST SIGN ON THE POLE SHALL BE A MINIMUM OF 80 INCHES ABOVE THE GROUND.
2. THE TOP SIGN SHALL BE REFLECTORIZED AND A MINIMUM OF 24" x 12" AND SHALL CONSIST OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN WHITE ON A DARK BLUE BACKGROUND.
3. THE VAN ACCESSIBLE SPACE SHALL BE THE WESTERN STALL, AS INDICATED ON THE PLAN.
4. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 11H-502.6 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.

B SIGN AND SYMBOLS OF ACCESSIBILITY
NOT TO SCALE

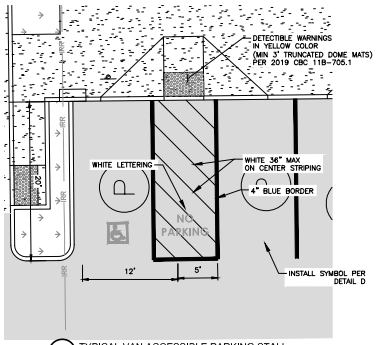


NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE SIGN SHALL BE A MINIMUM OF 80 INCHES ABOVE THE GROUND.
2. THE SIGN SHALL NOT BE LESS THAN 17" BY 22" IN SIZE WITH LETTERING NOT LESS THAN 1" IN HEIGHT, WHICH CLEARLY AND CONSPICUOUSLY STATES THE TEXT SHOWN ABOVE.
3. THE SIGN SHALL HAVE A DARK BLUE BACKGROUND WITH WHITE LETTERING.
4. THE BLANK SPACES SHOWN ABOVE ARE TO BE FILLED IN WITH THE APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN.
5. EXISTING SIGNAGE NOT IN COMPLIANCE WITH THIS DETAIL SHALL BE REPLACED PER THIS DETAIL.
6. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 11B-502.6 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.

C ACCESSIBLE ENTRY SIGN
NOT TO SCALE



D INTERNATIONAL SYMBOL OF ACCESSIBILITY
NOT TO SCALE



A TYPICAL VAN ACCESSIBLE PARKING STALL
NOT TO SCALE

KEYNOTES

1. PROPOSED AC PAVING
2. PROPOSED CURB PER CITY OF CLOVIS STD ST-5
3. PROPOSED LANDSCAPING
4. PROPOSED PARKING LOT STRIPING
5. PROPOSED DRIVE-THRU MENU
6. PROPOSED TRASH ENCLOSURE PER CITY OF CLOVIS STD M-2, M-3
7. INSTALL VAN ACCESSIBLE PARKING STALL SEE DETAILS A, B, C, & D
8. REMOVE EXISTING LIGHT POLE
9. PROPOSED SIDEWALK PER CITY OF CLOVIS STD ST-5
10. EXISTING SIDEWALK TO REMAIN
11. EXISTING AC TO REMAIN
12. PROPOSED DIRECTIONAL ARROWS
13. PROPOSED SITE LIGHT
14. EXISTING PARKING LOT STRIPING
15. EXISTING TRASH ENCLOSURE
16. EXISTING CURB TO BE RMOVED
17. PROPOSED OUTDOOR SEATING
18. PROPOSED CONCRETE PAVING

20 10 0 20 40
SCALE IN FEET
1" = 20'

811 Know what's below. Call before you dig.

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DANIEL VICE STE 101
FRESNO, CA 93726
(559) 775-0023
FAX: (559) 775-0016
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VICE ENGINEERING, CONSULTING ENGINEERS

7 BREW COFFEE
SHAW AVE AND CLOVIS AVE
SITE PLAN
CITY OF CLOVIS CALIFORNIA

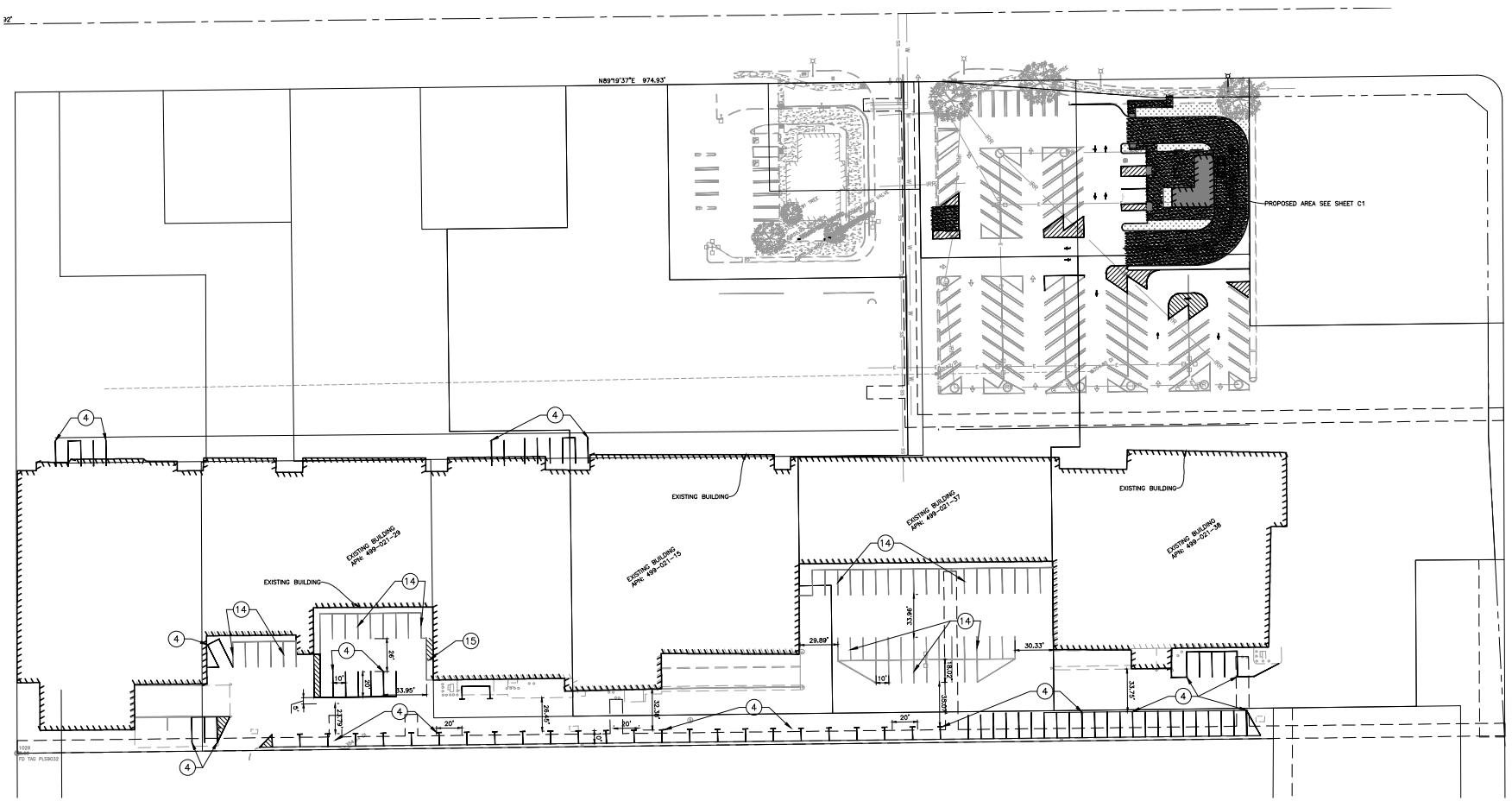
DATE: 1/15/2026
PROJ. ENGR: LSV
PROJ. MNGR: KYV

PREPARED FOR:
GREGORY HINDS
HINDS INVESTMENTS, LP
505 LOMAS SANTA FE DR STE# 170
SOLANA BEACH, CA 92075

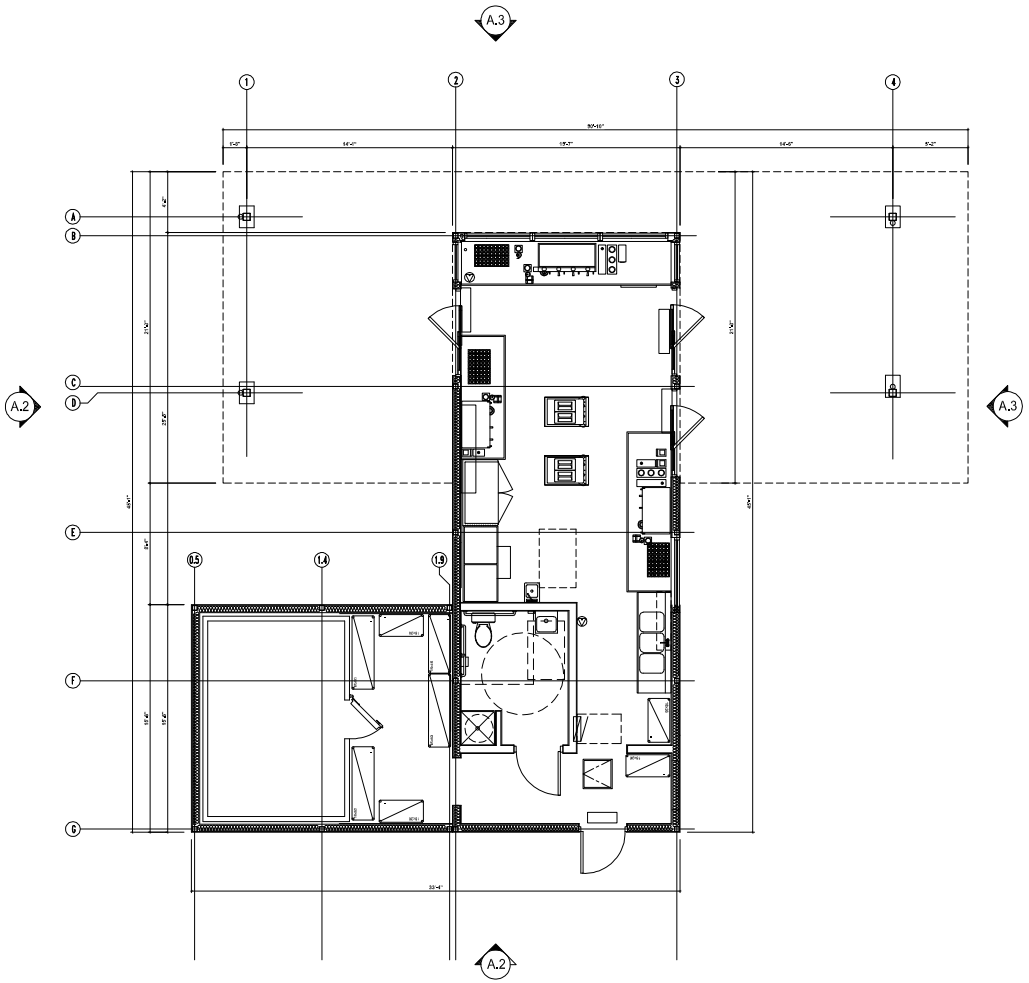
REGISTERED PROFESSIONAL ENGINEER
KHANG YING YANG
2/3/26
NO. C-63824
CIVIL
STATE OF CALIFORNIA

SHEET NO.
2 / 2

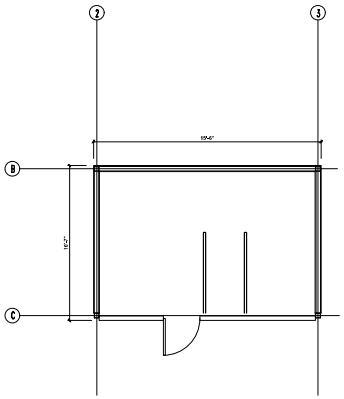
PROJECT NUMBER
24-039


N89°19'37"E 974.93'
PROPOSED AREA SEE SHEET C1
EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
EXISTING BUILDING
APN: 499-021-39
APN: 499-021-15
APN: 499-021-37
APN: 499-021-38
53.95'
29.89'
30.33'
33.96'
20'
30'
20'
20'
10'
10'
10'
10'
26.36'
26.36'
26.36'
26.36'
34.73'
34.73'
2.27'
2.27'
2.27

Building Area Breakdown	
TOTAL GROUND FLOOR AREA:	910.00 S.F.
DESCRIPTION:	AREA
SERVICE AREA	704.00 SF.
RESTROOM	66.00 SF.
COOLER	140.00 SF.
MECH ACCESS ROOM	164.00 SF.



FLOOR PLAN
SCALE: 1/4" = 1'-0"



MECH. ACCESS ROOM PLAN
SCALE: 1/4" = 1'-0"

KD
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29933 Santa Margarita Pkwy., Suite 300
Rancho Santa Margarita, CA 92688
Main, 951.710.6334 Web, kineticdesign.build
Email, info@kineticdesign.build

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REVISIONS

No.	DATE	DESCRIPTION

CLIENT INFORMATION

SEVEN BREW DRIVE THRU COFFEE

PROJECT NAME
7 BREW
MODULAR BUILDING FOR CALIFORNIA
SWC OF SHAW AVE., & CLOVIS AVE.,
CLOVIS, CA 93612

SHEET NAME
CONCEPTUAL FLOOR PLANS

DRAWN | CHECKED

DATE 12/05/25

SCALE

PROJECT NUMBER

SHEET
A1

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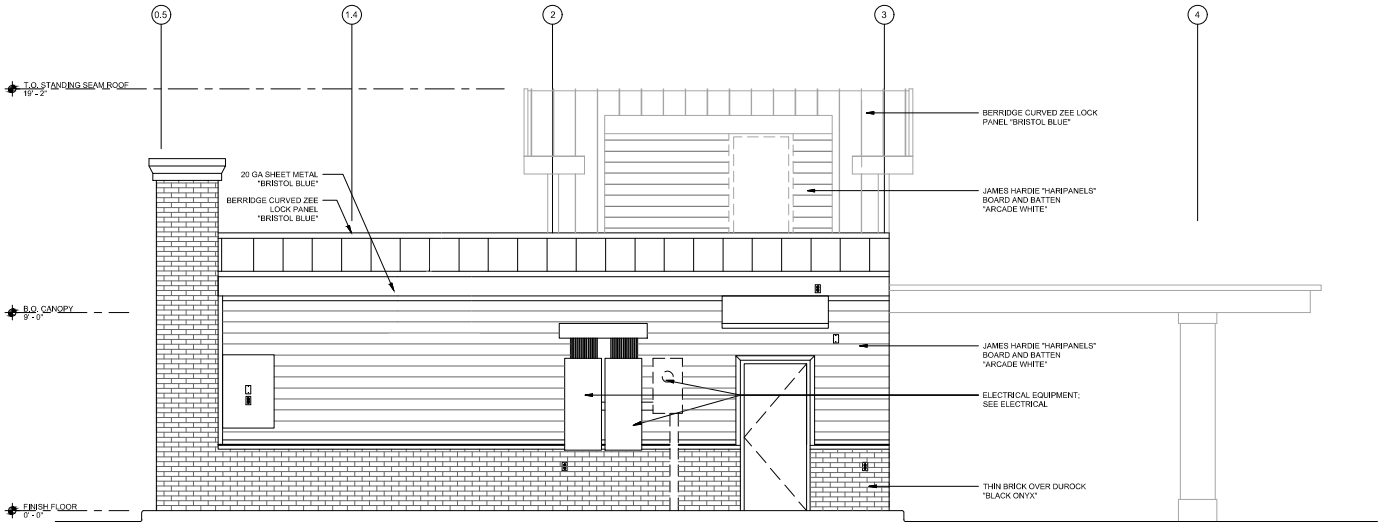
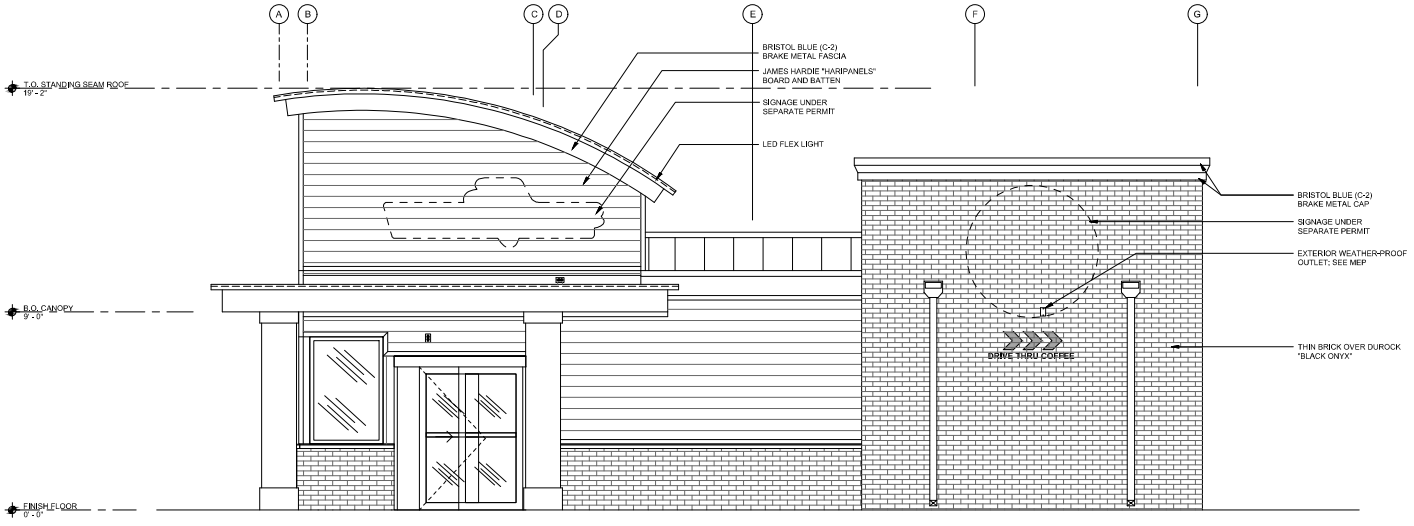


SOUTH ELEVATION



WEST ELEVATION

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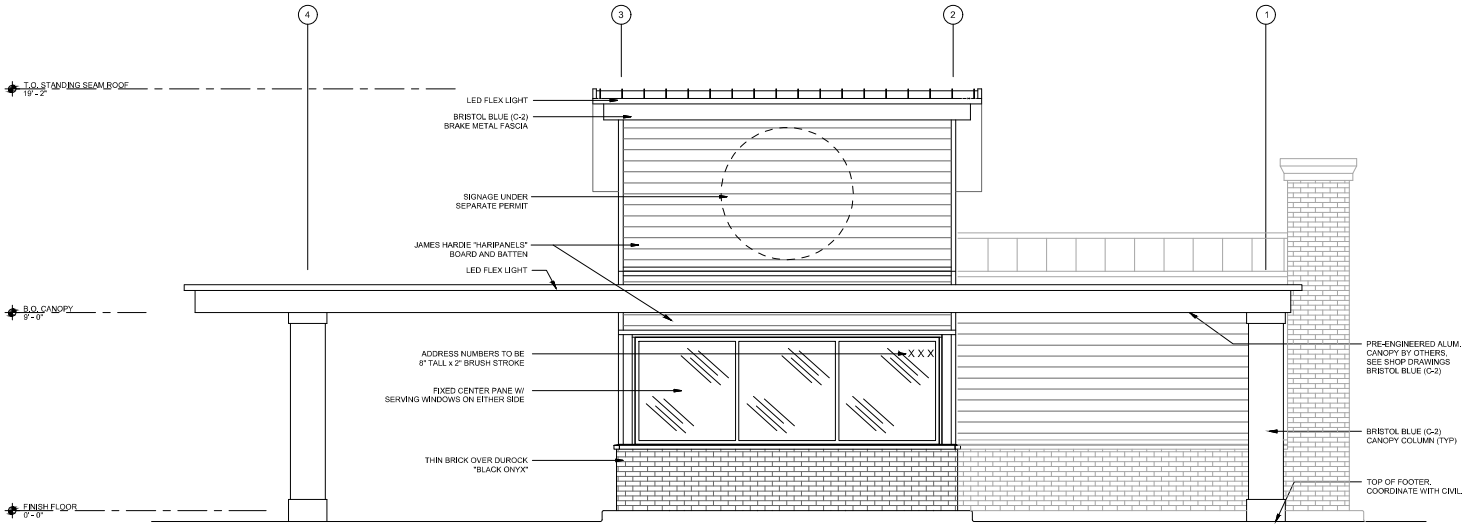
SEVEN BREW DRIVE THRU COFFEE

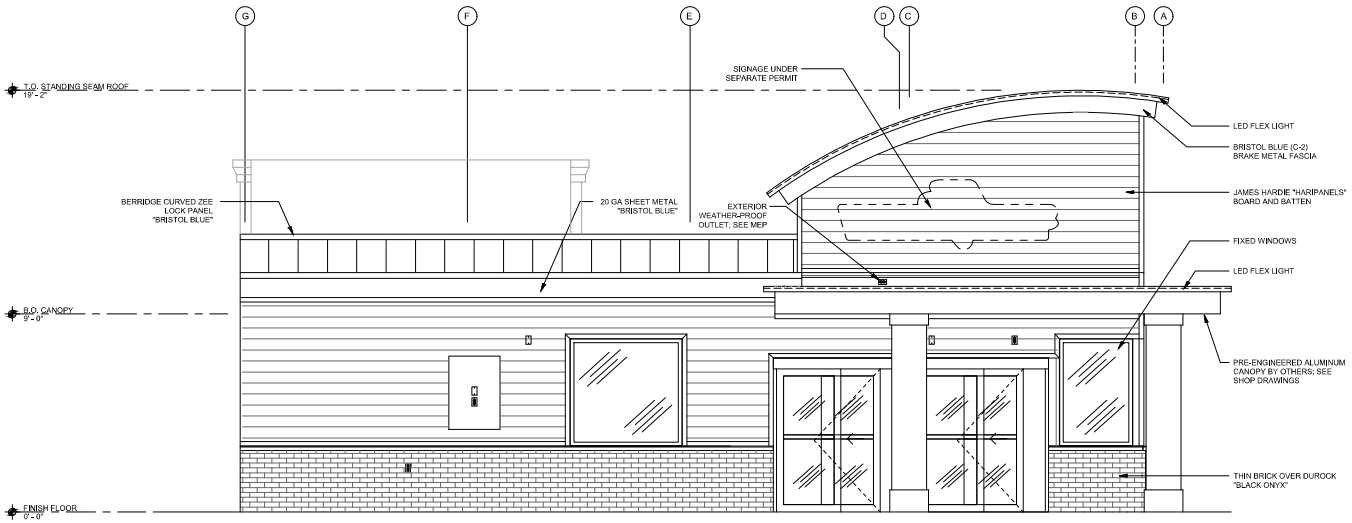
PROJECT NAME
7 BREW
MODULAR BUILDING FOR CALIFORNIA
SWC OF SHAW AVE., & CLOVIS AVE.,
CLOVIS, CA 93612

SHEET NAME
CONCEPTUAL ELEVATIONS

DRAWN	CHECKED
DATE	12/05/25
SCALE	
PROJECT NUMBER	
SHEET	A2



NORTH ELEVATION



EAST ELEVATION

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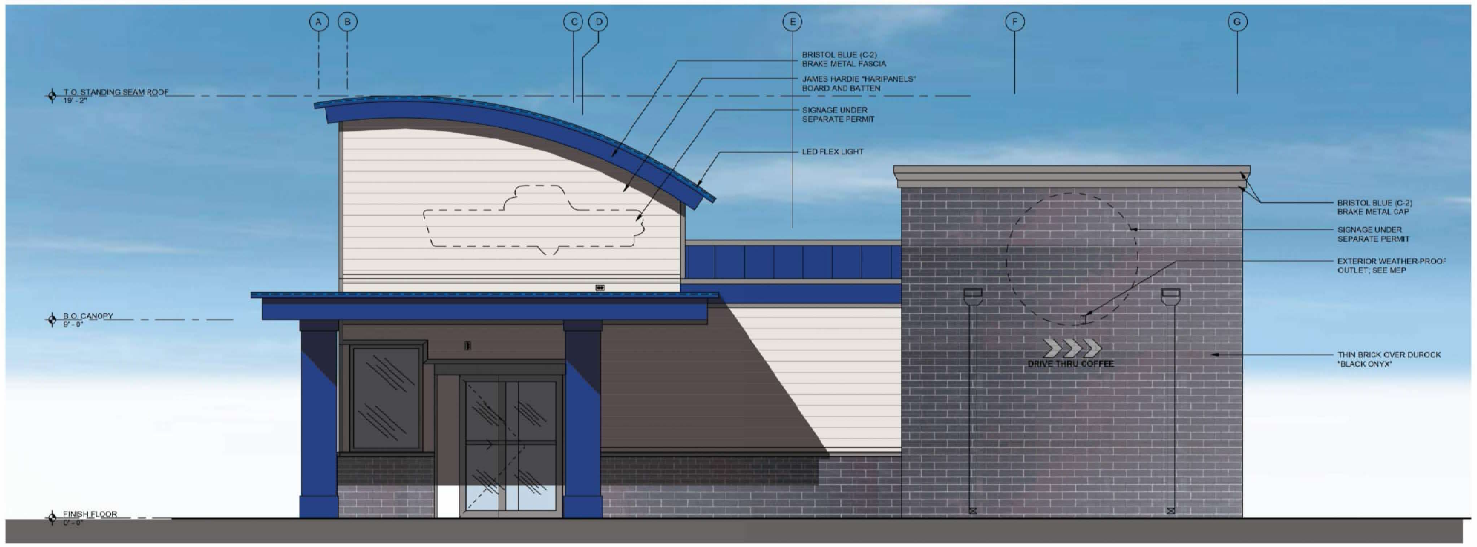
PROJECT NAME
7 BREW
MODULAR BUILDING FOR CALIFORNIA
SWC OF SHAW AVE., & CLOVIS AVE.,
CLOVIS, CA 93612

SHEET NAME
CONCEPTUAL ELEVATIONS

DRAWN	CHECKED
DATE	12/05/25
SCALE	
PROJECT NUMBER	
SHEET	A3

SOUTH ELEVATION



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PROJECT NAME
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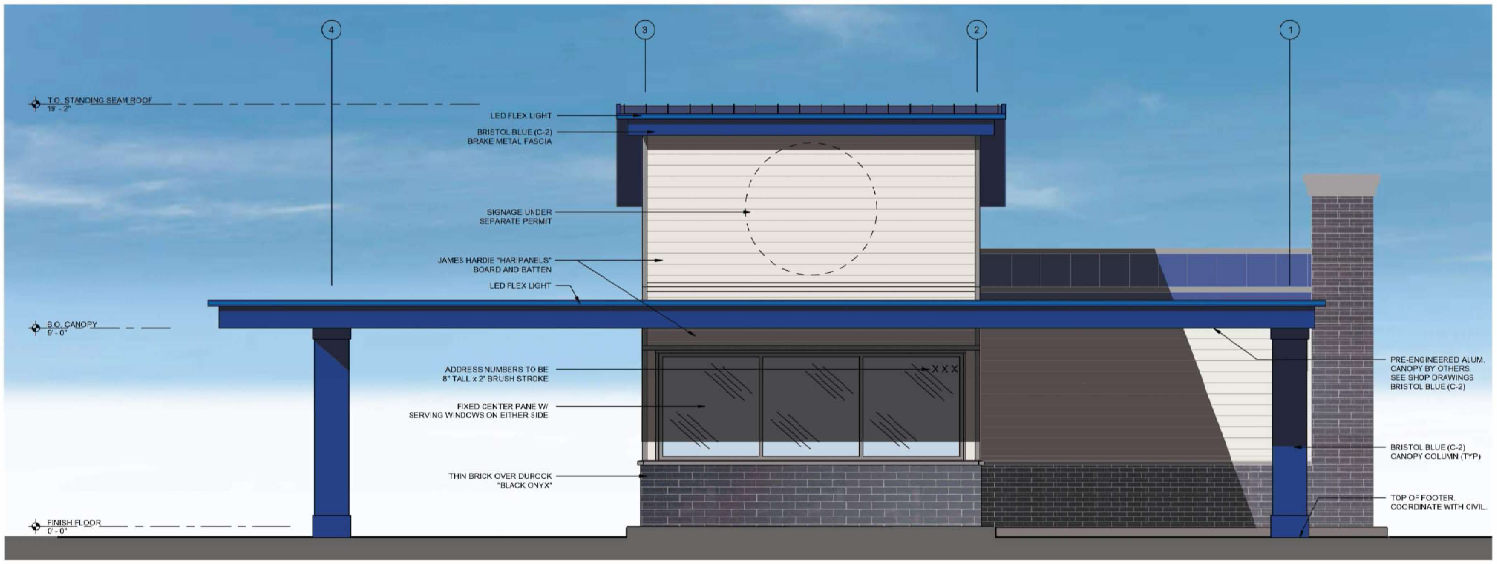
MODULAR BUILDING FOR CALIFORNIA
SWC OF SHAW AVE., & CLOVIS AVE.,
CLOVIS, CA 93612

SHEET NAME
COLORED ELEVATIONS

DRAWN	CHECKED
DATE	12/05/25
SCALE	
PROJECT NUMBER	
SHEET	A4



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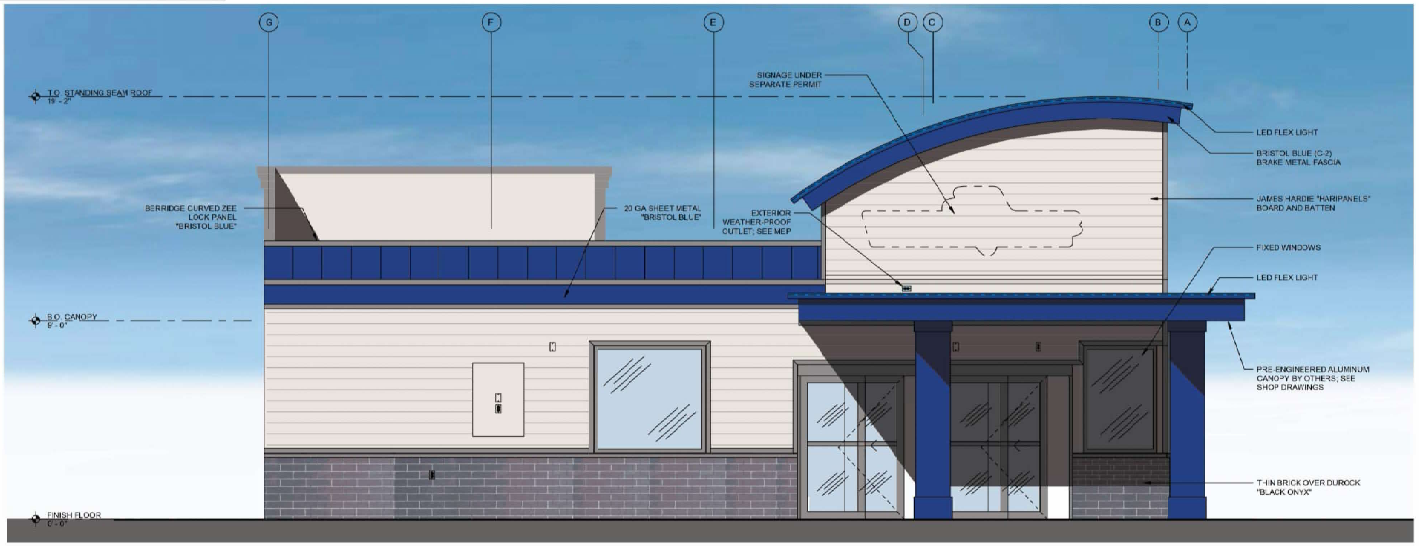

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REVISIONS

No.	DATE	DESCRIPTION

CLIENT INFORMATION

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PROJECT NAME
7 BREW
MODULAR BUILDING FOR CALIFORNIA
SWC OF SHAW AVE., & CLOVIS AVE.,
CLOVIS, CA 93612

SHEET NAME
COLORED ELEVATIONS

DRAWN	CHECKED
DATE	12/05/25
SCALE	
PROJECT NUMBER	
SHEET	A5

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Operational Statement

November 17, 2025

To Whom It May Concern:

This Operational Statement is submitted by Ken Vang, Vang Inc Consulting Engineers, on behalf of 7 Brew Coffee. The proposed project consists of constructing a 910-square-foot coffee restaurant with a dual drive-thru, located on approximately 1.78 acres at the southwest corner of Shaw Avenue and Clovis Avenue, Clovis, CA 93612 (APN: 150-190-036).

The project site is an infill location within an existing, fully developed commercial retail center. The specific area proposed for development is currently used as a parking lot. The site is designated Community Commercial (C-2) in both zoning and General Plan land use. The C-2 district allows a wide range of retail, service, and commercial activities intended to serve the surrounding community and broader area. The proposed coffee restaurant is consistent with the C-2 zone and implements land uses envisioned by the General Plan.

Project Description

The project includes the following components:

- Construction of a 910 sq ft coffee restaurant with a dual drive-thru configuration
- Five parking stalls, including one EV charging stall
- Outdoor seating/waiting area accommodating up to four patrons
- Required ADA parking, landscaping, irrigation, and on-site circulation improvements

Drive-Thru Circulation

7 Brew Coffee is proposing a dual drive-thru system designed to enhance vehicle flow and maximize operational efficiency. The two lanes can accommodate up to 13 queued vehicles, meeting anticipated peak demands. Upon entering the drive-thru, customers are greeted by staff who take orders directly from the vehicle. At the pickup location, additional staff bring beverages to each vehicle, enabling continuous movement through both lanes.

Vehicles enter the drive-thru from the interior drive aisle and merge back into the parking lot after receiving their orders. This layout reduces conflicts by separating the drive-thru queue from primary site circulation. The surrounding shopping center provides multiple access points from both Shaw Avenue and Clovis Avenue, offering flexible ingress and egress options.

Operations

- Hours of Operation:
  5:00 AM – 11:00 PM daily
- Visitors: Approximately 500 customers per day
- Employees: 5 to 8 employees on-site per day
- Deliveries: Approximately 5 service deliveries per week

Utilities

- Sewer/Water/Solid Waste: City of Clovis
- Storm Drainage: Fresno Flood Control District
- Electric: PG&E
- Natural Gas: PG&E
- Telecommunications: AT&T or Comcast

Lighting and Security
Site security and nighttime illumination will be provided via a combination of wall-mounted and pole-mounted lighting fixtures. The building will incorporate internal and external video surveillance systems for enhanced security.

Surrounding Land Uses
All adjacent parcels—including those to the north across Shaw Avenue, to the east along Clovis Avenue, and to the south and west—are developed with existing commercial uses. The proposed project is compatible with surrounding development.

Construction Impacts
Construction activities may temporarily generate noise and dust. Dust will be controlled through standard best management practices, and construction will be limited to daytime hours as required by the Clovis Municipal Code. No long-term adverse impacts to adjacent properties are anticipated upon completion and operation of the project.

VICE

4010 N. Chestnut Ave Ste #101
Fresno, CA 93726
www.vice-engr.com

November 17, 2025

To: Tiffany Williams
City of Clovis
Planning Division
1033 Fifth Street
Clovis, CA 93612

Subject: DRC 2024-031 SWC of Shaw Avenue/Clovis Ave

Dear Ms. Williams,

Vang Inc. Consulting Engineers (VICE) has been retained to prepare the Parking Demand Analysis (DRC 24-031) located at SEC of Shaw Avenue/Clovis Ave in Clovis, CA. This report analyzes parking demand for the existing Shopping Center, as shown in Figure 1.

1. Parking Demands and Emerging Trends

Parking demand at shopping centers declined sharply during the COVID-19 pandemic and, although it has partially rebounded, long-term patterns have shifted significantly. The rapid expansion of e-commerce, curbside pickup, and mixed-use development has permanently altered how parking facilities are utilized. At the height of the pandemic, parking activity at retail centers and other public gathering places dropped by as much as 90%. As restrictions were lifted, parking utilization and revenues began to recover but generally stabilized below pre-pandemic levels. Several market forces and evolving consumer behaviors continue to influence this slow and uneven recovery, as outlined below.

- Rise of E-Commerce and Curbside Pickup**.** The growth of online shopping—combined with "buy online, pick up in store" (BOPIS) and curbside pickup—has fundamentally changed parking lot operations. During the pandemic, many retail centers began designating prime, front-of-store parking spaces specifically for pickup services. Even as traditional shopping resumes, these dedicated parking areas remain a standard feature in the "new retail normal," reducing the volume of long-duration customer parking.

- Social Distancing, Drive-Thru Expansion, and Takeout Trends. Dining habits underwent a major shift beginning in 2020. Many customers chose drive-thru or takeout options over dine-in service due to social distancing needs. While most restaurants have reopened dining rooms, many operators have permanently adjusted their business models to expand takeout, curbside pickup, and drive-thru capacity. This shift results in faster customer turnover and fewer parked vehicles during peak dining hours, further reducing traditional parking stall demand.

- Ride-Sharing and Technology Integration. Younger demographics, particularly Gen Z, increasingly rely on ride-sharing services such as Uber and Lyft rather than owning

personal vehicles. These services support flexible, on-demand travel and eliminate the need for on-site parking for many trips. At the same time, restaurants and retail businesses have embraced mobile and online ordering technologies to expedite service and minimize wait times. The combination of ride-sharing and streamlined mobile ordering reduces the number of vehicles parked on-site at any given time.

Resulting Impact on Parking Utilization

These sustained consumer trends and operational adaptations have resulted in prolonged periods of underutilized parking at many shopping centers. Collectively, the shift toward e-commerce, increased takeout and drive-thru activity, and greater use of ride-sharing services indicates a lasting reduction in the overall demand for traditional parking stalls.

2. ITE Parking Generation and Demand

The Parking Generation rates will be based on Institute of Transportation Engineer's (ITE) *"Parking Generation Manual",* 6th Edition (2023), hereinafter referred to as Parking Manual. ITE conducts parking studies and counts on various land uses throughout the county. The latest (6^{th}) edition 2023, takes into account the post pandemic parking trends discussed above. There are several factors in determining the parking demand, some of which include the specific land use type, the time of day, the number of customers visiting the project site throughout the day, and the amount of time the customers spend at the project site. So the parking demand fluctuates throughout the day. ITE defines the Total Parking Demand as the accumulation of vehicles parked at a given site at any associated point in time. This value should be the highest observed number of vehicles within the period of observation. Total parking demand includes all parking associated with that land use whether in an off-street parking facility, parked illegally, parked on-street, or in a remote parking lot. Total parking demand does not include standing vehicles, awaiting the pick-up or drop-off of a passenger, or in a drive-through lane. Parking Demand is not the same as Parking Supply. Parking Supply is defined as the total number of parking spaces that are provided or available at the study site, regardless of whether or not they are occupied.

ITE Land Use Code 821, Shopping Center with gross leasable building square footage between 40K-150K sf, is a similar use. The projects total parking demand based for the proposed shopping center are on shown in Table 1 below and summarized as having an average daily parking demand of 449 stalls, and the number of stalls to satisfy the 85 percentile is 754 stalls.

Table 1 – Proposed Shopping Center Parking Generation

Land Use	ITE Code	Quantity	Unit (ksf)	Rate (1)	Total	Rate (2)	Total
Shopping Center (40K-150K)	821	143,340 sf	143.34	3.11	**446**	5.24	**751**
Shopping Center (40K-150K)	821	531 sf	0.50	3.11	**3**	5.24	**5**
				Total	**449**	Total	**756**

(1) Average Weekday Rate.

(2) 85th Percentile Rate.

3. Zoning Ordinance Parking Requirements

Section 9.32.040 of the City of Clovis Municipal Code indicates the minimum parking spaces required. Table 2 below provides a summary of the parking requirements based on the Municipal Code and proposed land uses. With the addition of 910 sf restaurant, a total of 678 stalls are required.

Table 2 – Required Parking Stalls

Land Use	Quantity	Rate	Total
Commercial Services > 70K sf	**143,340 sf**	**4.7 stalls/1000 sf**	**674**
Restaurant	**910 sf**	**4.7 stalls/1000 sf**	**4**
Total	**41,726 sf**		
Total Parking Stalls Required			**678**

4. Actual Parking Counts

In order to confirm that adequate Parking is available at the existing Shopping Center, traffic counts were collected at all the project driveways. Traffic counts were collected on Friday, December 13, 2024, and a Saturday, December 14, 2024. The existing shopping center has 654 parking stalls. The property was fully leased and had an vacancy rate of 0% during the month of December 2024.

Inbound and outbound Traffic counts were collected at the nine driveway locations, and vehicles parked were counted, refer to Appendix A. For the purposes of this report, the weekend (Saturday) traffic counts were highest and will be utilized in determining the peak parking demand. The inbound traffic was subtracted from outbound traffic, to determine the vehicles parked onsite. Table 3 below, provides a summary of the parked vehicle counts. The cumulative totals indicates the accumulated vehicles parked. The highest parking demand was 653 vehicles parked. The existing shopping center has 654 parking stalls. Therefore, the shopping center has adequate parking stalls. Based on this analysis, the parking demand ration for the project site is 4.56 stalls/ksf, refer to Table 4.

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Fresno, CA 93726
www.vice-engr.com

Table 3 –Parking Count Summary

	Inbound	Outbound		CUMU
Hour	Total	Total	Hourly net	Total
12:00 AM	23	24	-1	0
1:00 AM	11	10	1	0
2:00 AM	26	12	14	0
3:00 AM	16	6	10	10
4:00 AM	45	12	33	43
5:00 AM	52	25	27	70
6:00 AM	128	57	71	141
7:00 AM	289	164	125	266
8:00 AM	474	335	139	405
9:00 AM	672	530	142	547
10:00 AM	733	678	55	602
11:00 AM	755	795	-40	562
12:00 PM	796	730	66	628
1:00 PM	826	801	25	653
2:00 PM	720	738	-18	635
3:00 PM	715	775	-60	575
4:00 PM	681	641	40	615
5:00 PM	584	755	-171	444
6:00 PM	448	643	-195	249
7:00 PM	374	502	-128	121
8:00 PM	256	315	-59	62
9:00 PM	149	194	-45	17
10:00 PM	100	116	-16	1
11:00 PM	32	61	-29	-28

Refer To Appendix A for detailed analysis

Table 4 –Parking Demand Rate

Land Use	Quantity	Max vehicles	Rate
Shopping Center	143,340 sf	653	4.56 stalls/ksf

Utilizing the measured parking demand ratio of 4.56 stalls/ksf, the proposed shopping center with the addition of 910 sf coffee restaurant will require 658 stalls, refer to Table 5 below. The shopping center can be restriped to accommodate 658 stalls, refer to Figure 2

Table 5 – Required Parking Stalls

Land Use	Quantity	Unit (ksf)	Rate	Total
Shopping Center	143,340 sf	143.34	4.56 stalls/ksf	654
Shopping Center	910 sf	0.50	4.56 stalls/ksf	4
			Total	**658**

In summary, the comparison between three parking demand analysis. ITE recommends 449 parking stalls, the city municipal code requires 678 stalls, and actual parking counts at the shopping center indicate 658 stalls are adequate. For the purpose of this report, to be conservative the project shall use the parking demand factor of 4.56 stalls/ksf, and provide a minimum of 658 parking stalls. The project should be restriped to accommodate 660 stalls, which will exceed the required 658 stalls.

5. Drive thru and onsite circulation.

7 Brew is proposing a dual–drive-thru configuration designed to streamline on-site circulation and improve service efficiency. The two drive-thru lanes provide queuing capacity for up to 13 vehicles, effectively accommodating peak-hour demand. Upon entering the lanes, customers are greeted by staff members who take orders directly from their vehicles. At the pickup point, additional staff walk to each vehicle to deliver beverages, maintaining continuous flow in both lanes.

Vehicles enter the drive-thru lanes from the internal drive aisle and re-enter the parking lot after completing their orders. This configuration minimizes conflicts with parking lot traffic and pedestrian pathways by separating queued vehicles from the primary on-site circulation. The site benefits from multiple access points along both Shaw Avenue and Clovis Avenue, offering convenient ingress and egress options for customers approaching from various directions.

Please don't hesitate to contact me should you have any questions,

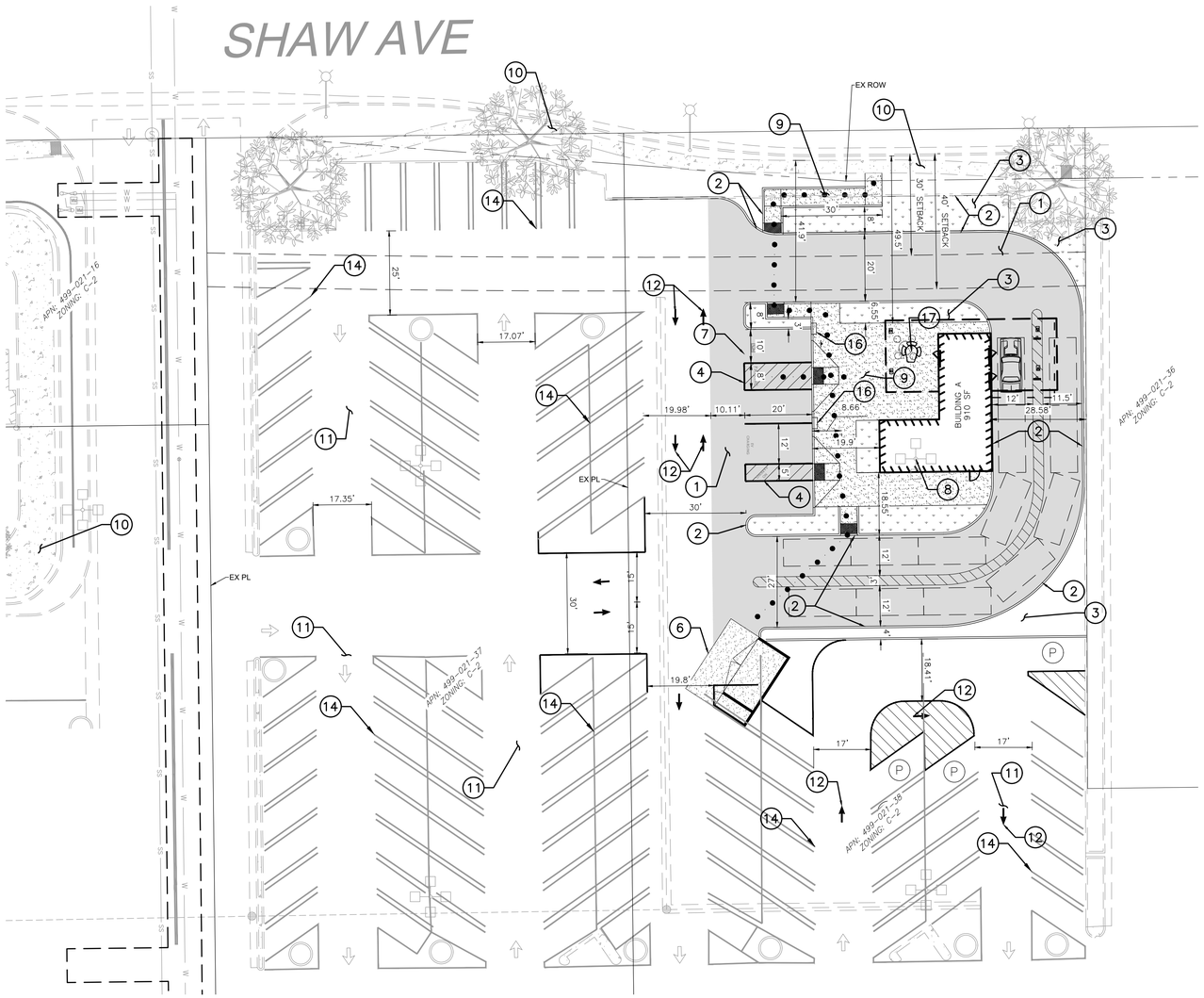
Sincerely,

Ken Vang, PE 63824, TE 2674
President/Principal

Figure 1
Project Location and Driveways

Untitled Map
Write a description for your map.
Legend
1
2
3
4
5
6
7
8
9
Google Earth
500 ft
N

Figure 2
Proposed Site plan

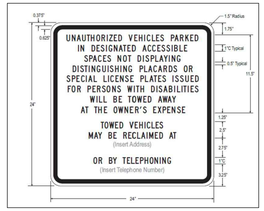


LEGEND

- PROPOSED 6" HIGH RED CURB FOR FIRE LANE
- PROPOSED 6" HIGH CURB
- PROPOSED 6" HIGH CURB & GUTTER
- PROPOSED ACCESSIBLE PATH OF TRAVEL
- PROPOSED PARKING STALL STRIPING
- PROPOSED CONCRETE
- PROPOSED AC PAVEMENT
- PROPOSED LANDSCAPING & IRRIGATION (ON-SITE)
- PROPOSED DRAIN INLET
- PROPOSED ONSITE LIGHT
- EXISTING POWER POLE
- EXISTING TRAFFIC SIGNAL
- EXISTING 6" HIGH CURB
- EXISTING 6" HIGH CURB & GUTTER
- EXISTING CONCRETE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- ADA POT

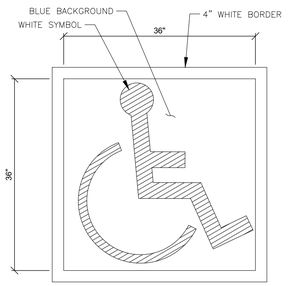
NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE LOWEST SIGN ON THE POLE SHALL BE A MINIMUM OF 80 INCHES ABOVE THE GROUND.
2. THE TOP SIGN SHALL BE REFLECTORIZED AND A MINIMUM OF 24" x 12" AND SHALL CONSIST OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN WHITE ON A DARK BLUE BACKGROUND.
3. THE VAN ACCESSIBLE SPACE SHALL BE THE WESTERN STALL, AS INDICATED ON THE PLAN.
4. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 11N-502.6 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.

B SIGN AND SYMBOLS OF ACCESSIBILITY
NOT TO SCALE

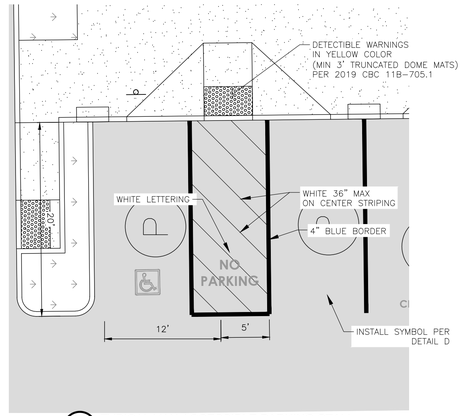


NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE SIGN SHALL BE A MINIMUM OF 80 INCHES ABOVE THE GROUND.
2. THE SIGN SHALL NOT BE LESS THAN 17" BY 22" IN SIZE WITH LETTERING NOT LESS THAN 1" IN HEIGHT, WHICH CLEARLY AND CONSPICUOUSLY STATES THE TEXT SHOWN ABOVE.
3. THE SIGN SHALL HAVE A DARK BLUE BACKGROUND WITH WHITE LETTERING.
4. THE BLANK SPACES SHOWN ABOVE ARE TO BE FILLED IN WITH THE APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN.
5. EXISTING SIGNAGE NOT IN COMPLIANCE WITH THIS DETAIL SHALL BE REPLACED PER THIS DETAIL.
6. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 11B-502.8 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.

C ACCESSIBLE ENTRY SIGN
NOT TO SCALE



D INTERNATIONAL SYMBOL OF ACCESSIBILITY
NOT TO SCALE



A TYPICAL VAN ACCESSIBLE PARKING STALL
NOT TO SCALE

KEYNOTES

1. PROPOSED AC PAVING
2. PROPOSED CURB PER CITY OF CLOVIS STD ST-5
3. PROPOSED LANDSCAPING
4. PROPOSED PARKING LOT STRIPING
5. PROPOSED DRIVE-THRU MENU
6. PROPOSED TRASH ENCLOSURE PER CITY OF CLOVIS STD M-2, M-3
7. INSTALL VAN ACCESSIBLE PARKING STALL SEE DETAILS A, B, C, & D
8. REMOVE EXISTING LIGHT POLE
9. PROPOSED SIDEWALK PER CITY OF CLOVIS STD ST-5
10. EXISTING SIDEWALK TO REMAIN
11. EXISTING AC TO REMAIN
12. PROPOSED DIRECTIONAL ARROWS
13. PROPOSED SITE LIGHT
14. EXISTING PARKING LOT STRIPING
15. EXISTING TRASH ENCLOSURE
16. PROPOSED LEVEL 2 EVCS 40 AMP, TYPICAL
17. PROPOSED OUTDOOR SEATING

20 10 0 20 40
SCALE IN FEET
1" = 20'

811 Know what's below. Call before you dig.

4010 N CHESTNUT
DIAMOND AVE STE 101
FRESNO, CA 93726
(559) 775-0023
FAX: (559) 775-0016
WWW.VICE-ENGR.COM

REVISIONS		
NO.	DATE	BY

VICE
VANG INC. CONSULTING ENGINEERS

7 BREW COFFEE
SHAW AVE AND CLOVIS AVE
SITE PLAN

CITY OF CLOVIS, CALIFORNIA

DATE: 11/18/2025

PROJ. ENGR: LSV

PROJ. MNGR: KYV

PREPARED FOR:
GREGORY HINDS
HINDS INVESTMENTS, LP
505 LOMAS SANTA FE DR STE# 170
SOLANA BEACH, CA 92075

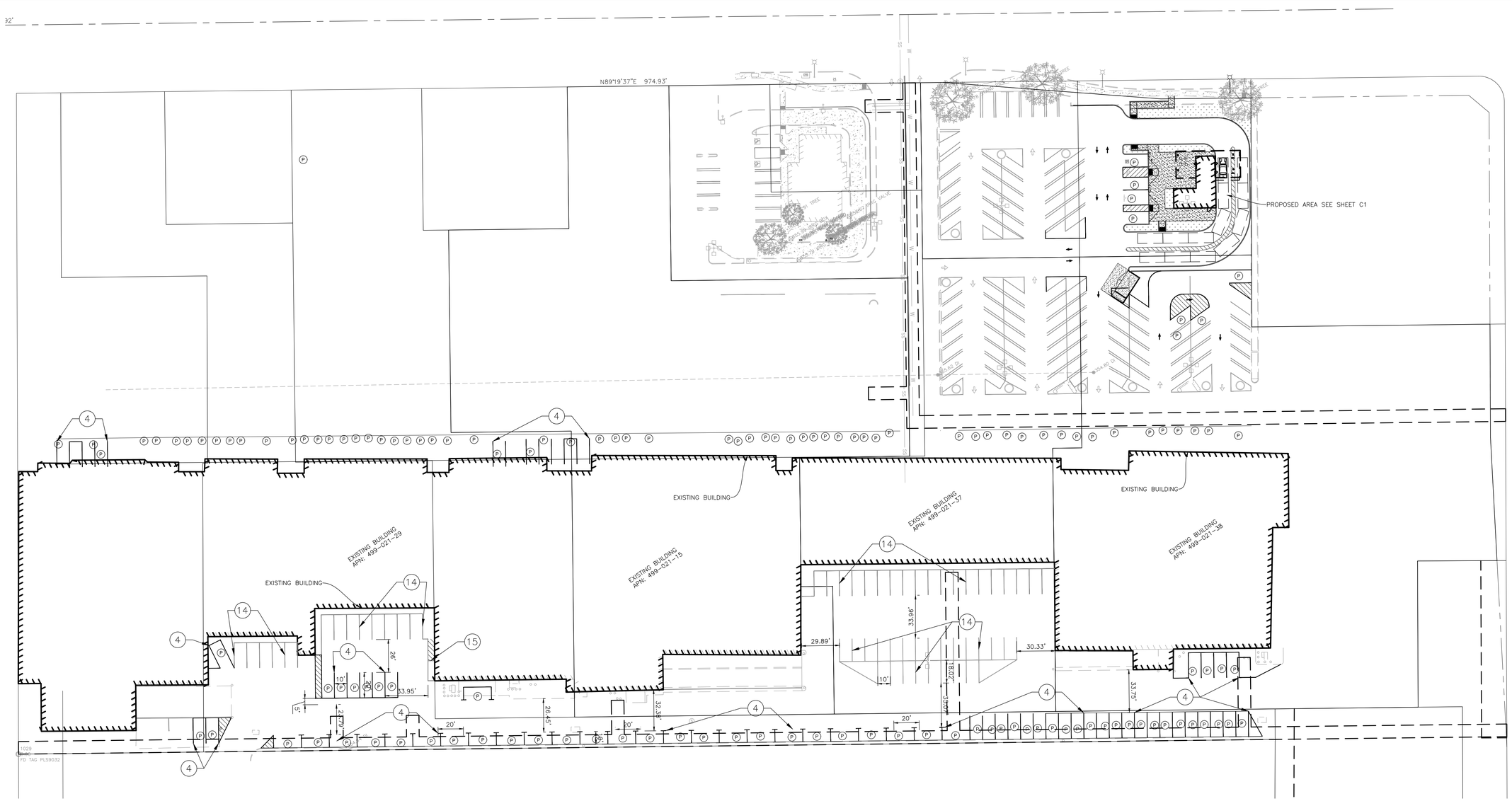
REGISTERED PROFESSIONAL ENGINEER
11/18/25
No. C-63624
CIVIL
STATE OF CALIFORNIA

SHEET NO.
2 / 2

PROJECT NUMBER
24-039

11/18/2025 7:59 AM

W:\VICE-PROJECTS\PROJECTS\2025\2025-087 7 BREW CLOVIS\06-PRODUCTION PLANS\25-087 SITE PLAN.DWG



KEYNOTES

1. PROPOSED AC PAVING
2. PROPOSED CURB PER CITY OF CLOVIS STD ST-5
3. PROPOSED LANDSCAPING
4. PROPOSED PARKING LOT STRIPING
5. PROPOSED DRIVE-THRU MENU
6. PROPOSED TRASH ENCLOSURE PER CITY OF CLOVIS STD M-2, M-3
7. INSTALL VAN ACCESSIBLE PARKING STALL SEE DETAILS A, B, C, & D
8. REMOVE EXISTING LIGHT POLE
9. PROPOSED SIDEWALK PER CITY OF CLOVIS STD ST-5
10. EXISTING SIDEWALK TO REMAIN
11. EXISTING AC TO REMAIN
12. PROPOSED DIRECTIONAL ARROWS
13. PROPOSED SITE LIGHT
14. EXISTING PARKING LOT STRIPING
15. EXISTING TRASH ENCLOSURE

N

40 20 0 40 80

SCALE IN FEET
1" = 40'

STALL COUNT INFO:

EXISTING PARKING STALLS:	654 STALLS
STALLS TO BE DEMOLISHED FOR NEW QSR:	-63 STALLS
NEW PARKING STALLS PROPOSED BY NEW QSR:	5 STALLS
NEW PARKING STALLS ON SOUTH SIDE:	61 STALLS
NEW PARKING STALLS ON FRONT OF BUILDING:	3 STALLS
TOTAL STALLS PROVIDED:	660 STALLS

811 Know what's below. Call before you dig.

REVISIONS

NO.	DATE	BY

4010 N CHESTNUT
DIAMOND AVE STE 101
FRESNO, CA 93726
(559) 775-0023
FAX: (559) 775-0016
WWW.VICE-ENGR.COM

VICE
VANG INC. CONSULTING ENGINEERS

SHAW AND CLOVIS

FIGURE 2
PARKING LOT RE-STRIPING PLAN

CITY OF CLOVIS CALIFORNIA

DATE: 11/17/2025

PROJ. ENGR: LSV

PROJ. MNGR: KYV

PREPARED FOR:
GREGORY HINDS
HINDS INVESTMENTS, LP
505 LOMAS SANTA FE DR STE# 170
SOLANA BEACH, CA 92075

REGISTERED PROFESSIONAL ENGINEER
KYENG YING VANG
NO. C-63824
CIVIL
STATE OF CALIFORNIA

SHEET NO.
C2

PROJECT NUMBER
24-039

11/19/2025 8:18 AM

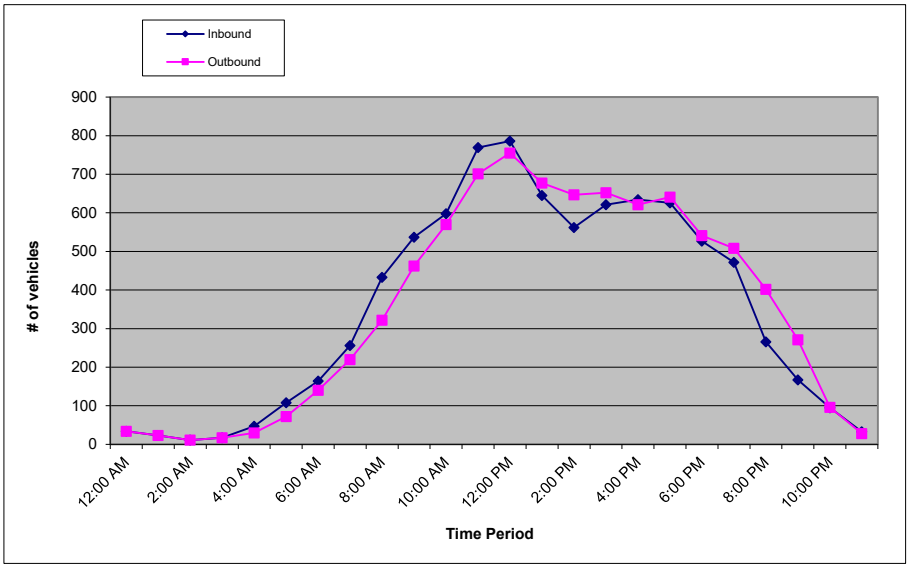
W:\VICE-PROJECTS\PROJECTS\2024\2024-039 SHAW-CLOVIS\06-PRODUCTION PLANS\24-039 CONCEPTUAL SITE PLAN.DWG

Appendix A
Parking Lot Traffic Counts

LOCATION	summary	**LATITUDE**	36.8076845
COUNTY	Fresno	**LONGITUDE**	-119.7044921
COLLECTION DATE	12/13/2024	**WEATHER**	Clear
NUMBER OF LANES	2		

	Inbound					Outbound					Hourly	CUMU
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**net**	**Total**
12:00 AM	15	10	6	3	**34**	15	7	5	7	**34**	**0**	**0**
1:00 AM	8	7	5	3	**23**	4	6	7	6	**23**	**0**	**0**
2:00 AM	2	4	3	2	**11**	2	2	2	5	**11**	**0**	**0**
3:00 AM	3	3	2	9	**17**	3	5	1	8	**17**	**0**	**0**
4:00 AM	4	11	8	24	**47**	3	8	4	15	**30**	**17**	**17**
5:00 AM	15	22	27	44	**108**	11	9	19	33	**72**	**36**	**53**
6:00 AM	31	40	35	58	**164**	23	38	35	44	**140**	**24**	**77**
7:00 AM	54	56	63	83	**256**	53	51	56	60	**220**	**36**	**113**
8:00 AM	91	117	95	130	**433**	63	81	81	97	**322**	**111**	**224**
9:00 AM	151	117	139	130	**537**	129	105	108	120	**462**	**75**	**299**
10:00 AM	134	155	153	156	**598**	142	136	141	151	**570**	**28**	**327**
11:00 AM	196	203	178	192	**769**	170	188	169	174	**701**	**68**	**395**
12:00 PM	208	190	199	189	**786**	190	200	184	181	**755**	**31**	**426**
1:00 PM	165	166	157	157	**645**	180	172	165	160	**677**	**-32**	**394**
2:00 PM	127	152	127	156	**562**	167	161	149	170	**647**	**-85**	**309**
3:00 PM	167	152	132	170	**621**	168	162	152	170	**652**	**-31**	**278**
4:00 PM	125	171	167	171	**634**	154	140	158	169	**621**	**13**	**291**
5:00 PM	147	159	163	157	**626**	159	165	152	165	**641**	**-15**	**276**
6:00 PM	136	133	132	126	**527**	160	135	125	121	**541**	**-14**	**262**
7:00 PM	127	116	94	135	**472**	136	134	113	125	**508**	**-36**	**226**
8:00 PM	77	71	50	68	**266**	124	114	73	91	**402**	**-136**	**90**
9:00 PM	53	38	42	34	**167**	109	60	60	42	**271**	**-104**	**-14**
10:00 PM	41	17	19	18	**95**	31	18	24	23	**96**	**-1**	**-15**
11:00 PM	10	7	7	9	**33**	5	4	13	6	**28**	**5**	**-10**
Total	**50.0%**				**8431**	**50.0%**				**8441**		
	16872											

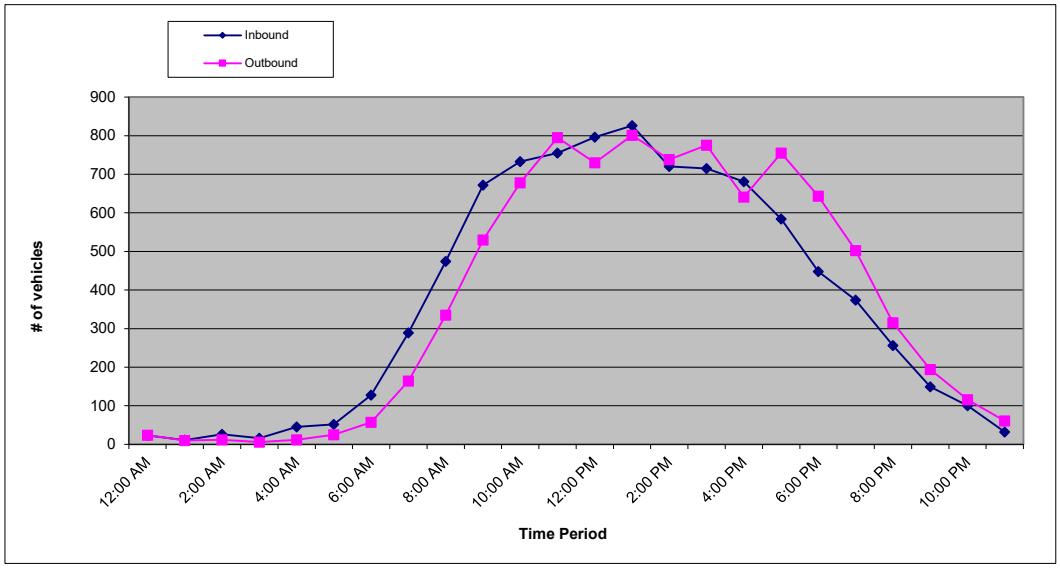
AM%	**2.3%**	**AM Peak**	**272**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.88**
PM%	**-2.4%**	**PM Peak**	**317**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.83**



LOCATION	summary	**LATITUDE**	36.8076845
COUNTY	Fresno	**LONGITUDE**	-119.7044921
COLLECTION DATE	12/14/2024	**WEATHER**	Clear
NUMBER OF LANES	2		

	Inbound					Outbound					Hourly	CUMU
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**net**	**Total**
12:00 AM	7	6	6	4	**23**	10	2	8	4	**24**	**-1**	**0**
1:00 AM	1	1	5	4	**11**	0	2	7	1	**10**	**1**	**0**
2:00 AM	5	4	2	15	**26**	4	3	1	4	**12**	**14**	**0**
3:00 AM	3	3	1	9	**16**	3	1	0	2	**6**	**10**	**10**
4:00 AM	9	9	10	17	**45**	2	3	4	3	**12**	**33**	**43**
5:00 AM	11	7	13	21	**52**	5	2	8	10	**25**	**27**	**70**
6:00 AM	10	20	35	63	**128**	7	11	20	19	**57**	**71**	**141**
7:00 AM	62	63	74	90	**289**	27	33	45	59	**164**	**125**	**266**
8:00 AM	94	121	125	134	**474**	69	79	84	103	**335**	**139**	**405**
9:00 AM	152	142	190	188	**672**	117	108	157	148	**530**	**142**	**547**
10:00 AM	174	187	188	184	**733**	167	162	174	175	**678**	**55**	**602**
11:00 AM	198	182	206	169	**755**	185	209	223	178	**795**	**-40**	**562**
12:00 PM	195	208	208	185	**796**	170	178	186	196	**730**	**66**	**628**
1:00 PM	201	184	213	228	**826**	202	176	206	217	**801**	**25**	**653**
2:00 PM	174	210	153	183	**720**	191	183	168	196	**738**	**-18**	**635**
3:00 PM	192	171	176	176	**715**	193	191	215	176	**775**	**-60**	**575**
4:00 PM	175	177	161	168	**681**	172	187	151	131	**641**	**40**	**615**
5:00 PM	171	154	129	130	**584**	203	198	186	168	**755**	**-171**	**444**
6:00 PM	110	122	106	110	**448**	166	164	165	148	**643**	**-195**	**249**
7:00 PM	82	109	112	71	**374**	148	142	113	99	**502**	**-128**	**121**
8:00 PM	82	90	37	47	**256**	83	87	73	72	**315**	**-59**	**62**
9:00 PM	44	41	33	31	**149**	58	55	45	36	**194**	**-45**	**17**
10:00 PM	27	22	23	28	**100**	37	31	17	31	**116**	**-16**	**1**
11:00 PM	8	7	7	10	**32**	14	27	4	16	**61**	**-29**	**-28**
Total	**50.0%**				**8905**	**50.0%**				**8919**		
	17824											

AM%	**3.2%**	**AM Peak**	**302**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.91**
PM%	**-3.3%**	**PM Peak**	**334**	**1:15 pm to 2:15 pm**	**PM P.H.F.**	**0.91**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

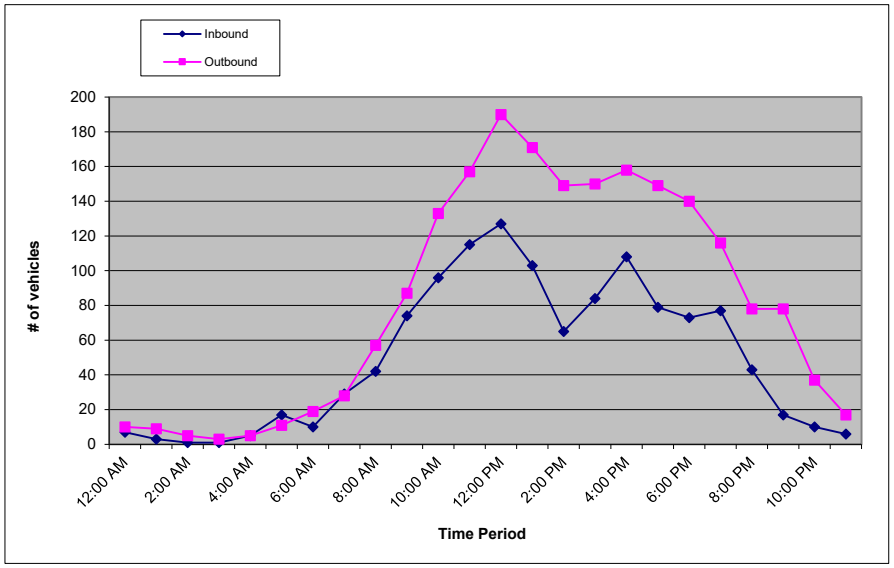
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 1
LATITUDE 36.8076845
COUNTY Fresno
LONGITUDE -119.7044921
COLLECTION DATE 12/13/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	1	5	1	0	**7**	1	3	3	3	**10**	**17**
1:00 AM	1	0	2	0	**3**	1	1	4	3	**9**	**12**
2:00 AM	0	1	0	0	**1**	1	1	0	3	**5**	**6**
3:00 AM	0	0	0	1	**1**	2	0	1	0	**3**	**4**
4:00 AM	1	0	1	3	**5**	1	2	1	1	**5**	**10**
5:00 AM	4	3	5	5	**17**	2	2	2	5	**11**	**28**
6:00 AM	0	2	3	5	**10**	2	4	5	8	**19**	**29**
7:00 AM	7	2	8	12	**29**	5	3	7	13	**28**	**57**
8:00 AM	11	10	5	16	**42**	14	15	13	15	**57**	**99**
9:00 AM	19	17	22	16	**74**	23	22	15	27	**87**	**161**
10:00 AM	20	28	24	24	**96**	28	33	36	36	**133**	**229**
11:00 AM	25	29	29	32	**115**	26	45	41	45	**157**	**272**
12:00 PM	37	33	32	25	**127**	43	63	43	41	**190**	**317**
1:00 PM	25	27	29	22	**103**	48	46	41	36	**171**	**274**
2:00 PM	12	16	17	20	**65**	41	39	34	35	**149**	**214**
3:00 PM	20	25	15	24	**84**	32	39	44	35	**150**	**234**
4:00 PM	20	31	28	29	**108**	39	35	42	42	**158**	**266**
5:00 PM	22	24	18	15	**79**	38	40	34	37	**149**	**228**
6:00 PM	19	15	19	20	**73**	39	37	37	27	**140**	**213**
7:00 PM	15	22	16	24	**77**	34	29	27	26	**116**	**193**
8:00 PM	14	12	9	8	**43**	26	22	17	13	**78**	**121**
9:00 PM	8	4	3	2	**17**	30	21	18	9	**78**	**95**
10:00 PM	6	1	1	2	**10**	13	6	10	8	**37**	**47**
11:00 PM	1	2	2	1	**6**	4	2	7	4	**17**	**23**
Total	**37.9%**				**1192**	**62.1%**				**1957**	
	3149										

AM%	**29.3%**	**AM Peak**	**272**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.88**
PM%	**70.7%**	**PM Peak**	**317**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.83**



Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
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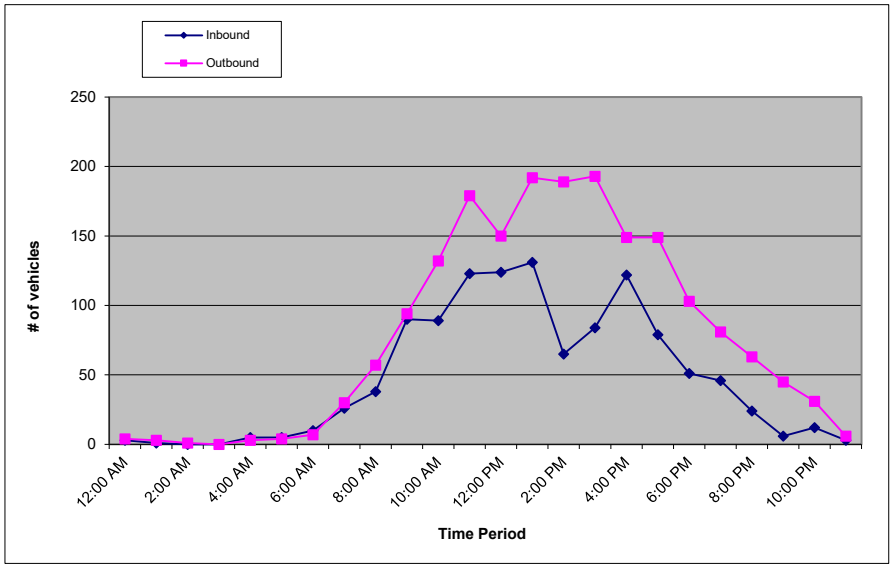
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 1
LATITUDE 36.8076845
COUNTY Fresno
LONGITUDE -119.7044921
COLLECTION DATE 12/14/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	1	1	1	0	**3**	1	2	1	0	**4**	**7**
1:00 AM	0	0	1	0	**1**	0	0	2	1	**3**	**4**
2:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	1	1	3	**5**	1	0	1	1	**3**	**8**
5:00 AM	2	0	2	1	**5**	0	0	3	1	**4**	**9**
6:00 AM	1	0	1	8	**10**	1	2	4	0	**7**	**17**
7:00 AM	7	1	7	11	**26**	3	5	10	12	**30**	**56**
8:00 AM	6	9	10	13	**38**	17	13	13	14	**57**	**95**
9:00 AM	19	22	28	21	**90**	13	19	30	32	**94**	**184**
10:00 AM	22	20	25	22	**89**	40	33	28	31	**132**	**221**
11:00 AM	28	26	40	29	**123**	41	48	43	47	**179**	**302**
12:00 PM	28	32	30	34	**124**	39	30	30	51	**150**	**274**
1:00 PM	34	29	40	28	**131**	47	47	47	51	**192**	**323**
2:00 PM	12	16	17	20	**65**	48	36	50	55	**189**	**254**
3:00 PM	20	25	15	24	**84**	49	45	46	53	**193**	**277**
4:00 PM	28	29	28	37	**122**	35	43	33	38	**149**	**271**
5:00 PM	22	24	18	15	**79**	45	46	37	21	**149**	**228**
6:00 PM	10	14	12	15	**51**	37	27	21	18	**103**	**154**
7:00 PM	7	17	14	8	**46**	23	20	14	24	**81**	**127**
8:00 PM	3	9	8	4	**24**	17	15	17	14	**63**	**87**
9:00 PM	3	1	1	1	**6**	12	10	11	12	**45**	**51**
10:00 PM	4	5	2	1	**12**	12	6	3	10	**31**	**43**
11:00 PM	1	2	0	0	**3**	2	3	0	1	**6**	**9**
Total	**37.9%**				**1137**	**62.1%**				**1865**	
	3002										

AM%	**30.1%**	**AM Peak**	**302**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.91**
PM%	**69.9%**	**PM Peak**	**334**	**1:15 pm to 2:15 pm**	**PM P.H.F.**	**0.91**



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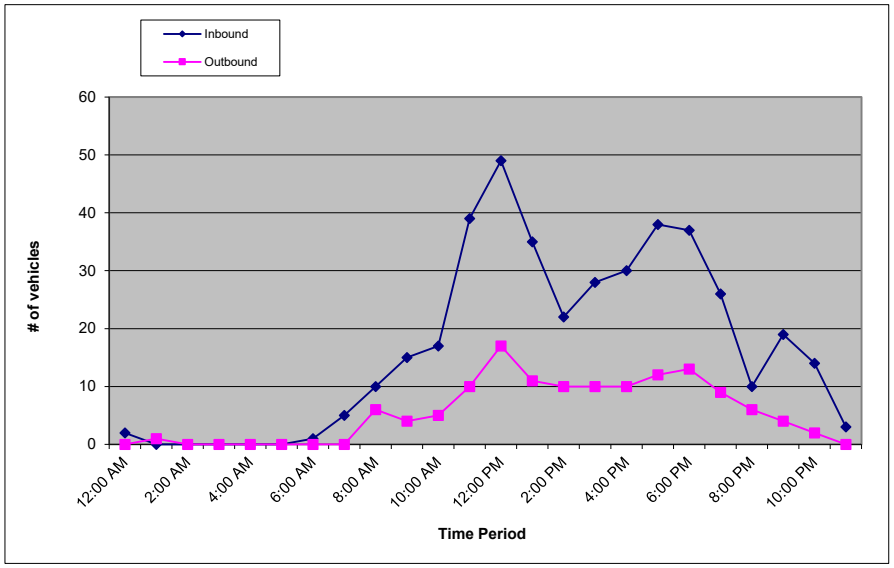
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 2
LATITUDE 36.8083631
COUNTY Fresno
LONGITUDE -119.7043848
COLLECTION DATE 12/13/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	2	0	**2**	0	0	0	0	**0**	**2**
1:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
5:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
6:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
7:00 AM	1	0	3	1	**5**	0	0	0	0	**0**	**5**
8:00 AM	1	4	3	2	**10**	0	1	1	4	**6**	**16**
9:00 AM	4	4	2	5	**15**	1	0	2	1	**4**	**19**
10:00 AM	2	3	4	8	**17**	1	1	0	3	**5**	**22**
11:00 AM	7	10	10	12	**39**	3	4	1	2	**10**	**49**
12:00 PM	8	17	11	13	**49**	1	10	3	3	**17**	**66**
1:00 PM	9	7	9	10	**35**	1	4	4	2	**11**	**46**
2:00 PM	4	5	5	8	**22**	3	2	2	3	**10**	**32**
3:00 PM	8	8	4	8	**28**	4	3	2	1	**10**	**38**
4:00 PM	5	6	7	12	**30**	3	0	4	3	**10**	**40**
5:00 PM	7	8	10	13	**38**	2	2	1	7	**12**	**50**
6:00 PM	9	6	14	8	**37**	4	4	2	3	**13**	**50**
7:00 PM	13	3	3	7	**26**	2	2	2	3	**9**	**35**
8:00 PM	1	4	2	3	**10**	3	0	1	2	**6**	**16**
9:00 PM	5	4	7	3	**19**	0	1	0	3	**4**	**23**
10:00 PM	4	3	5	2	**14**	1	0	1	0	**2**	**16**
11:00 PM	0	1	1	1	**3**	0	0	0	0	**0**	**3**
Total	**75.5%**				**400**	**24.5%**				**130**	
	530										

AM%	**21.7%**	**AM Peak**	**49**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.88**
PM%	**78.3%**	**PM Peak**	**67**	**12:15 pm to 1:15 pm**	**PM P.H.F.**	**0.62**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

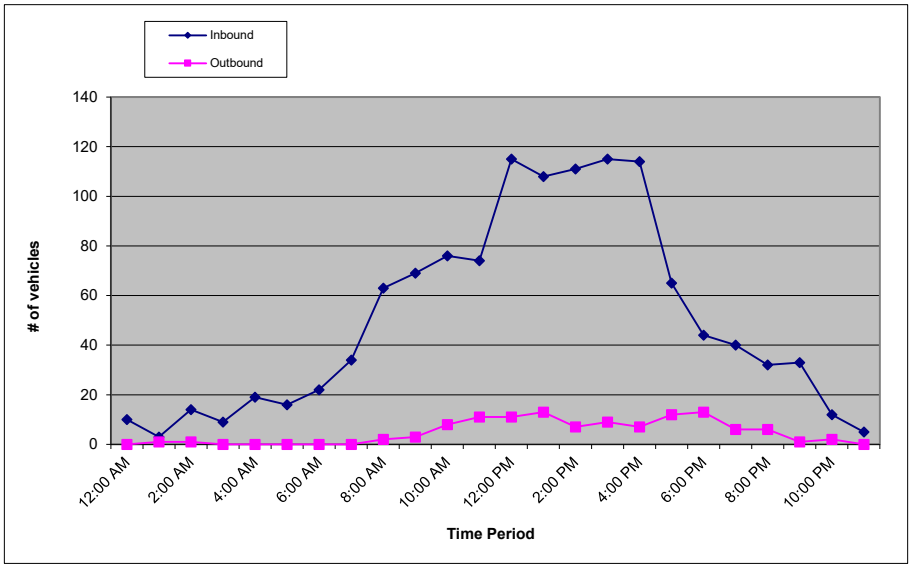
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION	Driveway 2	**LATITUDE**	36.8083631
COUNTY	Fresno	**LONGITUDE**	-119.7043848
COLLECTION DATE	12/14/2024	**WEATHER**	Clear
NUMBER OF LANES	2		

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	2	2	2	**10**	0	0	0	0	**0**	**10**
1:00 AM	0	0	0	3	**3**	0	0	1	0	**1**	**4**
2:00 AM	0	2	1	11	**14**	0	0	0	1	**1**	**15**
3:00 AM	1	1	1	6	**9**	0	0	0	0	**0**	**9**
4:00 AM	7	5	3	4	**19**	0	0	0	0	**0**	**19**
5:00 AM	5	1	2	8	**16**	0	0	0	0	**0**	**16**
6:00 AM	3	2	8	9	**22**	0	0	0	0	**0**	**22**
7:00 AM	7	8	12	7	**34**	0	0	0	0	**0**	**34**
8:00 AM	15	14	18	16	**63**	1	1	0	0	**2**	**65**
9:00 AM	13	12	21	23	**69**	1	0	2	0	**3**	**72**
10:00 AM	15	17	21	23	**76**	3	1	2	2	**8**	**84**
11:00 AM	22	13	21	18	**74**	3	3	4	1	**11**	**85**
12:00 PM	31	26	38	20	**115**	1	3	2	5	**11**	**126**
1:00 PM	22	27	23	36	**108**	5	2	3	3	**13**	**121**
2:00 PM	30	36	25	20	**111**	3	2	1	1	**7**	**118**
3:00 PM	34	23	28	30	**115**	2	5	1	1	**9**	**124**
4:00 PM	27	35	26	26	**114**	2	3	0	2	**7**	**121**
5:00 PM	14	25	11	15	**65**	8	1	1	2	**12**	**77**
6:00 PM	12	8	13	11	**44**	4	3	4	2	**13**	**57**
7:00 PM	12	10	12	6	**40**	1	3	2	0	**6**	**46**
8:00 PM	11	7	5	9	**32**	3	1	1	1	**6**	**38**
9:00 PM	7	8	8	10	**33**	0	0	0	1	**1**	**34**
10:00 PM	4	5	3	0	**12**	1	0	0	1	**2**	**14**
11:00 PM	0	0	2	3	**5**	0	0	0	0	**0**	**5**
Total	**91.4%**				**1203**	**8.6%**				**113**	
	1316										

AM%	**33.1%**	**AM Peak**	**251**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.97**
PM%	**66.9%**	**PM Peak**	**316**	**1:30 pm to 2:30 pm**	**PM P.H.F.**	**0.85**



Metro Traffic Data Inc.
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Hanford, CA 93230

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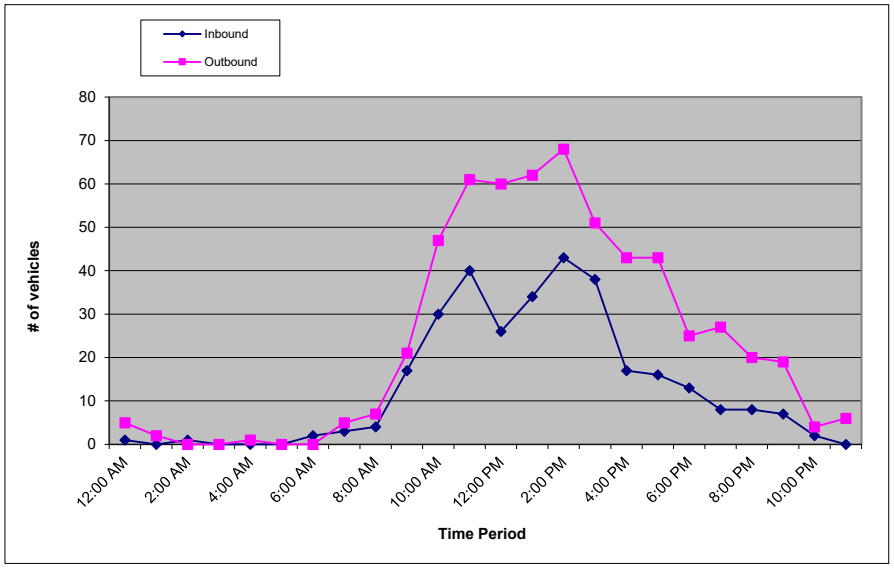
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 3
LATITUDE 36.8083625
COUNTY Fresno
LONGITUDE -119.7037397
COLLECTION DATE 12/13/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	1	**1**	4	1	0	0	**5**	**6**
1:00 AM	0	0	0	0	**0**	0	1	1	0	**2**	**2**
2:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
5:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
6:00 AM	1	0	0	1	**2**	0	0	0	0	**0**	**2**
7:00 AM	0	0	1	2	**3**	1	1	1	2	**5**	**8**
8:00 AM	2	0	1	1	**4**	2	3	2	0	**7**	**11**
9:00 AM	2	4	7	4	**17**	1	10	4	6	**21**	**38**
10:00 AM	4	6	11	9	**30**	9	11	7	20	**47**	**77**
11:00 AM	10	12	8	10	**40**	17	21	8	15	**61**	**101**
12:00 PM	5	6	8	7	**26**	16	12	14	18	**60**	**86**
1:00 PM	8	6	10	10	**34**	12	16	16	18	**62**	**96**
2:00 PM	10	10	13	10	**43**	20	15	21	12	**68**	**111**
3:00 PM	11	13	4	10	**38**	7	12	19	13	**51**	**89**
4:00 PM	2	5	3	7	**17**	14	12	9	8	**43**	**60**
5:00 PM	0	7	2	7	**16**	12	12	9	10	**43**	**59**
6:00 PM	1	5	2	5	**13**	11	5	4	5	**25**	**38**
7:00 PM	2	1	2	3	**8**	10	4	7	6	**27**	**35**
8:00 PM	4	2	0	2	**8**	9	6	2	3	**20**	**28**
9:00 PM	2	0	3	2	**7**	6	5	6	2	**19**	**26**
10:00 PM	0	2	0	0	**2**	2	2	0	0	**4**	**6**
11:00 PM	0	0	0	0	**0**	1	2	1	2	**6**	**6**
Total	**34.9%**				**310**	**65.1%**				**577**	
	887										

AM%	**27.8%**	**AM Peak**	**107**	**10:30 am to 11:30 am**	**AM P.H.F.**	**0.81**
PM%	**72.2%**	**PM Peak**	**117**	**1:45 pm to 2:45 pm**	**PM P.H.F.**	**0.86**



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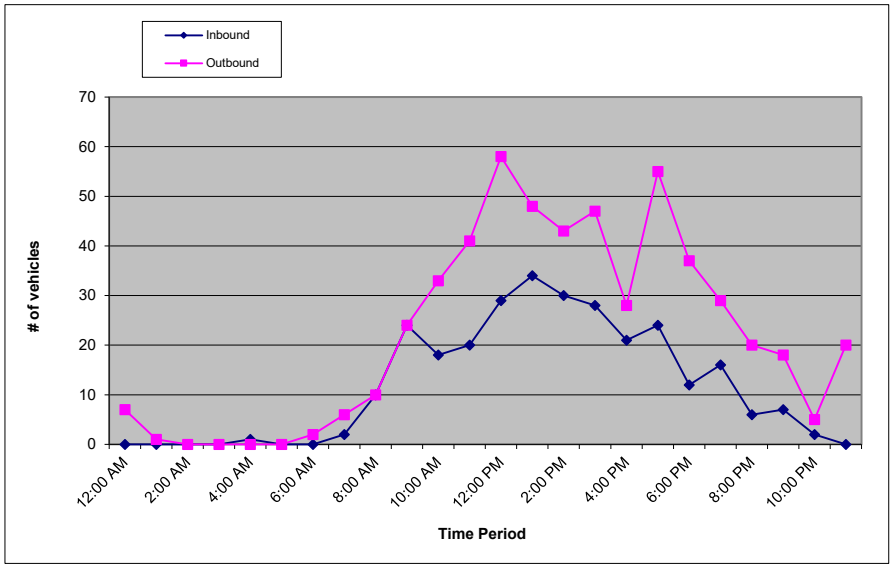
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 3
LATITUDE 36.8083625
COUNTY Fresno
LONGITUDE -119.7037397
COLLECTION DATE 12/14/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	4	0	1	2	**7**	**7**
1:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
6:00 AM	0	0	0	0	**0**	0	0	1	1	**2**	**2**
7:00 AM	0	0	0	2	**2**	1	1	3	1	**6**	**8**
8:00 AM	1	2	4	3	**10**	2	0	2	6	**10**	**20**
9:00 AM	3	4	9	8	**24**	8	1	10	5	**24**	**48**
10:00 AM	3	4	4	7	**18**	2	11	11	9	**33**	**51**
11:00 AM	5	7	5	3	**20**	5	11	14	11	**41**	**61**
12:00 PM	5	8	9	7	**29**	13	12	24	9	**58**	**87**
1:00 PM	11	6	11	6	**34**	10	16	10	12	**48**	**82**
2:00 PM	8	7	3	12	**30**	9	17	10	7	**43**	**73**
3:00 PM	9	7	6	6	**28**	9	19	10	9	**47**	**75**
4:00 PM	4	5	5	7	**21**	10	7	2	9	**28**	**49**
5:00 PM	5	5	7	7	**24**	20	13	10	12	**55**	**79**
6:00 PM	2	3	2	5	**12**	4	11	14	8	**37**	**49**
7:00 PM	3	8	2	3	**16**	6	10	5	8	**29**	**45**
8:00 PM	3	1	0	2	**6**	7	5	5	3	**20**	**26**
9:00 PM	2	0	3	2	**7**	6	5	5	2	**18**	**25**
10:00 PM	0	2	0	0	**2**	2	2	0	1	**5**	**7**
11:00 PM	0	0	0	0	**0**	3	9	1	7	**20**	**20**
Total	**34.8%**				**284**	**65.2%**				**532**	
	816										

AM%	**24.4%**	**AM Peak**	**63**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.83**
PM%	**75.6%**	**PM Peak**	**92**	**12:30 pm to 1:30 pm**	**PM P.H.F.**	**0.70**



Metro Traffic Data Inc.
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Hanford, CA 93230

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www.metrotrafficdata.com

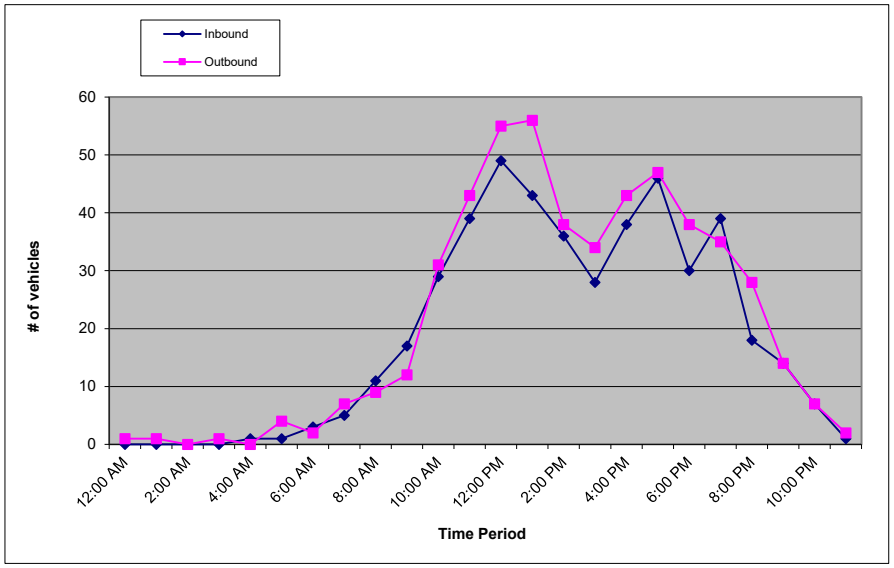
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 4
LATITUDE 36.8083759
COUNTY Fresno
LONGITUDE -119.7030149
COLLECTION DATE 12/13/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
1:00 AM	0	0	0	0	**0**	0	0	0	1	**1**	**1**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
4:00 AM	0	0	0	1	**1**	0	0	0	0	**0**	**1**
5:00 AM	0	0	1	0	**1**	1	0	2	1	**4**	**5**
6:00 AM	0	1	0	2	**3**	0	1	0	1	**2**	**5**
7:00 AM	1	0	2	2	**5**	1	4	0	2	**7**	**12**
8:00 AM	1	2	2	6	**11**	1	1	2	5	**9**	**20**
9:00 AM	4	8	3	2	**17**	4	3	2	3	**12**	**29**
10:00 AM	1	8	11	9	**29**	7	8	7	9	**31**	**60**
11:00 AM	13	7	9	10	**39**	7	12	10	14	**43**	**82**
12:00 PM	11	10	12	16	**49**	12	13	20	10	**55**	**104**
1:00 PM	7	5	14	17	**43**	17	9	15	15	**56**	**99**
2:00 PM	7	15	5	9	**36**	10	12	8	8	**38**	**74**
3:00 PM	5	8	7	8	**28**	5	9	10	10	**34**	**62**
4:00 PM	5	14	11	8	**38**	12	8	9	14	**43**	**81**
5:00 PM	5	7	20	14	**46**	11	12	10	14	**47**	**93**
6:00 PM	6	7	8	9	**30**	11	12	5	10	**38**	**68**
7:00 PM	13	12	6	8	**39**	8	10	10	7	**35**	**74**
8:00 PM	6	1	7	4	**18**	6	12	3	7	**28**	**46**
9:00 PM	2	4	6	2	**14**	4	2	5	3	**14**	**28**
10:00 PM	6	0	0	1	**7**	4	1	1	1	**7**	**14**
11:00 PM	1	0	0	0	**1**	1	0	1	0	**2**	**3**
Total	**47.2%**				**455**	**52.8%**				**508**	
	963										

AM%	**22.5%**	**AM Peak**	**82**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.85**
PM%	**77.5%**	**PM Peak**	**105**	**12:15 pm to 1:15 pm**	**PM P.H.F.**	**0.82**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 4 **LATITUDE** 36.8083759

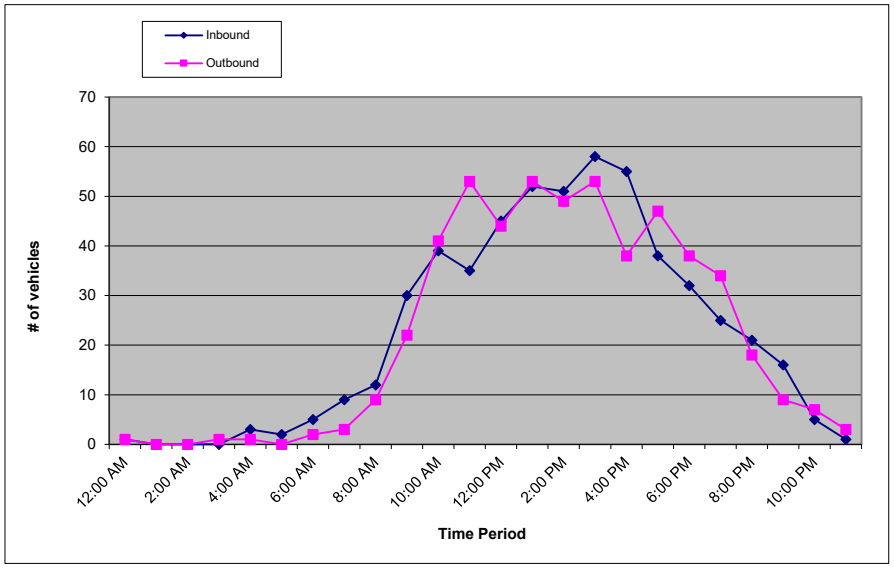
COUNTY Fresno **LONGITUDE** -119.7030149

COLLECTION DATE 12/14/2024 **WEATHER** Clear

NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	1	0	0	0	**1**	1	0	0	0	**1**	**2**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
4:00 AM	0	0	2	1	**3**	0	1	0	0	**1**	**4**
5:00 AM	0	0	0	2	**2**	0	0	0	0	**0**	**2**
6:00 AM	0	1	2	2	**5**	1	0	0	1	**2**	**7**
7:00 AM	0	2	3	4	**9**	1	0	2	0	**3**	**12**
8:00 AM	5	3	1	3	**12**	2	2	3	2	**9**	**21**
9:00 AM	6	4	11	9	**30**	4	3	9	6	**22**	**52**
10:00 AM	3	11	15	10	**39**	6	7	14	14	**41**	**80**
11:00 AM	8	6	14	7	**35**	8	18	19	8	**53**	**88**
12:00 PM	9	13	12	11	**45**	10	14	12	8	**44**	**89**
1:00 PM	9	11	11	21	**52**	15	7	13	18	**53**	**105**
2:00 PM	9	19	11	12	**51**	13	10	12	14	**49**	**100**
3:00 PM	14	19	12	13	**58**	12	14	15	12	**53**	**111**
4:00 PM	19	7	11	18	**55**	4	14	14	6	**38**	**93**
5:00 PM	5	16	4	13	**38**	14	15	9	9	**47**	**85**
6:00 PM	7	7	10	8	**32**	7	13	9	9	**38**	**70**
7:00 PM	6	9	8	2	**25**	12	10	2	10	**34**	**59**
8:00 PM	7	7	3	4	**21**	4	5	7	2	**18**	**39**
9:00 PM	7	4	3	2	**16**	2	5	0	2	**9**	**25**
10:00 PM	1	1	1	2	**5**	2	1	2	2	**7**	**12**
11:00 PM	0	1	0	0	**1**	0	3	0	0	**3**	**4**
Total	**50.4%**				**535**	**49.6%**				**526**	
	1061										

AM%	**25.4%**	**AM Peak**	**97**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.73**
PM%	**74.6%**	**PM Peak**	**112**	**2:45 pm to 3:45 pm**	**PM P.H.F.**	**0.85**



Metro Traffic Data Inc.
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Hanford, CA 93230

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24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 5 **LATITUDE** 36.808355

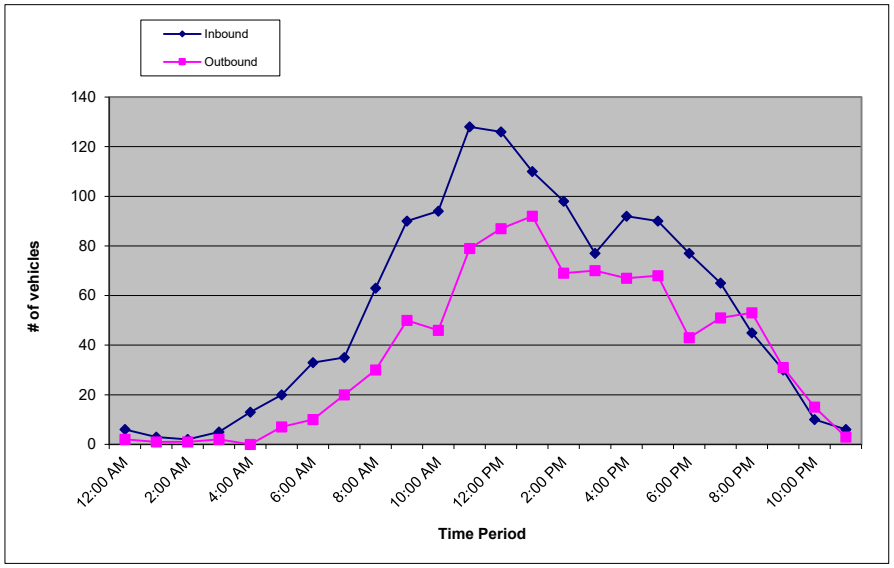
COUNTY Fresno **LONGITUDE** -119.7021822

COLLECTION DATE 12/13/2024 **WEATHER** Clear

NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	1	1	0	**6**	1	1	0	0	**2**	**8**
1:00 AM	1	1	1	0	**3**	0	0	0	1	**1**	**4**
2:00 AM	0	1	0	1	**2**	0	0	0	1	**1**	**3**
3:00 AM	0	1	2	2	**5**	0	1	0	1	**2**	**7**
4:00 AM	2	3	2	6	**13**	0	0	0	0	**0**	**13**
5:00 AM	5	5	6	4	**20**	1	0	3	3	**7**	**27**
6:00 AM	11	8	4	10	**33**	0	2	5	3	**10**	**43**
7:00 AM	8	8	13	6	**35**	6	2	7	5	**20**	**55**
8:00 AM	8	20	19	16	**63**	6	5	9	10	**30**	**93**
9:00 AM	21	20	21	28	**90**	8	10	14	18	**50**	**140**
10:00 AM	21	27	19	27	**94**	7	9	13	17	**46**	**140**
11:00 AM	37	33	30	28	**128**	18	24	18	19	**79**	**207**
12:00 PM	35	32	29	30	**126**	19	25	19	24	**87**	**213**
1:00 PM	31	28	30	21	**110**	23	19	26	24	**92**	**202**
2:00 PM	18	23	25	32	**98**	18	13	19	19	**69**	**167**
3:00 PM	23	15	20	19	**77**	11	19	15	25	**70**	**147**
4:00 PM	12	24	27	29	**92**	18	13	18	18	**67**	**159**
5:00 PM	20	22	24	24	**90**	20	12	15	21	**68**	**158**
6:00 PM	26	19	10	22	**77**	12	11	7	13	**43**	**120**
7:00 PM	12	15	20	18	**65**	19	16	10	6	**51**	**116**
8:00 PM	15	16	6	8	**45**	18	12	10	13	**53**	**98**
9:00 PM	9	9	5	7	**30**	16	6	5	4	**31**	**61**
10:00 PM	4	1	3	2	**10**	3	2	5	5	**15**	**25**
11:00 PM	2	0	1	3	**6**	0	0	1	2	**3**	**9**
Total	**59.5%**				**1318**	**40.5%**				**897**	
	2215										

AM%	**33.4%**	**AM Peak**	**207**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.91**
PM%	**66.6%**	**PM Peak**	**213**	**12:15 pm to 1:15 pm**	**PM P.H.F.**	**0.93**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 5 **LATITUDE** 36.808355

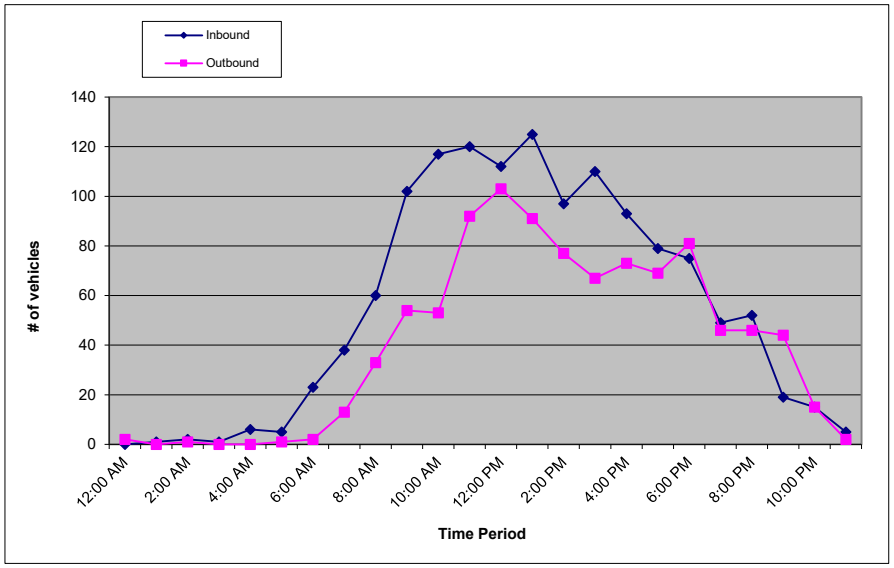
COUNTY Fresno **LONGITUDE** -119.7021822

COLLECTION DATE 12/14/2024 **WEATHER** Clear

NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	0	0	0	2	**2**	**2**
1:00 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**
2:00 AM	2	0	0	0	**2**	0	1	0	0	**1**	**3**
3:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	2	1	3	**6**	0	0	0	0	**0**	**6**
5:00 AM	0	1	3	1	**5**	1	0	0	0	**1**	**6**
6:00 AM	1	3	3	16	**23**	0	0	1	1	**2**	**25**
7:00 AM	10	11	6	11	**38**	2	3	1	7	**13**	**51**
8:00 AM	13	16	17	14	**60**	7	6	7	13	**33**	**93**
9:00 AM	20	22	26	34	**102**	13	16	13	12	**54**	**156**
10:00 AM	36	32	24	25	**117**	12	12	13	16	**53**	**170**
11:00 AM	29	27	34	30	**120**	25	26	27	14	**92**	**212**
12:00 PM	37	26	19	30	**112**	29	30	23	21	**103**	**215**
1:00 PM	36	28	23	38	**125**	23	26	14	28	**91**	**216**
2:00 PM	25	36	16	20	**97**	26	18	17	16	**77**	**174**
3:00 PM	25	22	27	36	**110**	20	7	18	22	**67**	**177**
4:00 PM	18	31	22	22	**93**	14	16	20	23	**73**	**166**
5:00 PM	21	16	24	18	**79**	21	14	23	11	**69**	**148**
6:00 PM	19	26	13	17	**75**	18	11	28	24	**81**	**156**
7:00 PM	17	15	9	8	**49**	12	12	9	13	**46**	**95**
8:00 PM	15	17	10	10	**52**	12	11	11	12	**46**	**98**
9:00 PM	7	4	6	2	**19**	10	12	14	8	**44**	**63**
10:00 PM	4	0	4	7	**15**	4	5	2	4	**15**	**30**
11:00 PM	1	2	1	1	**5**	0	2	0	0	**2**	**7**
Total	**57.5%**				**1306**	**42.5%**				**965**	
	2271										

AM%	**32.0%**	**AM Peak**	**212**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.87**
PM%	**68.0%**	**PM Peak**	**216**	**1:00 pm to 2:00 pm**	**PM P.H.F.**	**0.82**



Metro Traffic Data Inc.
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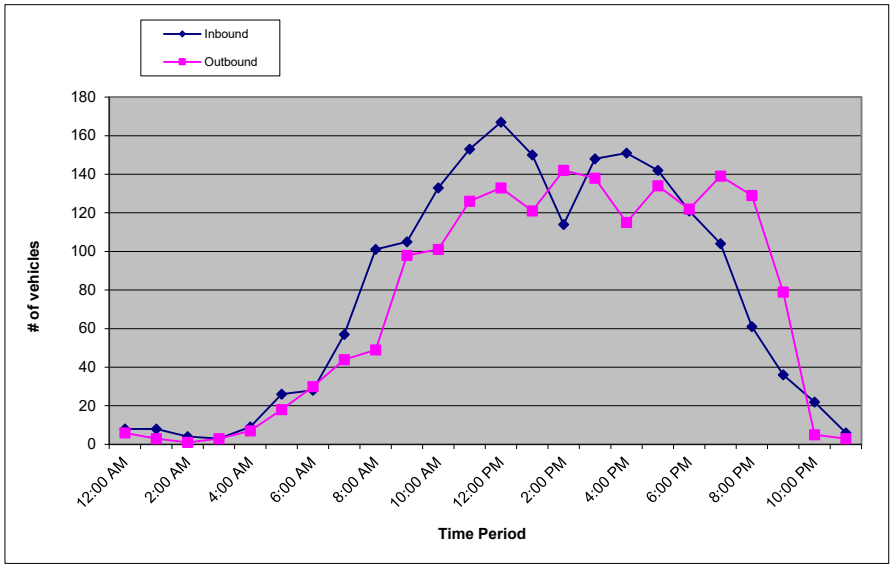
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 6
LATITUDE 36.8077139
COUNTY Fresno
LONGITUDE -119.7011535
COLLECTION DATE 12/13/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	3	3	1	1	**8**	3	1	0	2	**6**	**14**
1:00 AM	3	3	1	1	**8**	1	1	1	0	**3**	**11**
2:00 AM	2	1	1	0	**4**	0	0	1	0	**1**	**5**
3:00 AM	2	0	0	1	**3**	0	1	0	2	**3**	**6**
4:00 AM	0	3	2	4	**9**	1	1	1	4	**7**	**16**
5:00 AM	2	6	6	12	**26**	3	3	5	7	**18**	**44**
6:00 AM	3	6	5	14	**28**	8	11	5	6	**30**	**58**
7:00 AM	12	11	8	26	**57**	12	12	11	9	**44**	**101**
8:00 AM	29	24	21	27	**101**	9	14	15	11	**49**	**150**
9:00 AM	33	20	29	23	**105**	30	19	28	21	**98**	**203**
10:00 AM	33	30	33	37	**133**	22	24	27	28	**101**	**234**
11:00 AM	35	50	37	31	**153**	36	30	33	27	**126**	**279**
12:00 PM	44	36	49	38	**167**	34	37	29	33	**133**	**300**
1:00 PM	37	45	33	35	**150**	31	27	33	30	**121**	**271**
2:00 PM	29	28	28	29	**114**	35	29	34	44	**142**	**256**
3:00 PM	44	28	38	38	**148**	46	29	33	30	**138**	**286**
4:00 PM	35	36	44	36	**151**	32	28	30	25	**115**	**266**
5:00 PM	36	34	31	41	**142**	36	28	34	36	**134**	**276**
6:00 PM	30	33	33	25	**121**	41	25	26	30	**122**	**243**
7:00 PM	29	23	21	31	**104**	27	33	38	41	**139**	**243**
8:00 PM	16	15	12	18	**61**	42	43	18	26	**129**	**190**
9:00 PM	10	8	10	8	**36**	33	16	19	11	**79**	**115**
10:00 PM	7	5	6	4	**22**	2	1	1	1	**5**	**27**
11:00 PM	2	1	1	2	**6**	0	1	2	0	**3**	**9**
Total	**51.5%**				**1857**	**48.5%**				**1746**	
	3603										

AM%	**31.1%**	**AM Peak**	**286**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.89**
PM%	**68.9%**	**PM Peak**	**300**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.96**



Metro Traffic Data Inc.
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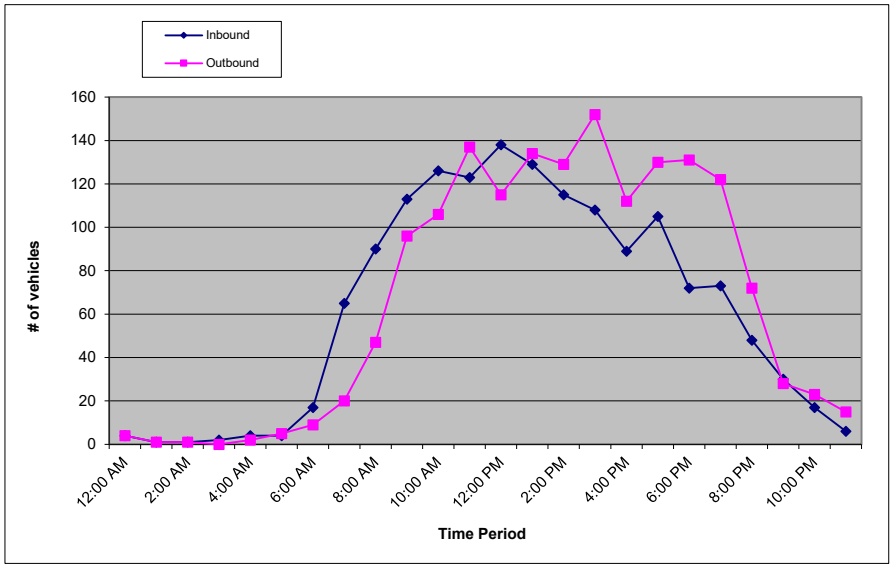
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 6
LATITUDE 36.8077139
COUNTY Fresno
LONGITUDE -119.7011535
COLLECTION DATE 12/13/2024
WEATHER Clear
NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	2	0	2	**4**	2	0	2	0	**4**	**8**
1:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
2:00 AM	0	0	0	1	**1**	1	0	0	0	**1**	**2**
3:00 AM	0	1	0	1	**2**	0	0	0	0	**0**	**2**
4:00 AM	1	0	1	2	**4**	0	1	1	0	**2**	**6**
5:00 AM	0	2	1	1	**4**	1	0	2	2	**5**	**9**
6:00 AM	0	3	5	9	**17**	1	3	3	2	**9**	**26**
7:00 AM	15	14	16	20	**65**	4	2	2	12	**20**	**85**
8:00 AM	17	19	23	31	**90**	6	15	13	13	**47**	**137**
9:00 AM	28	25	29	31	**113**	23	21	28	24	**96**	**209**
10:00 AM	33	32	34	27	**126**	31	23	23	29	**106**	**232**
11:00 AM	37	30	28	28	**123**	32	30	41	34	**137**	**260**
12:00 PM	37	37	39	25	**138**	29	25	29	32	**115**	**253**
1:00 PM	32	30	37	30	**129**	28	25	45	36	**134**	**263**
2:00 PM	27	32	20	36	**115**	34	32	25	38	**129**	**244**
3:00 PM	25	19	34	30	**108**	34	35	52	31	**152**	**260**
4:00 PM	30	22	23	14	**89**	42	32	27	11	**112**	**201**
5:00 PM	38	26	22	19	**105**	31	40	29	30	**130**	**235**
6:00 PM	17	18	20	17	**72**	33	35	31	32	**131**	**203**
7:00 PM	14	18	28	13	**73**	37	33	37	15	**122**	**195**
8:00 PM	17	24	4	3	**48**	15	20	16	21	**72**	**120**
9:00 PM	8	9	4	9	**30**	12	8	5	3	**28**	**58**
10:00 PM	4	0	4	9	**17**	7	10	3	3	**23**	**40**
11:00 PM	2	1	1	2	**6**	5	7	1	2	**15**	**21**
Total	**48.2%**				**1480**	**51.8%**				**1591**	
	3071										

AM% 31.8% **AM Peak** 324 **10:45 am to 11:45 am** **AM P.H.F.** 0.95
PM% 68.2% **PM Peak** 303 **1:30 pm to 2:30 pm** **PM P.H.F.** 0.92



Metro Traffic Data Inc.
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24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 7 **LATITUDE** 36.807584

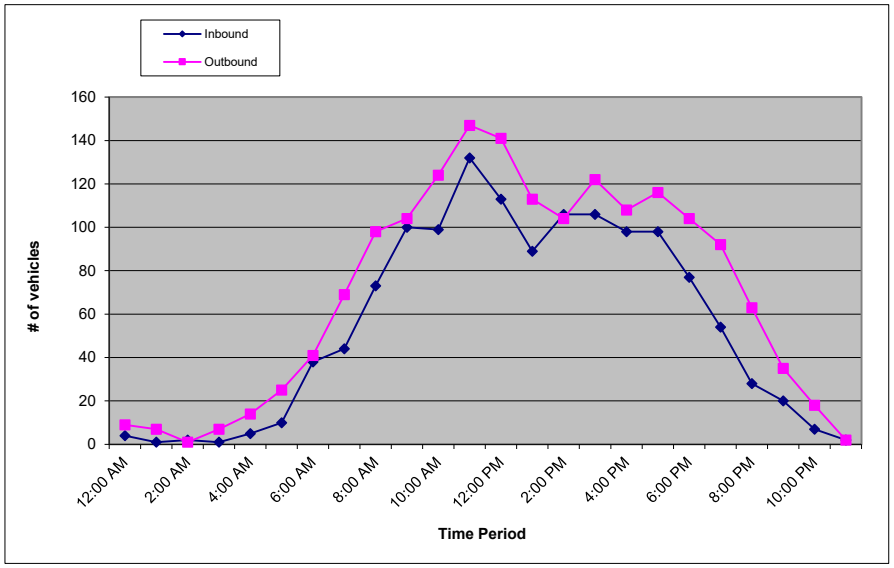
COUNTY Fresno **LONGITUDE** -119.7009845

COLLECTION DATE 12/13/2024 **WEATHER** Clear

NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	3	1	0	0	**4**	5	1	1	2	**9**	**13**
1:00 AM	0	1	0	0	**1**	2	3	1	1	**7**	**8**
2:00 AM	0	1	1	0	**2**	0	0	0	1	**1**	**3**
3:00 AM	0	0	0	1	**1**	1	2	0	4	**7**	**8**
4:00 AM	0	3	2	0	**5**	1	2	1	10	**14**	**19**
5:00 AM	1	1	2	6	**10**	3	3	5	14	**25**	**35**
6:00 AM	8	9	11	10	**38**	5	11	9	16	**41**	**79**
7:00 AM	8	13	11	12	**44**	18	15	18	18	**69**	**113**
8:00 AM	13	21	15	24	**73**	24	23	28	23	**98**	**171**
9:00 AM	30	21	25	24	**100**	30	29	24	21	**104**	**204**
10:00 AM	24	24	26	25	**99**	40	31	27	26	**124**	**223**
11:00 AM	34	36	26	36	**132**	43	35	38	31	**147**	**279**
12:00 PM	32	26	27	28	**113**	43	24	37	37	**141**	**254**
1:00 PM	24	23	21	21	**89**	31	34	20	28	**113**	**202**
2:00 PM	28	30	19	29	**106**	25	28	23	28	**104**	**210**
3:00 PM	32	31	17	26	**106**	29	29	26	38	**122**	**228**
4:00 PM	23	26	22	27	**98**	25	29	28	26	**108**	**206**
5:00 PM	26	28	23	21	**98**	23	37	29	27	**116**	**214**
6:00 PM	23	17	15	22	**77**	26	29	31	18	**104**	**181**
7:00 PM	17	11	11	15	**54**	23	27	17	25	**92**	**146**
8:00 PM	8	8	5	7	**28**	14	15	15	19	**63**	**91**
9:00 PM	6	4	6	4	**20**	14	6	7	8	**35**	**55**
10:00 PM	3	1	1	2	**7**	4	5	3	6	**18**	**25**
11:00 PM	1	0	0	1	**2**	0	1	1	0	**2**	**4**
Total	**44.0%**				**1307**	**56.0%**				**1664**	
	2971										

AM%	**38.9%**	**AM Peak**	**279**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.91**
PM%	**61.1%**	**PM Peak**	**254**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.85**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 7 **LATITUDE** 36.807584

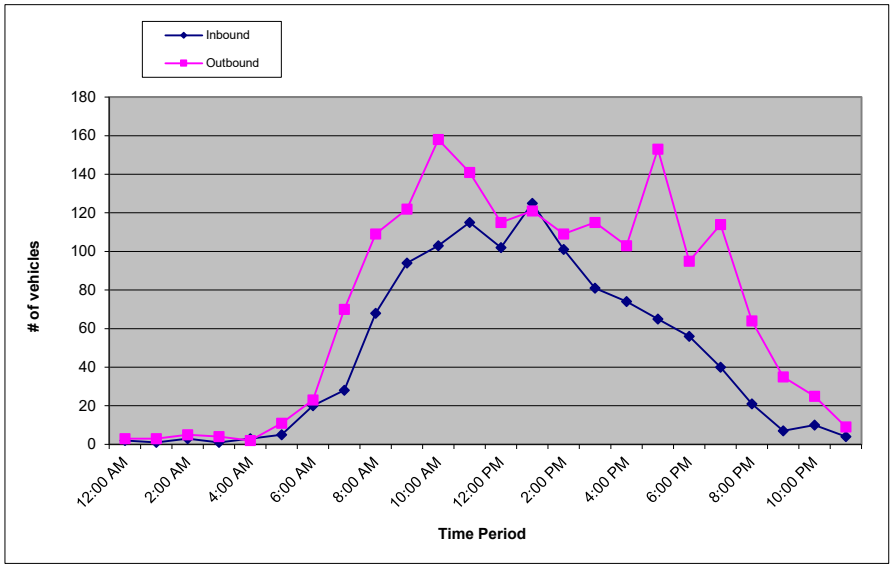
COUNTY Fresno **LONGITUDE** -119.7009845

COLLECTION DATE 12/14/2024 **WEATHER** Clear

NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	2	0	**2**	1	0	2	0	**3**	**5**
1:00 AM	0	0	1	0	**1**	0	1	2	0	**3**	**4**
2:00 AM	2	1	0	0	**3**	1	1	1	2	**5**	**8**
3:00 AM	1	0	0	0	**1**	2	0	0	2	**4**	**5**
4:00 AM	0	0	2	1	**3**	0	1	0	1	**2**	**5**
5:00 AM	1	0	1	3	**5**	2	2	2	5	**11**	**16**
6:00 AM	2	5	7	6	**20**	2	4	8	9	**23**	**43**
7:00 AM	5	5	9	9	**28**	14	18	17	21	**70**	**98**
8:00 AM	10	22	18	18	**68**	22	25	30	32	**109**	**177**
9:00 AM	25	19	28	22	**94**	30	32	26	34	**122**	**216**
10:00 AM	21	33	24	25	**103**	36	37	41	44	**158**	**261**
11:00 AM	26	22	41	26	**115**	34	48	30	29	**141**	**256**
12:00 PM	21	28	29	24	**102**	27	31	26	31	**115**	**217**
1:00 PM	31	23	35	36	**125**	34	24	29	34	**121**	**246**
2:00 PM	17	29	27	28	**101**	22	35	24	28	**109**	**210**
3:00 PM	25	20	25	11	**81**	28	33	29	25	**115**	**196**
4:00 PM	20	15	25	14	**74**	29	26	25	23	**103**	**177**
5:00 PM	24	14	15	12	**65**	39	39	38	37	**153**	**218**
6:00 PM	14	20	13	9	**56**	25	22	25	23	**95**	**151**
7:00 PM	9	7	14	10	**40**	30	34	30	20	**114**	**154**
8:00 PM	9	8	1	3	**21**	16	22	12	14	**64**	**85**
9:00 PM	2	3	0	2	**7**	12	11	8	4	**35**	**42**
10:00 PM	3	2	4	1	**10**	6	6	4	9	**25**	**35**
11:00 PM	2	0	1	1	**4**	2	2	1	4	**9**	**13**
Total	**39.8%**				**1129**	**60.2%**				**1709**	
	2838										

AM%	**38.5%**	**AM Peak**	**301**	**10:00 am to 11:00 am**	**AM P.H.F.**	**0.94**
PM%	**61.5%**	**PM Peak**	**247**	**1:30 pm to 2:30 pm**	**PM P.H.F.**	**0.88**



Metro Traffic Data Inc.
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24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 8 **LATITUDE** 36.8068659

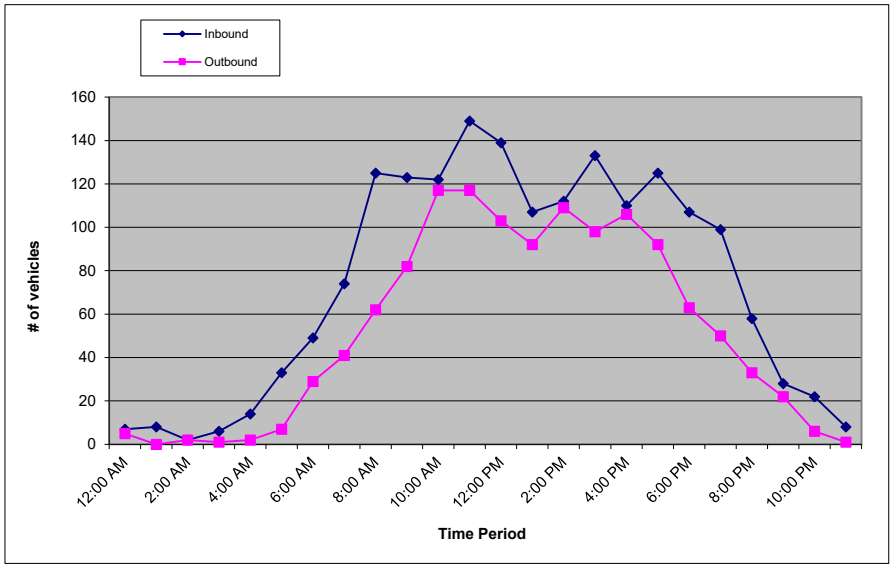
COUNTY Fresno **LONGITUDE** -119.7011266

COLLECTION DATE 12/13/2024 **WEATHER** Clear

NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	0	1	2	**7**	5	0	0	0	**5**	**12**
1:00 AM	3	2	1	2	**8**	0	0	0	0	**0**	**8**
2:00 AM	0	0	1	1	**2**	1	0	1	0	**2**	**4**
3:00 AM	1	1	0	4	**6**	0	0	0	1	**1**	**7**
4:00 AM	1	2	1	10	**14**	0	1	1	0	**2**	**16**
5:00 AM	3	6	7	17	**33**	1	1	2	3	**7**	**40**
6:00 AM	8	13	11	17	**49**	5	8	9	7	**29**	**78**
7:00 AM	17	19	17	21	**74**	10	12	9	10	**41**	**115**
8:00 AM	27	35	28	35	**125**	8	16	11	27	**62**	**187**
9:00 AM	38	22	33	30	**123**	24	17	20	21	**82**	**205**
10:00 AM	32	32	33	25	**122**	34	25	27	31	**117**	**239**
11:00 AM	44	34	33	38	**149**	31	33	25	28	**117**	**266**
12:00 PM	36	31	35	37	**139**	31	22	24	26	**103**	**242**
1:00 PM	31	25	20	31	**107**	23	26	24	19	**92**	**199**
2:00 PM	28	33	24	27	**112**	27	33	23	26	**109**	**221**
3:00 PM	29	35	29	40	**133**	33	26	15	24	**98**	**231**
4:00 PM	23	32	27	28	**110**	24	24	22	36	**106**	**216**
5:00 PM	29	34	34	28	**125**	25	27	23	17	**92**	**217**
6:00 PM	22	35	31	19	**107**	21	12	14	16	**63**	**170**
7:00 PM	28	29	15	27	**99**	16	13	7	14	**50**	**149**
8:00 PM	17	15	8	18	**58**	12	7	6	8	**33**	**91**
9:00 PM	12	5	4	7	**28**	11	5	3	3	**22**	**50**
10:00 PM	10	4	3	5	**22**	2	2	1	1	**6**	**28**
11:00 PM	2	3	2	1	**8**	0	0	1	0	**1**	**9**
Total	**58.7%**				**1760**	**41.3%**				**1240**	
	3000										

AM%	**39.2%**	**AM Peak**	**266**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.89**
PM%	**60.8%**	**PM Peak**	**242**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.90**



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www.metrotrafficdata.com

24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 8 **LATITUDE** 36.8068659

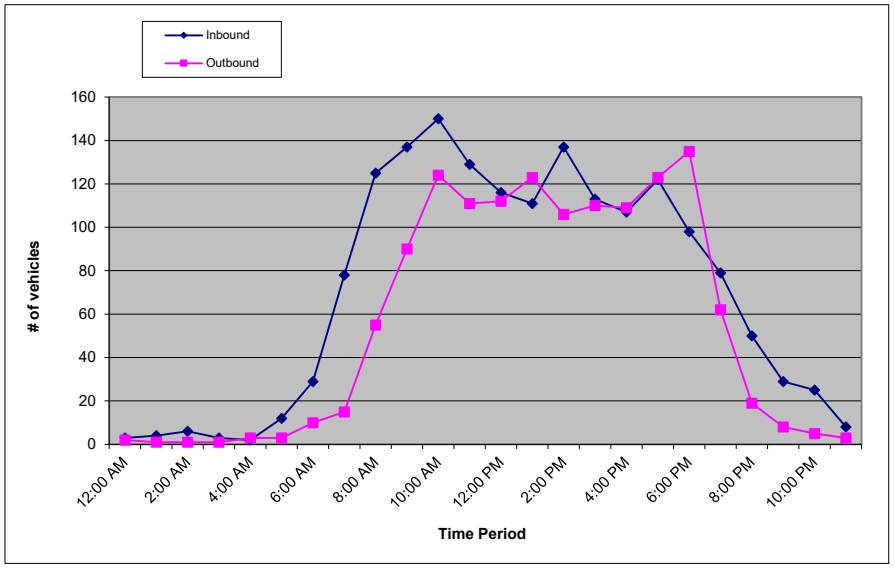
COUNTY Fresno **LONGITUDE** -119.7011266

COLLECTION DATE 12/14/2024 **WEATHER** Clear

NUMBER OF LANES 2

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	1	1	1	0	**3**	0	0	2	0	**2**	**5**
1:00 AM	1	1	2	0	**4**	0	1	0	0	**1**	**5**
2:00 AM	1	1	1	3	**6**	0	1	0	0	**1**	**7**
3:00 AM	1	0	0	2	**3**	1	0	0	0	**1**	**4**
4:00 AM	0	1	0	1	**2**	1	0	1	1	**3**	**5**
5:00 AM	2	2	3	5	**12**	0	0	1	2	**3**	**15**
6:00 AM	3	6	8	12	**29**	2	2	3	3	**10**	**39**
7:00 AM	15	20	19	24	**78**	1	3	6	5	**15**	**93**
8:00 AM	26	34	31	34	**125**	9	13	13	20	**55**	**180**
9:00 AM	35	32	34	36	**137**	19	12	34	25	**90**	**227**
10:00 AM	39	34	38	39	**150**	30	33	35	26	**124**	**274**
11:00 AM	40	47	20	22	**129**	27	22	33	29	**111**	**240**
12:00 PM	24	32	28	32	**116**	21	27	34	30	**112**	**228**
1:00 PM	23	26	30	32	**111**	35	22	37	29	**123**	**234**
2:00 PM	45	30	32	30	**137**	27	25	21	33	**106**	**243**
3:00 PM	36	25	27	25	**113**	33	25	33	19	**110**	**223**
4:00 PM	27	31	20	29	**107**	30	39	24	16	**109**	**216**
5:00 PM	40	27	26	29	**122**	22	26	34	41	**123**	**245**
6:00 PM	27	22	21	28	**98**	36	38	32	29	**135**	**233**
7:00 PM	14	24	23	18	**79**	25	17	13	7	**62**	**141**
8:00 PM	16	16	6	12	**50**	8	6	2	3	**19**	**69**
9:00 PM	8	11	8	2	**29**	2	2	0	4	**8**	**37**
10:00 PM	6	7	4	8	**25**	1	0	3	1	**5**	**30**
11:00 PM	2	1	2	3	**8**	1	1	1	0	**3**	**11**
Total	**55.7%**				**1673**	**44.3%**				**1331**	
	3004										

AM%	**36.4%**	**AM Peak**	**274**	**10:30 am to 11:30 am**	**AM P.H.F.**	**0.94**
PM%	**63.6%**	**PM Peak**	**251**	**0:15 pm to 1:15 pm**	**PM P.H.F.**	**0.92**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

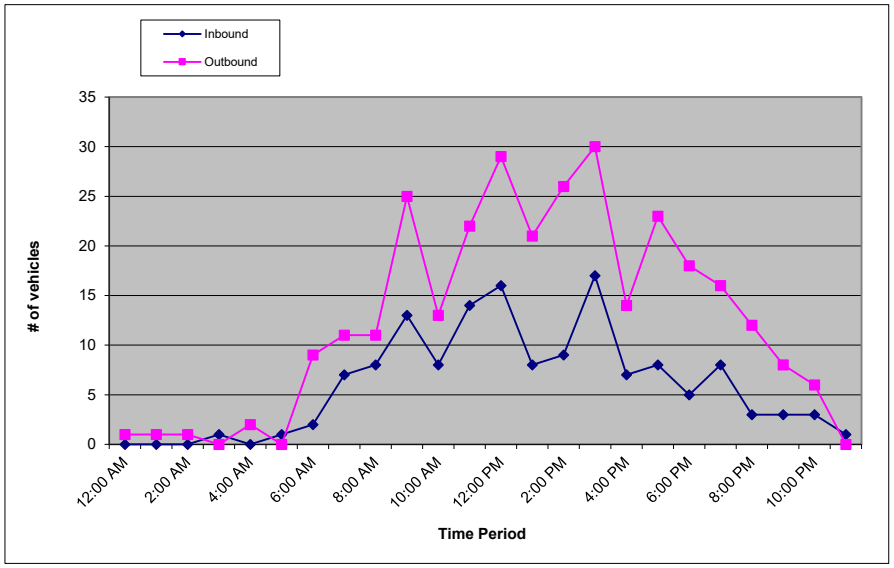
24 Hour Volume Report

Prepared For: **VICE**
4010 N. Chestnut Ave, Suite 101
Fresno, CA 93726

LOCATION Driveway 9
LATITUDE 36.8070081
COUNTY Fresno
LONGITUDE -119.7039258
COLLECTION DATE 12/13/2024
WEATHER Clear
NUMBER OF LANES 1

	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
1:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
2:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**
3:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
4:00 AM	0	0	0	0	**0**	0	2	0	0	**2**	**2**
5:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**
6:00 AM	1	0	1	0	**2**	3	1	2	3	**9**	**11**
7:00 AM	0	3	1	3	**7**	1	3	4	3	**11**	**18**
8:00 AM	1	1	2	4	**8**	1	6	2	2	**11**	**19**
9:00 AM	2	5	4	2	**13**	9	5	3	8	**25**	**38**
10:00 AM	1	3	3	1	**8**	3	5	4	1	**13**	**21**
11:00 AM	1	4	4	5	**14**	6	5	3	8	**22**	**36**
12:00 PM	5	5	4	2	**16**	7	6	9	7	**29**	**45**
1:00 PM	1	6	1	0	**8**	6	7	2	6	**21**	**29**
2:00 PM	1	2	4	2	**9**	8	5	6	7	**26**	**35**
3:00 PM	6	2	2	7	**17**	8	8	7	7	**30**	**47**
4:00 PM	2	2	1	2	**7**	1	3	5	5	**14**	**21**
5:00 PM	2	2	3	1	**8**	4	7	6	6	**23**	**31**
6:00 PM	1	1	2	1	**5**	6	5	3	4	**18**	**23**
7:00 PM	0	1	2	5	**8**	7	4	2	3	**16**	**24**
8:00 PM	0	0	1	2	**3**	3	3	3	3	**12**	**15**
9:00 PM	1	0	1	1	**3**	1	3	3	1	**8**	**11**
10:00 PM	1	2	0	0	**3**	2	1	2	1	**6**	**9**
11:00 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**
Total	**32.2%**				**142**	**67.8%**				**299**	
	441										

AM%	**34.0%**	**AM Peak**	**38**	**9:00 am to 10:00 am**	**AM P.H.F.**	**0.86**
PM%	**66.0%**	**PM Peak**	**47**	**3:00 pm to 4:00 pm**	**PM P.H.F.**	**0.84**



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WEATHER Clear
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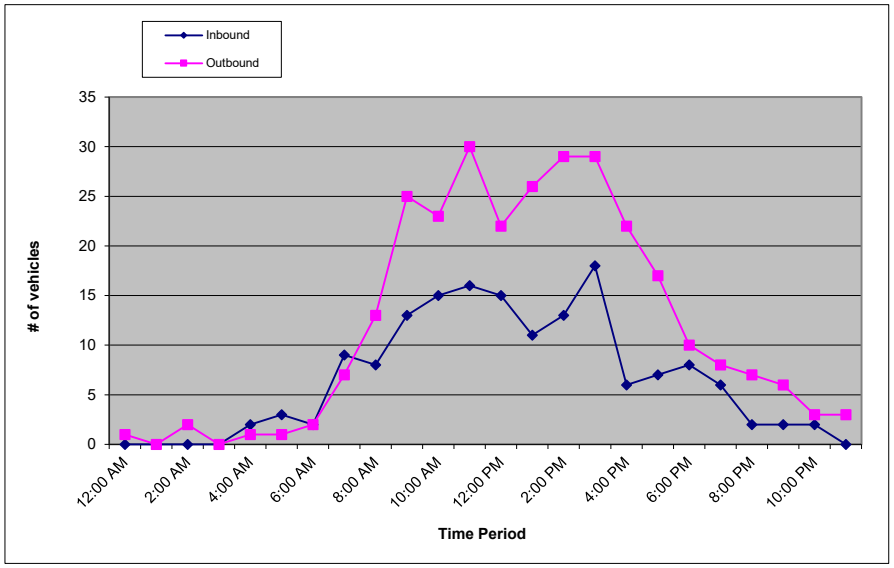
	Inbound					Outbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**
1:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:00 AM	0	0	0	0	**0**	2	0	0	0	**2**	**2**
3:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:00 AM	1	0	0	1	**2**	0	0	1	0	**1**	**3**
5:00 AM	1	1	1	0	**3**	1	0	0	0	**1**	**4**
6:00 AM	0	0	1	1	**2**	0	0	0	2	**2**	**4**
7:00 AM	3	2	2	2	**9**	1	1	4	1	**7**	**16**
8:00 AM	1	2	3	2	**8**	3	4	3	3	**13**	**21**
9:00 AM	3	2	4	4	**13**	6	4	5	10	**25**	**38**
10:00 AM	2	4	3	6	**15**	7	5	7	4	**23**	**38**
11:00 AM	3	4	3	6	**16**	10	3	12	5	**30**	**46**
12:00 PM	3	6	4	2	**15**	1	6	6	9	**22**	**37**
1:00 PM	3	4	3	1	**11**	5	7	8	6	**26**	**37**
2:00 PM	1	5	2	5	**13**	9	8	8	4	**29**	**42**
3:00 PM	4	11	2	1	**18**	6	8	11	4	**29**	**47**
4:00 PM	2	2	1	1	**6**	6	7	6	3	**22**	**28**
5:00 PM	2	1	2	2	**7**	3	4	5	5	**17**	**24**
6:00 PM	2	4	2	0	**8**	2	4	1	3	**10**	**18**
7:00 PM	0	1	2	3	**6**	2	3	1	2	**8**	**14**
8:00 PM	1	1	0	0	**2**	1	2	2	2	**7**	**9**
9:00 PM	0	1	0	1	**2**	2	2	2	0	**6**	**8**
10:00 PM	1	0	1	0	**2**	2	1	0	0	**3**	**5**
11:00 PM	0	0	0	0	**0**	1	0	0	2	**3**	**3**
Total	**35.5%**				**158**	**64.5%**				**287**	
	445										

AM%	**38.9%**	**AM Peak**	**46**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.77**
PM%	**61.1%**	**PM Peak**	**51**	**2:45 pm to 3:45 pm**	**PM P.H.F.**	**0.67**



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

File No. 210.433

PUBLIC AGENCY

TIFFANY WILLIAMS
PLANNING AND DEVELOPMENT SERVICES
CITY OF CLOVIS
1033 FIFTH ST.
CLOVIS, CA 93612

DEVELOPER

WADE HARDEN, 7 BREW COFFEE
2 NORTH COLLEGE
FAYETTEVILLE, AR 72701

PROJECT NO: **2025-009**

ADDRESS: **SOUTHWEST CORNER OF SHAW AND CLOVIS AVENUES**

APN: **499-021-38, 499-021-37**

SENT: **October 13, 2025**

Drainage Area(s)	Preliminary Fee(s)	Development Review Service Charge(s)	Fee(s)	
S	$0.00	NOR Review *	$50.00	To be paid prior to release of District comments to Public Agency and Developer.
		Grading Plan Review *	$100.00	Amount to be submitted with first grading plan submittal.

Total Drainage Fee: $0.00 **Total Service Charge: $150.00**

* The Development Review Service Charge shown above is associated with CL SPR 2025-031 and is currently proposed to develop in conjunction with this permit. Payment for this entitlement shall satisfy the amount due on the associated permits.

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.

Pursuant to the District's Development Review Fee Policy, the subject project shall pay review fees for issuance of this Notice of Requirements (NOR) and any plan submittals requiring the District's reviews. The NOR fee shall be paid to the District by Developer before the Notice of Requirement will be submitted to the City. The Grading Plan fee shall be paid upon first submittal. The Storm Drain Plan fee shall be paid prior to return/pick up of first submittal.

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/26 based on the site plan submitted to the District on 9/23/25 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

a.) Fees related to undeveloped or phased portions of the project may be deferrable.

b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.

c.) Creditable storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.

d.) The actual cost incurred in constructing Creditable drainage system facilities is credited against the drainage fee obligation.

e.) When the actual costs incurred in constructing Creditable facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.

f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable $300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

CL CUP No. 2025-009

Approval of this development shall be conditioned upon compliance with these District Requirements.

1.

___ **a.** Drainage from the site shall

__X__ **b.** Grading and drainage patterns shall be as identified on Exhibit No. 1.

___ **c.** The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:

___ Developer shall construct facilities as shown on Exhibit No. 1 as

__X__ None required.

3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:

__X__ Grading Plan

___ Street Plan

___ Storm Drain Plan

___ Water & Sewer Plan

___ Final Map

___ Drainage Report (to be submitted with tentative map)

___ Other

___ None Required

4. Availability of drainage facilities:

___ **a.** Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).

___ **b.** The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.

___ **c.** Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.

__X__ **d.** See Exhibit No. 2.

5. The proposed development:

___ Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)

__X__ Does not appear to be located within a flood prone area.

6. ___ The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

CL CUP No. 2025-009

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.

a. State General Permit for Storm Water Discharges Associated with Construction Activities, effective July 1, 2010, as amended. A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre) if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent and Permit Registration Documents to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.

b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 2014 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.

c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.

8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.

9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.

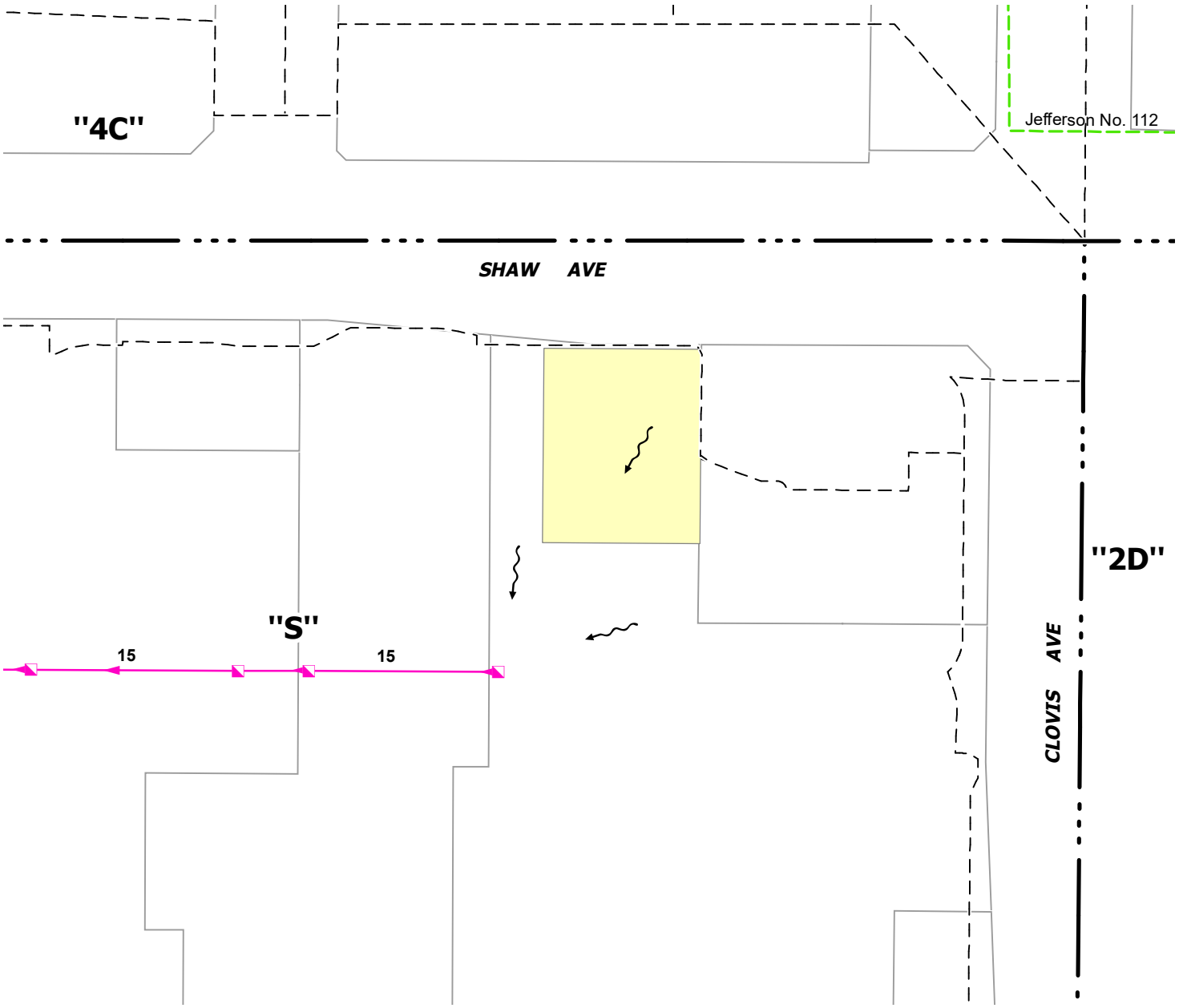
10. **X** See Exhibit No. 2 for additional comments, recommendations and requirements.

Debbie Campbell
Digitally signed by Debbie Campbell Date: 10/13/2025 9:31:46 AM
Debbie Campbell
Design Engineer, RCE

Antonio Tolentino
Digitally signed by Antonio Tolentino Date: 10/10/2025 4:49:25 PM
Antonio Tolentino
Engineer I

CL CUP No. 2025-009

NOTE: THIS MAP IS SCHEMATIC. DISTANCES, AMOUNT OF CREDITABLE FACILITIES, AND LOCATION OF INLET BOUNDARIES ARE APPROXIMATE.



LEGEND

- Private Facilities
- Drainage Area Boundary
- Inlet Boundary
- Direction Of Drainage
- Existing FID Facilities
- Limits Of CL CUP 2025-009

N

1 " = 100 '

CL CUP 2025-009

DRAINAGE AREA "S"

EXHIBIT NO. 1

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

Prepared by: alexm
Date: 10/6/2025
Path: K:\Autocad\DWGS\0EXHIBIT\CLCUP\2025-009.mxd

OTHER REQUIREMENTS

EXHIBIT NO. 2

Permanent drainage service is available provided the developer can verify that runoff can be safely conveyed to the existing Private Facilities, as shown on Exhibit No. 1.

In an effort to improve storm runoff quality, outdoor storage areas shall be constructed and maintained such that material that may generate contaminants will be prevented from contact with rainfall and runoff and thereby prevent the conveyance of contaminants in runoff into the storm drain system.

The District encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Runoff from areas where industrial activities, product, or merchandise come into contact with and may contaminate storm water must be treated before discharging it off-site or into a storm drain. Roofs covering such areas are recommended. Cleaning of such areas by sweeping instead of washing is to be required unless such wash water can be directed to the sanitary sewer system. Storm drains receiving untreated runoff from such areas shall not be connected to the District's system. Loading docks, depressed areas, and areas servicing or fueling vehicles are specifically subject to these requirements. The District's policy governing said industrial site NPDES program requirements is available on the District's website at: www.fresnofloodcontrol.org or contact the District's Environmental Department for further information regarding these policies related to industrial site requirements.

City of Clovis

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **9/23/2025**

PLANNING APPLICATION REQUEST FOR COMMENTS
Project Manager - Tiffany Williams, MA, Associate Planner

PLEASE ROUTE TO:

	(In House)		(Out-of-House)
[x]	Planning Division	[x]	Fresno Irrigation District
[x]	Building Division	[x]	Fresno Metropolitan Flood Control Dist.
[x]	Engineering Division	[x]	Pacific Gas & Electric
[x]	Utilities Division	[x]	AT&T
[x]	Solid Waste Division	[x]	Clovis Unified School District
[x]	Fire Department	[x]	Cal Trans
[x]	Police Department	[x]	SJV Unified Air Pollution Control Dist.
[x]	City Landscape Com	[x]	State of California Department of Fish and Game
[x]	Legal Description Review	[ ]	LAFCO (when annexation is involved)
[ ]	Other (Specify)	[x]	County of Fresno Development
[ ]		[x]	Fresno County Environmental Health

Item(s): **CUP2025-009** Location: **SWC Shaw & Clovis Avenues (554 & 632 Shaw Avenue)**

APN: **499-021-37 & 38** Zoning: **C-2** General Plan: **General Commercial** RHNA Site: _____

Name of Applicant: **7 Brew Coffee - Wade Harden** Phone/Email: **972-832-2048/wade.harden@7brew.com**

Applicant Address: **2 North College** City: **Fayetteville** State: **AR** Zip: **72701**

Previously Reviewed Under DRC: **DRC2024-031** Or Other Entitlement: _____

Project Description: **CUP2025-009; a conditional use permit request for the demolition of part of an existing shopping center's parking area and construction of a new drive-thru coffee restaurant and storage building at the southwest corner of Shaw and Clovis Avenues. This entitlement is being processed concurrently with SPR2025-031.**

This item is tentatively scheduled for a public hearing to be consi **Planning Commission.**
The attached information is circulated for your comments. Please attach your comments and recommendations i
condition form and return to the project manag **10/14/2025**

Please check one below:

[ ] No Comments [X] Comments e-mailed or saved on: _____

RECOMMENDED CONDITIONS: Please draft conditions in final form that are acceptable to your department They must be legible. Please phrase positively and clearly:

GOOD EXAMPLE: "1. Prior to occupancy, the developer shall install all landscaping as per the approved plans."

POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign): Tiffany Toledano **10/13/2025**

PLEASE RETURN TO:
Tiffany Williams, MA, Associate Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2328 Fax: 324-2866

2907 S. Maple Avenue
Fresno, California 93725-2208
Telephone: (559) 233-7161
Fax: (559) 233-8227

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

October 3, 2025

Tiffany Williams
Planning Division
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Conditional Use Permit Application No. CUP2025-09, Site Plan Review SPR2025-031
S/W Shaw and Clovis avenues

Dear Ms. Williams:

The Fresno Irrigation District (FID) has reviewed the Conditional Use Permit Application No. CUP2025-009 and SPR2025-031 for which the applicant proposes the construction of a new drive-thru coffee restaurant and storage building, APNs: 499-021-37, 38. This application is processed concurrently with SPR2028-031. FID has the following comments:

1. FID previously reviewed and commented on the subject property on June 19, 2024, as Development Review Committee Application DRC2024-031. Those comments and conditions still apply, and a copy has been attached for your review.

Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions, please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment

G:\Agencies\Clovis\Conditional Use Permit\CUP2025-009, SPR 2025-031\CUP2025-009, SPR2025-031 FID Comment.doc

BOARD OF DIRECTORS President RYAN JACOBSEN Vice-President JERRY PRIETO, JR. CHRISTOPHER WOOLF
GEORGE PORTER GREGORY BEBERIAN General Manager BILL STRETCH

2907 S. Maple Avenue
Fresno, California 93725-2208
Telephone: (559) 233-7161
Fax: (559) 233-8227

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

June 19, 2024

Joyce Roach
Planning Division
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Development Review Committee Application No. DRC2024-031
S/W Shaw and Clovis avenues

Dear Ms. Roach:

The Fresno Irrigation District (FID) has reviewed the Development Review Committee Application No. DRC2024-031 for which the applicant proposes a restaurant with a drive-through and a parcel map to adjust parcel lines and create 1 new parcel, APNs: 499-021-15, 16, 37, and 38. FID has the following comments:

1. FID does not own, operate, or maintain any facilities located on the subject property, as shown on the attached FID exhibit map.

2. For informational purposes, FID's active Jefferson No. 112 runs westerly along the north side of Shaw Avenue and crosses Clovis Avenue approximately 300 feet northeast of the subject property, as shown on the attached FID exhibit map. Should this project include any street and/or utility improvements along Shaw Avenue, Clovis Avenue, or in the vicinity of this pipeline, FID requires it review and approve all plans.

3. For informational purposes, FID's active Helm No. 101 runs northwesterly, crosses Santa Ana approximately 1,200 feet southwest of the subject property, crosses Minnewawa Avenue approximately 1,600 feet west of the subject property, and crosses Shaw Avenue approximately 1,800 feet northwest of the subject property, as shown on the attached FID exhibit map. Should this project include any street and/or utility improvements along Santa Ana Avenue, Minnewawa Avenue, Shaw Avenue, or in the vicinity of this pipeline, FID requires it review and approve all plans.

4. For informational purposes, a privately owned pipeline known as the Siropulus No. 495 runs southerly and crosses Shaw Avenue approximately 400 feet northwest of the subject property, as shown on the attached FID exhibit map. FID does not own, operate or maintain this private pipeline. FID's records indicate this pipeline is active and should be treated as such.

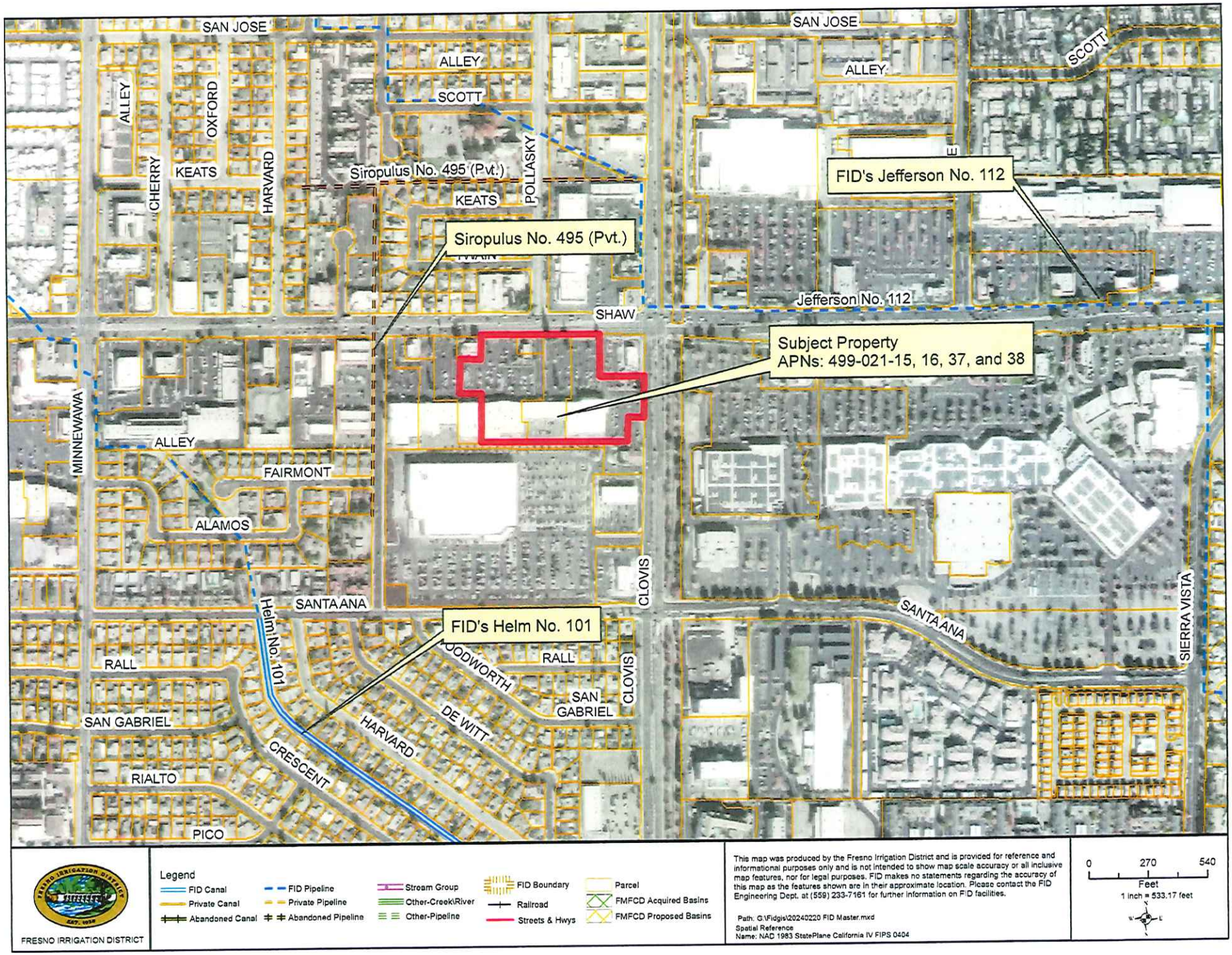
BOARD OF DIRECTORS President RYAN JACOBSEN Vice-President JERRY PRIETO, JR. CHRISTOPHER WOOLF
GEORGE PORTER GREGORY BEBERIAN General Manager BILL STRETCH

Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Jeremy Landrith at (559) 233-7161 extension 7407 or jlandrith@fresnoirrigation.com.

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment


SAN JOSE
ALLEY
SCOTT
ALLEY
CHERRY
OXFORD
KEATS
HARVARD
Siropulus No. 495 (Pvt.)
POLLASKY
KEATS
FID's Jefferson No. 112
Siropulus No. 495 (Pvt.)
Jefferson No. 112
SHAW
Subject Property
APNs: 499-021-15, 16, 37, and 38
MINNEWAWA
ALLEY
FAIRMONT
ALAMOS
SANTA ANA
FID's Helm No. 101
Helm No. 101
RALL
WOODWORTH
DE WITT
SAN GABRIEL
CRESCENT
RIALTO
PICO
CLOVIS
SIERRA VISTA
FRESNO IRRIGATION DISTRICT
Legend
FID Canal
Private Canal
Abandoned Canal
FID Pipeline
Private Pipeline
Abandoned Pipeline
Stream Group
Other-Creek\River
Other-Pipeline
FID Boundary
Railroad
Streets & Hwys
Parcel
FMFCD Acquired Basins
FMFCD Proposed Basins
This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7161 for further information on FID facilities.
Path: G:\Fidgis\20240220 FID Master.mxd
Spatial Reference
Name: NAD 1983 StatePlane California IV FIPS 0404
0
270
540
Feet
1 inch = 533.17 feet

City of Clovis
DEVELOPMENT REVIEW COMMITTEE (DRC) APPLICATION

City Hall - 1033 Fifth Street, Clovis, California 93612 | (559) 324-2340

The Development Review Committee is a pre-application meeting scheduled between developers and City Staff. It is a service provided, without cost, which is intended to encourage discussion on potential development projects. City representatives on the Development Review Committee include representatives from the Fire, Police, Planning, Building, and Public Works Departments, in addition to the Clovis Community Development Agency. The Fresno Metropolitan Flood Control District, as well as other outside agencies, may also be invited to attend the Development Review Committee meeting.

As a general rule, the Development Review Committee meets on Wednesday mornings by appointment only. If you wish to have your proposal reviewed with the Development Review Committee, you should submit one (1) copy of your plans (preferably .pdf) and the application form. Your item will be scheduled approximately two weeks from the application date. Please note that the more detailed the submittal the more complete the City's response will be.

A written list of comments will be presented to you at the DRC meeting and development fees may be also requested at that time. Please keep in mind the list of comments is meant to be informational and may not include all requirements for your particular project. The DRC process provides a list of suggestions, which may be in your best interest to help you with a successful project.

NAME: KEN VANG, VANG INC CONSULTING ENGINEERS

MAILING ADDRESS: 4010 N. CHESTNUT AVE STE#101

CITY: FRESNO ST: CA ZIP: 93726

PHONE: 559-775-0023 E-MAIL: kenvang@vice-engr.com

PROPERTY OWNER: Hinds Investments, L.P.

PROPOSED USE (be specific - use separate sheet if necessary): Proposed 2,950 SF restaurant with a drive-thru. Proposed 5 lot parcel map to adjust existing parcel lines and create 1 new parcel

SIZE OF PROPERTY: 5.23 ACRES

ASSESSOR'S PARCEL NUMBER: 499-021-15, 499-021-16, 499-021-37, 499-021-38

PROJECT LOCATION: Southwest Corner of Shaw Ave and Clovis Ave

All submitted plans should try to include the following items:

1. Scale of drawing (Engineering or Architectural scale).
2. North arrow (pointing to top of paper).
3. Existing uses and structures on the property.
4. Names of adjacent streets.
5. Correct location of property line.
6. If available, one copy of floor plans and elevations.
7. Any existing off-site improvements (i.e. driveway approaches, fire hydrants, etc.).

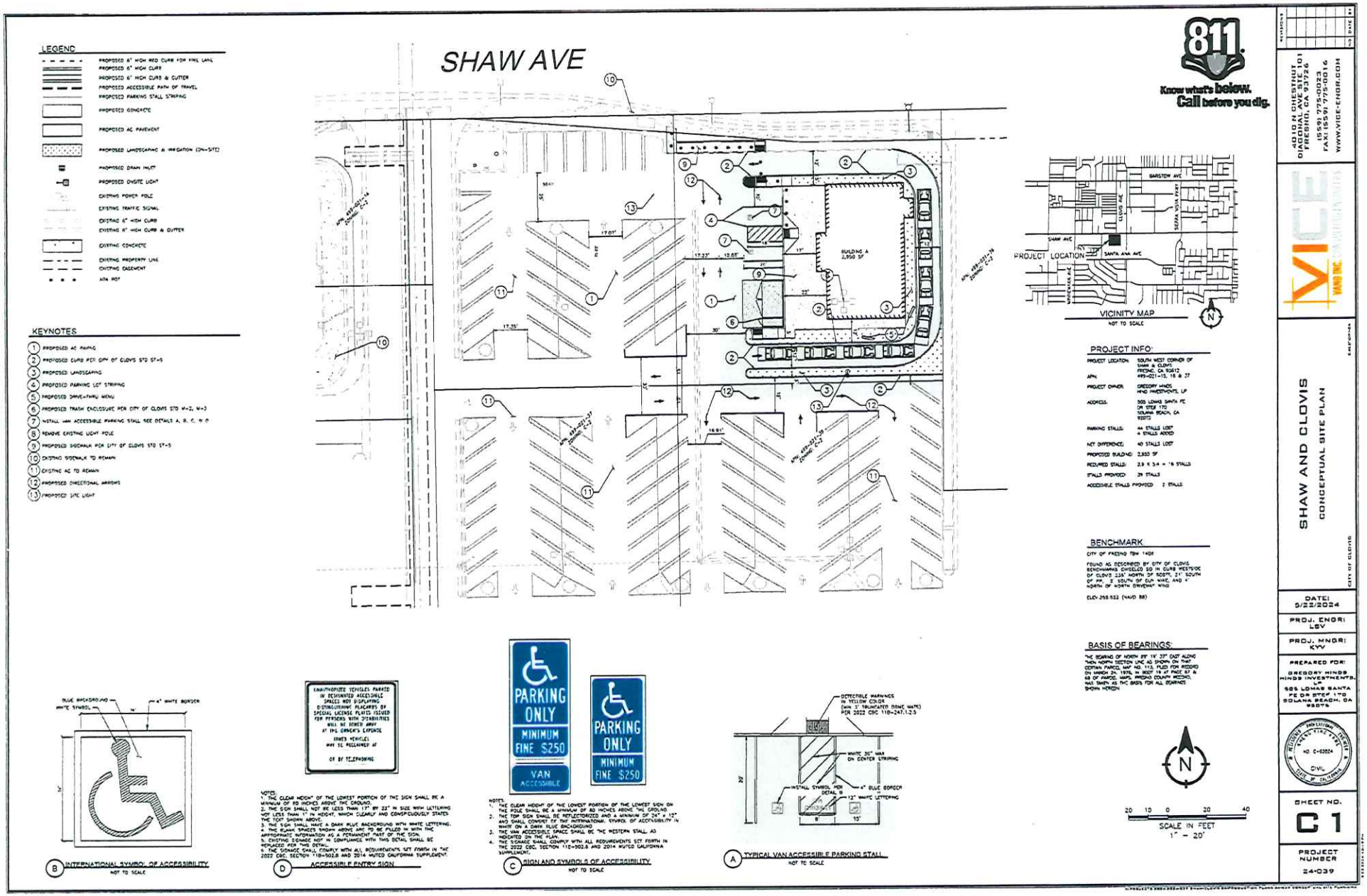
(OFFICE USE ONLY)

File No: DRC 2024-031

Date: 6/19/2024 10:15 AM

RHNA Site: _____

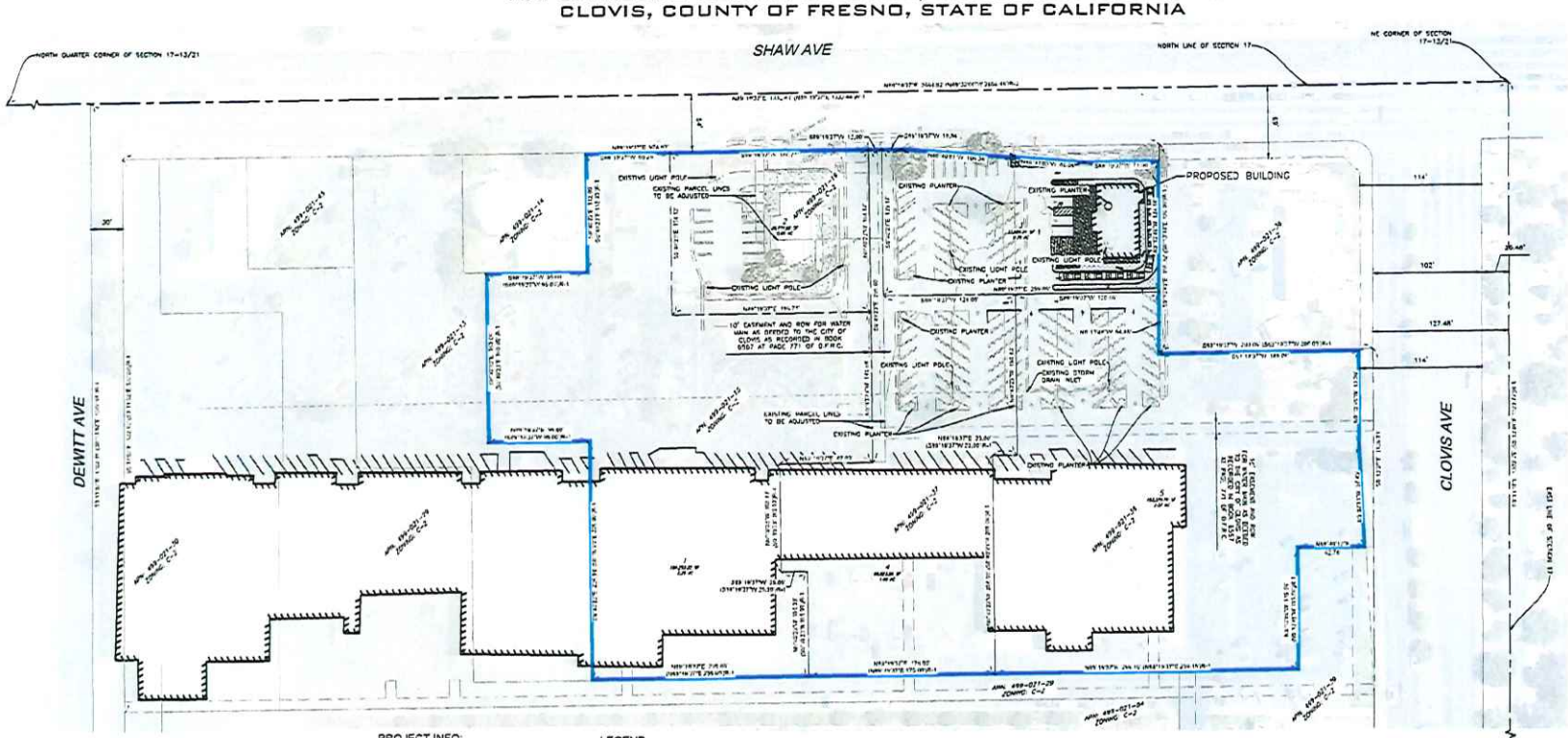
Should you have any questions, please feel free to contact the Planning Division at (559) 324-2340.

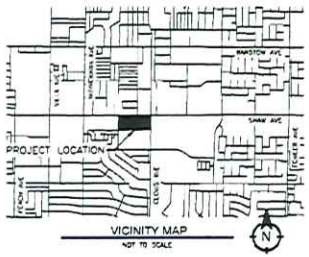

SHAW AVE
LEGEND
PROPOSED 6" HIGH RED CURB FOR FIRE LANE
PROPOSED 6" HIGH CURB
PROPOSED 6" HIGH CURB & GUTTER
PROPOSED ACCESSIBLE PATH OF TRAVEL
PROPOSED PARKING STALL STRIPING
PROPOSED CONCRETE
PROPOSED AC PAVEMENT
PROPOSED LANDSCAPING & IRRIGATION (ON-SITE)
PROPOSED DRAIN INLET
PROPOSED ONSITE LIGHT
EXISTING POWER POLE
EXISTING TRAFFIC SIGNAL
EXISTING 6" HIGH CURB
EXISTING 6" HIGH CURB & GUTTER
EXISTING CONCRETE
EXISTING PROPERTY LINE
EXISTING EASEMENT
ADA PDT
KEYNOTES
1 PROPOSED AC PAVING
2 PROPOSED CURB PER CITY OF CLOVIS STD ST-5
3 PROPOSED LANDSCAPING
4 PROPOSED PARKING LOT STRIPING
5 PROPOSED DRIVE-THRU MENU
6 PROPOSED TRASH ENCLOSURE PER CITY OF CLOVIS STD W-2, W-3
7 VAN ACCESSIBLE PARKING STALL SEE DETAILS A, B, C, & D
8 REMOVE EXISTING LIGHT POLE
9 PROPOSED SIDEWALK PER CITY OF CLOVIS STD ST-5
10 EXISTING SIDEWALK TO REMAIN
11 EXISTING AC TO REMAIN
12 PROPOSED DIRECTIONAL ARROWS
13 PROPOSED SITE LIGHT
BUILDING A
2,950 SF
17.00'
17.33'
13.66'
17.75'
16.91'
30'
811
Know what's below.
Call before you dig.
BARSTOW AVE
CLOVIS AVE
SEQUOIA VIEW AVE
SHAW AVE
SANTA ANA AVE
PROJECT LOCATION
VICINITY MAP
NOT TO SCALE
PROJECT INFO:
PROJECT LOCATION: SOUTH WEST CORNER OF SHAW & CLOVIS FRESNO, CA 93612
APN: 499-021-15, 18 & 37
PROJECT OWNER: GREGORY HINDS, HIND INVESTMENTS, LP
ADDRESS: 505 LOMAS SANTA FE DR STE 170 SOLANA BEACH, CA 92075
PARKING STALLS: 44 STALLS LOST + 6 STALLS ADDED
NET DIFFERENCE: 40 STALLS LOST
PROPOSED BUILDING: 2,950 SF
REQUIRED STALLS: 2.9 X 3.4 = 19 STALLS
STALLS PROVIDED: 39 STALLS
ACCESSIBLE STALLS PROVIDED: 2 STALLS
BENCHMARK
CITY OF FRESNO TBM 1408
FOUND AS DESCRIBED BY CITY OF CLOVIS BENCHMARK DISKLOG 50 IN CURB WEST/SIDE OF CLOVIS 235' NORTH OF SCOTT, 21' SOUTH OF AP., 2' SOUTH OF ELEC. MHC, AND 4' NORTH OF NORTH DRIVEWAY WING
ELEV 358.522 (NAVD 88)
BASIS OF BEARINGS:
THE BEARING OF NORTH 89° 19' 37" EAST ALONG THE NORTH SECTION LINE AS SHOWN ON THAT CERTAIN PARCEL MAP NO. 113, FILED FOR RECORD ON MARCH 24, 1976, IN BOOK 19 AT PAGE 67 & 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS, WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.
N
20 10 0 20 40
SCALE IN FEET
1" = 20'
4010 N CHESTNUT
DIAGONAL AVE STE 101
FRESNO, CA 93726
(559) 775-0023
FAX (559) 775-0016
WWW.VICE-ENGR.COM
VICE
VANG INC. CIVIL ENGINEERING
SHAW AND CLOVIS
CONCEPTUAL SITE PLAN
CITY OF CLOVIS
DATE: 5/22/2024
PROJ. ENGR: LSV
PROJ. MNGR: KVV
PREPARED FOR:
GREGORY HINDS
HINDS INVESTMENTS, LP
505 LOMAS SANTA FE DR STE 170
SOLANA BEACH, CA 92075
REGISTERED PROFESSIONAL ENGINEER
KEVIN V. VANG
No. C-63524
CIVIL
STATE OF CALIFORNIA
SHEET NO.
C1
PROJECT NUMBER
24-039
BLUE BACKGROUND
WHITE SYMBOL
4" WHITE BORDER
36"
36"
B INTERNATIONAL SYMBOL OF ACCESSIBILITY
NOT TO SCALE
UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT THE OWNER'S EXPENSE
OWNER VEHICLES MAY BE RECLAIMED AT
OR BY TELEPHONING
NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE SIGN SHALL BE A MINIMUM OF 60 INCHES ABOVE THE GROUND.
2. THE SIGN SHALL NOT BE LESS THAN 17" BY 22" IN SIZE WITH LETTERING NOT LESS THAN 1" IN HEIGHT, WHICH CLEARLY AND CONSPICUOUSLY STATES THE TEXT SHOWN ABOVE.
3. THE SIGN SHALL HAVE A DARK BLUE BACKGROUND WITH WHITE LETTERING.
4. THE BLANK SPACES SHOWN ABOVE ARE TO BE FILLED IN WITH THE APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN.
5. EXISTING SIGNAGE NOT IN COMPLIANCE WITH THIS DETAIL SHALL BE REPLACED PER THIS DETAIL.
6. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 118-502.8 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.
D ACCESSIBLE ENTRY SIGN
PARKING ONLY
MINIMUM FINE $250
VAN ACCESSIBLE
PARKING ONLY
MINIMUM FINE $250
NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE LOWEST SIGN ON THE POLE SHALL BE A MINIMUM OF 60 INCHES ABOVE THE GROUND.
2. THE TOP SIGN SHALL BE RETROREFLECTIVE AND A MINIMUM OF 24" x 12", AND SHALL CONSIST OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN WHITE ON A DARK BLUE BACKGROUND.
3. THE VAN ACCESSIBLE SPACE SHALL BE THE WESTERN STALL AS INDICATED ON THE PLAN.
4. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 118-502.8 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.
C SIGN AND SYMBOL OF ACCESSIBILITY
NOT TO SCALE
DETECTABLE WARNINGS IN YELLOW COLOR (MIN. 3' TRUNCATED DOME MATR) PER 2022 CBC 118-247.12.5
WHITE 30" MAX ON CENTER STRIPING
INSTALL SYMBOL PER DETAIL B
4" BLUE BORDER
12" WHITE LETTERING
A TYPICAL VAN ACCESSIBLE PARKING STALL
NOT TO SCALE

TENTATIVE PARCEL MAP 2024-____

BEING A SUBDIVISION OF LOTS B, C, D, AND E, OF PARCEL MAP 113, RECORDED IN BOOK 19, PAGES 67 AND 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS, SITUATED IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA

811 Know what's below. Call before you dig.





VICINITY MAP
NOT TO SCALE

PROJECT INFO:

PROJECT LOCATION:	SOUTHWEST CORNER OF SHAW AVE AND CLOVIS AVE CLOVIS, CA 93612
APN:	499-021-15, 16, & 37
PROJECT OWNER:	GREGORY MINDS HINDS INVESTMENT, LP 505 LOMAS SANTA FE DR #110 SOLANA BEACH, CA 92075
GROSS AREA:	5.23 ACRES
NET AREA:	5.23 ACRES
EXISTING ZONING:	C-2

BENCHMARK:

CITY OF FRESNO "BM 1406
FOUND AS DESCRIBED BY CITY OF CLOVIS BENCHMARKS
CHISELED "O" IN CURB INTERFACE OF CLOVIS 2'35" NORTH OF SCOTT, 21' SOUTH OF PP, 2' SOUTH OF GUY WIRE, AND 4' NORTH OF NORTH DRIVEWAY WING.
ELEV=354.975 (NAVD 83)

BASIS OF BEARINGS:

THE BEARING OF NORTH 89°19'37" EAST ALONG THE NORTH SECTION LINE AS SHOWN ON THAT CERTAIN PARCEL MAP NO. 113, FILED FOR RECORD ON MARCH 24, 1976, IN BOOK 19 AT PAGE 67 & 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS, TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

LEGEND

	PROPERTY BOUNDARY
	CENTERLINE/SECTION LINE
	EASEMENT
	PROPOSED PROPERTY LINE
R-1	RECORD DATA PER PARCEL MAP NO. 113, FILED IN BOOK 19 AT PAGES 67-68 F.C.R.
R-2	RECORD DATA PER PARCEL MAP NO. 7736, FILED IN BOOK 28 AT PAGES 80-81 F.C.R.
R-3	RECORD DATA PER PARCEL MAP NO. 130, FILED IN BOOK 23 AT PAGE 16 F.C.R.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

PARCELS B, C, D, E, F, G, AND H OF PARCEL MAP NO. 113, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 19 PAGES 67 AND 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS.

EXCEPTING THEREFROM THOSE PORTION OF SAID LAND CONVEYED TO THE CITY OF CLOVIS, A MUNICIPAL CORPORATION, RECORDED DECEMBER 28, 1989 AS DOC. NO. 89140029 OF OFFICIAL RECORDS.

PARCEL 2:

PARCELS A AND B OF PARCEL MAP NO. 77-30, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 28 PAGES 80 AND 81 OF PARCEL MAPS, FRESNO COUNTY RECORDS.

EXCEPTING THEREFROM THOSE PORTION OF SAID LAND CONVEYED TO THE CITY OF CLOVIS, A MUNICIPAL CORPORATION, RECORDED DECEMBER 28, 1989 AS DOC. NO. 89140029 OF OFFICIAL RECORDS.

NOTES

1. GENERAL PLAN LAND USE DESIGNATION: COMMUNITY COMMERCIAL / (C-2)
   EXISTING ZONING: COMMUNITY COMMERCIAL (C-2)
   PROPOSED ZONING: COMMUNITY COMMERCIAL (C-2)
   EXISTING USE: COMMUNITY COMMERCIAL (C-2)
2. ALL BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH FRESNO COUNTY ZONING CODES
3. ALL UTILITY SERVICES ARE PROPOSED TO BE PROVIDED BY THE FOLLOWING AGENCIES:

SANITARY SEWER	CITY OF CLOVIS
STORM DRAINAGE	CITY OF CLOVIS
DOMESTIC WATER	CITY OF CLOVIS
FIRE PROTECTION	CITY OF CLOVIS
ELECTRICITY	PG&E
GAS	PG&E
TELEPHONE	AT&T
CABLE	COMCAST
WASTE DISPOSAL	CITY OF CLOVIS

4. NO GRADE DIFFERENCES OF 6" OR MORE EXIST ADJACENT TO THE PROPERTY
5. EXISTING SEWER, WATER, OTHER UNDERGROUND UTILITIES, STORM SEWER, STREETLIGHTS, GUTTER, CURB, CURB, SIDEWALK, AND PERMANENT PAVEMENT, SHALL REMAIN. NO PROPOSED IMPROVEMENTS.
6. EXISTING TREES TO REMAIN WITHIN BOUNDARY.

50 25 0 50 100
SCALE IN FEET
1" = 50'

REGISTERED PROFESSIONAL ENGINEER — No. C-63624 — CIVIL — STATE OF CALIFORNIA

VICE ENGINEERING, INC.
4010 N CHESTNUT DIAGNOL AVE STE 101
FRESNO, CA 93726
(559) 779-0033

REVISIONS		
NO.	DATE	INITIAL
1		
2		
3		
4		
5		
6		
7		

APPROVALS	APPROVED (INITIAL)
DEVELOPMENT REVIEW LIN*	
CONSTRUCTION MANAGEMENT	
PLANNING	
BUILDING	
PERMIT	
STREETS	

CITY OF CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

PROJECT TITLE: SHAW AND CLOVIS	PROJECT NO.: SPR 2024-#####
SHEET DESCRIPTION: TENTATIVE PARCEL MAP	SHEET NO.: 1 OF 1

FILE LAST MODIFIED: 08/28/2024

City of Clovis

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **9/23/2025**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Tiffany Williams, MA, Associate Planner

PLEASE ROUTE TO:

	(In House)		(Out-of-House)
[x]	Planning Division	[x]	Fresno Irrigation District
[x]	Building Division	[x]	Fresno Metropolitan Flood Control Dist.
[x]	Engineering Divisior	[x]	Pacific Gas & Electric
[x]	Utilities Division	[x]	AT&T
[x]	Solid Waste Divisior	[x]	Clovis Unified School District
[x]	Fire Department	[x]	Cal Trans
[x]	Police Department	[x]	SJV Unified Air Pollution Control Dist.
[x]	City Landscape Com	[x]	State of California Department of Fish and Game
[x]	Legal Description Review	[ ]	LAFCO (when annexation is involved)
[ ]	Other (Specify)	[x]	County of Fresno Development
[ ]		[x]	Fresno County Environmental Health

Item(s): **CUP2025-009** Location: **SWC Shaw & Clovis Avenues (554 & 632 Shaw Avenue)**

APN: **499-021-37 & 38** Zoning: **C-2** General Plan: **General Commercial** RHNA Site: _____

Name of Applicant: **7 Brew Coffee - Wade Harden** Phone/Email: **972-832-2048/wade.harden@7brew.com**

Applicant Address: **2 North College** City: **Fayetteville** State: **AR** Zip: **72701**

Previously Reviewed Under DRC: **DRC2024-031** Or Other Entitlement: _____

Project Description: **CUP2025-009; a conditional use permit request for the demolition of part of an existing shopping center's parking area and construction of a new drive-thru coffee restaurant and storage building at the southwest corner of Shaw and Clovis Avenues. This entitlement is being processed concurrently with SPR2025-031.**

This item is tentatively scheduled for a public hearing to be consi **Planning Commission.**
The attached information is circulated for your comments. Please attach your comments and recommendations i
condition form and return to the project manag **10/14/2025**

Please check one below:

[ ] No Comments [ ] Comments e-mailed or saved on: _____

RECOMMENDED CONDITIONS: Please draft conditions in final form that are acceptable to your department They must be legible. Please phrase positively and clearly:

GOOD EXAMPLE: "1. Prior to occupancy, the developer shall install all landscaping as per the approved plans."

POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign): _____

PLEASE RETURN TO:
Tiffany Williams, MA, Associate Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2328 Fax: 324-2866

City of Clovis

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **9/23/2025**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Tiffany Williams, MA, Associate Planner

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	(In House)		(Out-of-House)
[x]	Planning Division	[x]	Fresno Irrigation District
[x]	Building Division	[x]	Fresno Metropolitan Flood Control Dist.
[x]	Engineering Divisior	[x]	Pacific Gas & Electric
[x]	Utilities Division	[x]	AT&T
[x]	Solid Waste Divisior	[x]	Clovis Unified School District
[x]	Fire Department	[x]	Cal Trans
[x]	Police Department	[x]	SJV Unified Air Pollution Control Dist.
[x]	City Landscape Com	[x]	State of California Department of Fish and Game
[x]	Legal Description Review	[ ]	LAFCO (when annexation is involved)
[ ]	Other (Specify)	[x]	County of Fresno Development
[ ]		[x]	Fresno County Environmental Health

Item(s): **SPR2025-031** Location: **SWC Shaw & Clovis Avenues (554 & 632 Shaw Avenue)**

APN: **499-021-37 & 38** Zoning: **C-2** General Plan: **General Commercial** RHNA Site: _____

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Applicant Address: **2 North College** City: **Fayetteville** State: **AR** Zip: **72701**

Previously Reviewed Under DRC: **DRC2024-031** Or Other Entitlement: _____

Project Description: **SPR2025-031; a site plan reivew for the demolition of part of an existing shopping center's parking lot and construction of a new drive-thru coffee restaurant and storage building, with some circulation modification, at the southwest corner of Shaw and Clovis Avenues. This entitlement is being processed concurrently with CUP2025-009.**

This item is tentatively scheduled for a public hearing to be consi **Planning Commission.**
The attached information is circulated for your comments. Please attach your comments and recommendations i
condition form and return to the project manag **10/14/2025**

Please check one below:

[ ] No Comments [ ] Comments e-mailed or saved on: _____

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GOOD EXAMPLE: "1. Prior to occupancy, the developer shall install all landscaping as per the approved plans."

POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign): _____

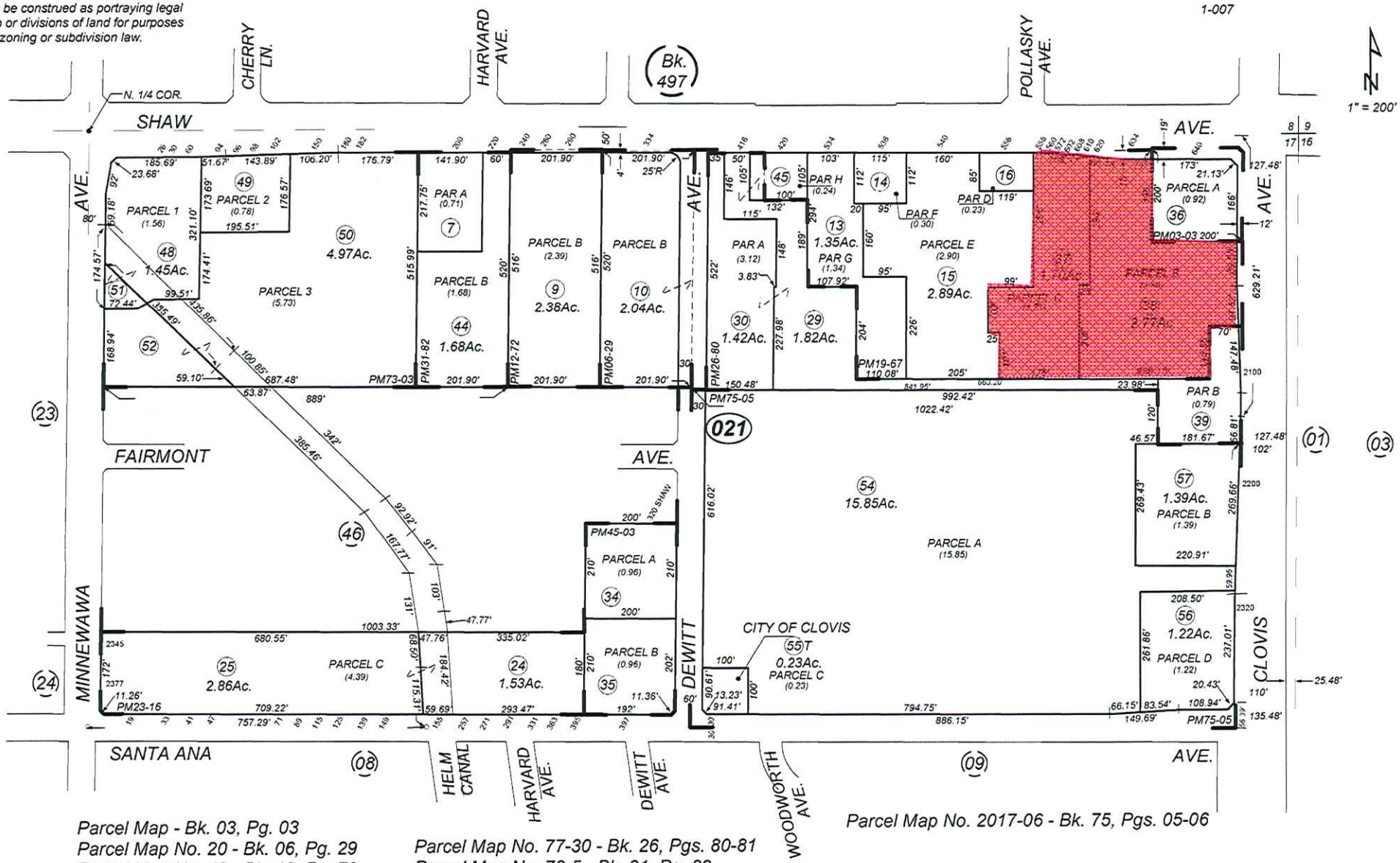
PLEASE RETURN TO:
Tiffany Williams, MA, Associate Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2328 Fax: 324-2866

-NOTE-
This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.

POR. SEC. 17, T.13S., R.21E., M.D.B.&M.

Tax Rate Area
1-003
1-007

499-02



Parcel Map - Bk. 03, Pg. 03
Parcel Map No. 20 - Bk. 06, Pg. 29
Parcel Map No. 43 - Bk. 12, Pg. 72
Parcel Map No. 113 - Bk. 19, Pg. 67-68
Parcel Map No. 130 - Bk. 23, Pg. 16
Parcel Map No. 77-30 - Bk. 26, Pgs. 80-81
Parcel Map No. 78-5 - Bk. 31, Pg. 82
Parcel Map No. 86-4 - Bk. 45, Pg. 03
Parcel Map No. 2015-01 - Bk. 73, Pgs. 03-05
Parcel Map No. 2017-06 - Bk. 75, Pgs. 05-06

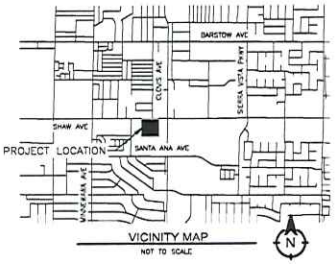
Note - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

Assessor's Map Bk.499 - Pg.02
County of Fresno, Calif.

3/9/2020

811
Know what's below.
Call before you dig.

7 BREW COFFEE
SHAW AND CLOVIS
SITE PLAN



GENERAL NOTES

PERMITS:

1. AN ENCROACHMENT PERMIT IS REQUIRED FOR ANY TRAFFIC CONTROL MEASURES OR WORK WITHIN EXISTING CITY, COUNTY, OR STATE RIGHT-OF-WAY. CITY PERMITS MAY BE OBTAINED AT CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT, CONSTRUCTION MANAGEMENT DIVISION AT (559) 324-2378. CONTACT THE APPLICABLE PERMITS DIVISION OF THE COUNTY OF FRESNO OR CALTRANS FOR THE APPLICABLE PERMIT

PROCEDURES:

2. PRIOR TO BEGINNING CONSTRUCTION, ADVANCE WARNING SIGNS SHALL BE PLACED SEVEN (7) DAYS PRIOR TO COMMENCING WORK IN ORDER TO NOTIFY THE PUBLIC OF THE IMMINENCE OF CONSTRUCTION AND OF POSSIBLE DELAYS. SEE TRAFFIC CONTROL SECTION.
3. ALL EXISTING MARKS, UTILITIES, SIGNS, STRIPING, ETC., FOUND TO BE IN CONFLICT WITH THIS PLAN, WHETHER SPECIFICALLY IDENTIFIED ON THE PLANS AND PROJECT SPECIFICATIONS OR NOT, SHALL BE CONSIDERED AS PART OF THE REQUIRED WORK TO BE PERFORMED.
4. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL NOTIFY ALL UTILITY AUTHORITIES OR UTILITY COMPANIES HAVING POSSIBLE INTEREST IN THE WORK OF THE CONTRACTOR'S INTENTION TO EXCAVATE PRUDENATE TO EXISTING FACILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY UTILITIES IN THE WORK AREA. THE CONTRACTOR SHALL NOTIFY U.S.A. TWO (2) WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION.
5. THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC UTILITIES DEPARTMENT STREETS MANAGER AT (559) 324-2839 AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO POURING SIDEWALKS, AND/OR INSTALLING ANY SIGNS, MARKINGS, STRIPING OR STENCILING SUCH AS DIRECTIONAL ARROWS, STOPS, CROSS WALKS, ETC. THE CITY STREET MANAGER SHALL BE INFORMED OF ALL LOCATIONS, TYPES, DATES AND SCHEDULE OF INSTALLATION. ANY CHANGES PROPOSED TO THE PLANS SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO INSTALLATION.
6. THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC UTILITIES DEPARTMENT UTILITIES MANAGER AT (559) 324-2611 AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO ANY REPLACEMENT AND INSTALLATION OF WATER AND SEWER UTILITIES. THE UTILITIES MANAGER SHALL BE INFORMED OF ALL LOCATIONS, TYPES, DATES AND SCHEDULE OF CONSTRUCTION.
7. THE CONTRACTOR SHALL OBTAIN WRITTEN AUTHORIZATION FROM ANY ADJACENT PROPERTY OWNER GIVING HIM PERMISSION TO ENTER HIS PROPERTY FOR PURPOSES OF CONSTRUCTING THE IMPROVEMENTS DELINEATED ON THESE PLANS AND TRANSITIONS THERETO. THE CONTRACTOR SHALL PROVIDE THE CITY WITH A COPY PRIOR TO START OF WORK.
8. ANY DIRT OR DEBRIS TRACKED ONTO ANY CITY STREET FROM THIS PROJECT SHALL BE CLEANED OFF AT THE END OF EACH WORKING DAY TO THE SATISFACTION OF THE CITY. IN THE EVENT OF CONTRACTOR'S NON-PERFORMANCE AND THE CITY IS REQUIRED TO PROVIDE CLEAN UP OF DIRT OR DEBRIS, THE CONTRACTOR SHALL BE BILLED AT THREE (3) TIMES THE ACTUAL COST.

LIABILITY:

9. ANY EXISTING SECTION CORNER, QUARTER SECTION CORNER, PROPERTY CORNER, STREET CENTERLINE MONUMENT, OR ANY OFFICIAL BENCH MARK DAMAGED BY THE CONTRACTOR IN THE COURSE OF THE WORK COVERED BY THESE CONSTRUCTION PLANS, SHALL BE RESET TO THE SATISFACTION OF THE CITY ENGINEER. A LICENSED LAND SURVEYOR OR CIVIL ENGINEER LICENSED TO PERFORM LAND SURVEYING SHALL CERTIFY THE PLACEMENT OR REPLACEMENT OF ALL MONUMENTS AND BENCHMARKS IN ACCORDANCE WITH ALL LAWS, RULES AND REGULATIONS CONFORMING SUCH PLACEMENTS OR REPLACEMENTS. PLACEMENT/REPLACEMENT AND CERTIFICATION SHALL BE COMPLETED BEFORE FINAL ACCEPTANCE OF THE PROJECT/WORK BY THE CITY. MONUMENT CAPS REQUIRED FOR THE INSTALLATION OF NEW OR REPLACEMENT MONUMENTS SHALL BE FURNISHED BY THE CONTRACTOR PER CITY STANDARD DRAWING NO. ST-32, AND APPROVED BY THE CITY PRIOR TO INSTALLATION.
10. ANY EXISTING SIGNING, STRIPING, AND STENCILING AND/OR IMPROVEMENT SHOWN ON THE PLANS TO REMAIN BUT ARE DAMAGED, DISTURBED OR FADED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN-KIND IN ACCORDANCE WITH THE CITY OF CLOVIS STANDARDS AND AS DIRECTED BY THE CITY ENGINEER. THE CONTRACTOR SHALL NOTIFY THE CITY STREETS MANAGER AT (559) 324-2839 AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO INSTALLING OR REINSTALLING ANY SIGNS, MARKINGS, STRIPING OR STENCILING SUCH AS DIRECTIONAL ARROWS, STOPS, CROSS WALKS, ETC., DAMAGED OR FADED BY THE WORK. THE CITY STREET MANAGER SHALL BE INFORMED OF ALL LOCATIONS, TYPES, DATES AND SCHEDULE OF WORK. (SEE "STRIPING").
11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL EXISTING STRUCTURES, TREES, SHRUBS, ETC., THAT ARE ON EXISTING OR PROPOSED RIGHT-OF-WAY LINES, ENCROACHING ON EXISTING OR PROPOSED STREET EASEMENTS OR ENCROACHING ON EXISTING OR PROPOSED UTILITY EASEMENTS. NO TREE SIX INCHES IN DIAMETER OR LARGER SHALL BE REMOVED WITHOUT THE WRITTEN APPROVAL OF THE CITY PLANNER OR AS SHOWN ON THE APPROVED IMPROVEMENT PLANS.
12. FOR CITY PROJECTS AND SUBDIVISION IMPROVEMENTS INSTALLED IN CONJUNCTION WITH A PARCEL MAP OR FINAL MAP, THE COST OF INITIAL TESTS (COMPACTION, ETC.) WILL BE PAID BY THE CITY. THE COSTS OF ALL REPEAT TESTING REQUIRED FOR ACCEPTANCE OF ANY WORK SHALL BE FULLY BORNE BY THE CONTRACTOR. FOR ALL OTHER PROJECTS, THE COSTS FOR BOTH INITIAL AND REPEAT TESTS ARE THE RESPONSIBILITY OF THE CONTRACTOR.

STANDARDS/SPECIFICATIONS:

13. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF CLOVIS STANDARD DRAWINGS AND SPECIFICATIONS, DATED OCTOBER 1, 2012, AND/OR ANY REFERENCED APPLICABLE SECTIONS OF THE CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS DATED JULY 2006 UNLESS SPECIFIED OTHERWISE.
14. ALL STORM DRAINAGE FACILITIES ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT STANDARD PLANS AND SPECIFICATIONS, DATED APRIL 1, 2011 AND REVISIONS THEREOF.

TRAFFIC CONTROL:

15. TRAFFIC CONTROL SHALL CONFORM TO THE PROVISIONS OF SECTION 12 OF THE CLOVIS STANDARD SPECIFICATIONS AND, FOR CITY PROJECTS, THE PROJECT SPECIAL PROVISIONS. TRAFFIC CONTROL SHALL ALSO CONFORM TO THE LATEST VERSION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6, TEMPORARY TRAFFIC CONTROL. COMPLIANCE WITH THE REQUIREMENTS OF SAID MANUAL SHALL BE CONSIDERED AS A MINIMUM REQUIREMENT AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADDITIONAL SAFETY DEVICES WHEN NECESSARY TO MAINTAIN A SAFE CONDITION.
16. AN APPROVED TRAFFIC CONTROL PLAN IS REQUIRED PRIOR TO BEGINNING CONSTRUCTION. UNLESS OTHERWISE PRESCRIBED IN THE PLAN, AS A MINIMUM ON MAJOR STREETS, AT LEAST ONE TWELVE (12) FOOT WIDE LANE IN EACH DIRECTION OF TRAVEL SHALL BE MAINTAINED AT ALL TIMES. PRIOR TO COMPLETION OF WORK EACH DAY, THE CONTRACTOR SHALL BACKFILL AND PROVIDES TEMPORARY TRENCH RESURFACING BEFORE LEAVING THE SITE.

GRADING - GENERAL GRADING WORK:

17. ALL TRASH, CONCRETE, ASPHALT CONCRETE, VEGETABLE MATTER, AND DEBRIS OF ANY KIND SHALL BE REMOVED FROM THE SITE AND SHALL NOT BE INCORPORATED INTO ANY FILL.
18. ALL UTILITY POLES IN THE STREET RIGHT-OF-WAY ARE TO BE REVISED OR RELOCATED PRIOR TO ANY PAVING.
19. ALL FACILITIES SUCH AS SEWER, STORM DRAIN AND OTHER UTILITY MANHOLES, WATER VALVE BOXES INCLUDING CAP AND LID, ETC., WHETHER EXISTING OR NEWLY INSTALLED BY THIS PROJECT SHALL BE ADJUSTED TO FINAL GRADE AS NECESSARY. ALL ADJUSTMENTS SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE OF THE WORK BY THE CITY EXCEPT THOSE FOR WATER VALVE BOXES. ALL WATER VALVE BOXES, BOTH NEW AND EXISTING, SHALL BE BROUGHT TO SURFACE GRADE WITHIN FIVE (5) DAYS OF INSTALLATION OR BEING COVERED BY CONSTRUCTION.
20. RELATIVE COMPACTION TESTS MUST BE WITHIN TWO (2) PERCENT OF OPTIMUM MOISTURE CONTENT TO BE CONSIDERED AS PASSING.
21. ALL FILL TO BE COMPACTED TO A MINIMUM OF NINETY (90) PERCENT RELATIVE COMPACTION, EXCEPT FILL UNDER CURBS, CURB AND GUTTER, VALLEY GUTTERS, AND PAVEMENT AREAS, SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE (95) PERCENT RELATIVE COMPACTION. SEE LIABILITIES FOR COST RESPONSIBILITY.
22. THE CONTRACTOR SHALL PROVIDE SOIL COMPACTION TEST REPORTS PREPARED BY AN APPROVED TESTING AGENCY FOR ALL AREAS WHERE FILL IS PLACED.

TRENCH RESURFACING:

23. TRENCH CUTS IN EXISTING STREETS THAT ARE NOT TO BE RECONSTRUCTED OR OVERLAID SHALL HAVE PERMANENT TRENCH RESURFACING INSTALLED WITHIN SEVEN (7) DAYS AFTER INITIAL STREET CUT.
24. TRENCH BACKFILL AND PERMANENT TRENCH RESURFACING TO BE PER CITY STANDARD ST-28.
25. TEMPORARY TRENCH RESURFACING TO BE A MINIMUM FOUR (4) INCH THICK COLD MIX AND CONTINUOUSLY MAINTAINED BY THE CONTRACTOR UNTIL THE TRENCH IS PERMANENTLY REPAVED. REPAIRS PERFORMED BY CITY FORCES DUE TO UN-MAINTAINED TEMPORARY PAVEMENT WILL BE CHARGED TO THE CONTRACTOR AT THREE (3) TIMES OF THE ACTUAL COST.

STREET IMPROVEMENTS:

26. FOR CITY OR DEVELOPER PROJECTS ON MAJOR STREETS (ARTERIALS, COLLECTORS, EXPRESSWAYS), WHETHER NEW OR RECONSTRUCTION, THE CONTRACTOR OR THE DEVELOPER SHALL BE RESPONSIBLE TO SET MONUMENTS AT CENTERLINE INTERSECTION POINTS, ANGLE POINTS, AND BEGINNING AND END OF CURVES (PC & PCC). WHERE BANKHOLES OR OTHER OBSTRUCTIONS PREVENT THE INSTALLATION OF MONUMENTS AT THE PRESCRIBED LOCATIONS, MONUMENT TIES SHALL BE FURNISHED SUFFICIENT IN NUMBER TO RE-CREATE THE APPROPRIATE POINT. FOR CITY PROJECTS, SETTING MONUMENTS WILL BE PAID FOR AT THE PRICE BID THEREFORE. IF THERE IS NO BID ITEM, THE COST WILL BE CONSIDERED AS INCLUDED IN THE VARIOUS BID ITEMS, AND NO SEPARATE PAYMENT WILL BE MADE THEREFORE.
27. FOR ALL OF THE ABOVE, A LICENSED LAND SURVEYOR OR CIVIL ENGINEER LICENSED TO PERFORM LAND SURVEYING SHALL CERTIFY THE PLACEMENT OF ALL MONUMENTS IN ACCORDANCE WITH ALL LAWS, RULES AND REGULATIONS GOVERNING SUCH PLACEMENTS OR REPLACEMENTS. PLACEMENT/REPLACEMENT AND CERTIFICATION SHALL BE COMPLETED BEFORE FINAL ACCEPTANCE OF THE PROJECT/WORK BY THE CITY. BRASS CAPS REQUIRED FOR THE INSTALLATION OF NEW OR REPLACEMENT MONUMENTS SHALL BE FURNISHED PER CITY STANDARD DRAWING NO. ST-32, AND APPROVED BY THE CITY PRIOR TO INSTALLATION.
28. ALL STREET IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROVED PLANS THEREFORE. NO DEVIATIONS ARE PERMITTED WITHOUT THE EXPRESS APPROVAL OF THE CITY ENGINEER OR HIS DESIGNEE.
29. ALL EXISTING UTILITY MANHOLES, VALVE BOXES AND VAULTS SHALL BE ADJUSTED TO THE FINISHED GRADE OF NEW PAVEMENTS IN ACCORDANCE WITH THE ASSOCIATED STANDARDS AND SPECIFICATIONS. ADJUSTING RINGS ARE NOT ALLOWED.
30. SIDEWALKS SHALL NOT BE POURED UNTIL ALL WATER METER BOXES AND SERVICES HAVE BEEN INSPECTED BY THE CITY.
31. ALL CURB AND GUTTER AND VALLEY GUTTERS SHALL BE WATER TESTED UNDER THE DIRECTION AND IN THE PRESENCE OF THE CITY INSPECTOR PRIOR TO ANY STREET OPERATION. ALL SAGS OR HUMPS SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF THE CITY.
32. PRIOR TO PLACING AGGREGATE BASE, THE SUBGRADE GRADING SHALL BE VERIFIED BY THE ENGINEER TO THE SATISFACTION OF THE CITY INSPECTOR. CUT SHEETS SHALL BE PROVIDED TO THE CITY INSPECTOR.
33. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL HANDICAP RAMPS THAT ARE IN COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT GUIDELINES AND REQUIREMENTS.

FMFCD REQUIREMENTS:

34. THE CONTRACTOR SHALL NOTIFY THE FMFCD INSPECTION MANAGER AT (559) 456-3292 FORTY-EIGHT (48) HOURS PRIOR TO COMMENCING WORK AROUND THE EXISTING FMFCD INLETS.
35. WHERE THE EXISTING INLET SLOPE COMPLIES WITH ADA STANDARDS, THE CONTRACTOR SHALL PROTECT THE INLET IN PLACE AND TRANSITION NEW SIDEWALK TO THE EXISTING INLET.
36. WHERE THE EXISTING INLET SLOPE DOES NOT COMPLY WITH ADA STANDARDS, THE CONTRACTOR SHALL REMOVE AND REPLACE AT TA MINIMUM THE TOP EIGHTEEN INCHES (18") OF THE EXISTING INLET TO MATCH NEW SIDEWALK SLOPE.
37. IN ALL OTHER CASES, RELOCATE THE PROPOSED SIDEWALK AROUND THE EXISTING INLET BOX AND PROTECT IN PLACE.
38. ADJUST STORM DRAIN MANHOLE FRAME AND COVER TO FINISH GRADE PER FMFCD STANDARD DRAWING B-1. NOTIFY FMFCD CONSTRUCTION DEPARTMENT UPON COMPLETION OF STORM DRAIN MANHOLE.
39. ALL STORM DRAIN WORK SHALL BE DONE IN ACCORDANCE WITH FMFCD STANDARD PLANS AND SPECIFICATIONS, DATED APRIL 1, 2011 AND REVISIONS THEREOF.

TITLE - LEGAL DESCRIPTION

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF FRESNO, CITY OF CLOVIS, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL C OF PARCEL MAP NO. 113, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 18 PAGES 67 AND 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS, THENCE S 0°40'23" E, A DISTANCE OF 9.25 FEET TO THE TRUE POINT OF BEGINNING, THENCE S 0°40'23" E, A DISTANCE OF 280.75 FEET ALONG THE EAST LINE OF SAID PARCEL C, THENCE S 89°19'37"W, A DISTANCE OF 23.00 FEET, ALONG THE SOUTH LINE OF SAID PARCEL C, THENCE S 0°40'23" E, A DISTANCE OF 298.00 FEET, ALONG THE EAST LINE OF SAID PARCEL C TO THE SOUTHEAST CORNER OF SAID PARCEL C; THENCE S 89°19'37" W, A DISTANCE OF 175.00 FEET ALONG THE SOUTH LINE OF SAID PARCEL C; THENCE N 0°40'23" W, A DISTANCE OF 101.00 FEET, ALONG THE WEST LINE OF SAID PARCEL C; THENCE S 89°19'37" W, A DISTANCE OF 25.00 FEET, ALONG THE SOUTH LINE OF SAID PARCEL C; THENCE N 0°40'23" E, A DISTANCE OF 102.00 FEET, ALONG THE WEST LINE OF SAID PARCEL C; THENCE N 89°19'37" E, A DISTANCE OF 87.00 FEET, ALONG THE SOUTH LINE OF SAID PARCEL C; THENCE N0°40'23"W, A DISTANCE OF 290.00 TO A POINT ON THE NORTH LINE OF SAID PARCEL D; THENCE N 89°19'37" E, A DISTANCE OF 30.04 FEET ALONG THE NORTH LINE OF PARCEL C; THENCE 388°41'05"E, A DISTANCE OF 104.37 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE PER THE GRANT DEED RECORDED AS DOCUMENT NO. 89145039 TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THOSE PORTION OF SAID LAND CONVEYED TO THE CITY OF CLOVIS, A MUNICIPAL CORPORATION, RECORDED DECEMBER 28, 1989 AS DOCUMENT NO. 89145039 OF OFFICIAL RECORDS.

CONSISTING OF 77,590 SQUARE FEET, MORE OR LESS.

PROJECT INFO:

PROJECT LOCATION: SOUTH WEST CORNER OF SHAW & CLOVIS
CLOVIS, CA 93612

APN: 499-021-38

PROJECT OWNER: WADE HARDEN
7 BREW COFFEE

ADDRESS: 2 NORTH COLLEGE AVENUE
FAYETTEVILLE, AZ 72701

GROSS ACRES = 1.78 AC

PROPOSED BUILDING: 531 SF
PROPOSED STORAGE BUILDING: 200 SF

COMMERCIAL REQUIRED STALLS
RESTAURANT W/DRIVE THRU= 531 SF / 185 SF = 3 STALLS
TOTAL STALLS REQUIRED = 3 STALLS

TOTAL STALLS PROVIDED: 5 STALLS
PARKING STALLS: 63 STALLS LOST
5 STALLS ADDED
NET PARKING STALLS: 58 STALLS LOST

ACCESSIBLE STALLS PROVIDED: 1 STALLS
TOTAL EV STALLS REQUIRED = 1 STALL
TOTAL EV STALLS PROVIDED = 1 STALL
EV ADA STALLS REQUIRED = 1 STALL
EV ADA STALLS PROVIDED = 1 STALL

EXISTING ZONING: COMMUNITY COMMERCIAL (C-2)

BENCHMARK:

CITY OF FRESNO TBM 1406

FOUND AS DESCRIBED BY CITY OF CLOVIS BENCHMARKS
CHISELED 50 IN CURB WESTSIDE OF CLOVIS
235' NORTH
OF SCOTT, 21' SOUTH OF PP, 2' SOUTH OF
GUY WIRE,
AND 4' NORTH OF NORTH DRIVEWAY WING.

ELEV.=354.975 (NAVD 88)

BASIS OF BEARINGS:

THE BEARING OF NORTH 89°19'37" EAST ALONG THE NORTH SECTION LINE AS SHOWN ON THAT CERTAIN PARCEL MAP NO. 113, FILED FOR RECORD ON MARCH 24, 1976, IN BOOK 18 AT PAGE 67 & 68 OF PARCEL MAPS, FRESNO COUNTY RECORDS, TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

4010 N CHESTNUT
DIAGONAL AVE STE 101
FRESNO, CA 93726
(559) 775-0023
FAX (559) 775-0016
WWW.VICE-ENGR.COM

VICE
VANN INC. CONSULTING ENGINEERS

7 BREW COFFEE
SHAW AVE AND CLOVIS AVE
COVER
CITY OF CLOVIS CALIFORNIA

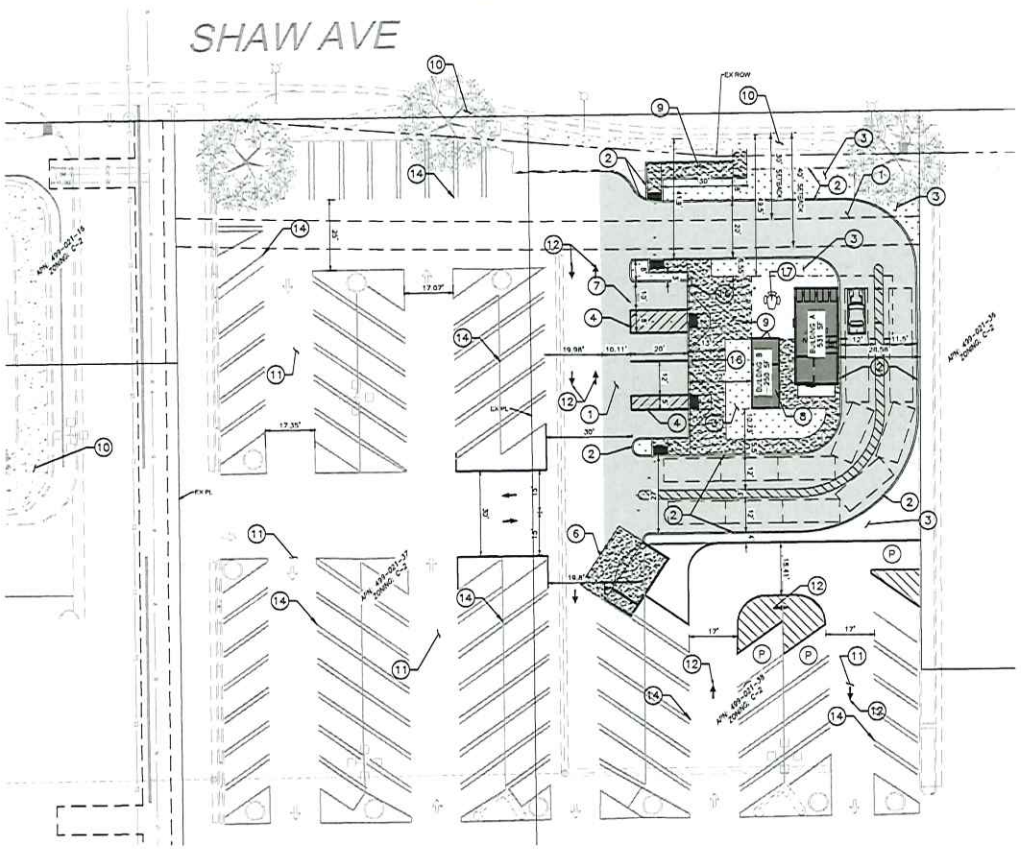
DATE: 6/26/2025
PROJ. ENGR: LSV
PROJ. MNGR: KVV

PREPARED FOR:
WADE HARDEN
7 BREW COFFEE

REGISTERED PROFESSIONAL ENGINEER
LANCE S. VANN
6/26/25
NO. C-63924
CIVIL
STATE OF CALIFORNIA

SHEET NO.
1 / 2

PROJECT NUMBER
24-039



LEGEND

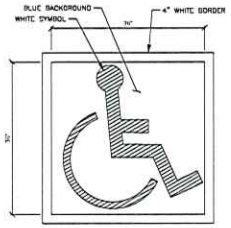
- PROPOSED 6" HIGH RED CURB FOR FIRE LANE
- PROPOSED 6" HIGH CURB
- PROPOSED 6" HIGH CURB & GUTTER
- PROPOSED ACCESSIBLE PATH OF TRAVEL
- PROPOSED PARKING STALL STRIPING
- PROPOSED CONCRETE
- PROPOSED AC PAVEMENT
- PROPOSED LANDSCAPING & IRRIGATION (ON-SITE)
- PROPOSED DRAIN INLET
- PROPOSED ONSITE LIGHT
- EXISTING POWER POLE
- EXISTING TRAFFIC SIGNAL
- EXISTING 6" HIGH CURB
- EXISTING 6" HIGH CURB & GUTTER
- EXISTING CONCRETE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- ADA POT

NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE LOWEST SIGN ON THE POLE SHALL BE A MINIMUM OF 80 INCHES ABOVE THE GROUND.
2. THE TOP SIGN SHALL BE REFLECTORIZED AND A MINIMUM OF 24" x 12" AND SHALL CONSIST OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN WHITE ON A DARK BLUE BACKGROUND.
3. THE VAN ACCESSIBLE SPACE SHALL BE THE WESTERN STALL, AS INDICATED ON THE PLAN.
4. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 11A-502.8 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.

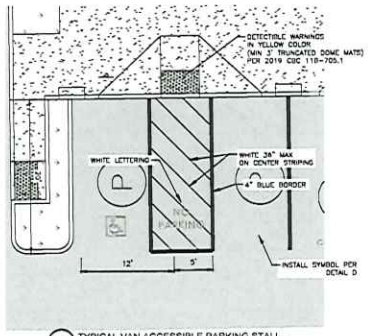
B SIGN AND SYMBOLS OF ACCESSIBILITY
NOT TO SCALE

NOTES:
1. THE CLEAR HEIGHT OF THE LOWEST PORTION OF THE SIGN SHALL BE A MINIMUM OF 80 INCHES ABOVE THE GROUND.
2. THE SIGN SHALL NOT BE LESS THAN 17" BY 22" IN SIZE WITH LETTERING NOT LESS THAN 1" IN HEIGHT, WHICH CLEARLY AND CONSPICUOUSLY STATES THE TEXT SHOWN ABOVE.
3. THE SIGN SHALL HAVE A DARK BLUE BACKGROUND WITH WHITE LETTERING.
4. THE BLANK SPACES SHOWN ABOVE ARE TO BE FILLED IN WITH THE APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN.
5. EXISTING SIGNAGE NOT IN COMPLIANCE WITH THIS DETAIL SHALL BE REPLACED PER THIS DETAIL.
6. THE SIGNAGE SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN THE 2022 CBC, SECTION 11B-502.8 AND 2014 MUTCD CALIFORNIA SUPPLEMENT.

C ACCESSIBLE ENTRY SIGN
NOT TO SCALE



D INTERNATIONAL SYMBOL OF ACCESSIBILITY
NOT TO SCALE



A TYPICAL VAN ACCESSIBLE PARKING STALL
NOT TO SCALE

KEYNOTES

1. PROPOSED AC PAVING
2. PROPOSED CURB PER CITY OF CLOVIS STD ST-5
3. PROPOSED LANDSCAPING
4. PROPOSED PARKING LOT STRIPING
5. PROPOSED DRIVE-THRU MENU
6. PROPOSED TRASH ENCLOSURE PER CITY OF CLOVIS STD M-2, M-3
7. INSTALL VAN ACCESSIBLE PARKING STALL SEE DETAILS A, B, C, & D
8. REMOVE EXISTING LIGHT POLE
9. PROPOSED SIDEWALK PER CITY OF CLOVIS STD ST-5
10. EXISTING SIDEWALK TO REMAIN
11. EXISTING AC TO REMAIN
12. PROPOSED DIRECTIONAL ARROWS
13. PROPOSED SITE LIGHT
14. EXISTING PARKING LOT STRIPING
15. EXISTING TRASH ENCLOSURE
16. PROPOSED LEVEL 2 EVCS 40 AMP, TYPICAL
17. PROPOSED OUTDOOR SEATING

20 10 0 20 40
SCALE IN FEET
1" = 20'

811
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VICE
VANG INC. CONSULTING ENGINEERS

7 BREW COFFEE
SHAW AVE AND CLOVIS AVE
SITE PLAN

CITY OF CLOVIS
CALIFORNIA

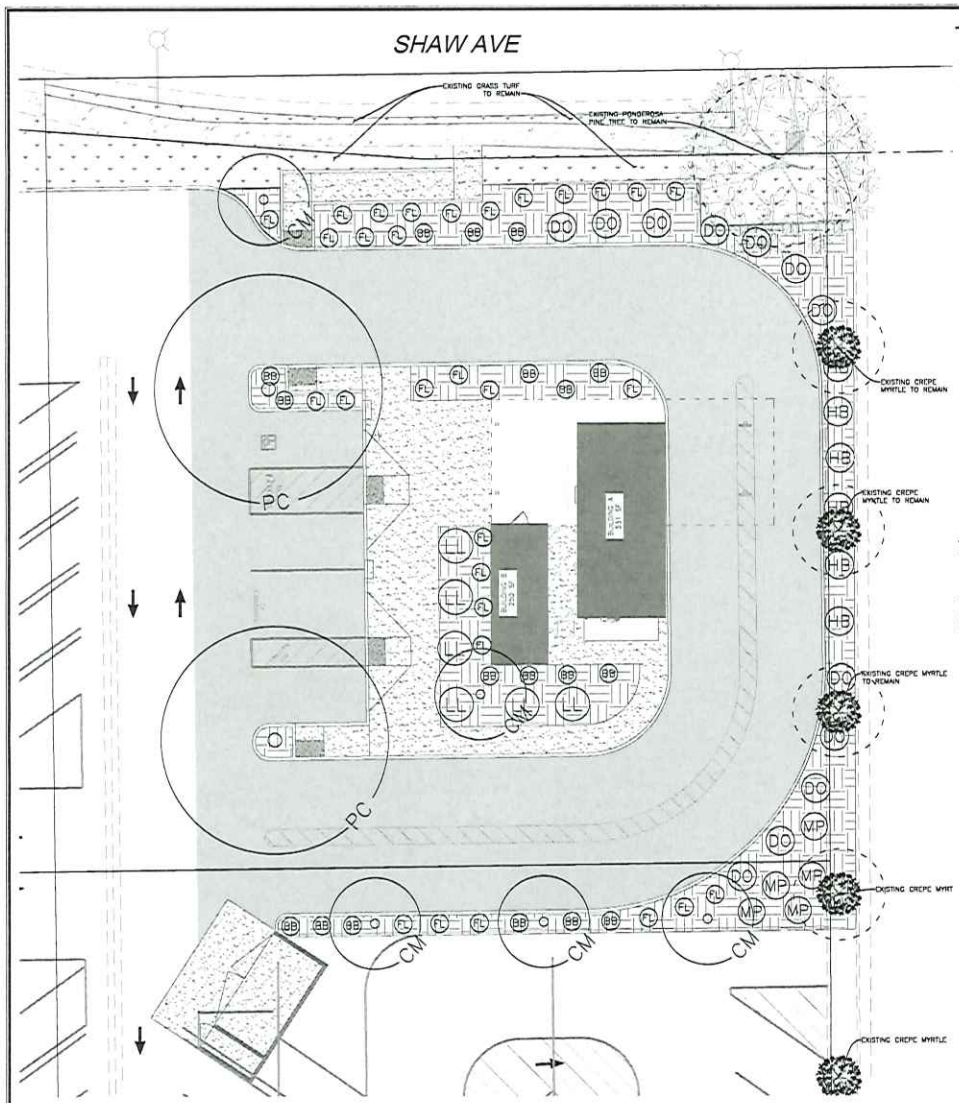
DATE: 6/26/2025
PROJ. ENGR: LGV
PROJ. MNGR: KVV

PREPARED FOR:
GREGORY HINDS
HINDS INVESTMENTS, LP
505 LOMAS SANTA FE DR STE 170
SOLANA BEACH, CA 92075

REGISTERED PROFESSIONAL ENGINEER
6/26/25
No. C-63824
CIVIL
STATE OF CALIFORNIA

SHEET NO.
2 / 2

PROJECT NUMBER
24-039



NOTES

1. ALL PLANT MATERIAL SHALL BE APPROVED BY THE CITY'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION. PRIOR TO ANY PLANTING, A SOILS ANALYSIS SHALL BE PREPARED BY A CERTIFIED SOILS TESTING LAB AND SUBMITTED TO THE CITY'S PUBLIC UTILITIES DEPARTMENT PARKS MANAGER. THE SOILS REPORT SHALL INCLUDE A CHEMICAL AND PERCENT ORGANICS ANALYSIS.
2. FINAL LOCATION OF ALL PLANT MATERIALS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY'S AUTHORIZED REPRESENTATIVE. FOR RESIDENTIAL SUBDIVISIONS, THE DEVELOPER/CONTRACTOR SHALL FURNISH AND PLANT TWO 15-GALLON TREES FOR EACH FRONT YARD, SELECTED BY THE LOT OWNER FROM THE CITY'S APPROVED STREET TREE LIST. WHERE PARK STRIPS EXIST, ONE OF THE TREES SHALL BE LOCATED IN THE STRIP. TREES ARE TO BE SPACED AS UNIFORMLY AS POSSIBLE.
3. STREET TREES SHALL BE LOCATED A MINIMUM OF 10 FEET FROM DRIVE APPROACHES, WATER AND SEWER SERVICES, STREET FURNITURE SUCH AS FIRE HYDRANTS AND UTILITY BOXES, AND 20 FEET FROM STREET LIGHTS. STREET TREES SHALL BE SPACED ALONG STREETS AS UNIFORMLY AS POSSIBLE.
4. NO PLANTING SHALL BE DONE UNTIL INSTALLATION OF THE IRRIGATION SYSTEM IS COMPLETED, FINAL GRADES HAVE BEEN ESTABLISHED, PLANTING AREAS HAVE BEEN PROPERLY GRADED AND SOIL PREPARED, AND THE WORK APPROVED BY THE CITY OF CLOVIS.
5. THE CONTRACTOR SHALL NOTIFY THE CITY'S AUTHORIZED REPRESENTATIVE ONE WEEK PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
6. THE CONTRACTOR SHALL TAKE NOTE OF EXISTING UNDERGROUND UTILITIES IN CONFLICT AND SHALL TAKE ALL PRECAUTIONS NECESSARY DURING TREE PLANTING OPERATIONS SO AS NOT TO DAMAGE SAID UTILITIES. COORDINATE UNDERGROUND UTILITY INSPECTION PRIOR TO TREE PLANTING.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
8. THE CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITION SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CITY. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.
9. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, THE CONTRACTOR SHALL CONTACT THE CITY FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE CITY WILL RESULT IN CONTRACTOR'S LIABILITY TO RELOCATE ANY MATERIALS AS DIRECTED.
10. THE CONTRACTOR SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS FOR PLANTING REQUIREMENTS, MATERIALS AND EXECUTION, STAKING METHOD, PLANT PIT DIMENSION AND BACKFILL REQUIREMENTS.
11. ALL GROUND COVER SHALL EXTEND BENEATH TALLER PLANT MATERIAL.
12. PROVIDE ROOT BARRIERS FOR ALL PROPOSED TREES INDICATED ON THE PLANS.
13. ALL TREES SHALL BE PLANTED THIRTY (3) FEET AWAY FROM THE CENTER OF SWALES.
14. ALL TREES IN TURF AREAS SHALL RECEIVE ARBOR GUARDS UPON INSTALLATION. REFER TO THE STANDARD SPECIFICATIONS, STANDARD PLANS, AND THE PROJECT PLANS.
15. QUANTITIES ARE LANDSCAPE ESTIMATES ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIAL APPEARING ON PLAN.
16. SOIL AMENDMENT: UNLESS OTHERWISE NOTED ON THE PLANS OR SPECIFICATIONS, THE FOLLOWING SOIL AMENDMENT STANDARDS SHALL APPLY: OPTION 1 – A) ROTOTILL SOIL AMENDMENT MIX INTO THE SOIL TO A DEPTH OF 8 TO 12 INCHES. APPLY TO ALL SOIL TYPES. B) SOIL AMENDMENT COMPONENTS/APPLICATION RATE: BLACK HUMUS – 20 CUBIC YARDS PER ACRE; POWDERED AGRICULTURAL GRADE GYPSUM (15% CALCIUM MIN.) – 2000 POUND PER ACRE. NUTRISMART 0-5-0 (10% SUL) – 400 POUNDS PER ACRE (AVAILABLE AT MUSH/FILLIS CO). M-ROOTS (ROOTS, INC.) – 435 POUNDS PER ACRE. C) PRE-HAY ALL SOIL AMENDMENTS PRIOR TO APPLICATION AND TILLING. D) NOTIFY CITY INSPECTOR FOR OBSERVATION OF APPLICATION AND INCORPORATION OF SOIL AMENDMENT. OPTION 2 – A) COLLECT REPRESENTATIVE SOIL SAMPLES (APPROVED BY CITY INSPECTOR). B) PERFORM ANALYSIS ON SAMPLES BY CERTIFIED SOIL TESTING LAB. CHEMICAL ANALYSIS AND PERCENT ORGANICS ANALYSIS. C) BASED ON SOILS LAB RESULTS, SUBMIT SOIL AMENDMENT RECOMMENDATION FROM CERTIFIED CROP ADVISOR TO THE PUBLIC UTILITIES DEPARTMENT PARKS MAINTENANCE MANAGER FOR APPROVAL PRIOR TO APPLICATION. D) NOTIFY CITY INSPECTOR FOR OBSERVATION OF APPLICATION AND INCORPORATION OF SOIL AMENDMENT.

PROPOSED PLANTING LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	QTY	WATER USE
TREES				
PC	PISTACIA CHINENSIS 'KEITH DAVEY' / CHINESE PISTACHE	24-BOX	2	L
CM	LAGERSTROEMIA / CREPE MYRTLE	15-GAL	4	L
SHRUBS				
(DO)	RHAPHIOLEPIS INDICA / RED/PINK INDIAN HAWTHORN	5-GAL	27	L
(LL)	LANTANA MONTEVIDENSIS / LAVENDER LANTANA	5-GAL	9	L
(FL)	DIETES BICOLOR / AFRICAN IRIS	5-GAL	30	L
(BB)	CALLISTEMON / LITTLE JOHN BOTTLE BRUSH	5-GAL	18	L
(HB)	NANDINA DOMESTICA 'FIRE POWER' / HEAVENLY BAMBOO	5-GAL	17	L
GROUND COVER				
(MP)	MYOPORUM PARVIFOLIUM 'PROSTRATUM' / MYOPORUM			A
	3" THICK LIFT LANDSCAPE MULCH			4,284 SF

EXISTING PLANTING LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	QTY	WATER USE
TREES				
	PINUS PONDEROSA / PONDEROSA PINE		1	L
	JUGLANS CINEREA / BUTTERNUT		2	L
GROUND COVER				
	GRASS TURF		1,284 SF	

SHADE REQUIREMENT

THE PARKING LOT SURFACE SHALL BE 50% SHADED WITHIN 15 YEARS

PARKING LOT AREA: 8,507 SF±
50% TO BE SHADED: 4,254 SF±

PROPOSED SHADE PROVIDED:

PISTACIA CHINENSIS 'KEITH DAVEY' / CHINESE PISTACHE — 2 @ 1257 SF± = 2,514
LAGERSTROEMIA / CREPE MYRTLE — 4 @ 456 SF± = 1,824

EXISTING TREE SHADE PROVIDED:

LAGERSTROEMIA / CREPE MYRTLE — 3 @ 456 SF± = 1,368

TOTAL SHADE PROVIDED: 5,706 SF±

PERCENT OF SHADE PROVIDED: 67% (REQUIRED 50%)

PISTACIA CHINENSIS 'KEITH DAVEY'/CHINESE PISTACHE

LAGERSTROEMIA INDICA 'MUSKOGEE'/INDIAN TRIBES CREPE MYRTLE

RHAPHIOLEPIS INDICA / REDBIRD INDIAN HAWTHORN

DIETES BICOLOR / AFRICAN IRIS

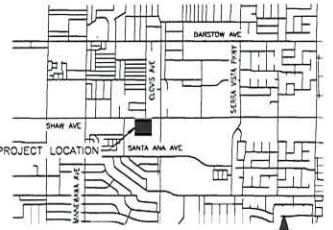
LANTANA MONTEVIDENSIS/LAVENDER LANTANA

CALLISTEMON/LITTLE JOHN BOTTLE BRUSH

NANDINA DOMESTICA 'FULL STRAM'/HEAVENLY BAMBOO

MYOPORUM PARVIFOLIUM 'PROSTRATUM' / MYOPORUM

811 Know what's below. Call before you dig.



VICINITY MAP
NOT TO SCALE

PROJECT INFO:

PROJECT LOCATION: SOUTH WEST CORNER OF SHAW & CLOVIS FRESNO, CA 93612
APN: 499-021-15, 16 & 37
PROJECT OWNER: WADE HARDEN 7 BREW COFFEE
ADDRESS: 2 NORTH COLLEGE AVENUE FAYETTEVILLE, AZ 72701

BENCHMARK:

CITY OF FRESNO TBM 1406

FOUND AS DESCRIBED BY CITY OF CLOVIS BENCHMARKS
CHISELED 'SQ' IN CURB WESTSIDE OF CLOVIS 230' NORTH OF SCOTT, 21' SOUTH OF PP, 2' SOUTH OF GUY WIRE, AND 4' NORTH OF NORTH DRIVEWAY WING.

ELEV:354.975 (NAVD 88)

BASIS OF BEARINGS:

THE BEARING OF NORTH 89°16'37" EAST ALONG THE NORTH SECTION LINE AS SHOWN ON THAT CERTAIN PARCEL MAP NO. 113, FILED FOR RECORD ON MARCH 24, 1976, IN BOOK 19 AT PAGE 87 & 88 OF PARCEL MAPS, FRESNO COUNTY RECORDS, TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

4010 N CHESTNUT
DIAGONAL AVE STE 101
FRESNO, CA 93726
(559) 775-0023
FAX: (559) 775-0016
WWW.VICE-ENGR.COM

VICE VIANG INC. CONSULTING ENGINEERS

7 BREW COFFEE
SHAW AVE AND CLOVIS AVE
CONCEPTUAL LANDSCAPE PLAN

CITY OF CLOVIS — CALIFORNIA

DATE: 5/1/2025
PROJ. ENGR: LBV
PROJ. MNGR: KYV

PREPARED FOR:
GREGORY HINDS
HINDS INVESTMENTS, LP
505 LOMAS SANTA FE DR STE# 170
SOLANA BEACH, CA 92075

REGISTERED PROFESSIONAL ENGINEER — KEANG VING YAP — No. C-43274 — 5/1/25 — CIVIL — STATE OF CALIFORNIA

SHEET NO.
L1

PROJECT NUMBER
24-039

CITY of CLOVIS

Report to the Planning Commission

To: Planning Commission

From: Planning and Development Services Department

Date: March 26, 2026

Staff: Tiffany Williams, Associate Planner

Subject: Consider items associated with approximately 17.41 acres of land located at the northeast corner of North Baron and Perrin Avenues. Frances Ricchiuti and Patrick V. Ricchiuti, owners; Lennar Homes, applicant; Yamabe & Horn Engineering Inc., representative.

1. Consider Approval, Res. 26-__, A resolution recommending that the City Council approve an addendum to the previously adopted environmental finding of a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program for Vesting Tentative Tract Map 6543 and Planned Development Permit 2025-001.

2. Consider Approval, Res. 26-__, TM6543, A resolution recommending that the City Council approve a Vesting Tentative Tract Map for a 136-lot single-family planned residential development on approximately 17.41 acres of land.

Consider Approval, Res. 26-__, PDP2025-001, A resolution recommending that the City Council approve a planned development permit for a 136-lot single-family planned residential development.

Recommendation: Approve

Attachments:

1. TM6543, PDP2025-001 - ATT 1 Res. 26-__ CEQA
2. TM6543, PDP2025-001 - ATT 2 Res. 26-__ TM6543
3. TM6543, PDP2025-001 - ATT 3 Res. 26-__ PDP2025-001
4. TM6543, PDP2025-001 - ATT 4 Modifications
5. TM6543, PDP2025-001 - ATT 5 Proposed PDP2025-001 Amenities
6. TM6543, PDP2025-001 - ATT 6 Elevations and Floor Plans
7. TM6543, PDP2025-001 - ATT 7 Addendum to ISMND
8. TM6543, PDP2025-001 - ATT 8 ISMND with Appendices

Recommendation:
Staff recommends that the Planning Commission adopt resolutions recommending that the City Council approve each component of the Project as identified in the title.

Executive Summary:
On October 24, 2024, the Planning Commission considered Vesting Tentative Tract Map (TM) 6452 and Planned Development Permit (PDP) 2023-001 and recommended denial to the City Council. On November 18, 2024, the City Council approved TM6452 and all associated project components. TM6452 proposed a 153-lot, non-gated single-family planned residential development and was included within the boundaries of Reorganization (RO) 305 and associated Rezone (R) 2021-006, which established the site's R-1-PRD zoning.

Lennar Homes ("Applicant") has since revised TM6452 and is requesting approval of TM6543 and PDP2025-001 hereinafter referred to as the "Project" to replace the previously approved map due to changes in housing product type and lot configuration. The proposed Project would reduce the number of previously approved single-family lots from 153 to 136 on approximately 17.41 acres of land within the City's Heritage Grove planned growth area. The Project is also proposing to modify the previously approved property development standards. The proposed modifications are outlined in **Attachment 4**.

Background:

- General Plan Designation: Very Low Density Residential (0.6 – 2 DU/Ac
  Medium Density Residential (4.1 – 7.0 DU/Ac)
- Master Plan Designation: Heritage Grove Master Plan
- Existing Zoning: R-1-PRD (Single-Family Planned Residential Development)
- Regional Housing Needs
- Allocation (RHNA) Site: This site is not designated as a RHNA inventory site.
- Lot Size: ±17.41 acres
- Current Land Use: Vacant
- Adjacent Land Uses:
  - North: Fresno Metropolitan Flood Control District Basin BY2
  - South: Single-Family Residential & PG&E Substation
  - East: Rural Residential
  - West: Single-Family Residential
- Previous Entitlements: R2021-006 & RO305; TM6452 & PDP2023-001

The Project site contains two (2) existing General Plan Land Use designations: Very Low Density Residential (0.6 - 2.0 dwelling units per acre) and Medium Density Residential (4.1 - 7.0 dwelling units per acre). The site consists of approximately ±7.13 acres of Very Low Density Residential and ±10.28 acres of Medium Density Residential. Based solely on these designations, the property would allow a minimum of 46 dwelling units and a maximum of 86 dwelling units.

The Project proposes 136 lots, which exceeds the 86-unit maximum permitted on the subject property. Prior to formal submittal, the Applicant met with staff to discuss the application of a blended density calculation in conjunction with the adjacent tract map, the previously approved TM6200. Both properties are contiguous and under common ownership. Based on these very limited circumstances, staff determined that a blended density calculation was reasonable. The resulting

calculation is as follows:

Max # of Lots of TM6200 Property	871 Lots
Max # of Lots of TM6543 Property	86 Lots
Combined (Blended) Max Number of Lots	957 Lots
Actual Number of Lots Approved by TM6200	588 Lots
Remaining Lots Available for TM6543	369 Lots
Actual Lots Proposed by TM6543	136 Lots

Under a blended density approach, the maximum allowable yield across both properties is 957 lots. TM6200 was approved for 588 lots, which is below its maximum allowable density. As a result, 369 lots remain available within the combined density allocation. The 136 lots proposed under TM6543 would utilize a portion of this remaining balance within the overall maximum density permitted under the General Plan.

In summary, the proposed lot count does not exceed the combined maximum density allowed across the contiguous properties and is consistent with the General Plan's provisions encouraging a mix of housing types and efficient land utilization.

PROPOSAL AND ANALYSIS

The Project proposes a 136-lot, non-gated, single-family planned residential development on a ±17.41-acre parcel. As depicted in **Figure 1** below, the Project site is located on the northeast corner of North Baron and Perrin Avenues. The Project would include construction of public streets, sidewalks, landscaped areas, an interior park, and a connected layout to existing and developing surrounding subdivisions which expand on the greater trail system.

Planned Development Permit

The Project site was included in the previously approved RO305 and pre-zoning applications and designated as R-1-PRD (Single-Family Planned Residential Development). The R-1-PRD Zone District is appropriate for single-family small lot uses, including attached and detached single-family structures on small lots. In accordance with Clovis Municipal Code (CMC) section 9.10.010(B)(6), PDPs are required for all planned residential developments, including the proposed Project. PDPs facilitate design flexibility and encourage innovative and superior site planning, culminating in a comprehensive development of high quality. Further details regarding the PDP are outlined below.

Figure 1

Development Standards

The PDP has the authority to adjust or modify development standards, such as building coverage, height, setbacks, fence and wall heights, landscaping, open space, and street layout, where necessary and justifiable. The Applicant is requesting approval of a non-gated, detached single-family PDP with reduced parcel width and depth, lot size, and required setbacks, as well as an increase in lot coverage. **Table 1** below outlines the proposed development standards for the Project. There are three housing product types that are distinguishable by their elevation and floor plans. While the Applicant has provided models for each of their products, they will be assessed against the established development standards and formalized through the RSPR process, which has been included as a condition of approval for the Project.

Table 1	
Development Feature	**TM6543 PRD Development Standards**
Minimum Lot Size	2,800 sq. ft.
Front Setback (garage side)	18 ft.
Front Setback	10 ft.
Corner Street Side Setbacks	10 ft.
Interior Side Yard Setbacks	5 ft.
Rear Setback	8 ft.
Lot Coverage	60%
Maximum Height	26 ft. 7 in.
Minimum Parcel Width	35 ft.
Minimum Corner Parcel Width	40 ft.
Minimum Parcel Depth	80 ft.
Garages	20'x20' interior dimension (2-car)
Driveway Depth	18 ½ ft. (2 ft. landscape strip shall be required to equal 20' driveway depth)

Table 1 above delineates alterations to the customary development criteria associated with the R-1 (Single-Family Residential) Zone District. The requested deviations specifically include a reduction in lot size, parcel width and depth, setbacks, height, and an increase in lot coverage. Staff have reviewed the proposed development standards mentioned above and found them to be compatible with similar projects recently approved through the PDP process. Compared to the previously approved map, the Project increases the minimum lot size from 2,184 square feet to 2,800 square feet, modifies setback requirements, slightly reduces the allowable lot coverage, reduces parcel width, and increases the parcel depth.

It is important to note that, to ensure adequate side yard access and proper storage for trash toters, the Project proposes a minimum side yard setback of five (5) feet for all garage-side setbacks. Additionally, the Project is conditioned to provide an all-weather surface for the placement and storage of trash receptacles, extending from the five-foot side yard (garage side) to the front of the property. These proposed development standards are in line with recent projects approved under the PDP process.

Homeowners Association

Upon Final Map approval, the Project's open spaces and common areas are proposed to be dedicated to and owned by the city, with maintenance to be assumed by the Homeowners' Association (HOA), ensuring they remain well-kept and functional. This setup is designed to uphold community standards and elevate the quality of life for residents within the Project's jurisdiction.

Residential Site Plan Review

The Applicant will be required to submit an RSPR in order to allow staff to review lot-specific development standards. Specific color and materials of the models, walls, amenities, landscaping, and fencing will be evaluated through the civil plans.

Parking and Driveways

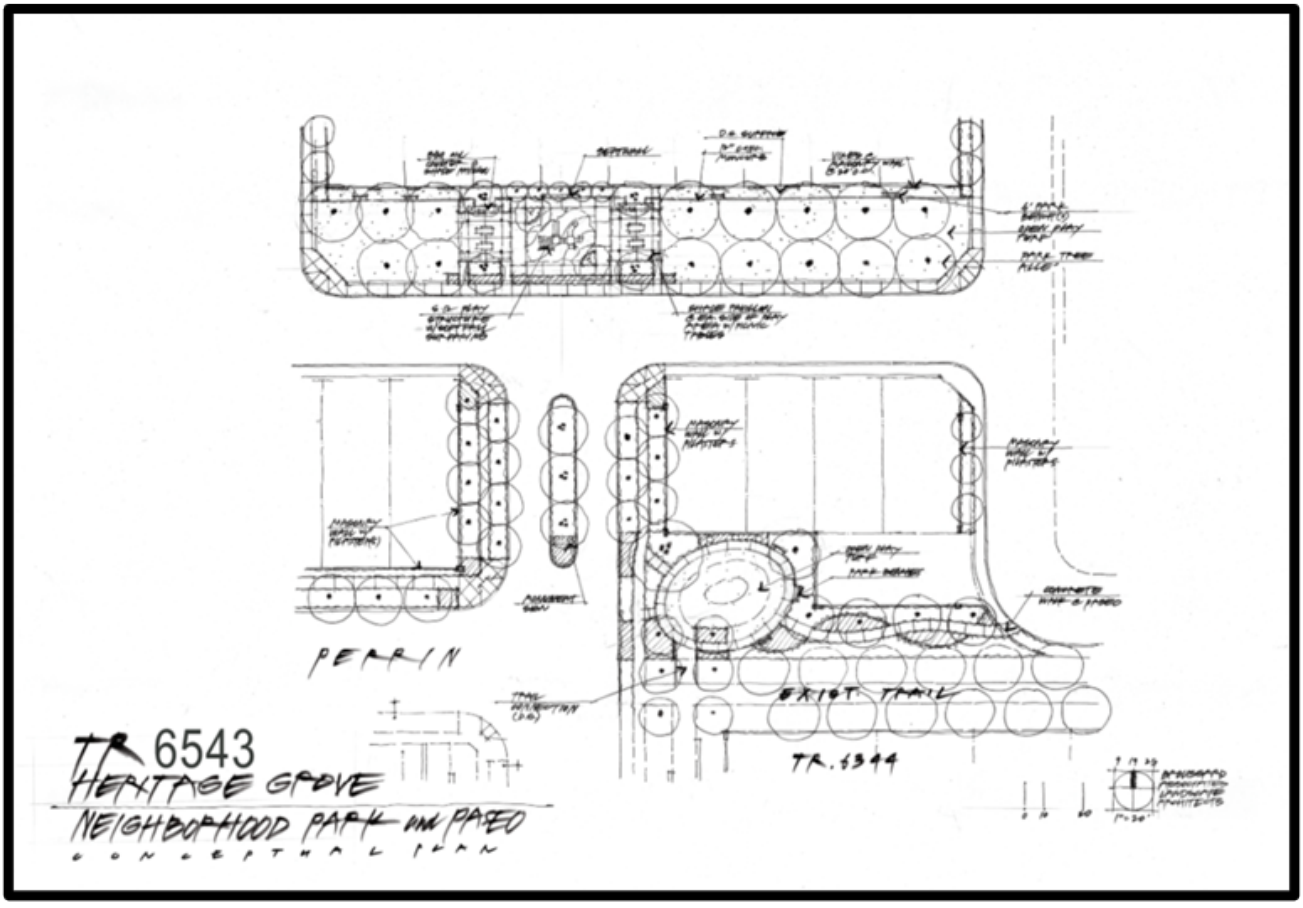
Per the CMC, the minimum parking requirement is two (2) covered spaces, plus one (1) covered or uncovered guest space for each dwelling unit; therefore, the Project shall provide a minimum of 272 covered spaces and 136 guest spaces. The Applicant is proposing a two-car garage for each unit and 136 uncovered parking spaces on the driveways, thus meeting the minimum parking requirements. Each two-car garage shall provide a minimum twenty (20) feet by twenty (20) feet

interior dimension, which will be reviewed with the RSPR. The Applicant is requesting a deviation to allow an eighteen (18) foot driveway depth in lieu of the required twenty (20) feet. However, due to the requirement for guest parking, the driveways shall be twenty (20) feet total. An eighteen (18) foot driveway may only be permitted with a two (2) foot landscaped area. Each garage driveway shall provide a minimum of twenty-six (26) foot back-up distance from the back of the garage to the curb.

Proposed Amenities
Chapter 9.66 of the CMC (Planned Development Permits) provides for flexibility in development standards to accommodate various development types that may not conform to standard regulations. Within this context, planned residential developments are mandated to provide a program of amenities proportional to the deviations being sought.

In exchange for the requested development standard deviations described in **Table 1** of the report, the Applicant is proposing a range of on-site amenities aimed at benefiting both homeowners and the general public. These amenities include a 16,060 square foot interior park with a BBQ station, picnic tables, seat walls, grass area, shade pavilions, and a shaded children's play structure and a 7,669 square foot paseo connecting TM6543 to the existing pedestrian trail system of TM6344. A conceptual illustration of the proposed park and paseo is shown in **Figure 2** below.

Figure 2



It is important to highlight that, in addition to the requirement for proportional amenities, approval of a PDP necessitates the demonstration of superior development quality compared to what could be achieved through conventional development practices on the site. The Project proposes two (2) landscaped direct pedestrian connections from the subdivision to Perrin Avenue. The Project also

proposes that each home have a paved pedestrian walkway connecting to a sidewalk. Additional enhanced architectural and landscaping features are subject to review and approval during the RSPR process for individual lots and the civil plan review.

Findings for Planned Development Permits
The required findings for the approval of a PDP application, and staff's response to each of those findings are listed below. (CMC § 9.66.060.)

1. The PDP would:

a. Be allowed within the subject base zoning district.

The proposed PDP is permissible within the R-1-PRD Zone District, which was zoned with the approval of R2021-006.

b. Be consistent with the purpose, intent, goals, policies, actions, and land use designations of the General Plan and any applicable specific plan.

The Project proposes a single-family residential development that is consistent with the established land uses of the General Plan. The site contains Very Low Density Residential and Medium Density Residential designations. While the proposed lot count exceeds the standalone maximum density of the subject parcel, the applicant proposes a blended density calculation in conjunction with the adjacent, previously approved TM6200.

TM6200, which is contiguous to the subject property and under common ownership, was approved by the City Council at a density substantially below the maximum permitted by the applicable General Plan Land Use designations. The General Plan regulates residential intensity through maximum dwelling unit ranges expressed on a per-acre basis.

In this case, the Applicant proposes to apply a blended density calculation across the combined acreage of TM6200 and the subject property. The total number of approved and proposed lots remains below the maximum density permitted for the aggregated acreage under the Very Low Density and Medium Density Residential designations. Accordingly, the proposal does not result in an overconcentration of units beyond what the General Plan allows for the combined project area.

Policy 3.6 of the Land Use Element of the General Plan encourages a mix of housing types, unit sizes, and densities to promote housing variety throughout the City. The proposed development supports this objective by providing a housing product that differs from larger-lot rural residential development to the east while remaining comparable in scale and density to approved and developing neighborhoods to the south and west.

Therefore, as evaluated on a combined basis, the Project does not modify or intensify TM6200 beyond its approved entitlement. Rather, it allocates unused density capacity within the overall General Plan envelope across contiguous properties under common ownership. Because the cumulative development remains within the established density framework and does not require a general plan amendment, the blended density approach is consistent with the purpose and intent of the General Plan.

In addition, efficient utilization of allowable residential density advances both local and State housing objectives. California continues to face a documented housing shortage, and the General Plan's density ranges are intended to accommodate residential growth within the city's urban footprint. By utilizing available density capacity within the established land use designations, without exceeding the maximum dwelling unit yield, the Project supports the General Plan's housing production goals and contributes to the city's broader efforts to address regional housing needs.

c. Be generally in compliance with all of the applicable provisions of this Development Code relating to both on- and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this chapter and the subject base zoning district, including prescribed development standards and applicable design guidelines.

The Project has been reviewed for consistency with the applicable provisions of the City's Development Code. While the PDP requests modifications to certain zoning development standards, those modifications are evaluated through the PDP process, which is intended to provide flexibility in site design while ensuring that the overall development remains consistent with the purpose and intent of the zoning district and applicable design guidelines.

As conditioned, the Project will comply with the prescribed development standards contained in ***Attachment 5*** *and all applicable City requirements. The Project proposes to construct all required on-site and off-site improvements, including public infrastructure and utilities, as directed by the City Engineer and in accordance with the Development Code. Therefore, the Project is in compliance with the applicable provisions of the Development Code.*

d. Ensure compatibility of property uses within the zoning district and general neighborhood of the proposed development. *The Project shares a comparable density and development type with the existing surrounding development to the south and west, thus ensuring compatibility within the area.*

2. The proposed Project would produce a comprehensive development of superior quality (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high-quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, incorporation of a program of enhanced amenities, etc.) than which might otherwise occur from more traditional development applications.

The Project will provide an amenity program associated with the PDP as described in the Proposed Amenities section of this report. The architectural design of the homes will undergo thorough evaluation during the RSPR process to ensure high quality. Furthermore, enhanced landscaping will be required within the North Marion Avenue entrance as part of the Project's aesthetic improvements.

3. Proper standards and conditions have been imposed to ensure the protection of the public health, safety, and welfare.

The proposed PDP will comply with the Development Code, Fire Department standards, and Building Code regulations to ensure adherence to public health and safety requirements.

4. Proper on-site traffic circulation and control is designed into the development to ensure

protection for fire suppression and police surveillance equal to or better than what would normally be created by compliance with the minimum setback and parcel width standards identified in Division 2 of this title (Zoning Districts, Allowable Land Uses, and Zone-Specific Standards).

The proposed PDP will adhere to the standards set by the Fire Department and the requirements of the City Engineer concerning fire suppression measures and enhancements to traffic flow related to TM6543, respectively.

5. The subject parcel is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development.

The proposed TM6543 encompasses ±17.41 acres of land and is of sufficient size and configuration to accommodate the proposed 136-lot subdivision and open space areas. The sites configuration allows for an efficient internal circulation pattern and compliance with applicable development standards as modified through the PDP.

The property is relatively level and does not contain significant physical constraints that would preclude residential development. Access, utilities, and public services can be provided to the site, and the Project will construct all required on-site and off-site improvements. Accordingly, the site is physically suitable to accommodate the proposed development.

6. The design, location, operating characteristics, and size of the proposed development would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.

As indicated above, the proposed PDP is compatible with the existing and planned adjacent land uses. In regard to view protection, the PDP proposes a reduced maximum height limit than that prescribed under the comparable R-1 Zone District. The proposed development will process a RSPR application where aesthetics and design will be evaluated in compliance with the Development Code.

Vesting Tentative Tract Map 6543

As shown in **Attachment 2A**, the Applicant is requesting approval of TM6543 to subdivide the property into a 136-lot single-family planned residential subdivision. The map proposes the creation of residential lots, landscaped parkway strips, open space, sidewalks, and associated public improvements. Further specifics regarding TM6543 are detailed below.

Circulation

The Project proposes two (2) vehicular access points, one from North Baron Avenue and one from Perrin Avenue, providing adequate ingress and egress while distributing site traffic. The internal circulation system consists of a looped internal street network with a central north-south connection, allowing for continuous on-site circulation. The layout provides adequate turning radii and connectivity to serve all residential lots and accommodates emergency vehicle access throughout the site. Perrin Avenue terminates within the Project boundary and does not extend eastward. The overall circulation pattern is consistent with residential subdivision design standards and the applicable Heritage Grove Design Guidelines.

Pedestrian circulation is provided via sidewalks along North Baron and Perrin Avenues, sidewalks on both sides of the internal streets, and internal walkways serving residential blocks. The proposed circulation system supports both vehicular and pedestrian mobility in a manner compatible with surrounding development.

Heritage Grove Thematic Elements
The City's 2014 General Plan directed the preparation and adoption of a comprehensive design document for the Heritage Grove area. As a result, the Heritage Grove Design Guidelines were developed and adopted on December 5, 2016. The document is intended to accommodate growth in a manner that is of high quality, fiscally sustainable, and balanced. The design document establishes an overall agricultural theme and quality for Heritage Grove. It illustrates and directs the intended architectural, landscape, and site elements to reinforce the theme and quality. The proposed Project is required to adhere to design standards outlined in the Heritage Grove Design Guidelines.

The Project will develop North Baron and Perrin Avenues as neighborhood boulevards as designated by the Heritage Grove Design Guidelines. The neighborhood boulevard design requires a twenty (20) foot parkway between the right-of-way and private parcels. The Project will design the northeast corner of North Baron and Perrin Avenues with a community corner paseo, incorporating a stone wall, a corner paseo tree, and a pedestrian pathway link into the subdivision. Staff will work with the developer to establish a design that meets the intent provided in the Heritage Grove Design Guidelines.

Findings for Vesting Tentative Tract Map
The following are findings required to approve a vesting tentative tract map (CMC sections 9.102.060(A) and 9.102.110(C)). It is essential to note that some of these findings overlap with those detailed in the previous Findings for Planned Development Permit section of this report and will reference the information provided therein.

1. The proposed map, subdivision design, and improvements are consistent with the General Plan and any applicable specific plan.

The proposed TM6543 is consistent with the City's 2014 General Plan and the Heritage Grove Master Plan. The Project's density, land use, and subdivision layout conform to the site's General Plan designation and approved R-1-PRD Zone District. As discussed in the General Plan Consistency section of this report, the Project advances applicable goals and policies related to residential development, neighborhood design, and orderly growth. All required improvements will be constructed in accordance with City standards and subject to review and approval through the City's engineering and civil plan review process.

2. The site is physically suitable for the type and proposed density of development.

Refer to number 5 of the Findings for Planned Development Permit section.

3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

As analyzed in the Initial Study/Mitigated Negative Declaration (IS/MND) adopted for the original

Project in November 18, 2024, environmental impacts were determined to be less than significant with implementation of mitigation measures.

The revised Project involves modifications to the site layout, housing product types, lot count, and development standards; however, these changes do not alter the overall land use or intensity of development previously analyzed. The modifications would not result in any new significant environmental impacts or substantially increase the severity of previously identified impacts in combination with other planned projects in the vicinity.

Accordingly, the revised Project would not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat beyond what was previously evaluated in the IS/MND, and no additional mitigation measures are required.

4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.

The design of the Project will comply with the Development Code, Fire Department standards, and Building Code regulations to ensure adherence to public health and safety requirements. Furthermore, during review of the Project, agencies and City departments had the opportunity to review the Project to ensure consistency with City codes and regulations and no serious public health or safety concerns were identified. Therefore, the Project was determined not to be detrimental to the public interest, health, safety, or general welfare of the City.

5. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. This finding may also be made if the review authority finds that alternate easements for access or use will be provided, and that they will be substantially equivalent to ones previously acquired by the public. This finding shall apply only to easements of record, or to easements established by judgment of a court of competent jurisdiction, and no authority is hereby granted to the review authority to determine that the public at large has acquired easements of access through or use of property within the proposed subdivision.

During the final map review process conducted by the City's Engineering Division, all easements will be identified. Additionally, during the final map review, the City Engineer and other outside agencies will ensure that no conflicts with easements would occur as a result of the Project. As needed, alternate easements will be found that will be substantially equivalent to those previously required in TM6543.

6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.

The City Engineer has determined that the City has the capacity to accommodate the proposed Project. Installation of sewer lines within the proposed subdivision and beyond its borders will adhere to the regulations set forth by the California Regional Water Quality Control Board.

7. The design of the subdivision provides, to the extent feasible, passive or natural heating and

cooling opportunities.

The proposed subdivision will comply with the Development Code and California Building Code requirements as it relates to heating and cooling opportunities within TM6543.

8. The proposed subdivision, its design, density, and type of development and improvements conform to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law.

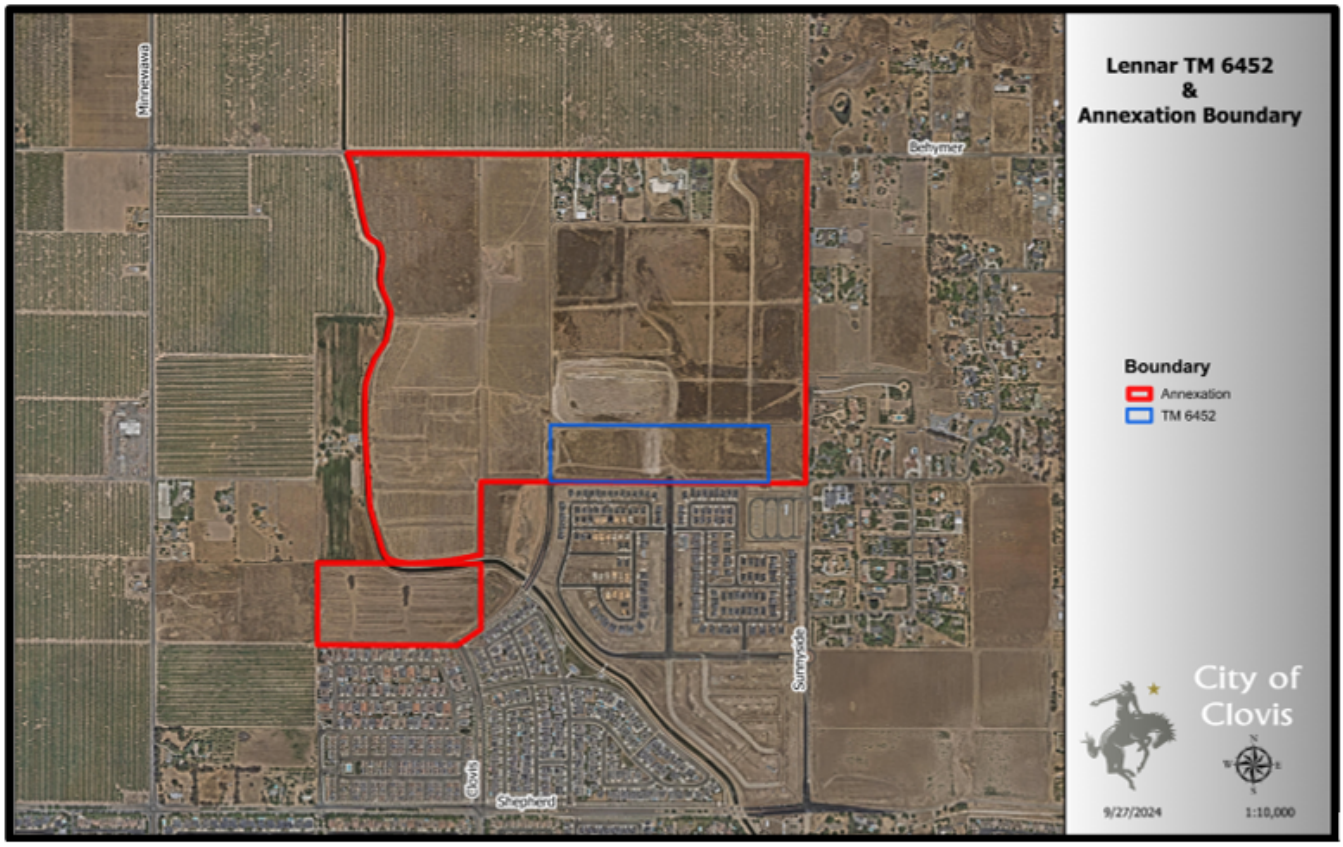
The proposed subdivision comprises single-family housing, consistent with the prescribed land uses outlined in the General Plan. The existing R-1-PRD Zone District allows for the proposed use and PDP development standards. The proposed development will process an RSPR application, where aesthetics and design will be evaluated in compliance with the Development Code and established PDP development standards.

Annexation

The Project site, as shown in **Figure 3,** is located within a larger 246-acre annexation area (RO305, Behymer-Sunnyside Southwest Reorganization). At the time the annexation was processed, the area was proposed in conjunction with TM6452. The annexation was approved by the City Council on May 20, 2024, and by the Fresno Local Agency Formation Commission on September 11, 2024.

The annexation has since been recorded, and the Project site is officially within the City of Clovis. TM6543 represents the current subdivision proposal for the site. Accordingly, the Project is consistent with the approved and recorded annexation and associated land use designations.

Figure 3



Public Comments

The City published a notice of this public hearing in *The Business Journal* on Friday, March 6, 2026 and a public hearing notice was mailed to property owners within 600 feet of the Property boundaries for the March 26, 2026, Planning Commission hearing. As of the completion of this staff report, staff has not received any comments from the public.

Review and Comments from Agencies

The Project was distributed to all City divisions as well as outside agencies, including Caltrans, Clovis Unified School District, Fresno Irrigation District, Fresno Metropolitan Flood Control District, AT&T, PG&E, San Joaquin Valley Air Pollution Control District, State Department of Fish and Wildlife, and the County of Fresno.

Comments received are attached (**Attachment 10**) only if the agency has provided concerns, conditions, or mitigation measures. Routine responses and comment letters are placed in the administrative record and provided to the Applicant for their records.

General Plan Consistency

Staff has evaluated the Project in light of the goals and policies of the General Plan. The following goals and policies reflect Clovis' desire to maintain Clovis' tradition of responsible planning and well-managed growth to preserve the quality of life in existing neighborhoods and ensure the development of new neighborhoods with an equal quality of life. These goals and polices seek to foster more compact development patterns that can reduce the number, length, and duration of auto trips.

Goal 3: Orderly and sustainable outward growth into three Urban Centers with neighborhoods that provide a balanced mix of land uses and development types to support a community lifestyle and

small-town character.

Policy 3.5 **Fiscal sustainability.** The City shall require establishment of community facility districts, lighting and landscaping maintenance districts, special districts, and other special funding or financing tools in conjunction with or as a condition of development, building or permit approval, or annexation or sphere of influence amendments when necessary to ensure that new development is fiscally neutral or beneficial.

Policy 3.6 **Mix of housing types and sizes.** Development is encouraged to provide a mix of housing types, unit sizes, and densities at the block level. To accomplish this, individual projects five acres or larger may be developed at densities equivalent to one designation higher or lower than the assigned designation, provided that the density across an individual project remains consistent with the General Plan.

Goal 5: A city with housing, employment, and lifestyle opportunities for all ages and incomes of residents.

Policy 5.1: **Housing variety in developments.** The Clovis General Plan has been planned to provide a variety of housing product types suitable to each stage of a person's life. Each development should contribute to a diversity of housing sizes and types within the standards appropriate to the land use designation. This policy does not apply to projects smaller than five acres.

Policy 5.2 **Ownership and rental.** Encourage a mixture of both ownership and rental options to meet varied preferences and income affordability needs.

California Environmental Quality Act (CEQA)

An IS/MND for TM6452 (State Clearinghouse No. 2024100057) was previously prepared and adopted by City Council on November 18, 2024. The IS/MND evaluated the environmental impacts associated with development of the site and identified mitigation measures to reduce impacts to less-than-significant levels.

The applicant has since submitted a revised TM6543 reflecting modifications to the subdivision layout, including changes to lot configuration, street design, and related development standards. Pursuant to CEQA Guidelines Section 15164, an Addendum to the previously adopted IS/MND has been prepared to evaluate whether the proposed revisions would result in new or significant environmental impacts or a substantial increase in the severity of previously identified impacts.

The Addendum concludes that TM6543 would not result in any new significant impacts, would not substantially increase the severity of previously identified impacts, and would not require new or additional mitigation measures beyond those previously adopted. The environmental circumstances surrounding the site remain substantially unchanged, and the Project continues to be consistent with the analysis contained in the adopted IS/MND.

In accordance with CEQA Guidelines Section 15164(d), the Addendum does not require circulation for public review but must be considered by the decision-making body prior to approval of the project. The Planning Commission's consideration of this item includes review of the Addendum (**Attachment 8**) together with the previously adopted IS/MND (**Attachment 9**). Therefore, no subsequent or supplemental environmental document is required.

NOTICE OF HEARING
Property owners within 600 feet notified: 128
Interested individuals notified: 1

Fiscal Impact:
None.

Reason for Recommendation:
Given that the proposed Project will reduce the number of lots previously approved by City Council from 153 to 136 lots, it will reduce impacts to the area. The Project will provide a diversity in housing types, contribute a quality residential product, and further advance growth within the Heritage Grove growth area as envisioned by the General Plan. The proposed Project does not substantially impact sewer, water and other public services and will contribute to their proportionate share of infrastructure and open space. The Project is consistent with the goals and policies of the General Plan and Development Code and each component of the Project meets the findings that must be considered when making a decision on a project, as outlined in sections above. Staff therefore recommends that the Planning Commission approve resolutions recommending that the City Council adopt an Addendum to the previously approved IS/MND in accordance with CEQA, and approve TM6543 and PDP2025-001, subject to the conditions of approval provided in **Attachments 2B and 3A.**

Actions Following Approval:
This Project will continue on to the City Council for final consideration.

Conflict of Interest:
None.

RESOLUTION 26-___

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS RECOMMENDING THE CITY COUNCIL ADOPT AN ADDENDUM TO THE PREVIOUSLY ADOPTED INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING REPORTING PROGRAM FOR VESTING TENTATIVE TRACT MAP 6543 AND PLANNED DEVELOPMENT PERMIT 2025-001, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

WHEREAS, Lennar Homes of California, LLC. 8080 North Palm Avenue Suite 110, Fresno, CA 93711 ("Applicant"), has submitted Vesting Tentative Tract Map (TM) 6543 and Planned Development Permit (PDP) 2025-001 ("Project") for property located on the northeast corner of North Baron and Perrin Avenues ("Property"); and

WHEREAS, the Applicant previously submitted TM6452 and associated PDP2023-001 for the same Property; and

WHEREAS, on October 24, 2024, the Planning Commission considered TM6452 and recommended denial to the City Council; and

WHEREAS, on November 18, 2024, the City Council approved TM6452 and all associated project components; and

WHEREAS, the Applicant subsequently submitted TM6543, a revised vesting tentative tract map and associated PDP2025-001 for a 136-lot subdivision with modified development standards; and

WHEREAS, Staff has reviewed and evaluated TM6543 and determined that it contains only minor changes to the previously approved TM6452, a 153-lot subdivision, and it does not expand the project footprint, therefore it does not constitute a significant change from TM6452; and

WHEREAS, on November 18, 2024, the City Council adopted an Initial Study/Mitigated Negative Declaration (IS/MND), incorporated herein by reference, for the Project through TM6452 pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et. Seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, §15000 et. Seq.); and

WHEREAS, the IS/MND identified potentially significant environmental impacts and incorporated mitigation measures that reduced those impacts to less-than-significant levels, and a Mitigation Monitoring Reporting Program (MMRP) was adopted in conjunction therewith; and

WHEREAS, pursuant to CEQA Guidelines Section 15164, an Addendum to the previously adopted IS/MND was prepared; and

Attachment 1

WHEREAS, the Addendum concludes that the modified project would not result in new significant environmental impacts, would not substantially increase the severity of previously identified impacts, and would not trigger any of the conditions described in CEQA Guidelines §15162 requiring preparation of a subsequent or supplemental environmental document; and

WHEREAS, TM6543 will supersede the previously approved TM6452 on the subject site; and

WHEREAS, the Planning Commission has given careful consideration to the TM6543, and considered the Addendum, the previously adopted IS/MND and MMRP, the staff report dated March 26, 2026, the entire Administrative Record, and all public testimony presented at the public hearing which supports the finding that this project is in substantial conformance with the environmental analysis. This project will be subject to the mitigation measures adopted in conjunction with the aforesaid environmental documents.

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION RESOLVES AND FINDS AS FOLLOWS:

1. The foregoing recitals as true and correct.

2. That the Addendum to the previously adopted IS/MND for the Project is adequate, reflects the City's independent judgment and analysis, and has been completed in compliance with CEQA and the CEQA Guidelines.

3. That none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent or supplemental environmental document have occurred.

4. On the basis of the whole record, there is no substantial evidence that the Project will result in new significant environmental effects or a substantial increase in severity of previously identified effects, with continued implementation of adopted mitigation measures identified in **Attachment A**.

5. The Planning Commission hereby recommends that the City Council adopt the addendum to the IS/MND and the mitigation monitoring program set forth in **Attachment A**.

6. The Planning Commission hereby recommends that the City Council direct that the record of these proceedings shall be contained in the Department of Planning and Development Services located at 1033 Fifth Street, Clovis, CA 93612, and the custodian of the record shall be the City Planner or other person designated by the Planning and Development Services Director.

7. The basis for the findings are detailed in the March 26, 2026, staff report, which is hereby incorporated by reference in its entirety, the entire Administrative Record,

as well as evidence and comments presented in connection with the Addendum to the IS/MND.

* * * * * *

The foregoing resolution was approved by the Clovis Planning Commission at its regular meeting on March 26, 2026, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

CLOVIS PLANNING COMMISSION RESOLUTION NO. 26-___
Date: March 26, 2026

_____
Alma Antuna, Chair

_____
Renee Mathis, Secretary

ATTACHMENT A:
Mitigation Monitoring Program
TM6452 and PDP2023-001

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
Biological Resources				
BIO-1	**Swainson's Hawk.** If possible, construction activities should occur outside of the avian nesting season, typically defined as February 1 – August 31. If that is not feasible, pre-construction surveys shall occur if construction must occur between February 1 – August 31. A qualified biologist shall conduct surveys for active bird nests within seven (7) days prior to the start of work during this period. The survey area shall encompass the Project site and accessible surrounding lands within ¼ mile for nesting Swainson's hawk, 500 feet for other nesting raptors, and 250 feet for nesting birds. Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged are capable of foraging independently.	City of Clovis Planning	*Prior to Permits and During Construction*	
Cultural Resources				
CULT-1	If archaeological or tribal resources or materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone,	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified professional 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. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.			
CULT-2	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 and Project shall follow the procedures and protocols set for un CEQA Guidelines Section 15064.4(e)(1). If human remains are identified to be those of Native American, California Health and Safety Code 7050.5 requires the County coroner notify the NAHC within 24 hours of discovery. All reports, correspondence, and determinations regarding the discovery of human	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	remains on the project site shall be submitted to the Lead Agency.			
Geological Resources				
GEO-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 professional archaeologist and/or paleontologist, can evaluate the significance of 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 professional 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. If a potentially-eligible resource is encountered, then the qualified professional archaeologist and/or paleontologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	verification that the provisions for managing unanticipated discoveries have been met.			
Greenhouse Gas Emissions				
GHG-1	In order to meet the 2022 Scoping Plan GHG requirements, consistent with State GHG reduction and equity prioritization goals, each residential unit shall provide electric vehicle charging capabilities as part of the final project designs.	City of Clovis Planning	*Prior to Permits and During Construction*	
Noise				
NOISE-1	Interior Noise. Mechanical ventilation or air conditioning shall be provided for all homes to enable windows and doors to remain closed for sound insulation purposes.	City of Clovis Planning	*During Construction and Prior to Occupancy*	
Tribal Cultural Resources				
TCR-1	If archaeological or tribal resources or materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, can evaluate the significance of 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 professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	additional studies may include avoidance, testing, and evaluation or data recovery excavation. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.			
TCR-2	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 and Project shall follow the procedures and protocols set for un CEQA Guidelines Section 15064.4(e)(1). If human remains are identified to be those of Native American, California Health and Safety Code 7050.5 requires the County coroner notify the NAHC within 24 hours of discovery. All reports, correspondence, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.	City of Clovis Planning	*Prior to Permits and During Construction*	

RESOLUTION 26-__

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS RECOMMENDING THAT THE CITY COUNCIL APPROVE VESTING TENTATIVE TRACT MAP 6543 FOR A 136-LOT SINGLE-FAMILY SUBDIVISION ON APPROXIMATELY 17.41 ACRES OF PROPERTY LOCATED ON THE NORTHEAST CORNER OF NORTH BARON AND PERRIN AVENUES

WHEREAS, Lennar Homes of California, LLC ("Applicant"), 8080 North Palm Avenue, Suite 110, Fresno, CA 93711, has submitted Vesting Tentative Tract Map (TM) 6543 for a 136-lot single-family subdivision on approximately 17.41 acres of property ("Project") located on the northeast corner of North Baron and Perrin Avenues ("Property"); and

WHEREAS, TM6543 was filed on September 23, 2025 and was presented to the Clovis Planning Commission for approval in accordance with the Subdivision Map Act of the Government of the State of California and Title 9, Chapter 2, of the Municipal Code and the City of Clovis; and

WHEREAS, TM6543 is a modified map of TM6452, a 153-lot subdivision that was previously approved by City Council on November 18, 2024; and

WHEREAS, TM6543 will supersede the previously approved TM6452 on the subject site; and

WHEREAS, the City of Clovis published notice of the public hearing in *The Business Journal* on March 6, 2026, mailed public notices to property owners within 600 feet of the Property, ten (10) days prior to said Planning Commission hearing, and otherwise posted notice of the Public Hearing in accordance with applicable law; and

WHEREAS, a duly noticed public hearing was held on March 26, 2026; and

WHEREAS, the Planning Commission has given careful consideration to TM6543 (attached and labeled **Attachment A**) on March 26, 2026, and considered the CEQA analysis outlined in the staff report and elsewhere in the Administrative Record which supports the finding that this project is in substantial conformance with the environmental analysis performed for TM6452. This project will be subject to the mitigation measures adopted in conjunction with the aforesaid environmental documents; and

WHEREAS, the Commission has reviewed and considered the staff report and all written materials submitted in connection with the application and hearing and considered the testimony presented during the public hearing ("Administrative Record"); and

WHEREAS, this Commission finds and determines that approval of said map should be conditioned on all conditions recommended by the City staff, as set forth in **Attachment B**.

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION RESOLVES AND FINDS AS FOLLOWS:

1. TM6543 satisfies the required findings for approval of a vesting tentative tract map, as follows:

    a. The proposed map, subdivision design, and improvements are consistent with the General Plan and any applicable specific plan;

    b. The Project site is physically suitable for the type and proposed density of development;

    c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

    d. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems;

    e. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision;

    f. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board;

    g. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities; and

    h. The proposed subdivision, its design, density, and type of development and improvements conform to the regulations of the Development Code and the regulations of any public agency having jurisdiction by law.

2. The Planning Commission could not make the findings necessary for approval of TM6543 without the conditions of approval set forth in **Attachment B** to this Resolution.

3. The Planning Commission hereby recommends that the City Council approve TM6543 as depicted in **Attachment A,** and subject to the conditions of approval set forth in **Attachment B** to this Resolution.

4. The basis for the findings are detailed in the March 26, 2026, staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

* * * * * *

The foregoing resolution was approved by the Clovis Planning Commission at its regular meeting on March 26, 2026, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 26-__
DATED: March 26, 2026

_____
Alma Antuna, Chair

ATTEST: _____
Renee Mathis, Secretary

Attachment B
Conditions of Approval – TM6543
Planning Division Comments
(Tiffany Williams, Associate Planner – 559-324-2328)

1. The developer shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program prepared for the Project, included as **Attachment 8** to the staff report.

2. Vesting Tentative Tract Map (TM) 6543 is approved per **Attachment A**.

3. This Project is subject to the development standards of the Heritage Grove Master Plan.

4. The proposed project shall produce a comprehensive development of superior quality than which might otherwise occur from more traditional development on the site which will be reviewed and approved through the civil plan review process and residential site plan review (RSPR).

5. The developer shall enter into a Homeowner's Association (HOA) covenant regarding the maintenance of open space, common areas, and private drive aisles. Such agreements shall be disclosed to all future home buyers. The HOA shall be formed and functioning prior to tract map acceptance.

6. The developer shall obtain City approval in advance of temporary and permanent subdivision signs through separate sign review, consistent with the development criteria of the Development Code Sign Ordinance.

7. No more than two of the same unit type (floor layout and exterior materials package) shall be repeated side by side. When two of the same units are repeated side by side, they shall be different colors. These identical provisions may be waived by the City Planner on a specific lot basis within the project when the size or configuration of a lot would otherwise prevent compliance with the above requirements of any other siting or setback/yard requirements established under this application. If such a waiver is requested, the developer and City Planner shall work together to ensure that any sitings of units not in compliance with the above requirements shall be of different materials and elevations in order to minimize any adverse visual impacts that may result.

8. TM6543 is subject to the development standards of Planned Development Permit (PDP) 2025-001 and any amendments thereafter. Any development standards not expressed within PDP2025-001 and TM6543 shall be subject to the underlying Zone District R-1-PRD Standards and Guidelines, and the Development Code.

9. A RSPR is required to memorialize building plans and elevations for the different product types of TM6543. Specific color and materials of the models, walls, amenities, landscaping, and fencing will be evaluated through the civil plans.

10. Setbacks shall be measured to the exterior face of the framing of the structure. Exceptions to the setbacks are identified in Section 9.24.100 of the Development Code.

11. Development standards for the lots of TM6543 shall be as follows:

Development Feature	**TM6543 PRD Development Standards**
Minimum Lot Size	2,800 sq. ft.
Front Setback (garage side)	18 ft.
Front Setback	10 ft.
Corner Street Side Setbacks	10 ft.
Interior Side Yard Setbacks	5 ft.
Rear Setback	8 ft.
Lot Coverage	60%
Maximum Height	26 ft. 7 in.
Minimum Parcel Width	35 ft.
Minimum Corner Parcel Width	40 ft.
Minimum Parcel Depth	80 ft.
Garages	20'x20' interior dimension (2-car)
Driveway Depth	18 ½ ft. (2 ft. landscape strip shall be required to equal 20' driveway depth)

12. North Baron and Perrin Avenues are designated as Neighborhood Boulevards and shall have a 20-foot landscape/pedestrian setback, with a 10-foot landscaped area, 6-foot walk, and 4-foot landscape buffer. Perrin Avenue may combine the 6-foot walk and 4-foot landscape buffer to form a 10-foot-wide sidewalk serving as a continuation of the trail along Perrin Avenue to the west.

13. The developer shall construct a minimum six-foot high solid split face masonry wall along the eastern limits of TM6543 and a wrought iron fence along the northern limits of TM6543.

14. To ensure consistency with the conditions of approval for TM6543, the developer shall provide, for the Planning Department's review and approval, a copy of the Conditions, Covenants, and Restrictions prior to start of construction of homes on any lots.

15. The developer shall utilize streetlights along local and private streets within the development area that are of the same design and luminosity as surrounding developments within Heritage Grove.

16. The developer shall contribute a proportionate share towards the acquisition and development of future parks in order for the City to maintain its adopted ratio of

providing four (4) acres of parkland per 1,000 residents, as stated in Policy 1.1 in the Open Space and Conservation Element of the 2014 General Plan. The proportionate fair share will be accessed by the Engineering Division.

17. All lighting shall be screened from direct view from the public right-of-way and adjacent residential properties.

18. All landscaping (open space and private yards) shall conform to the City of Clovis Water Efficient Landscape Ordinance.

19. Landscape plans shall be reviewed and approved separately by the landscape review committee with the civil set for tree and landscape type and location.

20. All lots shall provide an all-weather surface and path for the placement and storage of trash toters. The paved path shall lead from the street to the fenced noncovered patio areas within the five (5) foot side yard to the street. The fenced noncovered patio area shall provide gate access.

21. A minimum of 136 guest parking shall be maintained.

22. Landscape features and forms within amenity areas shall be consistent with Heritage Grove Design Guidelines. Details shall be provided in the construction plan.

23. A 16,060 square foot interior park with a BBQ station, picnic tables, seat walls, grass area, shade pavilions, and a shaded children's play structure and a 7,669 square foot paseo connecting TM6543 to the existing pedestrian trail system of TM6344 shall be constructed as the private amenities.

24. The developer shall design and install the Community Gateway (Community Corner Paseo) at the northeast corner of North Baron and Perrin Avenues. The Corner Paseo shall be designed to meet the intent outlined in the Heritage Grove Guidelines. Final approval of the design shall be made by the Director of Planning and Development Services.

25. The developer shall record a covenant regarding a "right to farm," for adjacent property owners. Such agreement shall be disclosed to all future home buyers.

26. The applicant shall record a Notice of Nonconformance dealing with any structure used for model homes where the garage is converted for the use as a sales office.

27. Upon final recordation of this vesting tentative tract map, it shall be the applicant's responsibility to furnish to the Planning and Development Services Department with an electronic (PDF) copy of the original map obtained from the Fresno County Recorder's Office.

28. The applicant shall relay all conditions of approval for TM6543 to all subsequent purchasers of individual lots, if applicable, and/or to subsequent purchasers of this entire tract map development.

Fire Department Conditions

(Rick Fultz, Fire Department Representative – 559-324-2224)

Roads/ Access

29. ***Street Width:*** Fire apparatus access width shall be determined by measuring from "base of curb" to "base of curb" for roadways that have curbs. When roadways do not have curbs, the measurements shall be from the edge of the roadway surface (approved all weather surface).

30. ***Street Width for Single Family Residences:*** Shall comply with Clovis Fire Standard #1.1. Streets highlighted on the plan in blue do not require fire department access. All other streets shall have a minimum of 36' measured base of curb to base of curb.

31. ***Turning Radius:*** All access way roads constructed shall be designed with a minimum outside turning radius of forty-five feet (45').

32. ***Temporary Street Signs:*** The applicant shall install temporary street signs that meet City Temporary Street Sign Standard #1.9 prior to issuance of building permits within a subdivision.

33. ***All Weather Access &Water Supply :*** The applicant shall provide all weather access to the site during all phases of construction to the satisfaction of the approved Clovis Fire Department Standard #1.2.

34. ***Two Points of Access:*** Any development to this parcel will require a minimum of two (2) points of access to be reviewed and approved by the Clovis Fire Department. All required access drives shall remain accessible during all phases of construction which includes paving, concrete work, underground work, landscaping, perimeter walls.

Water Systems

35. ***Residential Fire Hydrant:*** The applicant shall install ___11____ 4 ½" x 2 ½" approved Residential Type fire hydrant(s) and "Blue Dot" hydrant locators, paint fire hydrant(s) yellow with blue top and caps, and paint the curb red as specified by the adopted Clovis Fire Department Standard #1.4. Plans shall be submitted to the Clovis Fire Department for review and approval prior to installation. The hydrant(s) shall be charged and in operation prior to any framing or combustible material being brought onto the site. See marked up plans as follows: hydrants with a red circle around them are acceptable as shown, hydrants with a red X through them need to be removed and relocated, and a red solid circle is the location of additional or relocated hydrants.

36. ***Looped Water Main:*** The applicant shall install approved looped water main capable of the necessary flow of water for adequate fire protection and approved by the Clovis Fire Department.

Engineering / Utilities / Solid Waste Division Conditions
(Christopher Kelly, Engineering Division Representative – 559-324-2378)
(Paul Armendariz, Department Representative – 559-324-2649)

Maps and Plans

37. The conditions of this tract map are written under the assumption that all dedications and improvements have been completed by the adjacent TM6292 and TM6344 development, and that these dedications and improvements have been accepted by the City. Additional conditions shall be required at the discretion of the City Engineer, if the improvements and dedications by TM6292 and TM6344 have not been accepted by the City.

38. The applicant shall have a final tract map prepared, in the form prescribed by the Subdivision Map Act and City of Clovis Municipal Code. The final tract map shall be submitted to the City of Clovis Engineering Division, and should include, but not be limited to, final tract map, the current filing fee, closure calculations, current preliminary title report, legal descriptions and drawings of required dedications.

39. The applicant shall submit separately to the City of Clovis Engineering Division, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements and a current preliminary title report. These plans shall be prepared by a registered civil engineer, and shall include a grading plan, landscape plan, a site plan showing trash enclosure locations and an overall site utility plan showing locations and sizes of sewer, water, storm drain, and irrigation mains, laterals, manholes, meters, valves, hydrants, fire sprinkler services, other facilities, etc. Plan check and inspection fees per City of Clovis Resolution No. 23-34 shall be paid with the first submittal of said plans. All plans shall be submitted at or before the time the building plans are submitted to the Building Division and shall be approved by the City and all other involved agencies prior to the release of any development permits.

40. Prior to the initial submittal of the improvement plans, the applicant shall contact Christopher Kelly at (559) 324-2378 to setup a coordination meeting (Pre-submittal Meeting).

41. Upon approval of improvement plans, the applicant shall provide the City with the appropriate number of copies. After all improvements have been constructed and accepted by the City, the applicant shall submit to the City of Clovis Engineering Division (1) digital copy to the City in PDF format of the approved set of construction plans revised to accurately reflect all field conditions and revisions and marked "AS-BUILT" for review and approval. Upon approval of the AS-BUILTs by the City, and

prior to granting of final occupancy or final acceptance, the applicant shall provide to the City (1) digital copy in PDF format and two (2) bond copies.

42. The applicant shall comply with reporting requirements in accordance with Government Code 65940.1, which requires the City to, “request from a development proponent, upon issuance of a certificate of occupancy or the final inspection, whichever occurs last, the total amount of fees and exactions associated with the project for which the certificate was issued. The City shall post this information on its internet website, and update it at least twice per year.”

General Provisions

43. The applicant shall pay all applicable development fees at the rate in effect at the time of payment and prior to final map approval by Council or have the fees payable directly to the City through a separate escrow account at the time of recordation of the map.

44. The applicant is advised that, pursuant to California Government Code, Section 66020, any party may protest the imposition of fees, dedications, reservations, or other exactions imposed on a development project by a local agency. Protests shall be filed in accordance with the provisions of the California Government Code and shall be filed within 90 days after conditional approval of this application is granted. The 90 day protest period for this project shall begin on the “date of approval” as indicated on the “Acknowledgment of Acceptance of Conditions” form. All reimbursement requests shall be prepared and submitted in accordance with the requirements of the current version of the “Developer Reimbursement Procedures” a copy of which may be obtained at the City Engineer’s Office.

45. The applicant shall install all improvements within public right-of-way and easements in accordance with the City of Clovis standards, specifications, master plans, and record drawings in effect at the time of improvement plan approval.

46. The applicant shall address all conditions, and be responsible for obtaining encroachment permits from the City of Clovis for all work performed within the City's right-of-way and easements.

47. The applicant shall submit a soils report or a waiver of soils report to the City of Clovis Engineering Division for approval by the City Engineer.

48. The applicant shall provide and pay for all geotechnical services per City policy.

49. The applicant shall comply with the requirements of the local utility, telephone, and cable companies. It shall be the responsibility of the applicant to notify the local utility, telephone, and cable companies for the removal or relocation of utility poles where necessary. The City shall not accept first submittals without proof that the applicant has provided the improvement plans and documents showing all proposed work to the utility, telephone, and cable companies. All utility vaults in which lids cannot be sloped

to match proposed finished grading, local utilities have 5% max slope, shall be located in sidewalk areas with pedestrian lids so the lid slope matches sidewalk cross slope.

50. All existing overhead and new utility facilities located on-site, within alleys, or within the street right-of-way along the streets adjacent to this tract shall be undergrounded unless otherwise approved by the City Engineer.

51. The applicant shall contact and address all requirements of the United States Postal Service Clovis Office for the location and type of mailboxes to be installed. The location of the facilities shall be approved by the City Engineer prior to approval of improvement plans or any construction.

52. The applicant shall contact and address Caltrans requirements, and be responsible for obtaining encroachment permits from Caltrans for all work performed within the State right-of-way. The applicant shall be required to mitigate impacts to State Highway facilities as determined by the City Engineer.

Community Facilities District No. 2004-1 (Police and Fire Services)

53. The owner/developer shall notify all potential lot buyers prior to sale that this project is a part of a Community Facilities District 2004-01 and shall inform potential buyers of the special tax amount. Said notification shall be in a manner approved by the City.

Community Facilities District (Maintenance and Operations)

54. Prior to final map approval, the applicant shall establish a funding mechanism to cover the ongoing financial impact the Project will have on ongoing maintenance and operations of public landscaping, hardscape, parks, streets, and streetlighting. Compliance with this requirement may be met through the formation of a new Community Facilities District that is established to the satisfaction of the City Engineer or annexation into an existing Community Facilities District or payment of an equivalent upfront amount to the City (to the satisfaction of the City Engineer). All costs associated with meeting this condition of approval shall be paid for by the applicant.

55. If applicable, the owner/developer shall notify all potential lot buyers prior to sale that this Project is a part of a Community Facilities District and shall inform potential buyers of the maximum special tax amount. Said notification shall be in a manner approved by the City and in compliance with state law. This requirement may be waived at the discretion of the City Council if, at the time of the approval, recordation, or filing of the Project, the City Council has determined that it is not necessary that the Project be included in a Community Facilities District.

Dedications and Street Improvements

56. The applicant shall provide right-of-way acquisition or dedicate free and clear of all encumbrances and/or improve the following streets to City standards. The street

improvements shall be in accordance with the City's specific plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the type, location, and grades of existing improvements.

a. Perrin Avenue – Along frontage, dedicate to provide right-of-way acquisition for 94' (exist 47') 47' north of centerline and improve with sidewalk, curb return ramps, street lights, and a landscape strip.

b. North Baron Avenue – Along frontage, dedicate to provide right-of-way acquisition for 89' (exist 47') 44.5' east of centerline and 44.5' west of centerline, and improve with curb, gutter, 6' sidewalk, drive approaches, curb return ramps, street lights, fiber optic conduit, landscape strip, 45' (22.5' east + 22.5 west) permanent paving, permanent paving and overlay as necessary to match the existing permanent pavement, 3' paved swale, and transitional paving as needed.

c. Interior Streets – Dedicate to provide for 50' or 54' of right-of-way in conformance with the City policy on street widths, and improve with curb, gutter, 5' sidewalk adjacent to the curb, drive approaches, curb return ramps, streetlights, permanent paving, and all transitional paving as needed.

d. Street 'C' – Improve with a drive approach in Outlot "D" at the east end of the street and gated access to the parcel on the eastern property line. Along the south side, improve with a connection to the adjacent trail within Tract No. 6344.

e. Entry feature streets with median islands shall have a minimum of 22' wide travel lanes in each direction with parking or without parking.

f. The applicant shall relinquish all vehicular access to North Baron Avenue and Perrin Avenue for lots that back or side on these streets.

g. Traffic signal improvements are required for the following intersections as identified within the Project's Traffic Impact Analysis. The City Engineer shall determine the timing for the installation of the traffic signal improvements.
    a. Behymer and N. Minnewawa Avenues
    b. Behymer and N. Baron Avenues
    c. N. Clovis and N. Baron Avenues

57. The applicant shall provide a dedication for a 10' public utility easement, where applicable, along all public frontages. The applicant shall be responsible for obtaining approval by the utilities companies where alternate widths are provided. The applicant shall provide to the City copies of all final easements prior to final map acceptance.

58. For new onsite ADA paths of travel that connect to the City sidewalk, the applicant shall replace enough sidewalk to provide a compliant landing with appropriate transitions to existing sidewalk grades.

59. The applicant shall remove and repair all damaged or broken concrete improvements. The City Engineer may require the repair of additional improvements if they are damaged prior to occupancy.

60. The applicant shall not install any fences, temporary or permanent in public right-of-way.

61. The applicant shall provide preliminary title report, legal description and drawings for all dedications required which are not on the site. All contact with owners, appraisers, etc. of the adjacent properties where dedication is needed shall be made only by the City. The City will prepare an estimate of acquisition costs including but not limited to appraised value, appraisal costs, negotiation costs, and administrative costs. The applicant shall pay such estimated costs as soon as they are determined by the City.

62. The sideyard side of all corner lots shall have full width sidewalk except where planter strips or meandering sidewalk is proposed.

63. The applicant shall obtain "R Value" tests in quantity sufficient to represent all street areas, and have street structural sections designed by a registered civil engineer based on these "R Value" tests.

64. The applicant shall, at the ends of any permanent pavement abutting undeveloped property, install 2" x 6" redwood header boards that shall be placed prior to the street surfacing.

65. Standard barricades with reflectors shall be installed at ends of streets abutting undeveloped property and any other locations to be specified by the City Engineer.

Sewer

66. The applicant shall identify and abandon all septic systems to City standards.

67. The applicant shall install sanitary sewer mains of the size and in the locations indicated below, prior to occupancy. The sewer improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains shall require approval of the City Engineer and shall be supported by appropriate calculations.

a. North Baron Avenue – install 10" main along frontage.
b. Interior Streets – install 8" mains.

68. The applicant shall install one (1) 4" sewer service house branch to each lot within the tentative tract.

69. All existing sewer services that will not be used with this development shall be abandoned by cutting and capping the service at the right-of-way line.

70. The applicant shall notify all property owners annexed to the City and along streets where a new sewer main will be constructed to determine if they wish to be connected to City sewer. Property owners shall work directly with the applicant regarding costs and location. The applicant shall notify property owners that sewer connection fees are required if they choose to connect.

71. The City cannot guarantee at this time that sewer capacity will be available for this development when site construction occurs. The applicant, therefore, waives any claim or demand against the City for any delay in availability of sewer capacity for this subdivision.

72. Applicant acknowledges that sewage collection and treatment capacity for the area within which the proposed subdivision is located is extremely limited, and that capacity may not be available to provide service for the proposed subdivision at such time as applicant is ready to seek approval of a final map. Applicant acknowledges, understands, and agrees that if such sewage collection and treatment capacity is not available to serve the proposed subdivision, as determined in the sole and absolute discretion of the City of Clovis, the final map may not be approved. Notwithstanding the foregoing, applicant has freely and voluntarily chosen to proceed with the submittal and processing of the tentative map, intends to expend money, time and effort in connection therewith, and accepts the risks that the final map approval may be delayed until sufficient capacity is available as determined in the sole and absolute discretion of the City of Clovis. Applicant agrees to hold harmless and indemnify the City of Clovis from any and all claims, costs, expenses, and damages incurred or suffered by applicant, its principals, officers, employees, agents, or contractors, caused by, in connection with, or arising out of the unavailability of sewage collection or treatment capacity to serve the proposed subdivision, or the City's refusal or failure to approve a final map for the proposed subdivision because of the unavailability of sewage collection or treatment.

Water

73. The applicant shall identify and abandon all water wells to City standards.

74. The applicant shall install water mains of the sizes and in the locations indicated below, and provide an adequately looped water system prior to occupancy. The water improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the

mains shall require approval of the City Engineer and shall be supported by appropriate calculations.

a. North Baron Avenue – install 24" main along frontage.
b. Install 24” main between the Perrin Avenue & North Marion Avenue intersection and Sunnyside Avenue.
c. Interior Streets – install 8" mains.

75. The applicant shall provide dedication of 15-foot wide utility easements for all on-site water mains, hydrants, blow-offs, and water meters not located in otherwise dedicated rights-of-way.

76. The applicant shall install a City standard water service to each lot of the proposed subdivision. Water services shall be grouped at property lines to accommodate automatic meter reading system, including installation of connecting conduit. The water meter shall be placed in the sidewalk and not in planters or driveways.

77. All existing water services that will not be used with this development shall be abandoned by closing the service’s corporation stop and creating a physical separation between the corporation stop and the service.

78. The applicant shall notify all property owners’ annexed to the City and along streets where a new water main will be constructed to determine if they wish to be connected to City water. Property owners shall work directly with the applicant regarding costs and location. The applicant shall notify property owners that water connection fees are required if they choose to connect.

79. Prior to recording a final map of any phase, the applicant shall demonstrate to the satisfaction of the City Fire Chief and City Engineer that there is adequate water pressure to serve the units to be constructed. The applicant shall work with the City Engineer to determine the adequacy of water supply/pressure for the proposed development.

80. Applicant acknowledges that water distribution and treatment capacity for the area within which the proposed subdivision is located is extremely limited, and that distribution may not be available to provide service for the proposed subdivision at such time as applicant is ready to seek approval of a final map. Applicant acknowledges, understands, and agrees that if such water distribution and treatment capacity is not available to serve the proposed subdivision, as determined in the sole and absolute discretion of the City of Clovis, the final map may not be approved. Notwithstanding the foregoing, applicant has freely and voluntarily chosen to proceed with the submittal and processing of the tentative map, intends to expend money, time and effort in connection therewith, and accepts the risks that the final map approval may be delayed until sufficient distribution is available as determined in the sole and absolute discretion of the City of Clovis. Applicant agrees to hold harmless and indemnify the City of Clovis from any and all claims, costs, expenses, and damages incurred or suffered by applicant, its principals, officers, employees,

agents, or contractors, caused by, in connection with, or arising out of the unavailability of water distribution or treatment capacity to serve the proposed subdivision, or the City's refusal or failure to approve a final map for the proposed subdivision because of the unavailability of water distribution or treatment capacity.

a. The City Engineer shall determine the timing for the installation of
    a. T-6 by a future City CIP project.
    b. North Sunnyside Avenue – 16" main between Shepherd and Teague Avenues.
    c. North Sunnyside Avenue – 12" main between Teague and Omaha Avenues.

Recycled Water

81. The applicant shall install recycled water mains of the sizes and in the locations indicated below. The recycled water improvements shall be in accordance with the City's master plans and shall match existing improvements. All areas utilizing recycle water for irrigation shall be clearly marked on the improvement plans. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains shall require approval of the City Engineer and may require appropriate calculations.

a. North Baron Avenue – install 8" main along the property frontage.

Grading and Drainage

82. The applicant shall contact the Fresno Metropolitan Flood Control District (FMFCD) and address all requirements, pay all applicable fees required, obtain any required NPDES permit, and implement Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology to reduce or eliminate storm water pollution. Plans for these requirements shall be included in the previously required set of construction plans, and shall be submitted to and approved by FMFCD prior to the release of any development permits.

83. Portions of the project appear to lie within a flood zone. The applicant shall comply with the requirements of the City's Municipal Code.

84. In the event permanent storm drainage facilities are not available, the applicant shall provide temporary on-site retention basins for storm water disposal and provide a cash deposit for each basin to offset the City's cost of maintaining the basins. The size and design shall be in accordance with the requirements of the City Engineer and may change based on design calculations and access requirements for maintenance. The temporary pond maintenance deposit shall be based on size, depth, expected maintenance schedule, etc. However, the property owner shall be responsible for periodic cleaning of toxic material. The temporary basin is solely for the convenience of the subdivision.

85. The owner of the property on which the temporary basin(s) are located shall backfilled said basin(s) within ninety (90) days after notice is given by the City that the basin(s) are no longer needed. In the event the owner fails to backfill said basin(s) within said 90 days, the City may cause the basin to be backfilled. A lien to cover the cost of the work will be placed on the property, including the costs to prepare and enforce the lien. A covenant shall be prepared and recorded on the lot on which the basin(s) is/are located.

86. Grade differentials between lots and adjacent properties shall be adequately shown on the grading plan and shall be treated in a manner in conformance with City of Clovis Standard Drawing No. M-4 as modified by the City Council. Any retaining walls required on-site or in public right of way shall be masonry construction. All retaining walls shall be designed by a registered civil engineer.

Irrigation and Landscaping Facilities

87. The applicant, as a portion of the required tract improvements, shall provide landscaping and irrigation as required herein. The landscaping and irrigation shall be installed in public right-of-way and the area reserved for landscaping. The irrigation and landscape improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Plans for the required landscaping and irrigation systems shall be prepared by an appropriately registered professional at the applicant's expense and shall be approved by the City of Clovis Planning and Development Services Department and Public Utilities Department prior to the beginning of construction or the recording of the final tract map, whichever occurs first. Landscape and irrigation facilities that the City Landscape Maintenance District shall maintain: the mini-park, paseos, paseo lights, interior street lights, entry features, landscape strips along Perrin and North Baron Avenues. The landscape strip around the planned unit development may be maintained by a perpetual maintenance covenant.

88. The owner shall request annexation to and provide a covenant for the Landscape Maintenance District. The property owner acknowledges and agrees that such request serves as a petition pursuant to California State Proposition 218 and no further election shall be required for the establishment of the initial assessment. The assessment for each lot shall be obtained from the City for the tax year following the recordation of the final map. The estimated annual assessment per average sized lot is $563.33, which is subject to change prior to issuance of building permit or final tract map approval and is subject to an annual change in the range of the assessment in the amount of the Consumer Price Index, U.S. City Average, All Urban Consumers (CPI Index), plus two percent (2%). The additional landscaping enhancements that exceed the City norms and are specific benefit to the property, such as the entry feature, columns, monuments, interior median islands, round-a-bouts, special street lights, etc, if determined to be maintained by the Landscape Maintenance District, shall be maintained by an additional landscape maintenance assessment. The

applicant shall provide construction costs and deposit with the City an amount equal to 50% of the value of the enhanced landscaping hardscape features, or an alternate amount approved by the City Engineer, such as columns, monuments, and special street lights, that exceeds the City norms. The applicant shall provide the City with an estimate of the annual maintenance for the special lighting and landscaping enhancements that exceeds the City norms. The owner/developer shall notify all potential lot buyers before they actually purchase a lot that this tract is a part of a Landscape Maintenance District and shall inform potential buyers of the assessment amount. Said notification shall be in a manner approved by the City. The owner/developer shall supply all pertinent materials for the Landscape Maintenance District.

a. Enhanced landscape areas along the sideyards of Lots 2, 3, 105 and 116, together with Outlots B, C and D, will be maintained by the HOA and established by a recorded covenant.

89. The applicant shall comply with the City of Clovis Water Efficient Landscape Requirements Ordinance.

90. The applicant shall contact and address all requirements of the Fresno Irrigation District (FID). This may include dedicating easements, piping or relocating any existing FID canals and ditches, replacing any existing irrigation piping, concrete lining or improving any existing canals, construction or reconstruction of any canals, culverts, and bridge crossings. Plans for these requirements and improvements shall be included as in the previously required set of construction plans, and shall be submitted to and approved by FID prior to the release of any development permits or recording of the final tract map. If a FID or private irrigation line is to be abandoned, the applicant shall provide waivers from all downstream users.

91. The applicant shall indicate on construction drawings the depth, location and type of material of any existing Fresno Irrigation District's irrigation line along the proposed or existing street rights-of-way or onsite. Any existing canals shall be piped. The material of the existing pipe shall be upgraded to the proper class of rubber gasket pipe at all locations unless otherwise approved by the City Engineer.

92. All existing agricultural irrigation systems either on-site or in public right of way, whether FID or privately owned, shall be identified prior to any construction activity on the site. Service to all downstream users of irrigation water shall be maintained at all times through preservation of existing facilities or, if the existing facilities are required to be relocated, the relocation and replacement of the existing facilities. It is the intent that downstream users not bear any burden as a result of development of the site. Therefore, the applicant shall pay all costs related to modification, relocation, or repair of any existing irrigation facilities resulting from or necessitated by the development of the site. The applicant shall identify on site plans and construction plans, all existing irrigation systems and their disposition (abandonment, repair, relocation, and/or piping). The applicant shall consult with the Fresno Irrigation District for any additional requirements for lines to be abandoned, relocated, or piped. The applicant shall

provide waivers from all users in order to abandon or modify any irrigation pipelines or for any service interruptions resulting from development activities.

93. The applicant shall provide a landscape and irrigation perpetual maintenance covenant recorded for landscaping installed in the public right-of-way behind the curb including easements that will not be maintained by the Clovis Landscape Maintenance District. A recordable covenant shall be submitted to and approved by the City of Clovis City Engineer prior to final map approval.
    a. The recorded covenant shall require maintenance by the HOA and shall include the sideyards of Lots 7, 11, 12, 17, 18, 23, 24, 29, 30, 35, 36, 40, 41, 73, 79, 80, 86, 87, 93, 94, 100, 101, 106, and 114.

94. The applicant shall provide a perimeter wall perpetual maintenance covenant on all properties that have a perimeter wall that is installed on private property. A recordable covenant shall be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

Miscellaneous

95. The applicant shall install thirty-three (33) street lights per the attached street light exhibit. Street lights along the major streets shall be installed on metal poles to local utility provider's standards at the locations designated by the City Engineer. Street light locations shall be shown on the utility plans submitted with the final map for approval. Street lights at future traffic signal locations shall be installed on approved traffic signal poles, including all conduits and pull boxes. Street lights along the major streets shall be owned and maintained by local utility providers. Proof of local utility provider's approval shall be provided. The applicant may install thematic lighting, as approved by the City Engineer. If the applicant chooses to install thematic lighting, the applicant shall provide a conceptual lighting plan identifying adjacent properties that may be incorporated with thematic lights to create a neighborhood effect. Thematic lighting owned by the City shall be maintained by an additional landscape maintenance assessment.

96. Prior to approval, recordation or filing of an annexation, final map, or site plan, the property covered by the Project shall be included within or annexed to a Community Facilities District (CFD), established by the City for the provision of public facilities and services, for which proceedings have been consummated, and shall be subject to the special tax approved with the formation or annexation to the CFD. The CFD applies only to residential projects.

97. The applicant shall install all major street monumentation and section corner monumentation within the limits of the project work in accordance with City Standard ST-32 prior to final acceptance of the project. Monumentation shall include all section corners, all street centerline intersection points, angle points and beginning and end of curves (E.C.'s & B.C.'s). The applicant/contractor shall furnish brass caps. Any existing section corner or property corner monuments damaged by this development

shall be reset to the satisfaction of the City Engineer. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to final acceptance. Brass caps required for installation of new monuments or replacement of existing monuments shall be provided by the contractor/the applicant and approved by City prior to installation. Within five days after the final setting of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer that the final monuments have been set. Upon payment to the engineer or surveyor for setting the final monuments, the applicant shall present to the City Engineer evidence of the payment and receipt thereof by the engineer or surveyor.

98. A deferment, modification, or waiver of any engineering conditions shall require the express written approval of the City Engineer.

99. The conditions given herein are for the entire development. Additional requirements for individual phases may be necessary pending review by the City Engineer.

Fresno Metropolitan Flood Control District (FMFCD) Comments
(Amjad M. Qader, FMFCD Representative – 559-456-3292)

100. The applicant shall refer to the attached FMFCD correspondence. If the list is not attached, please contact the FMFCD for the requirements.

Fresno Irrigation District (FID) Comments
(Jeremy Landrith, Department Representative – 559-233-7161 ext. 7407)

101. The applicant shall refer to the attached FID correspondence. If the list is not attached, please contact the FID for the list of requirements.

County of Fresno Health Department Comments
(Kevin Tsuda, County of Fresno Health Department Representative – 559-600-3271)

102. The applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the Health Department for the list of requirements.

California Department of Transportation
(Kaylie Schreihans, Caltrans Representative – 559-383-5944)

103. The applicant shall refer to the attached Caltrans correspondence. If the list is not attached, please contact the Caltrans for the list of requirements.

County of Fresno Transportation Planning
(Brody Hines, Department Representative – 559-600-2184)

104. The applicant shall refer to the attached County of Fresno Transportation Planning correspondence. If the list is not attached, please contact the County of Fresno for the list of requirements.

San Joaquin Valley Air Pollution Control District (SJVAPCD)
(Ryan Grossman, District Representative – 559-230-6569)

105. The applicant shall refer to the attached SJVAPCD correspondence. If the list is not attached, please contact the SJVSPCD for the list of requirements.

RESOLUTION 26-__

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS RECOMMENDING THAT THE CITY COUNCIL APPROVE PLANNED DEVELOPMENT PERMIT 2025-001 FOR VESTING TENTATIVE TRACT MAP 6543 LOCATED AT THE NORTHEAST CORNER OF NORTH BARON AND PERRIN AVENUES

WHEREAS, Lennar Homes of California, LLC ("Applicant"), 8080 North Palm Avenue Suite, 110, Fresno, CA 93711, submitted an application for Planned Development Permit (PDP) 2025-001 to deviate from the R-1 Zone District development standards associated with Vesting Tentative Tract Map (TM) 6543 for a 136-lot single-family subdivision ("Project") on approximately 17.41 acres of property located on the northeast corner of North Baron and Perrin Avenues ("Property"); and

WHEREAS, the proposed PDP is in keeping with the intent and purpose of Chapter 66 of Title 9 of the Clovis Municipal Code (Development Code); and

WHEREAS, PDP2025-001 is modifying PDP2023-001 that was previously approved by City Council on November 18, 2024; and

WHEREAS, PDP2025-001 will supersede the previously approved PDP2023-001 on the subject site; and

WHEREAS, the City published notice of the public hearing in *The Business Journal* on March 6, 2026, mailed public notices to property owners within 600 feet of the Property ten (10) days prior to said Planning Commission hearing, and otherwise posted notice of the Public Hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on March 26, 2026; and

WHEREAS, the Planning Commission considered the California Environmental Quality Act (CEQA) addendum outlined in the staff report and elsewhere in the Administrative Record which determines that the Project meets the requirements pursuant to CEQA Guidelines and recommends that the City Council adopt an Addendum to the previously adopted IS/MND and a Mitigation Monitoring and Reporting Program; and

WHEREAS, the Planning Commission has had an opportunity to review and consider the entire Administrative Record relating to the Project, which is on file with the Department, and reviewed and considered those portions of the Administrative Record determined to be necessary to make an informed decision, including, but not necessarily limited to, the staff report, the written materials submitted with the request, and the verbal and written testimony and other evidence presented during the public hearing ("Administrative Record").

Attachment 3

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION RESOLVES AND FINDS AS FOLLOWS:

1. The Project satisfies the required findings for approval of a PDP, as follows:

    a. The Project is allowed within the subject base zoning district;

    b. The Project is consistent with the purpose, intent, goals, policies, actions, and land use designations of the General Plan and any applicable specific plan;

    c. The Project is generally in compliance with all of the applicable provisions of this Development Code relating to both on- and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this chapter and the subject base zoning district, including prescribed development standards and applicable design guidelines;

    d. The Project ensures compatibility of property uses within the zoning district and general neighborhood of the proposed development;

    e. The Project would produce a comprehensive development of superior quality (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, incorporation of a program of enhanced amenities, etc.) than which might otherwise occur from more traditional development applications;

    f. Proper standards and conditions have been imposed to ensure the protection of the public health, safety, and welfare;

    g. Proper on-site traffic circulation and control is designed into the development to ensure protection for fire suppression and police surveillance equal to or better than what would normally be created by compliance with the minimum setback and parcel width standards identified in Division 2 of this title (Zoning Districts, Allowable Land Uses, and Zone-Specific Standards);

    h. The Property is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development; and

    i. The design, location, operating characteristics, and size of the proposed development would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.

2. The Planning Commission could not make the findings necessary for approval of PDP2025-001 without the conditions of approval set forth in **Attachment A** to this Resolution.

3. That the Planning Commission hereby recommends that the City Council approve PDP2025-001, subject to the conditions of approval set forth in **Attachment A** of this Resolution.

4. The basis for the findings are detailed in the March 26, 2026, staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

* * * * * *

The foregoing resolution was approved by the Clovis Planning Commission at its regular meeting on March 26, 2026, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 26-__
DATED: March 26, 2026

_____
Alma Antuna, Chair

ATTEST: _____
Renee Mathis, Secretary

Attachment A
Conditions of Approval – PDP2025-001
Planning Division Comments
(Tiffany Williams, Associate Planner – 559-324-2328)

1. The Project must produce a comprehensive development of superior quality than which might otherwise occur from more traditional development on the site. This will be reviewed and approved through the civil plan review process and residential site plan review.

2. A 16,060 square foot interior park with a BBQ station, picnic tables, seat walls, grass area, shade pavilions, and a shaded children's play structure and a 7,669 square foot paseo connecting TM6543 to the existing pedestrian trail system of TM6344 shall be constructed as the private amenities.

3. The developer shall design and install the Community Gateway (Community Corner Paseo) at the northeast corner of North Baron and Perrin Avenues. The Corner Paseo shall be designed to meet the intent outlined in the Heritage Grove Guidelines. Final approval of the design shall be made by the Director of Planning and Development Services.

4. The developer shall construct a minimum six-foot high solid split face masonry wall along the eastern limits of TM6543 and a wrought iron fence along the northern limits of TM6543.

5. The developer shall screen all ground mounted mechanical equipment from public view from abutting public streets and rights-of-way and open space uses. Screening material shall be constructed of materials consistent with the superior quality of the PDP and Heritage Grove Design Guidelines.

6. Landscape features and forms within amenity areas shall be consistent with Heritage Grove Design Guidelines. Details shall be provided in the construction plan.

7. No more than two (2) of the same unit type (floor layout and exterior materials package) shall be repeated side by side. When two (2) of the same units are repeated side by side, they shall be different colors. These identical provisions may be waived by the City Planner on a specific lot basis within the project when the size or configuration of a lot would otherwise prevent compliance with the above requirements of any other siting or setback/yard requirements established under this application. If such a waiver is requested, the developer and City Planner shall work together to ensure that any sitings of units not in compliance with the above requirements shall be of different materials and elevations in order to minimize any adverse visual impacts that may result.

8. Setbacks shall be measured to the exterior face of the framing of the structure. Exceptions to the setbacks are identified in Section 9.24.100, of the Clovis Municipal Code.

9. Development standards for the lots of TM6543 shall be as follows:

Development Feature	**TM6543 PRD Development Standards**
Minimum Lot Size	2,800 sq. ft.
Front Setback (garage side)	18 ft.
Front Setback	10 ft.
Corner Street Side Setbacks	10 ft.
Interior Side Yard Setbacks	5 ft.
Rear Setback	8 ft.
Lot Coverage	60%
Maximum Height	26 ft. 7 in.
Minimum Parcel Width	35 ft.
Minimum Corner Parcel Width	40 ft.
Minimum Parcel Depth	80 ft.
Garages	20'x20' interior dimension (2-car)
Driveway Depth	18 ½ ft. (2 ft. landscape strip shall be required to equal 20' driveway depth)

10. All lighting shall be screened from direct view from the public right-of-way and adjacent residential properties.

11. The developer shall utilize streetlights along local and private streets within the development area that are of the same design and luminosity as surrounding developments within Heritage Grove.

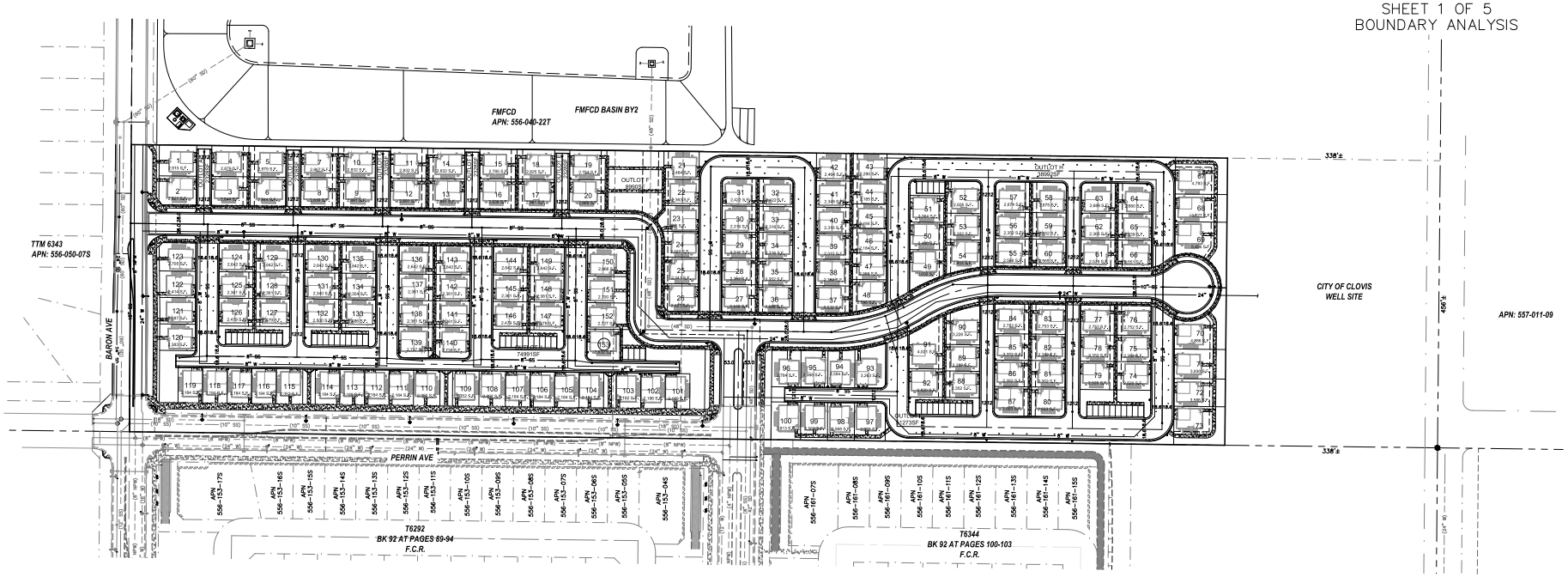
12. A residential site plan review is required to memorialize building plans and elevations for the different product types of TM6543. Specific color and materials of the models, walls, amenities, landscaping, and fencing will be evaluated through the civil plans.

Previously Approved TM6542

Structure placement is not approved through this exhibit.
A RSPR is required to assess the established development standards.

VESTING TENTATIVE SUBDIVISION MAP OF TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 1 OF 5
BOUNDARY ANALYSIS



EXISTING TREES
NONE (ON AREA FOR DEVELOPMENT)
EXISTING BUILDINGS
NONE (ON AREA FOR DEVELOPMENT)
EXISTING USE
VACANT LAND
EXISTING GENERAL PLAN LAND USE
M-MEDIUM DENSITY RESIDENTIAL (4.1-7.0DU/AC)
EXISTING ZONING
R-1 (SINGLE FAMILY RESIDENTIAL)
PROPOSED USE
SINGLE FAMILY RESIDENTIAL
PROPOSED GENERAL PLAN LAND USE
M-MEDIUM DENSITY RESIDENTIAL (4.1-7.0DU/AC)
PROPOSED ZONING
R-1 (SINGLE FAMILY RESIDENTIAL)
SOURCE OF WATER
CITY OF CLOVIS
SOURCE OF SEWAGE DISPOSAL
CITY OF CLOVIS
SOURCE OF ELECTRICITY
PG&E
SOURCE OF GAS
PG&E
SOURCE OF CABLE T.V.
COMCAST
SOURCE OF TELEPHONE
AT&T
ASSESSOR'S PARCEL NUMBER
556-040-23S
SITE AREA
GROSS: 21.76 ACRES, MORE OR LESS
REMAINDER: 3.54 ACRES, MORE OR LESS
PROJECT GROSS: 21.76 ACRES, MORE OR LESS
PROJECT NET: 17.79 ACRES, MORE OR LESS
SITE ADDRESS
PARCEL 4 OF PARCEL MAP NO. 1772

PARKING LOT INFO:
STANDARD PARKING STALLS: 59
SIDE STREET PARKING:123
TOTAL PARKING: 182

GARAGE PARKING (2 CARS PER GARAGE):153

OWNER:
RICCHIUTI PATRICK V TRUSTEE
2917 EAST SHEPHERD AVENUE
CLOVIS, CA 93619

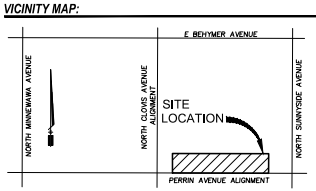
SUBDIVIDER:
LENNAR HOMES OF CALIFORNIA
8080 N. PALM AVE, SUITE 101
FRESNO, CA 93711
PH. (559)437-4600

PREPARED BY:
YAMABE & HORN ENGINEERING, INC.
2985 N. BURL AVE, SUITE 101
FRESNO, CALIFORNIA 93727
PH. (559) 244-3123

NOTES:

1. EXISTING ABOVE GROUND USES OR STRUCTURES SUCH AS BUILDING, WATER WELLS, POWER LINES, TOWERS, ETC., WITHIN THE PROPOSED SUBDIVISION TO BE REMOVED.
2. THIS AREA IS NOT SUBJECT TO FLOOD INUNDATION.
3. EXISTING UNDERGROUND FEATURES SUCH AS WELLS, CESSPOOLS, SEWERS, CULVERTS, STORM DRAIN, AND OTHER UNDERGROUND STRUCTURES WITHIN THE PROPOSED SUBDIVISION TO BE REMOVED.
4. THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE TO THE EXTENT FEASIBLE FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES AND OTHER MEASURES THAT CONSERVE NONRENEWABLE ENERGY RESOURCES. THIS SUBDIVISION HAS BEEN DESIGNATED WITH XX OF THE LOTS ORIENTED IN A NORTH TO SOUTH ORIENTATION TO TAKE ADVANTAGE OF NATURAL HEATING AND COOLING OPPORTUNITIES.
5. ALL STREETS ADJACENT TO THE BOUNDARIES OF THIS SUBDIVISION HAVE BEEN PREVIOUSLY DEDICATED FOR PUBLIC STREET PURPOSES AND ALL ARE TO REMAIN.
6. THERE ARE NO EXISTING CANALS OR DITCHES LOCATED WITHIN THE PROPOSED SUBDIVISIONS.
7. THIS SITE IS IN FLOOD ZONE "AH" AND IS NOT FLOOD PRONE, PER THE FLOOD INSURANCE RATE MAPS.
8. ALL PROPOSED SEWER, WATER, STORM DRAIN, CURB, GUTTER, SIDEWALK, PAVEMENT, STREET TREES, AND STREET LIGHT IMPROVEMENTS ARE TO BE DONE IN ACCORDANCE WITH CITY OF FRESNO STANDARD SPECIFICATIONS.
9. TO BE DEDICATED FOR LANDSCAPING, UTILITIES, PRIVATE WALKWAY, AND RECREATION PURPOSES:
   OUTLOT 'F' = 8,990 SQ.FT.
10. TO BE DEDICATED FOR PRIVATE ROAD AND PUBLIC & PRIVATE UTILITY PURPOSES:
    OUTLOT 'A' = 2,328 SQ.FT.
    OUTLOT 'B' = 2,328 SQ.FT.
    OUTLOT 'C' = 2,328 SQ.FT.
    OUTLOT 'D' = 2,328 SQ.FT.
    OUTLOT 'E' = 2,328 SQ.FT.
    OUTLOT 'G' = 23,795 SQ.FT.
    OUTLOT 'H' = 38,992 SQ.FT.
    OUTLOT 'I' = 51,273 SQ.FT.
    OUTLOT 'J' = 74,991 SQ.FT.

VICINITY MAP:



LEGAL DESCRIPTION:

THE LAND REFERRED TO IS SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 4 OF PARCEL NAP NO. 1772, ACCORDING TO THE NAP THEREOF RECORDED IN BOOK 11, PAGE 53 OF PARCEL NAPS, FRESNO COUNTY RECORDS;

EXCEPTING THEREFROM AN UNDIVIDED ON-HALF INTEREST IN AND TO ALL OIL, GAS AND/OR MINERALS THEREIN AND THEREUNDER, TOGETHER WITH THE RIGHT AT ALL TIMES TO ENTER ON THE ABOVE DESCRIBED LANDS AND TAKE ALL THE USUAL, NECESSARY OR CONVENIENT MEANS TO BORE WELLS, MAKE EXCAVATIONS AND TO REMOVE ALL THE OIL, GAS AND/OR MINERALS THEREIN RESERVED, AND FOUND THEREON, AS EXCEPTED AND RESERVED IN THE DEED FROM BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION, TO T.L. HARPER, DATED FEBRUARY 6, 1936, RECORDED FEBRUARY 20, 1936 IN BOOK 1473, PAGE 243 OF OFFICIAL RECORDS, DOCUMENT NO. 4809;

EXCEPTING THEREFROM THAT PORTION GRANTED TO THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT BY ORDER OF CONDEMNATION, CASE NUMBER 404831-O, SUPERIOR COURT OF CALIFORNIA, COUNTY OF FRESNO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3443, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 26 AT PAGE 88 OF PARCEL MAPS, FRESNO COUNTY RECORDS, THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3447, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 26 AT PAGE 87 OF PARCEL MAPS, FRESNO COUNTY RECORDS, AND THAT PORTION OF PARCELS 3 AND 4 OF PARCEL MAP NO. 1772, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 11 AT PAGE 53 OF PARCEL MAPS, FRESNO COUNTY RECORDS, IN THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 12 SOUTH, RANGE 21EAST, MOUNT DIABLO BASE AND MERIDIAN, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 0° 44' 37" EAST ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20 A DISTANCE OF 2191.34 FEET TO THE POINT OF INTERSECTION THEREOF WITH A LINE WHICH IS PARALLEL WITH AND 455.92 FEET NORTH OF, MEASURED AT RIGHT ANGLES THERETO, THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 89° 21' 07 WEST ALONG SAID PARALLEL LINE A DISTANCE OF 2078.02 FEET TO THE POINT OF INTERSECTION THEREOF WITH THE WEST LINE OF PARCEL 4 OF PARCEL MAP NO. 1772; THENCE NORTH 0° 59' 00 WEST ALONG THE WEST LINE OF PARCEL 4 OF PARCEL MAP NO. 1772 AND THE WEST LINE OF PARCEL 1 OF SAID PARCEL MAP NO. 3443 A DISTANCE OF 1635.71 FEET TO THE NORTHWEST CORNER OF PARCEL 1 OF SAID PARCEL MAP NO. 3443; THENCE NORTH 89° 20'30 EAST ALONG THE NORTH LINE OF PARCEL 1 OF SAID PARCEL MAP NO. 3443 AND THE NORTH LINE OF PARCEL 1 OF SAID PARCEL MAP NO. 3447 A DISTANCE OF 1,317.44 FEET TO THE NORTHEAST CORNER OF PARCEL 1 OF SAID PARCEL MAP NO. 3447, SAID CORNER ALSO BEING A POINT ON THE WEST LINE OF PARCEL 3 OF SAID PARCEL MAP NO. 1772; THENCE NORTH 0° 51'48 WEST ALONG THE WEST LINE OF PARCEL 3 OF SAID PARCEL MAP NO. 1772 AND THE NORTHERLY PROLONGATION OF SAID WEST LINE A DISTANCE OF 506.30 FEET TO THE POINT OF INTERSECTION THEREOF WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE NORTH 89° 22' 30 EAST ALONG SAID NORTH LINE A DISTANCE OF 768.59 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE REMAINING UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCE LYING BELOW A DEPTH OF 500 FEET BENEATH THE SURFACE OF SAID LAND WITHOUT THE RIGHT OF SURFACE ENTRY.

NOTES:

EXISTING STORM DRAIN INLET	EXISTING WATER LINE	SDMH	STORM DRAIN MANHOLE
EXISTING SANITARY SEWER MANHOLE	EXISTING OVERHEAD ELECTRIC LINE	SSMH	SANITARY SEWER MANHOLE
EXISTING STORM DRAIN MANHOLE	EXISTING IRRIGATION LINE	SP	IRRIGATION STANDPIPE
EXISTING STREET LIGHT	EXISTING EDGE OF PAVEMENT	STL	STREETLIGHT
EXISTING UTILITY POLE	EXISTING FENCE (CHAIN LINK)	PP	POWER POLE
CENTERLINE	EXISTING TREE	UP	UTILITY POLE
PROPOSED STREET LIGHT	EXISTING FIRE HYDRANT	TEL	TELEPHONE POLE
PROPOSED AREA LIGHT	EXISTING CONTOUR ELEVATION	WV	WATER VALVE
PROPOSED SETBACK	FIRE HYDRANT	O.R.F.C.	OFFICIAL RECORDS FRESNO COUNTY
EXISTING STORM DRAIN LINE	GUY WIRE	F.C.R.	FRESNO COUNTY RECORDS
EXISTING SEWER LINE	STORM DRAIN INLET		

SCALE: 1" = 80'

Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YAMABEHORN.COM

PROJECT TITLE: LENNAR HOMES OF CALIFORNIA, LLC
SHEET DESCRIPTION: NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE TRACT 6452

Dr. By: JP
Ch. By: AL
Date: 8/7/2024
Scale: As Noted
YH Job No. 23-196
Sheet No. 1
Sheets

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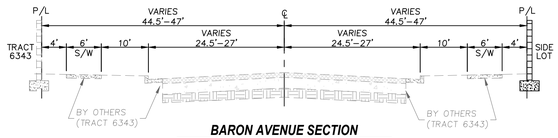
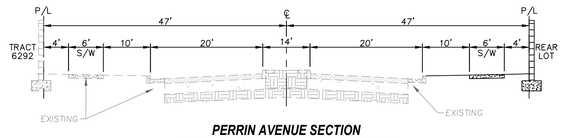
Proposed TM6543

VESTING TENTATIVE SUBDIVISION MAP OF TRACT NO. 6543

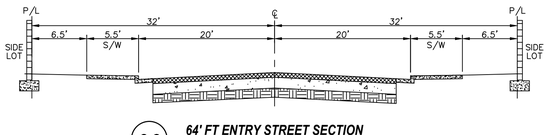
(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 2 OF 3
BOUNDARY ANALYSIS



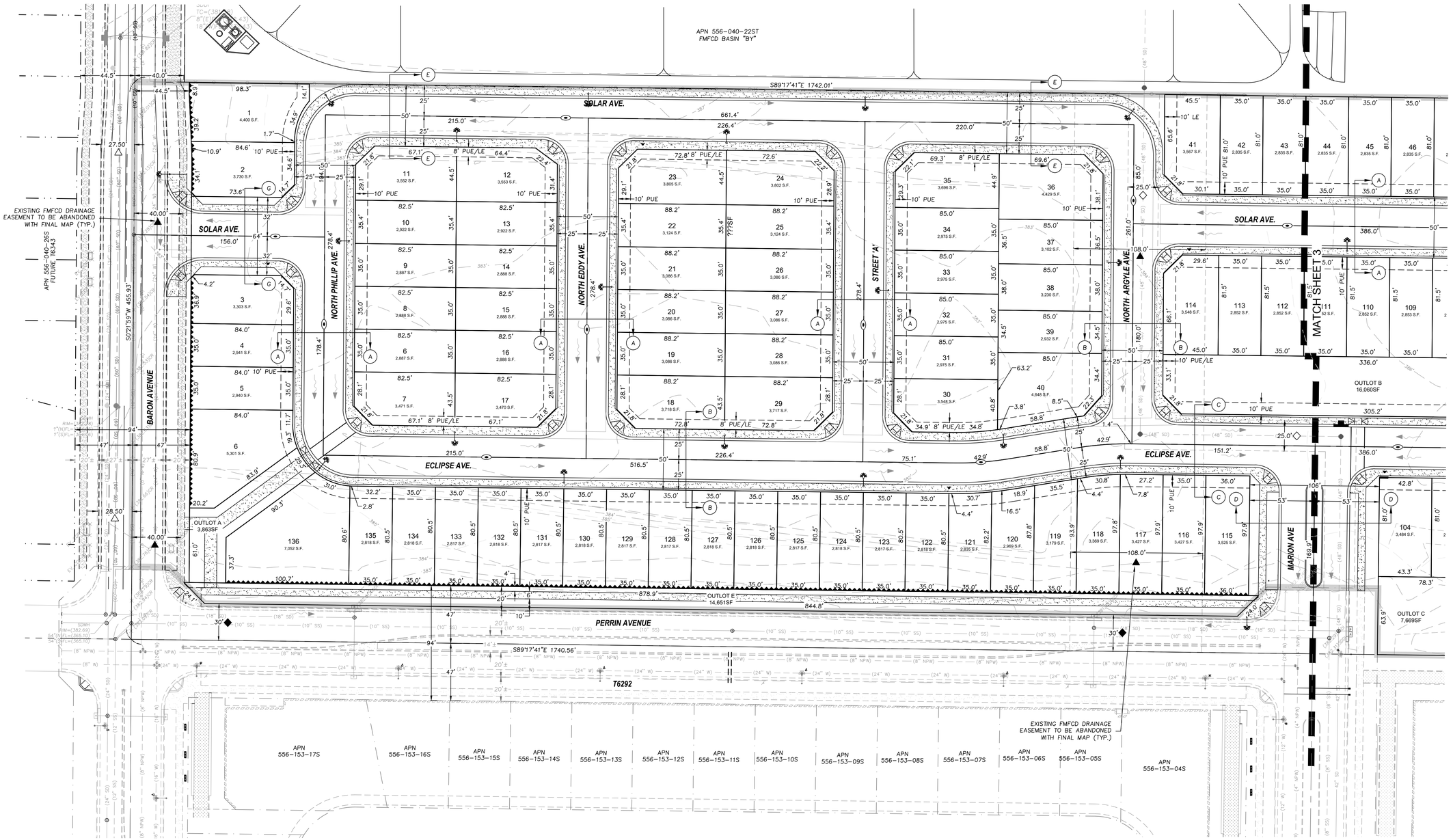
BARON AVENUE SECTION
NOT TO SCALE



PERRIN AVENUE SECTION
NOT TO SCALE



G-G 64' FT ENTRY STREET SECTION
NOT TO SCALE



SCALE: 1" = 40'
0 20' 40' 80'

Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YANDHENGR.COM

PROJECT TITLE
LENNAR HOMES OF CALIFORNIA, LLC

SHEET DESCRIPTION
NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6543

Dr. By: JP
Ch. By: AL
Date: 8/19/2025
Scale: As Noted
YH Job No. 23-196
Sheet No. 2
of 3 Sheets

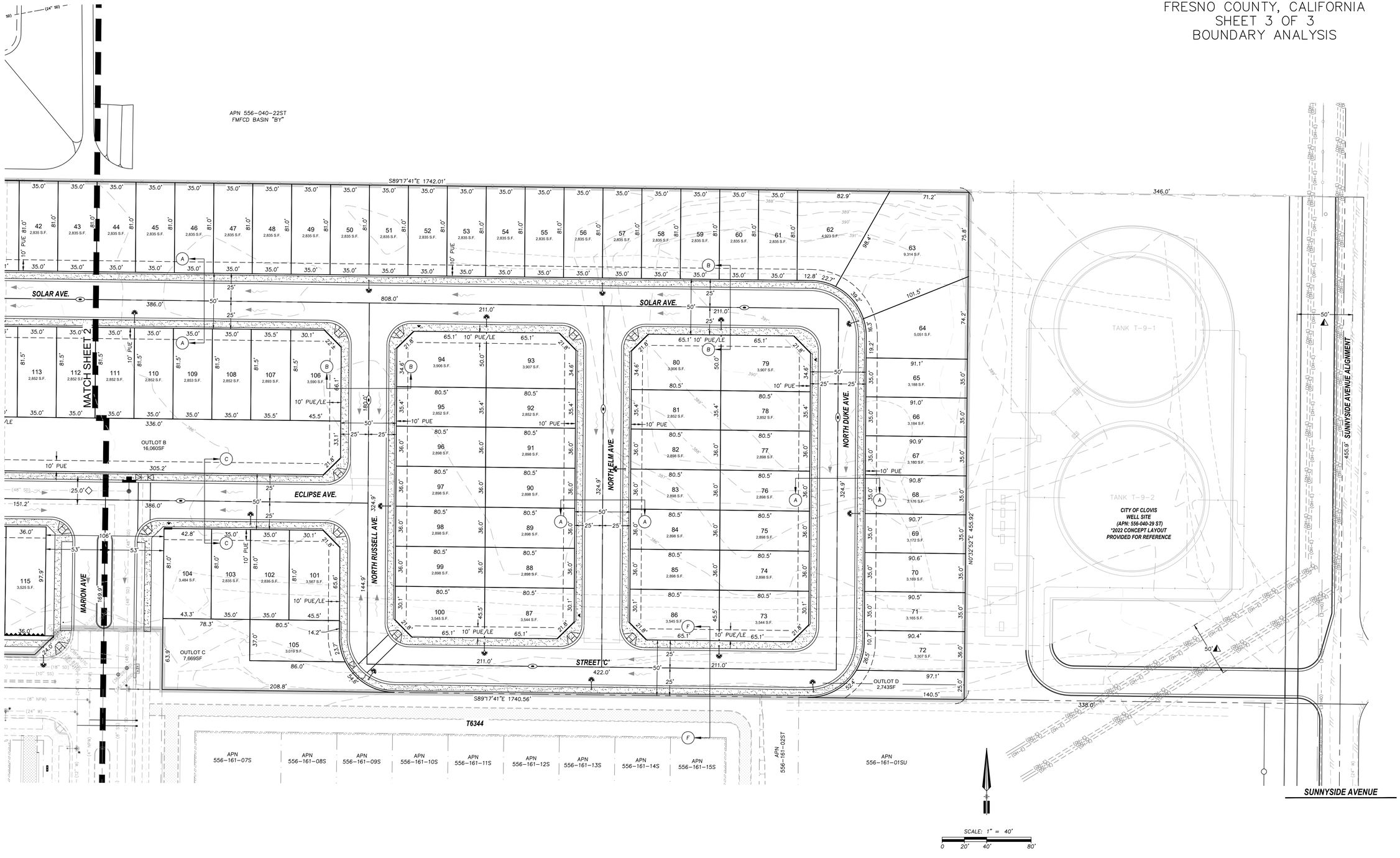
Plot By: Kayla Mata Plot Date: 12/31/2025 File Location: F:\2023\23-196\dwg\Maps\Tentative Map_30x36 bld\23-196_TTM_Sheet 2-3.dwg

Proposed TM6543

VESTING
TENTATIVE SUBDIVISION MAP
OF

TRACT NO. 6543

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 3 OF 3
BOUNDARY ANALYSIS



Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YANDHENGR.COM

PROJECT TITLE: LENNAR HOMES OF CALIFORNIA, LLC

SHEET DESCRIPTION: NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6543

Dr. By: JP
Ch. By: AL
Date: 8/19/2025
Scale: As Noted

YH Job No. 23-196
Sheet No. 3
of 3 Sheets

Plot By: Keyla Mata Plot Date: 12/31/2025 File Location: F:\2023\23-196\dwg\Maps\Tentative Map_24x36 ltr\23-196_TTM_Sheet 2-3.dwg

Tract 6543
Planned Development Permit

Proposed Development Standards

Development Standard	R-1 Standards	Prior T6452 PRD Standards	New T6543 PRD Standard
Minimum Lot Size	6,000 sq. ft.	2,184 sq. ft.	2,800 sq. ft.
Front Setback (garage side)	20 ft.	4 ft.	18.5 ft.
Front Setback	20 ft.	10 ft.	10 ft.
Corner Street Sides Setbacks	10 ft.	3 ft.	10 ft.
Interior Side Yard Setback (uncovered patio side)	5 ft.	7 ft.	5 ft.
Interior Side Yard Setback (garage side)	5 ft.	0 ft. (Lots 44-48, 101-107, 111-114, 116-119) 3 ft. (all other lots)	5 ft.
Rear Setback (opposite of garage)	20 ft.	10 ft.	8 ft.
Rear Setback	20 ft.	4 ft.	8 ft.
Lot Coverage	40%	62%	60%
Maximum Height	35 ft.	26 ft. 7 in.	26 ft. 7 in.
Minimum Parcel Width	60 ft.	39 ft.	35 ft.
Minimum Corner Parcel Width	65 ft.	45 ft.	40 ft.
Minimum Parcel Depth	100 ft.	56 ft.	80 ft.

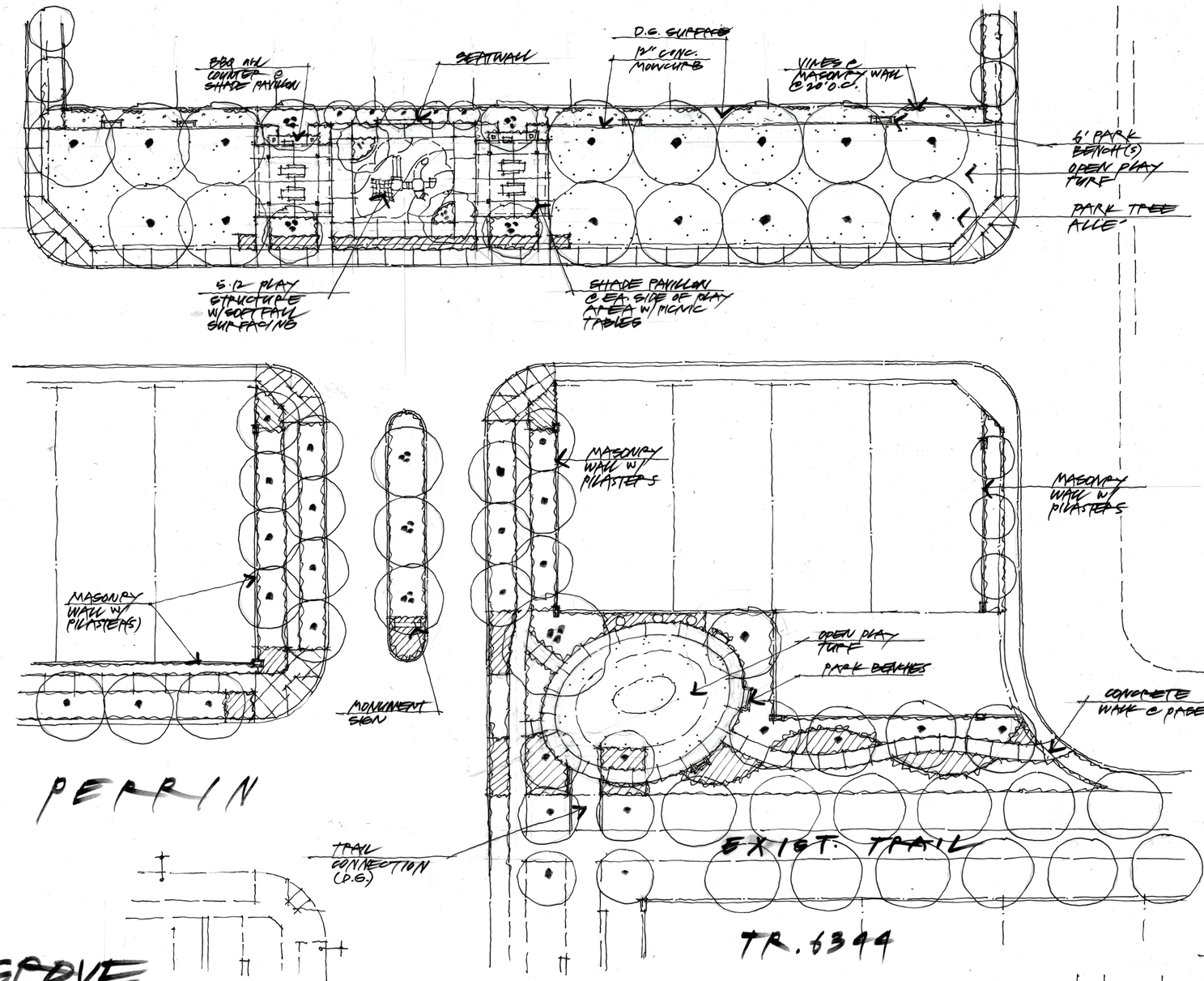
*NOTE: Developer is proposing to utilize the driveway as the additional uncovered guest parking space to meet the city requirements.

Amenities

Tract 6543 provides a connected layout to existing and planned surrounding subdivisions which expands on the greater trail system. Outlot B is a 16,060-sf interior park within the subdivision to provide open space/recreation area for residents of Tract 6543. Outlot C is a 7,669-sf is a paseo connecting Tract 6543 to the existing pedestrian trail system of adjacent Tract 6344. Each of these open space amenities will provide for landscaping in accordance with the Heritage Grove Master plan and species list for the planned area.

Amenities

Tract 6543 provides a connected layout to existing and planned surrounding subdivisions. Outlot A of Tract 6543 is a 3,863-sf corner paseo, providing subdivision pedestrian access to Perrin and Baron Avenues and the existing/planned trails and sidewalks as outlined in the Heritage Grove Master Plan (page 2.19). Outlot B is a 16,060-sf interior park within the subdivision to provide open space/recreation area for residents of Tract 6543. Outlot C is a 7,669-sf paseo connecting Tract 6543 to the existing pedestrian trail system of adjacent Tract 6344. Each of these open space amenities will provide for landscaping in accordance with the Heritage Grove Master plan and species list for the planned area.

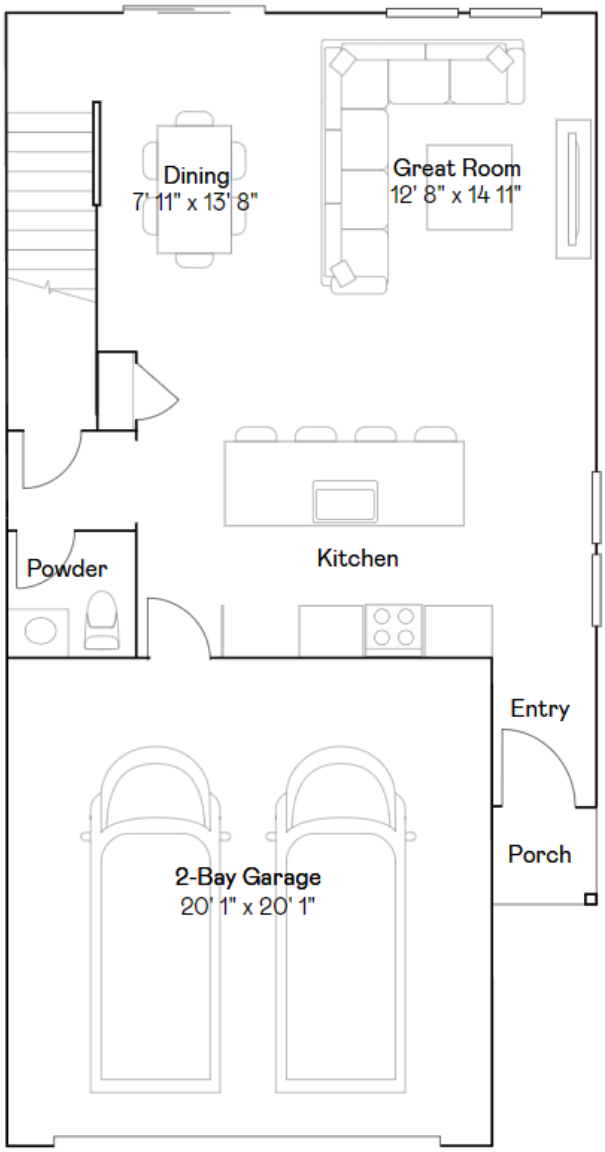


TR 6543
HERITAGE GROVE
NEIGHBORHOOD PARK and PASEO
CONCEPTUAL PLAN

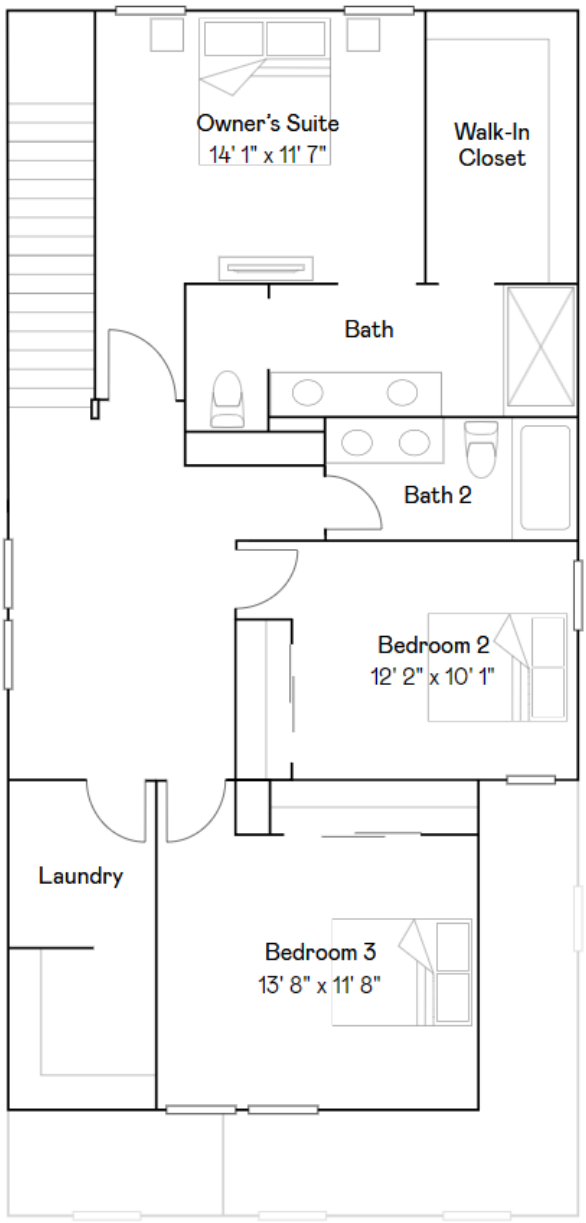
Celestial Series

Lyra –Floorplan

First Floor



Second Floor



Attachment 6

Celestial Series

2501 Lyra – Elevation A

Celestial Series

2501 Lyra – Elevation B

Celestial Series

2501 Lyra – Elevation C

Celestial Series

2501 Lyra – Elevation D

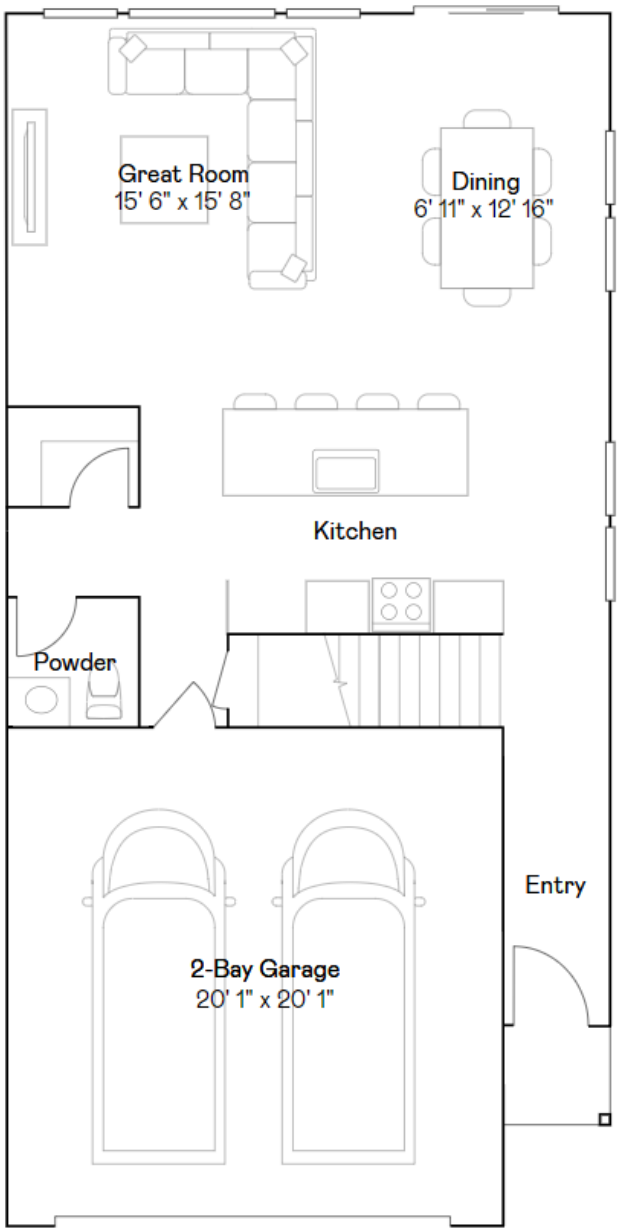
Celestial Series

2501 Lyra – Elevation E

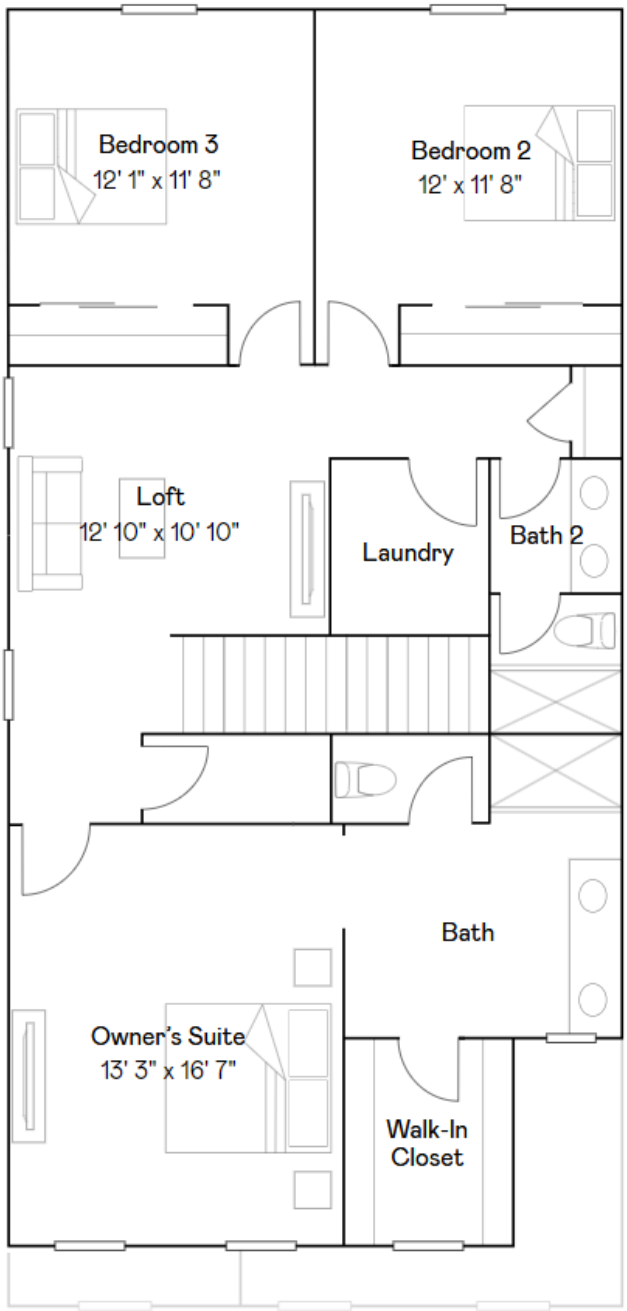
Celestial Series

Draco –Floorplan

First Floor



Second Floor



Celestial Series

2502 Draco – Elevation A

Celestial Series

2502 Draco – Elevation B

Celestial Series

2502 Draco – Elevation C

Celestial Series

2502 Draco – Elevation D

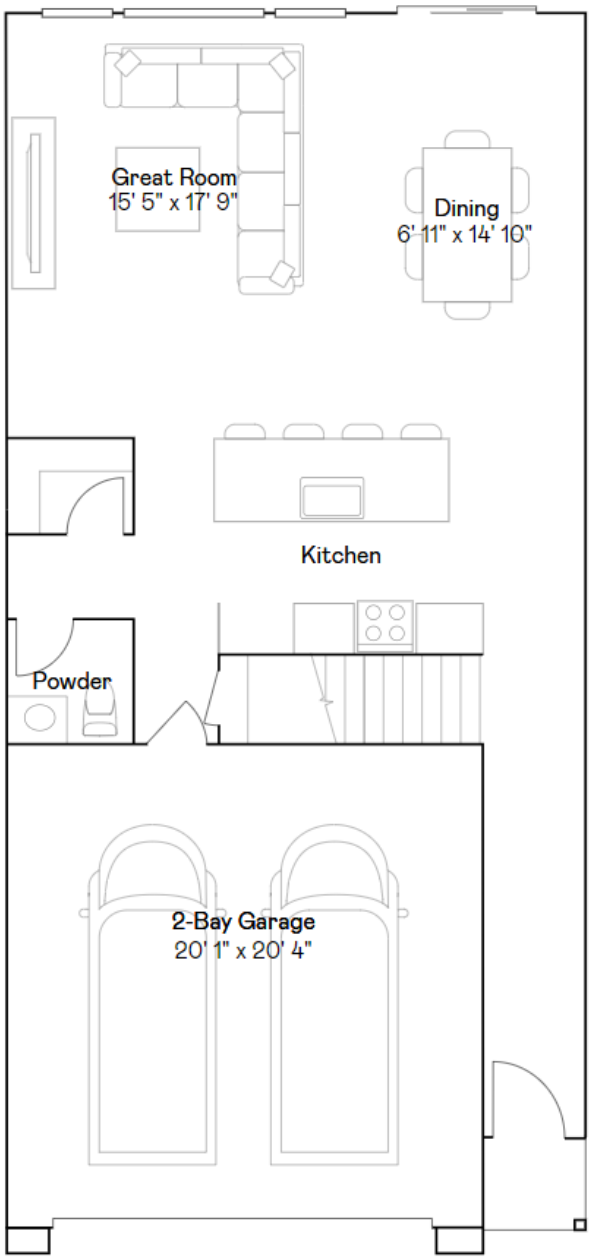
Celestial Series

2502 Draco – Elevation E

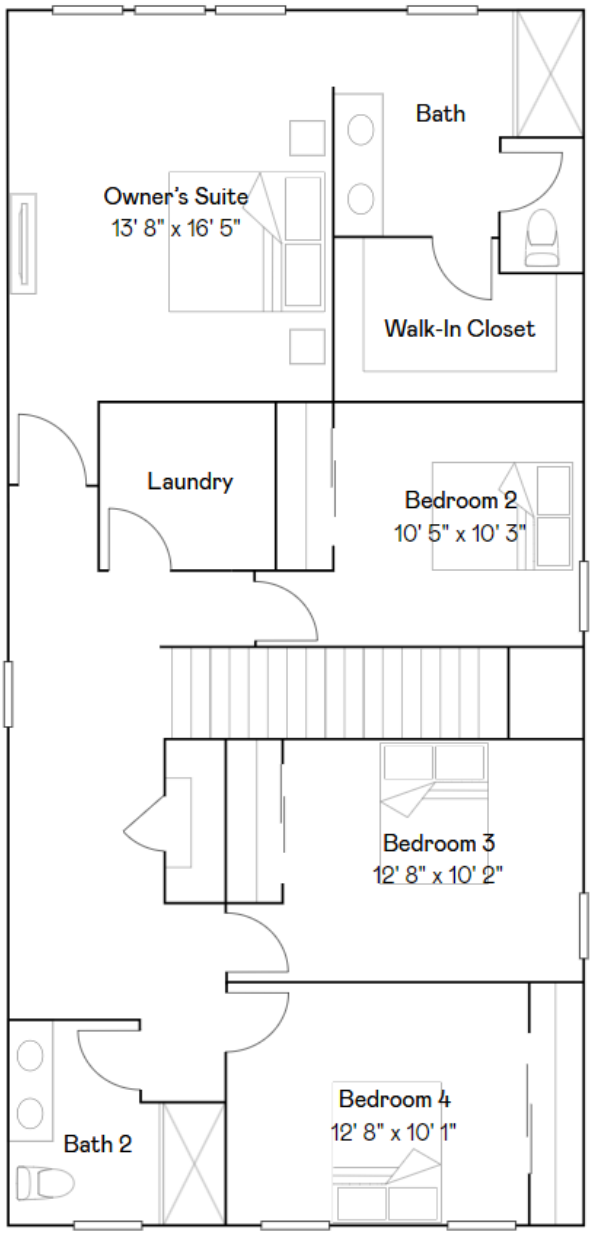
Celestial Series

Venus –Floorplan

First Floor



Second Floor



Celestial Series

2503 Venus –Elevation A

Celestial Series

2503 Venus –Elevation B

Celestial Series

2503 Venus –Elevation C

Celestial Series

2503 Venus –Elevation D

Celestial Series

2503 Venus –Elevation E

Lennar Homes

TM6543

Addendum to the Initial Study and Mitigated Negative Declaration

March 2026

PREPARED BY:

Tiffany Williams
Associate Planner
Planning & Development Services
(559) 324-2328
tiffanyw@clovisca.gov

CITY of CLOVIS
PLANNING & DEVELOPMENT
1033 FIFTH STREET • CLOVIS, CA 93612

INTRODUCTION

This document comprises an Addendum to the Lennar Homes Initial Study/Mitigated Negative Declaration (IS/MND) adopted on November 18, 2024, by City Council. The IS/MND evaluated Vesting Tentative Tract Map (TM) 6452 and Planned Development Permit (PDP) 2023-001 for the construction of 153 single-family homes with modified development standards and associated site improvements (i.e., landscape, parking, sidewalks, and utilities infrastructure) on approximately 18 acres of vacant and undeveloped land on the northeast corner of North Baron and Perrin Avenues in the City of Clovis, California. Since the adoption of the IS/MND, a new vesting tentative tract map (TM6543) has been received for a 136-lot single-family subdivision with modified development standards ("Project"), prompting preparation of this Addendum. This Addendum addresses the modifications to the project, in accordance with the California Environmental Quality Act (CEQA).

STATUTORY BACKGROUND

Following the certification and adoption of a CEQA document, when a project is changed or there are changes in the environmental setting, a determination must be made by the lead agency as to whether an addendum or subsequent MND should be prepared. CEQA Guidelines, Sections 15162 and 15164, set forth criteria to assess which environmental document is appropriate. An addendum is appropriate if the following are true:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of environmental impact will occur.
- No new feasible alternatives or mitigation measures that would reduce impacts previously found not to be feasible have, in fact, been found to be feasible.

This Addendum need not be circulated for public review (CEQA Guidelines §15164[c]); however, an addendum is considered by the decision-making body prior to making a decision on the project (CEQA Guidelines §15164[d]).

This Addendum to the previously adopted IS/MND demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the IS/MND for previously approved Vesting Tentative Tract Map (TM) 6452 (adopted on November 18, 2024 by City Council) remain substantively unchanged despite the amendments described herein, and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previous IS/MND.

SUMMARY OF ORIGINAL PROJECT DESCRIPTION

The original project for Lennar Homes consisted of 153 alley-loaded, single-family residential units on a site designated as County of Fresno AE20 (Exclusive Agricultural) Zone District. The project was included in a separate annexation (Reorganization 305) and prezoning (Rezone 2021-006) to the R-1-PRD (Single-Family Planned Residential Development) Zone District.

Development involved the conversion of vacant, undeveloped land characterized by flat topography and some vegetation into a structured residential community featuring lots ranging in sizes from approximately 2,184 square feet to 5,818 square feet. Infrastructure improvements included a network of public and private streets providing ingress/egress via North Baron Avenue and Perrin Avenue, as well as the dedication of an 8,990 square foot pocket park.

The Project utilizes the Planned Residential Development (PRD) provisions of the Clovis Municipal Code (CMC) to allow for modified development standards, including adjusted setbacks, lot size, lot coverage, parcel width, and depth, intended to facilitate a more efficient and cohesive land use pattern. Additional details regarding proposed improvements are provided in the IS/MND for the original project (TM6452).

PROJECT REVISIONS

As noted above, the IS/MND for Lennar Homes was adopted by City Council on November 18, 2024. Since adoption of the IS/MND, Lennar Homes has proposed a new vesting tentative tract map (TM6543) (herein referenced as the "revised project").

The housing product proposed under the original project represented a new concept that was being tested in a different area and did not demonstrate strong sales performance. As a result, the applicant has elected to pivot to a more conventional housing product that is better suited to current market conditions and is anticipated to perform more successfully in this market. The revised project house designs require modifications to the previously approved development standards. As part of the redesign, alley access and private streets have been eliminated, resulting in a revised site layout with increased street widths and reductions in the number of lots.

Since adoption of the IS/MND in November 2024, existing conditions and environmental circumstances at and surrounding the project site have not substantially changed. The project site remains vacant, and the surrounding area remains similar to what was described in the IS/MND. As such, no new or increased impacts would occur as a result of changes in environmental circumstances, and no new mitigation measures are required.

ENVIRONMENTAL ANALYSIS

This Addendum has been prepared to determine whether the revised project would result in any new or substantially increased environmental impacts in comparison to the analysis in the 2024 IS/MND. The following identifies how the correction to the environmental setting would affect the resource analyses presented in the adopted IS/MND. As shown below, no changes to the impact analyses presented in the IS/MND for any of these resource topics are required:

- **Aesthetics, Agriculture and Forestry Resources, Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.**

The following impact analyses were analyzed further in the IS/MND; however, the revised project does not result in any new or substantially increased environmental impacts for the following:

- **Biological Resources:** According to the IS/MND, the Project site has the potential to be used by various wildlife including special status tricolored blackbird Swainson's hawk (California threated species), golden eagle, pallid bat, spotted bot, and western mastiff bat. While none of these species have the potential to nest or roost on the Project site, the Swainson's hawk could potentially nest close enough to the site that individuals could be disturbed by construction activities. Implementation of Mitigation Measure (MM) BIO-1 would ensure that a less-than-significant impact occurs (see 2024 IS/MND).

  There were 19 special status plants documented in the general vicinity of the Project site; however, all 19 species are considered absent from or unlikely to occur on the project site due to an absence of suitable habitat and or soils. Aquatic features, including any potentially jurisdictional waters or wetlands, are absent from the Project site. The Project site does not contain or adjoin any features likely to function as wildlife movement corridors. The Project site does not indicate the presence of any sensitive habitat or wildlife features that would be impacted and will be consistent with the CMC and 2014 General Plan polices. There are no known Habitat Conservation Plans or Natural Community Conservation Plans for the Project vicinity.

The current condition of the Project site and the surrounding area is similar to what was analyzed in the IS/MND. The Project site is vacant and the surrounding land uses remain unchanged. The revised project would not result in any new, different, or potentially adverse biological impacts not previously considered and addressed in the IS/MND.

- **Cultural Resources:** As part of the IS/MND, a Cultural Resource Study (Cultural Study) was prepared by Applied EarthWorks, Inc. dated November 2023 (see 2024 IS/MND). According to the IS/MND, no cultural resource sites were identified in the Project area. There is the slight possibility for the accidental or inadvertent uncovering of archaeological resources during construction, MM CULT-1 would serve to reduce those potential impacts by requiring the stopping of any work until any found artifacts can be properly removed and inventoried by a qualified archaeologist. Additionally, because there is the slight possibility for the accidental or inadvertent uncovering of human remains during construction, MM CULT-2 would serve to reduce those potential impacts by requiring the stopping of any work until any found human remains can be properly removed by the County coroner and/or tribes. Therefore, the Project would result in a less-than-significant impact with mitigation measures incorporated.

  The revised project proposes changes to the site layout, house designs, number of lots, and development standards. This project refinement would not result in any substantial change as the proposed revisions would not expand the project footprint or introduce new ground-disturbing activities beyond those previously evaluated. The project would remain subject to compliance with MMs CULT-1 through CULT-3. As such, the revised project would not result in any new, different, or potentially adverse cultural resource impacts not previously considered and addressed in the IS/MND.

- **Geological Resources:** The IS/MND concluded that there are no unique paleontological resources or geological features identified in the Project area. Nevertheless, the possibility remains that the inadvertent or accidental discovery could occur during ground disturbing construction activities. MM GEO-1 (see 2024 IS/MND) would serve to protect the accidental discovery of paleontological resources. As such, a less-than-significant impact with mitigation incorporated would occur.

  The modifications associated with the revised project would not increase density or intensity of use. It would reduce impacts given that fewer lots are proposed and there will be removal of private streets and alleys and remain within the previously analyzed footprint. Compliance with MM GEO-1 would remain applicable to the revised project and would continue to reduce impacts to a less than significant level. As such, the revised project would not result in any new, different, or potentially adverse impacts related to geology and soils not previously considered and addressed in the IS/MND.

- **Greenhouse Gas Emissions**: The IS/MND concluded that in order to meet the 2022 Scoping Plan GHG requirements, consistent with State GHG reduction and equity prioritization goals, each residential unit shall provide electric vehicle charging capabilities as part of the final project designs. MM GHG-1 (see 2024 IS/MND) would be required to ensure the proposed project would provide electric vehicle charging. With implementation of MM GHG-1 the Project would result in a less-than-significant. Further, the original project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs.

  The revised projects modifications would not increase GHG impacts beyond what was analyzed in the IS/MND. The revised projects' reduction in lots, change in house design, and revised development standards, would not result in any substantial change. No operational characteristics of the project would change as a result of the amendments. The revised project would not result in any new, different, or potentially adverse greenhouse gases impacts not previously considered and addressed in the IS/MND.

- **Noise**: The IS/MND determined that construction noise associated with the original project would be temporary and would cease upon completion of the neighborhood. Further, the Project would be required

to comply with the provisions of Sections 9.22.080 and 9.22.090 of the CMC which require that construction be permitted during certain hours of the day, vibration not be perceptible along property lines, and that it shall not interfere with operations or facilities on adjoining parcels.

According to the IS/MND, the type of equipment likely to be used is not considered to be the type and intensity to result in substantial vibration or ground-borne noise. Therefore, the impact would be less-than-significant and no mitigation measures are required. Additionally, the Project is not located within the vicinity of a private airstrip or within an airport land use plan nor is the site within two miles of a public airport. Therefore, no impact would occur.

The proposed amendments under the revised project would not change the location of the project site or affected area, alter land uses, change construction practices/methodology, or affect long-term operations of the facility. The change in house design and reduction in lots would not generate additional traffic that could increase noise. The revised project would continue to be subject to MM NOISE-1 as well as the noise standards of the CMC to ensure less-than-significant impacts. As such, the revised project would not result in any new, different, or potentially adverse impacts related to noise not previously considered and addressed in the IS/MND.

- **Tribal Cultural Resources:** The IS/MND concluded that there was no evidence of prehistoric archaeological sites, isolated artifacts, or other archaeological features. However, because there is the slight possibility for the accidental or inadvertent uncovering of tribal cultural resources during construction, MMs TCR-1 and TCR-2 (see 2024 IS/MND) would serve to reduce those potential impacts by requiring the stopping of any work until any found artifacts can be properly removed and inventoried by a qualified archaeologist. Therefore, the Project would result in a less-than-significant impact with mitigation measures incorporated.

  The revised project proposes changes to the site layout, house designs, number of lots, and development standards. This project refinement would not result in any substantial change as the proposed revisions would not expand the project footprint or introduce new ground-disturbing activities beyond those previously evaluated. The project would remain subject to compliance with MMs TCR-1 and TCR-2. As such, the revised project would not result in any new, different, or potentially adverse cultural resources impacts not previously considered and addressed in the IS/MND.

- **Mandatory Findings of Significance:** The IS/MND determined that, upon implementation of required mitigation measures, the original project would not have a significant potential to degrade the biological environment or eliminate important examples of major periods of California history or prehistory. In addition, the original project was determined to result in less-than-significant effects on a cumulative basis. The original project was also determined to result in less-than-significant impacts on human beings, on both a direct and indirect basis.

  As noted previously within this Addendum, the revised project would result in changes to the site layout, house designs, number of lots, and development standards and would not result in new impacts related to biology, cultural resources, or adverse effects on human beings. The modifications would not have the potential to result in any new cumulative impacts in combination with other planned projects in the vicinity. As such, the revised project would not result in any new, different, or potentially adverse impacts related to mandatory findings of significance not previously considered and addressed in the IS/MND.

CONCLUSION

Based on the information provided in this Addendum, the proposed modifications to the approved Project would not result in a measurable increase in environmental impacts over what was previously analyzed in November 18, 2024, IS/MND, and no new mitigation measures would be required.

Lennar Homes
TM6452
Initial Study and Mitigated Negative Declaration

September 2024

PREPARED BY:

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PLANNING & DEVELOPMENT
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INITIAL STUDY

This Initial Study was prepared pursuant to the California Environmental Quality Act (CEQA) Public Resources Code Sections 21000 *et seq*., CEQA Guidelines Title 14, Section 15000 et seq. of the California Code of Regulations.

PROJECT TITLE:	Lennar Homes (TM6452)
LEAD AGENCY NAME AND ADDRESS:	City of Clovis Planning & Development Services 1033 Fifth Street Clovis, CA 93612
CONTACT PERSON AND PHONE NUMBER:	Liz Salazar, Assistant Planner (559) 324-2305 lizs@clovisca.gov
PROJECT LOCATION:	Northeast corner of N. Baron and Perrin Avenues County of Fresno, CA 93619 APN: 556-040-23S (portion)
PROJECT SPONSOR'S NAME AND ADDRESS:	Jeff Callaway, Project Manger Lennar Homes of California 8080 North Palm Ave., Suite 110 Clovis, CA 93711
LAND USE DESIGNATION:	See page 6 of this Initial Study
ZONING DESIGNATION:	See page 7 of this Initial Study
SURROUNDING CONDITIONS AND LAND USES:	See page 6 of this Initial Study
PROJECT DESCRIPTION:	See page 7 of this Initial Study
REQUIRED APPROVALS:	See page 8 of this Initial Study
HAVE CALIFORNIA NATIVE AMERICAN TRIBES REQUESTED CONSULTATION? IF SO, HAS CONSULTATION BEGUN?	No

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A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion in this Initial Study.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology & Soils	☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology & Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities & Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

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 proponents. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environmental, and an ENVIRONMENTAL IMPACT REPORT (EIR) will be prepared.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environmental, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately analyzed 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.

Prepared By:

Liz Salazar, Assistant Planner — 9/30/2024
City of Clovis Planning & Development Services — Date

Approved By:

Renee Mathis 2024.09.30 13:36:28-07'00'

Renee Mathis, Director — Date
City of Clovis Planning & Development Services

B. PROJECT OVERVIEW

Lennar Homes proposes the construction of 153 single-family homes and associated site improvements (i.e., landscape, parking, sidewalks, and utilities infrastructure) on approximately 18 acres of vacant and undeveloped land on the northeast corner of N. Baron and Perrin Avenues in the County of Fresno, California, herein referred to throughout the document as "proposed Project" and/or "Project."

C. PROJECT LOCATION

As shown in Figure 1 below, the Project is located northeast corner of N. Baron and Perrin Avenues and consists of approximately 18 acres of Assessor's Parcel Number (APN) 556-040-23S. A remainder portion of approximately 3.54 acres of the subject parcel is planned for a City of Clovis public facility site and is not a part of the Project. The Project site is bound by a Fresno Metropolitan Flood Control Basin to the north, Sunnyside Avenue approximately 338 feet to the east, Perrin Avenue to the south, and N. Baron Avenue to the west.

D. EXISTING SETTING

This section describes the existing conditions, surrounding conditions, as well as the General Plan land use and zoning designations.

1. EXISTING CONDITIONS

As shown in Figure 2 below, the existing site is vacant and undeveloped, consisting of portions of clear areas and portions of vegetation, grasses, sunflower, jimson weed, and lupine. The site is generally flat and includes a graded dirt access road along the southern border. The existing site does not include any pedestrian or other vehicle circulation infrastructure.

2. SURROUNDING CONDITIONS

As referenced in Table 1 below, the Project site is partially surrounded by existing development consisting of single-family residential uses at varying densities to the south and east. To the west of the Project site, single-family homes are currently under entitlement processing, with these homes to the west, there will be residential uses surrounding the majority of the Project site.

Table 1: Surrounding Land Uses

	Land Use Designation*	Zoning**	Existing Land Use
North	Water	P-F	Vacant
East	Rural Residential	AL20	Rural Residential
South	Low Density Residential, Medium Density Residential, Public/Quasi Public Facilities	R-1 & P-F	Single-Family Residential (in construction) & PG&E Substation
West	Medium-High Density Residential	R-1-PRD	Vacant

Notes:
*Low Density Residential (2.1-4.0 Dwelling Units/Acre (DU/AC)), Medium Density Residential (4.1-7.0 DU/AC), Medium-High Density Residential (7.1-20 DU/AC)
**P-F (Public Facilities), AL20 (County of Fresno Zoning, Limited Agricultural), R-1 (Single-Family Residential), R-1-PRD (Single-Family Planned Residential Development)

3. LAND USE DESIGNATION

As shown on Figure 3, the Project site has two existing General Plan Land Use designations of Very Low Density Residential, which allows for a density range of 0.6 to 2.0 DU/AC and Medium Density Residential, which allows for a density range of 4.1 to 7.0 DU/AC. According to the 2014 Clovis General Plan, the Very Low Residential designation is intended for large lot single family residences and the Medium Density Residential designation is intended for detached and attached single family homes, patio homes, or zero lot lines.

4. ZONING DESIGNATION

The Project site is currently within the County of Fresno jurisdiction and zoned AE20 (Exclusive Agricultural). However, the Project site will be rezoned to the R-1-PRD (Single-Family Planned Residential Development) Zone District through a separate entitlement application (Rezone 2021-006). According to Section 9.10.010(B)(5) of the Clovis Municipal Code (CMC), the R-1-PRD Zone District identifies areas appropriate for single-family small lot uses, including attached and detached single-family structures on small lots.

E. PROJECT DESCRIPTION

This section describes the components of the proposed Project in more detail, including site preparation, proposed structures, and on- and off-site improvements.

1. PROJECT CONSTRUCTION

The Project is anticipated to begin construction April 2024, first occupancy June 2027, with full buildout by April 2029. This schedule is an estimation only and is contingent upon entitlements, and the market, among other factors.

2. SITE PREPARATION

Site preparation would include typical grading activities to ensure a level surface. Part of the preparation would include removal of vegetation, such as grasses, shrubs, and weeds. Other site preparation activities would include minor excavation for the installation of utility infrastructure, for coneyance of water, sewer, stormwater, and irrigation.

3. PROJECT COMPONENTS

This section describes the overall components of the Project, such as the proposed buildings, landscape, vehicle and pedestrian circulation, and utilities.

DEMOLITION

As described in existing conditions the site is vacant; therefore, no demolition is required.

SITE LAYOUT AND CIRCULATION

As shown in Figure 5, the Project proposes 153 individual single-family residential lots ranging in sizes from approximately 2,184 square-feet to 5,818 square-feet, with an average lot size of approximately 2,619 square-feet under Vesting Tentative Tract Map 6452 (TM6452). The Project also proposes an 8,990 square foot lot for a pocket park.

The Project includes a network of public and private streets throughout the neighborhood, which includes ingress/egress off of N. Baron Avenue to the west and Perrin Avenue to the South. There would be no direct access to Sunnyside Avenue further east. According to the Circulation Element of the 2014 Clovis General Plan,[1] the roadways bordering the Project along its western and southern frontages are designated as collectors.

Other features of the Project include pedestrian sidewalks that connect to the street network, as well as sidewalks along the frontage of the site along N. Baron and Perrin Avenues.

PLANNED RESIDENTIAL DEVELOPMENT

The Project site is included in a separate annexation (RO305) and prezoning (R2021-006) entitlement process for the change from the County of Fresno AE20 (Exclusive Agricultural) Zone District to the R-1-

1 2014 Clovis General Plan, Circulation Element, Figure C-1, Circulation Diagram.

PRD (Single-Family Planned Residential Development) Zone District. Chapter 9.66, Planned Development Permits, of the CMC provides a method whereby land may be designed and developed taking advantage of modern site planning techniques resulting in a more efficient use of land and better living environment than otherwise possible through strict application of the development standards. In general, this section of the CMC provides a mechanism to afford some relief to typical development standards, subject to an approved rezone to the R-1-PRD Zone District.

As part of the requirements for consideration of approval of a Planned Development Permit, the applicant has provided a draft of the proposed development standards, such as height limit, lot coverage, front, rear, and side setbacks that would apply to the proposed TM6452. These development standards are provided as Figure 6.

PARKING

The CMC requires that residential planned unit developments provide a minimum of two (2) covered spaces plus one (1) covered or uncovered guest space for each dwelling unit.[2] Each garage would be required to have an interior dimension of 20 feet by 20 feet. Each single-family home would have a two-car garage and the Project proposes sufficient guest parking, thus meeting the minimum parking requirement.

PROJECT DESIGN

Conceptual design of the units are shown in Figure 7; however, it is important to note that at this stage of the process, these designs are conceptual only. The overall footprint, height limit, and placement of the structures, described above, would generally remain the same, however, the color palette and design details are subject to change throughout the Residential Site Plan Review Process (RSPR), which typically occurs later on in the entitlement process.

LANDSCAPE

The Project would include landscape throughout the site. Landscaped areas would generally be located along the perimeter of the site where a variety of ornamental shrubs, plants, and trees would be planted, as well as landscape in areas in the perceived front yard area of each home. Landscape plans are typically provided at a later date at which time the proposed landscape would be reviewed for compliance with the City's water efficient landscape regulations and guidelines.

UTILITIES

Utilities for the site would consist of water, sewer, electric, cable, gas, and stormwater infrastructure. Trenching and digging activities would be required for the installation of necessary pipelines typical of residential development. All utility plans would be required to be reviewed and approved by the appropriate agency, and/or department to ensure that installation occurs to pertinent codes and regulations. Other infrastructure would include new fire hydrants as required by the City of Clovis Fire Department.

Utilities are provided by and managed from a combination of agencies, including Fresno Irrigation District (FID) which provides the City's water supply, Fresno Metropolitan Flood Control District (FMFCD) which has responsibility for storm water management, and the City's Public Utilities Department which provides for solid waste collection, and sewer collection services. Pacific Gas & Electric (PG&E) provides electricity and natural gas within the City of Clovis.

2 City of Clovis Municipal Code, Chapter, 9.32, Parking and Loading, Section 9.32.040, Number of Parking Spaces Requires, Table 3-12, Parking Requirements by Land Use.

F. REQUIRED PROJECT APPROVALS

The City of Clovis requires the following review, permits, and/or approvals for the proposed Project; however, other approvals not listed below may be required as identified throughout the entitlement process:

- Annexation (processed separately through RO305)
- Prezone (processed separately through R2021-006)
- Vesting Tentative Tract Map
- Planned Development Permit
- Residential Site Plan Review
- Grading Permit(s)
- Building Permit(s)

G. TECHNICAL STUDIES

The analysis of the Project throughout this Initial Study relied in part on the technical studies listed below prepared for the Project, as well as other sources, including, but not limited to, the 2014 Clovis General Plan EIR, departmental staff, California Department of Conservation, and the California Department of Toxic Control Substances.

- **Appendix A:** Air Quality and Greenhouse Gas Impact Assessment dated January 2024
- **Appendix B:** Biological Evaluation Report dated November 2023
- **Appendix C:** Cultural Resource Study dated November 2023
- **Appendix D:** Acoustical Analysis dated March 2024
- **Appendix E:** Transportation Impact Analysis dated February 2024

Figure 1: Project Location

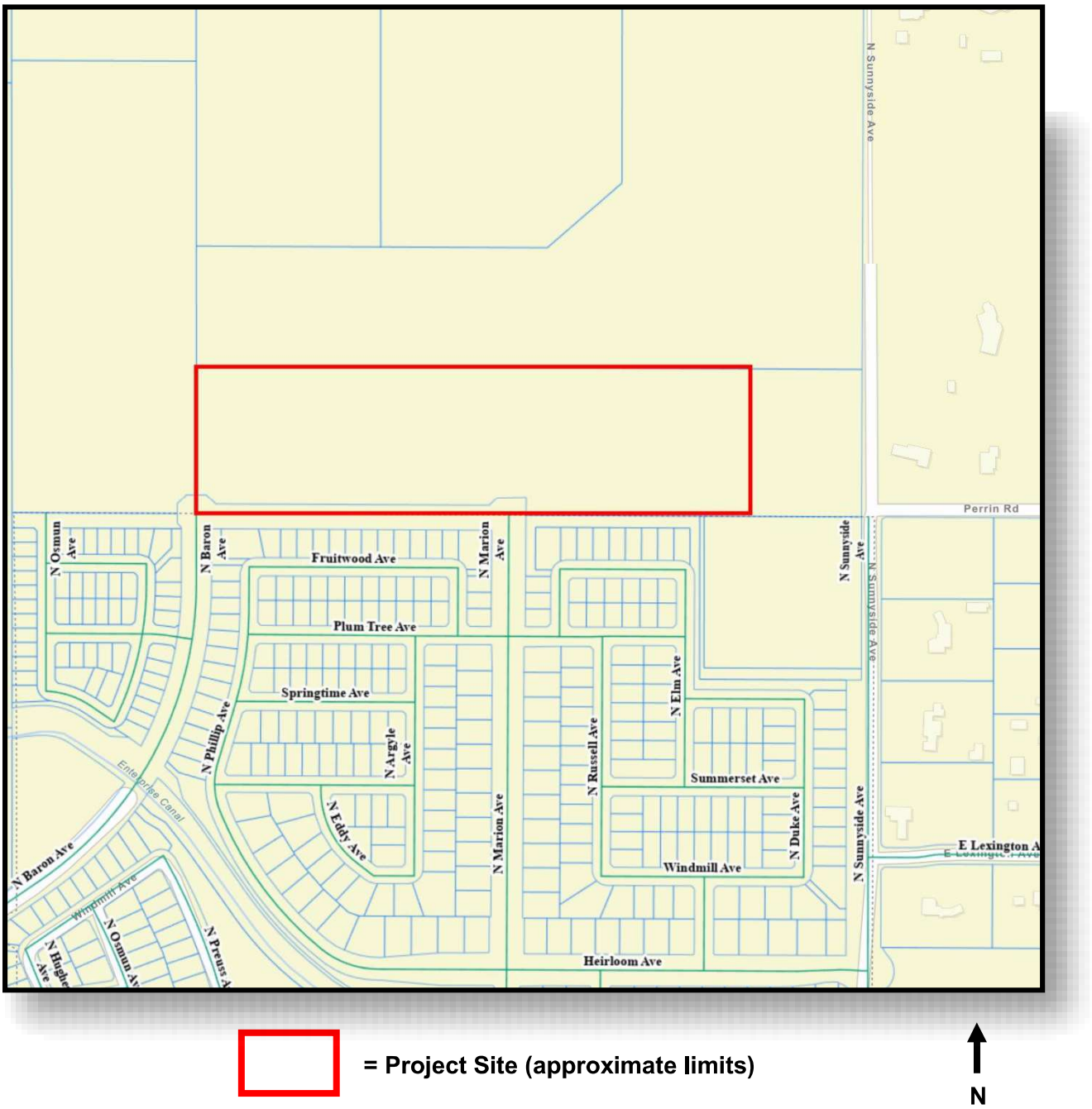
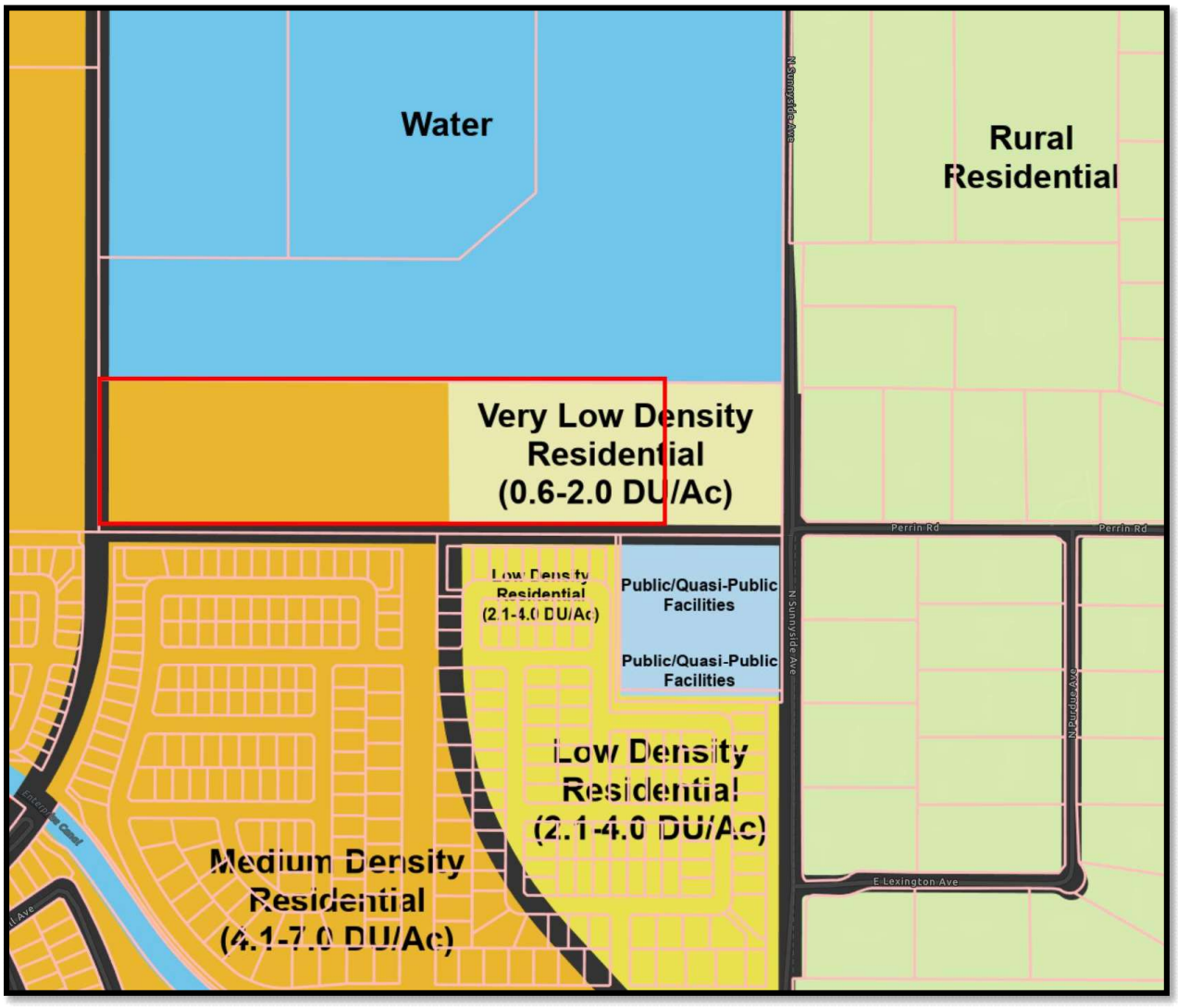


Figure 2: Aerial of Project Site

= Project Site (approximate limits)

N

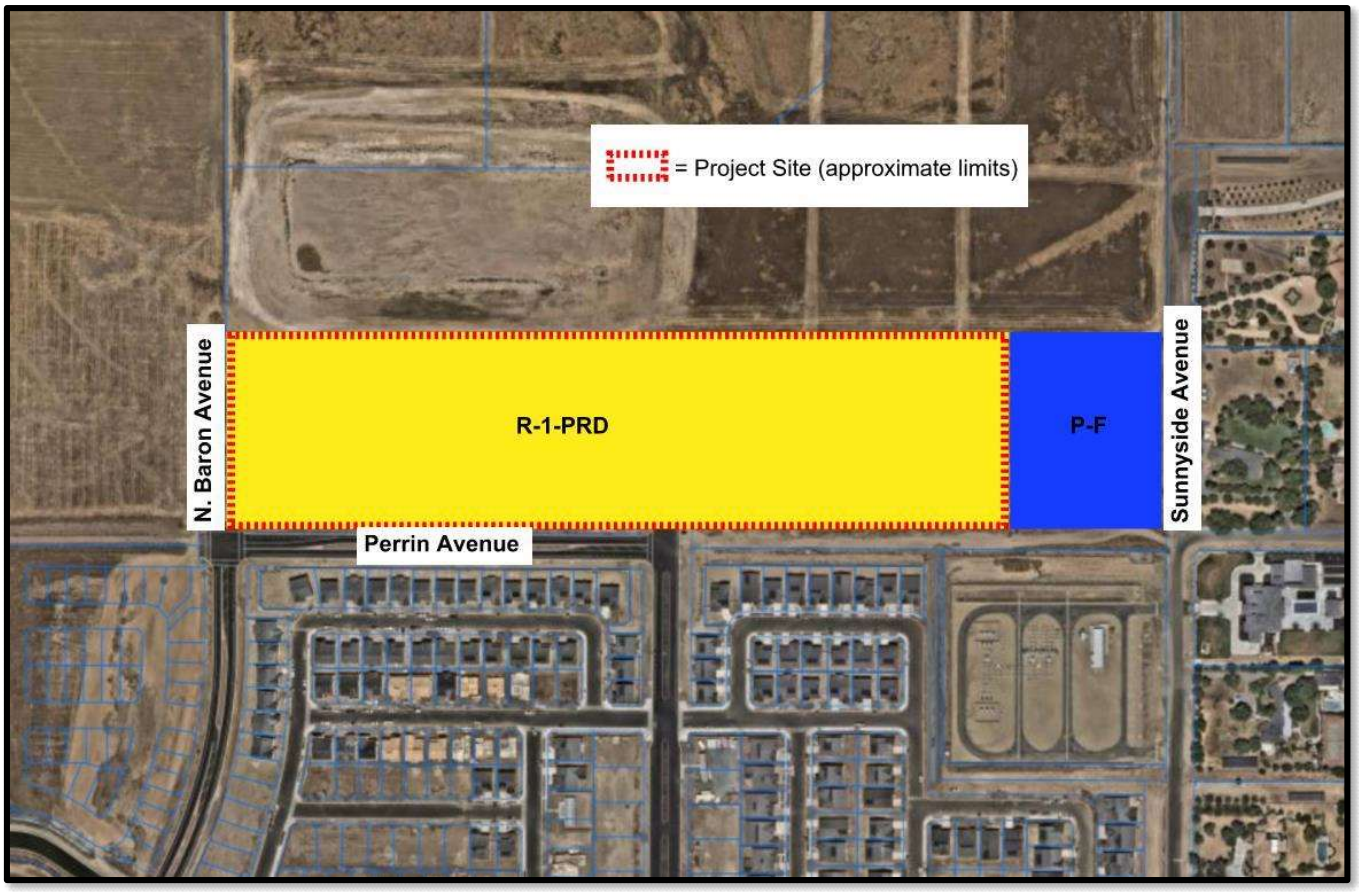
Figure 3: Land Use Designation



EXISTING DENSITY:
Medium Density and Very Low Density Residential

PROPOSED DENSITY:
No change

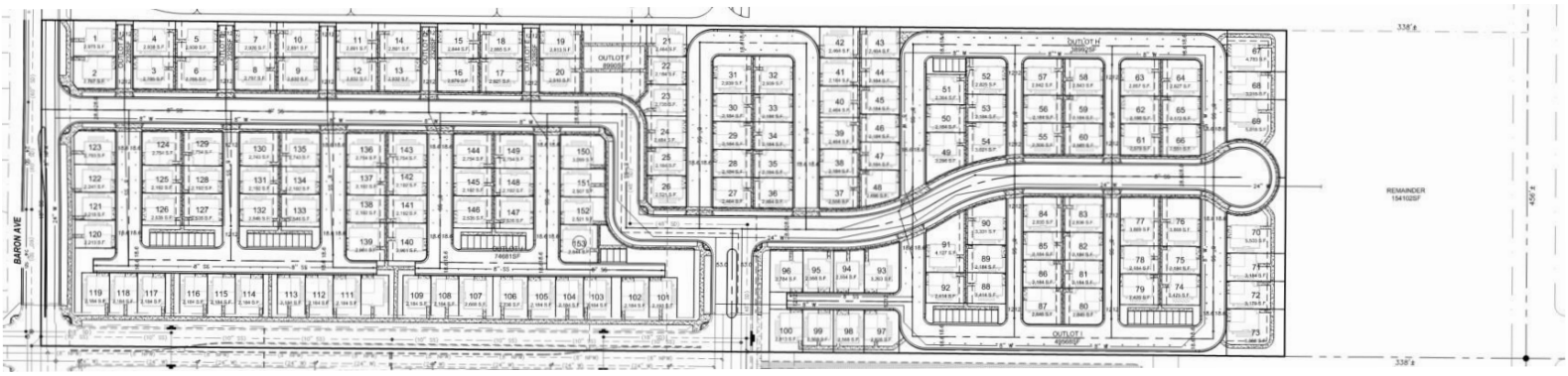
Figure 4: Zoning District



EXISTING ZONING:
AE20 – Exclusive Agricultural (Fresno County)

PROPOSED ZONING:
R-1-PRD (processed separately through R2021-006)

Figure 5: Proposed Site Plan



Approximate layout

Figure 6: Proposed Development Standards

TRACT 6452
Residential Land Use Development Standards

Single Family Residential	Standard	Notes
Designation		
Zone District	R-1 PRD	
GP Density Range	Meduim Density and very low density (8.39 DU/AC)	
Dwelling Units	153	
BUILDING INTENSITY		
Minimum Lot Area	2184	
Minimum Lot Width	39	
Minimum Lot Depth	56	
Maximum Coverage	62%	
Maximum Height	26' 7"	
Curved Cul-de-Sac or Corner Lot	N/A	
Permitted Density		
Residential Density	1 Dwelling	
Set Backs (Minimum)		
Front:	10' from property line	
Side:	0 ft. Non Patio/7 ft. Patio	
Rear:	4 ft. min from property line	
Coverage (maximum)		
Site Coverage	None	
Garages/Street/Parking		
Garages/Street/Parking	2-car	20x20 min
Street (Interior)	24 ft. min	curb-to curb
Parking	174 uncovered spaces	
Accessory Uses		
Walls/Fences	4' min.-8'	
Trellises	12' High max.	
Pools and Spas	3' min	
Equiptment	N/A	
Covered Structures	12' High max.	
Accessory Buildings		
Building Exterior	Architectural treatment applied to all elevations of a building. At minimum, all doors, windows and other wall openings shall be trimmed consistant with architectural style.	

Proposed development standards only. Actual standards may change during the Planned Development Permit and Residential Site Plan Review process.

Figure 7: Conceptual Elevations

H. ENVIRONMENTAL CHECKLIST

This section provides an evaluation of the potential environmental impacts of the proposed project and are based on CEQA Guidelines Appendix G. For each issue area, one of four conclusions is made:

- **No Impact**: No project-related impact to the environment would occur with project development.
- **Less Than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- **Less Than Significant with Mitigation Incorporated**: The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.
- **Potentially Significant Impact**: The proposed project would result in an environmental impact or effect that is potentially significant, and no mitigation can be identified that would reduce the impact to a less than significant level.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	

ENVIRONMENTAL SETTING

The City of Clovis is located within the San Joaquin Valley. Thus, much of the City and its surrounding areas are predominately flat. As a result, on clear days, the Sierra Nevada Mountains are visible to the east depending on your location. Aside from Sierra Nevada, there are no officially designated focal points or viewsheds within the City. Policy 2.3, Visual Resources, of the Open Space Element of the 2014 Clovis General Plan, requires maintaining public views of open spaces, parks, and natural features and to preserve Clovis' viewshed of the surrounding foothills.

As mentioned above in the Project Description, the site is located on the northeast corner of N. Baron and Perrin Avenues. In general, the Project site is located in the fringes of Clovis and is situated adjacent to a mix of neighboring agricultural lands, rural residential, and low to medium density residential housing.

DISCUSSION

a) *Would the project have a substantial effect on a scenic vista?*

No Impact. As mentioned above, there are no officially designated scenic vistas or focal points in the City of Clovis. While the Sierra Nevada Mountains can be viewed on clear days, the Project would allow structures to be constructed at a maximum height of 26 feet 7 inches. The Project site is not within the immediate vicinity of open space, parks, or other natural features. Therefore, because the Project would be constructed at a reduced maximum height in comparison to the standard single family residential zone districts and because there are no officially designated scenic vistas in the area, **no impact** would occur with regards to the project having a substantial effect on a scenic vista. As a result, no mitigation measures are required.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

No Impact. As stated in the 2014 Clovis General Plan Environmental Impact Report (EIR), there are no Caltrans-designated scenic highways within the City of Clovis.[3] Further, there are no existing historical structures or rock outcroppings located on or within the immediate vicinity of the site; therefore, the Project would result in **no impact** with regards to substantially damaging scenic resources within a State scenic highway, and no mitigation measures are required.

c) *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less-Than-Significant Impact. As mentioned previously, the existing site is currently surrounded by residential uses of varying densities including medium, low, and rural. Thus, as a proposed blend of medium and very low-density residential project, the homes would fit within the character of the surrounding area.

Policy 3.6 of the Land Use Element of the Clovis General Plan encourages a mix of housing types, unit sizes, and densities. The Project being of a similar scale as surrounding development to the south and west (in entitlement processing) and as a blended density, would serve as a transition from the rural residential neighborhood to the east, which would comply with Policy 3.6 by resulting in a housing product that adds to the variety of housing stock within the City.

Further, the Project would undergo the RSPR process which would ensure that the overall design and character is consistent and/or complements the surrounding areas. The RSPR process will ensure the Project complies with relevant design policies, such as in the Heritage Grove Master Plan, the CMC, and the General Plan. During the review, the height, color and materials are reviewed for consistency with these plans and guidelines. Consequently, a **less-than-significant** impact would occur with regards to substantially degrading the existing visual character of the site and its surroundings, and no mitigation measures are required.

d) *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less-Than-Significant Impact. The Project consists of 153 single-family homes. As a result of the existing site being vacant and undeveloped, the Project would result in new sources of light and glare. Light and glare from the Project would be typical of residential development, including but not limited to, sources such as exterior lighting for safety, light and glare from vehicles or from light reflecting off of surfaces such as windshields. Other sources of light would be the interior lighting of the units at night. These sources of light and glare are not

3 2014 Clovis General Plan EIR, June 2014, Page 5.1-1.

typically associated with causing significant effects on the environment, especially given that the surrounding developed area already emits similar sources of light and glare and are part of the existing conditions present in the vicinity. Further, the site will be surrounded by residential uses soon to be occupied to the south resulting in similar sources and intensities of light and glare. The development to the south that is under construction will contribute to the urbanization of the area, therefore, lighting and glare will be emitted in the vicinity. Sources of future light and glare are comprised of streetlights, and light and glare from vehicles going to and from home.

Although the Project would introduce new sources of light and glare, the RSPR process would ensure that the design and placement of lighting is appropriate to minimize potential light and glare impacts to surrounding properties. Further, the Project would be required to comply with Section 9.22.050, Exterior Light and Glare, of the CMC, which requires light sources to be shielded and that lighting does not spillover to adjacent properties.

Overall, through the City's design review process and compliance with Section 9.22.050 of the CMC, the Project would result in a **less-than-significant impact** with regard to lighting adversely affecting day or nighttime views in the area. No mitigation measures are required.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)) or timberland (as defined in Public Resources Code section 4526)?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

ENVIRONMENTAL SETTING

The Project site is located on northeast corner of N. Baron and Perrin Avenues. The site is within the fringe of the City and is surrounded by existing residential at varying densities to the south and east with future residential to the west.

DISCUSSION

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. According to the California Important Farmland finder interactive map from the California Department of Conservation,[4] the Project site is considered Farmland of Local Importance (2020 data), which is defined by the Department of Conservation as farmable lands within Fresno County that do meet the definitions of Prime, Statewide, or Unique farmlands. Generally, Farmland of Local Importance is or has been used for irrigated pasture, dryland farming, livestock, dairy, and grazing land.

The Project site does not appear to have previously been cultivated, other than possible dry farming, nor is it zoned or designated for farming-related activities under the 2014 Clovis General Plan. Although the Project site is considered Farmland of Local Importance it is not considered Prime, Unique, or Farmland of Statewide Importance; therefore, **no impact** would occur, and no mitigation measures are required.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?*

No Impact. As shown on Figure 5.2-2 of the Agricultural Resources Chapter of the 2014 Clovis General Plan EIR, the Project site is not under a Williamson Act Contract. Further, as mentioned above, the site is not currently zoned or designated for agricultural use. As a result, the Project would have **no impact** with regards to conflicting with zoning for agricultural use or a Williamson Act Contract. No mitigation measures are required.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)) or timberland (as defined in Public Resources Code section 4526)?*

No Impact. The Project site is vacant and undeveloped, thus, does not contain forest land. Further, the site is not zoned for forestry or other forestry related uses. As a result, **no impact** would occur with regards to conflicts with zoning for, or cause rezoning of, forest land. No mitigation measures are required.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. See discussion under Section 2c.

e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. Although the Project site is considered Farmland of Local Importance according to the Department of Conservation, the site is not zoned for or designated for agricultural uses. Further, the existing site hasn't been used for agricultural-related uses in recent years. The 2014 Clovis General Plan designates the site for residential uses. Additionally, see discussion under Section 2.C related to forest land. Overall, the project would have a **no impact** with regards to this topic and no mitigation measure are required.

4 Farmland Mapping, California Department of Conservation, Interactive mapping tool (https://maps.conservation.ca.gov/DLRP/CIFF/).

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

ENVIRONMENTAL SETTING

An Air Quality and Greenhouse Gas Impact Assessment (AQ/GHG Report) was prepared by VRPA Technologies, Inc. in January 2024 (see Appendix A). Information in this AQ/GHG Report is used for the analysis included in both the Air Quality and Greenhouse Gas Emissions section of this Initial Study.

San Joaquin Valley Air Basin

The City of Clovis (City) is in the central portion of the San Joaquin Valley Air Basin (SJVAB). SJVAB consists of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Air pollution from significant activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air.

The SJVAB is approximately 24,840 square miles and is the second largest air basin in California. It is bordered by the Sierra Nevada to the east, the Coast Ranges to the west, and the Tehachapi mountains to the south. The SJVAB is open to the north extending to the Sacramento Valley Air Basin.

Topography[5]

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants and can channel air from upwind areas that transports pollutants to downwind areas. Wind patterns within the SJVAB generally flow into the basin from the San Joaquin River Delta. The mountain ranges from the west hinder wind access into the SJVAB while the Sierra Nevada Mountain Range provides a barrier to the east. As mentioned above, these topographic features result in weak airflow that becomes restricted vertically by high barometric pressure over the SJVAB.

5 Air Quality and Greenhouse Gas Analysis Report, VRPA Technologies, Inc, page 18-20, January 2024.

Climate[6]

The SJVAB is in a Mediterranean climate zone. Mediterranean climates are characterized by hot, dry summers with sparse rainfall, which occurs mainly in winter. Summertime maximum temperatures often exceed 100°F while winter low temperatures range between 40-50 degrees and is not uncommon to drop below freezing.

In addition to the topographic conditions, the climate can contribute to air quality problems. Temperature inversions can trap air within the SJVAB, thereby preventing the vertical dispersal of air pollutants.

Any emissions of pollutants can be trapped below the inversion.

Ozone often afflicts aeras downwind of the original source and can be easily transported by winds. Peak ozone tends to be higher in the southern portion of the SJVAB. Other primary pollutants such as carbon monoxide may form in high concentrations when wind speed is low, during winder cooler temperatures and calm conditions increase the likelihood of carbon monoxide concentrations.

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

These National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors,” those most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 4, Ambient Air Quality Standards for Criteria Pollutants, these pollutants are ozone (O3), nitrogen dioxide (NO2), carbon monoxide (CO), sulfur dioxide (SO2), coarse inhalable particulate matter (PM10), fine inhalable particulate matter (PM2.5), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to the criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Table 2: Ambient Air Quality Standards

6 Air Quality and Greenhouse Gas Analysis Report, VRPA Technologies, Inc, page 14,22, January 2024.

Pollutant	Averaging Time	State Standard	Federal Primary Standard
Ozone	1-Hour 8-Hour	0.09 ppm 0.07 ppm	-- 0.07 ppm
Carbon Monoxide	1-Hour 8-Hour	20 ppm 9 ppm	35 ppm 9 ppm
Nitrogen Dioxide	1-Hour Annual	0.18 ppm 0.030 ppm	100 ppb 0.053 ppm
Sulfur Dioxide	1-Hour 3-Hour 24-Hour Annual	0.25 ppm -- 0.04 ppm --	75 ppb -- 0.14 ppm 0.030 ppm
PM_{10}	24-Hour Annual	50 ug/m^3 20 ug/m^3	150 ug/m^3 --
$PM_{2.5}$	24-Hour Annual	-- 12 ug/m^3	35 ug/m^3 12 ug/m^3
Lead	30-Day Avg. Calendar Quarter 3-Month Avg.	1.5 ug/m^3 -- --	-- 1.5 ug/m^3 0.15 ug/m^3
Sulfates	24 Hour	25 ug/m^3	--
Hydrogen Sulfide	1 Hour	0.03 ppm	--
Vinyl Chloride	24 Hour	0.01 ppm	--

Notes: ppm = parts per million; ppb = parts per billion; ug/m3 = micrograms per cubic meter.
Source: Air Quality and Greenhouse Gas Analysis Report, VRPA Technologies, Inc, page 9, January 2024.

Attainment Status[7]

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the responsible agency for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Fresno County and throughout SJVAB. The SJVAPCD prepares plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution, inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by FCAA and CCAA. The SJVAPCD adopted the San Joaquin Valley Air Quality Attainment Plan (AQAP), in response to the requirements of the State CCAA.

The SJVAPCD and the California Air Resources Board (CARB) maintain numerous air quality monitoring sites throughout each County to measure ozone, PM2.5, and PM10. The SJVAB is nonattainment for ozone (1 hour and 8 hour) and PM. The EPA uses standard classifications to reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. The SJVAB was classified as extreme nonattainment for ozone by the EPA (2004). The federal 1 hour ozone standard was revoked on June 6, 2005.

DISCUSSION

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

7 Air Quality and Greenhouse Gas Analysis Report, VRPA Technologies, Inc, page 14,22, January 2024.

Less-Than-Significant Impact. In general, regional air quality impacts and attainment of standards are the result of the cumulative impacts of all emission sources within the air basin. Thus, individual projects are generally not large enough to contribute measurably to an existing violation or air quality standards alone. Although the CEQA Guidelines indicate that a significant impact would occur if the Project were to conflict with or obstruct implementation of the applicable air quality plan, the SJVAPCDs 2015 Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) does not provide specific guidance on analyzing conformity with the plan. Thus, for purposes of analyzing this potential impact, the AQ/GHG Report considered impacts based on: (1) Conflict with or obstruct implementation of the applicable air quality plan; (2) Result in a cumulatively considerable net increase if any criteria pollutant for which the project region nonattainment under an applicable federal or state ambient air quality standard: (3) Expose sensitive receptors to substantial pollutant concentrations; and (4) Result in other emissions such as those lead to odors adversely affecting a substantial number of people.[8]

The primary way of determining consistency with the air quality plan's assumptions is determining consistency with the General Plan to ensure that the Project's density and land use are consistent with the growth assumption used in the air quality plan. The Project is consistent with the currently adopted 2014 General Plan; therefore, is consistent with the growth assumptions under the applicable air quality plan and per the AQ/GHG Report, the Project will not conflict with or obstruct implementation of any air quality plans.

Lastly, the SJVAPCD provided a comment letter, dated March 15, 2024 indicating that the Project would not exceed thresholds for criteria pollutants. However, the Project would be subject to compliance with District Rule 9510 which is intended to mitigate a project's impact through project design elements or payment of off-site fees. The Project applicant would be required to submit to the SJVAPCD an Air Impact Assessment (AIA). Further, the Project would be required to submit a Dust Control Plan (DCP) to the SJVAPCD for review and approval. Consequently, a **less-than-significant** impact would occur and no mitigation measures are required.

b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less-Than-Significant Impact. See discussion under Section 3a above.

Additionally, results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants; therefore, no mitigation measures are required.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-Than-Significant Impact. Sensitive receptors are generally considered to include children, the elderly, and persons with pre-existing respiratory and cardiovascular illness. The SJVAPCD considers a sensitive receptor a location that houses or attracts children, the elderly, or people with illnesses. Examples of these receptors are considered to be hospitals, residences, schools and school facilities, daycare facilities, and convalescent facilities. The nearest sensitive receptors to the Project site would be the residences adjacent to the site to the south (in construction) and east (existing). Based the AQ/GHG Report, an evaluation of nearby land uses considering CARB's Pollution Mapping Tool shows that the Project will not place sensitive receptors in the vicinity of exiting toxic sources and is located 2.5 miles from the State Route 168 freeway[9]; therefore, a **less-than-significant** impact would occur with no mitigation measures.

8 Air Quality and Greenhouse Gas Analysis Report, VRPA Technologies, Inc, page 52-53, January 2024.

9 Biological Evaluation Report for Tract 6263 prepared by Live Oak Associates, Inc., pages 8 to 21, May 2019.

d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Less-Than-Significant Impact. Generally, sources considered to emit odors are associated with wastewater treatment facilities, sanitary landfills, petroleum refineries, chemical manufacturing, and other industrial/manufacturing related uses. The Project is a residential use, thus, the odors associated with such use would be similar to that of the surrounding area which include residential uses. Overall, because the Project is a residential use, similar to existing residential uses, the types of odor that could result from the Project would not be considered an objectionable odor source. Thus, a **less-than-significant** impact would occur with no mitigation measures.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
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?				X
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?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

ENVIRONMENTAL SETTING

A Biological Evaluation Report (Biological Report) was prepared by Live Oak Associates, Inc. (LOA) in November 2023 (see Appendix B). This Biological Report included an investigation of the biotic resources of the Project area and assessed potential project-related impacts pursuant to CEQA. As part of the Biological Report, the Project area was surveyed in September 2023 for habitat, plants, and animals.

The existing Project site is vacant and undeveloped with dirt roads containing several cleared and graded areas. The Project site supported grasses and forbs typical of annual grasslands, best characterized as ruderal grassland habitat.

The following analysis is based on information provided by the Biological Report prepared by LOA.

DISCUSSION

a) *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 Game or U.S. Fish and Wildlife Service?*

Less-Than-Significant Impact With Mitigation. As described in the Biological Report, a reconnaissance-level field survey of the Project area was conducted on September 25, 2023 by LOA. The survey consisted of driving and walking throughout the site to identify habitats, plant, and animal species. During the field survey, the site was identified as ruderal grasslands; although presence of disturbance including disking and mowing, road construction, and localized grading was present.

As part of the Biological Report, a search of the California Natural Diversity Database (CNDDB) was conducted to determine the possible presence of special-status species in the vicinity of the Project. According to the search and field survey the Project site has the potential to be used by various wildlife including special status tricolored blackbird Swainson's hawk (CA threated species), golden eagle, pallid bat, spotted bot, and western mastiff bat.[10] While none of these species have the potential to nest or roost on the Project site, the Swainson's hawk could potentially nest close enough to the site that individuals could be disturbed by construction activities.

There are no known Habitat Conservation Plans or Natural Community Conservation Plans in the area; however, Swainson's hawk, has occasionally been sighted in the Project vicinity and there is some chance for individuals of the species to forage on the site from time to time. Possible Swainson's hawk nesting habitat is absent from the Project site but may be found on nearby rural residential along the Enterprise Canal. Nevertheless, implementation of mitigation measures BIO-1 would ensure that a **less-than-significant impact with mitigation** occurs.

> Mitigation Measure BIO-1: **Swainson's hawk.** If possible, construction activities should occur outside of the avian nesting season, typically defined as February 1 – August 31. If that is not feasible, pre-construction surveys shall occur if construction must occur between February 1 – August 31. A qualified biologist shall conduct surveys for active bird nests within seven (7) days prior to the start of work during this period. The survey area shall encompass the Project site and accessible surrounding lands within ¼ mile for nesting Swainson's hawk, 500 feet for other nesting raptors, and 250 feet for nesting birds. Should any active nests be discovered in or near proposed construction zones, the biologist will identify

10 Biological Evaluation Report for Lennar Homes Tract 6452 prepared by Live Oak Associates, Inc., pages 10 to 16, September 2023.

a suitable construction free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged are capable of foraging independently.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

Less-Than-Significant Impact. As mentioned previously, the Project site is characterized as vacant and undeveloped with ruderal grassland as the only habitat with the Project site. According to the Biological Report, 19 special status plants documented in the general vicinity of the project site; however, all 19 species are considered absent from or unlikely to occur on the project site due to an absence of suitable habitat and or soils.[11] Therefore, the impact would be **less-than-significant**. No mitigation measures are required.

c) *Would the project have a substantial adverse effect on state or federally protected wetlands as (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. Aquatic features, including any potentially jurisdictional waters or wetlands, are absent from the Project Site. [12]

d) *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?*

No Impact. Wildlife corridors are typically considered to be valleys, ridgelines, and rivers and creeks supporting riparian vegetation. According to the Biological Report, the Project site does not contain or adjoin any features likely to function as wildlife movement corridors.[13] Thus, **no impact** would occur and no mitigation measures are required.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The Project site does not indicate the presence of any sensitive habitat or wildlife features that would be impacted and will be consistent with the CMC and 2014 General Plan polices. Although Policy 2.6 of the Open Space and Conservation Element of the General Plan calls for the protection of biological resources, the Biological Evaluation did not identify any such resources at the site due to its location. Further, trees and shrubs are absent from the Project site; therefore, **no impact** would occur and no mitigation measures are required.

f) *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?*

11 Biological Evaluation Report for Lennar Homes Tract 6452 prepared by Live Oak Associates, Inc., page 27, September 2023.

12 Biological Evaluation Report for Lennar Homes Tract 6452 prepared by Live Oak Associates, Inc., page 16, September 2023.

13 Biological Evaluation Report for Lennar Homes Tract 6452 prepared by Live Oak Associates, Inc., page 17, September 2023.

No Impact. There are no known Habitat Conservation Plans or Natural Community Conservation Plans for the Project vicinity[14]; thus, **no impact** would occur and no mitigation measures are required.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c. Disturb any human remains, including those interred outside of formal cemeteries?		X		

ENVIRONMENTAL SETTING

The Project site is located on a vacant undeveloped site. The site is surrounded by existing and future residential development at varying densities.

A Cultural Resource Study (Cultural Study) was prepared by Applied EarthWorks, Inc. dated November 2023 (see Appendix C). This Cultural Study included a records search at the California Historical Resources Information System (CHRIS) Southern San Joaquin Valley Information Center (SSJVIC), Native American Hertiage Commission's (NAHC) Sacred Lands File, desktop archival research, as well as a pedestrian survey of the Project site.

In addition to the Cultural Study, City staff conducted Native American Consultation in compliance with Assembly Bill 52 (AB52). In compliance with AB52, invitations for consultation were mailed on April 8, 2024 which affords Native tribes thirty (30) days to respond and to request consultation. During this timeframe, no requests for consultations were received.

DISCUSSION

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

No Impact. As part of the Cultural Study, the SSJVIC of the CHRIS at the California State University, Bakersfield preformed a records search on June 31, 2023, to identify previously recorded resources and prior surveys within the Project area and surrounding 0.25 mile search radius.[15] According to the results, there were four previous cultural resource investigations within the Project area and one previous investigation with the 0.25 mile radius

14 Biological Evaluation Report for Lennar Homes Tract 6452 prepared by Live Oak Associates, Inc., page 29, September 2023.

15 Cultural Resource Study for the Clovis Tract 6452 prepared by Applied Earthworks, Inc., page 14, November 2023.

site, the previous studies date from 1991 to 2018.[16] Additionally, as part of the Cultural Study historical topographic maps and aerial photographs were reviewed and a requested search of the Sacred Lands File was conducted by the NAHC on August 17, 2023.[17] According to Cultural Study no cultural resource sites were identified in the Project area.[18] Further, compliance with Policy 2.9 of the 2014 General Plan, which calls for the preservation of historical sites and buildings of state or national significance, would ensure that if there were historical resources present, they would be protected. Therefore, **no impact** would occur with regard to the Project causing a substantial adverse change in the significance of a historical resource and no mitigation measures are required.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less-Than-Significant Impact With Mitigation. The site is undeveloped with the site's grounds only have previously disturbed as a result of some light grading with dirt roads and the mowing of weeds. Further, the Cultural Study concluded that there were no cultural resources including potential historical resources were identified in the Project area.[17]

Because there is the slight possibility for the accidental or inadvertent uncovering of archaeological resources during construction, Mitigation Measure CULT-1 would serve to reduce those potential impacts by requiring the stopping of any work until any found artifacts can be properly removed and inventoried by a qualified archaeologist. Therefore, the Project would result in a **less-than-significant impact with mitigation**.

> Mitigation Measure CULT-1: If archaeological or tribal resources or materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, can evaluate the significance of 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 professional 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.
>
> If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less-Than-Significant Impact With Mitigation. As mentioned in the discussion for Section 5a the site is undeveloped. The Cultural Study concluded no cultural resource sites were identified in the Project area.

16 Cultural Resource Study for the Clovis Tract 6452 prepared by Applied Earthworks, Inc., page 16, November 2023.

17 Cultural Resource Study for the Clovis Tract 6452 prepared by Applied Earthworks, Inc., page 17, November 2023.

18 Cultural Resource Study for the Clovis Tract 6452 prepared by Applied Earthworks, Inc., page 21, November 2023.

Nevertheless, the potential remains that human remains could be inadvertently or accidentally uncovered during ground-disturbing activities such as trenching, digging, and the installation of utilities and other infrastructure.

Because there is the slight possibility for the accidental or inadvertent uncovering of human remains during construction, Mitigation Measure CULT-2 would serve to reduce those potential impacts by requiring the stopping of any work until any found human remains can be properly removed by the County coroner and/or tribes. Therefore, the Project would result in a **less-than-significant impact with mitigation**.

> Mitigation Measure CULT-2: 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 and Project shall follow the procedures and protocols set for un CEQA Guidelines Section 15064.4(e)(1). If human remains are identified to be those of Native American, California Health and Safety Code 7050.5 requires the County coroner notify the NAHC within 24 hours of discovery. All reports, correspondence, and determinations regarding the discovery of human remains on the Project site shall be submitted to the Lead Agency.

6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

ENVIRONMENTAL SETTING

The Project site is located on a vacant undeveloped site. The site is surrounded by existing and future residential development at varying densities.

DISCUSSION

a) *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?*

Less-Than-Significant Impact. The Project proposes the construction of 153 single-family homes on ±18 acres, along with associated landscape, hardscape, and infrastructure (i.e., drive aisles, utilities, etc.). The Project would include construction activities typical of residential development, thus, is not generally considered the type of use or intensity that would result in the unnecessary consumption of energy. The units themselves would comply with Title 24 Green Building Standards for energy efficiency, as well as be required to comply with the latest water efficient landscape policy regulations, and California Building Code. Further, the Project would be required to comply with Clovis 2014 General Plan Policy 3.4, and 3.7 of the Open Space and Conservation, which call for the use of water conserving and drought tolerant landscape, as well as energy efficient buildings. Consequently, compliance with these measures would ensure that the Project does not result

in a significant impact due to the unnecessary consumption of energy and **less-than-significant** impact would occur with no mitigation measures.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less-Than-Significant Impact. See discussion under Section 6a above.

7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?				X
f. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?		X		

ENVIRONMENTAL SETTING

The 2014 Clovis General Plan EIR identified no geologic hazards or unstable soil conditions known to exist on the Project site.

DISCUSSION

a) *Would the project 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?; ii) Strong seismic ground shaking?; iii) Seismic-related ground failure, including liquefaction?; iv) Landslides?*

No Impact. Pursuant to the California Department of Conservation, the California Earthquake Hazards Zone Application mapping tool identifies the Project parcel as not within an Earthquake Fault Zone.[19] Additionally, adherence to the most current California Building Codes would ensure that the structures are constructed safely and in compliance with the appropriate Building Codes**.** With regards to liquefaction, the 2014 General Plan EIR states that the soil types in the area are not considered conducive to liquefaction due to their high clay content or from being too coarse.[20] Further, the site is generally flat and therefore landslides would not occur at the Project site. Overall, due to the Project site not being located within an earthquake fault zone, adherence to the most recent California Building Codes, and the flat topography, **no impact** would occur with regards to potential impacts from seismic activity.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less-Than-Significant Impact. Although the site is relatively flat, grading activities would be required to ensure a flat and graded surface prior to construction, which may result in the soil erosion and loss of topsoil. However, as part of the Project, grading plans are required to be submitted and approved by the Engineering Division to ensure appropriate grading of the site. Thus, this review and approval process would ensure that a **less-than-significant** impact occur and no mitigation measures are required.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

No Impact. See discussion under Section 7a.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?*

No Impact. According to the 2014 Clovis General Plan EIR, expansive soils are mostly present in areas along the northern edge of the non-Sphere of Influence (SOI) and the easternmost part of the Clovis non-SOI plan area. Because the Project is within the City's SOI; therefore, not within the vicinity of those areas, there would be no potential for creating direct or indirect substantial risks to life or property with regards to expansive soils. As a result, **no impact** would occur and no mitigation measures are required.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The Project does not propose the use of septic tanks; therefore, **no impact** would occur.

19 California Department of Conservation, the California Earthquake Hazards Zone Application mapping tool, https://maps.conservation.ca.gov/cgs/EQZApp/app/

20 2014 Clovis General Plan EIR, Chapter 5: Geology and Soils, page 5.6-3.

f) *Would the project directly or indirectly destroy a unique paleontological resource or unique geologic feature?*

Less-Than-Significant Impact With Mitigation. The Project site is vacant and undisturbed and the Cultural Study concluded that there are no cultural resources including potential historical resources identified in the Project area. Nevertheless, the possibility remains that the inadvertent or accidental discovery could occur during ground disturbing construction activities. However, Mitigation Measure GEO-1, below, would serve to protect the accidental discovery of paleontological resources. As such, a **less-than-significant with mitigation** impact would occur.

> Mitigation Measure GEO-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 professional archaeologist and/or paleontologist, can evaluate the significance of 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 professional 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.
>
> If a potentially-eligible resource is encountered, then the qualified professional archaeologist and/or paleontologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.

8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual Projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent" measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gases (GHG) would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

In December 2009, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted guidance for addressing GHG impacts in its *Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under* CEQA. The guidance relies on performance-based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project-specific GHG emissions on global climate change during the environmental review process.

Projects can reduce their GHG emission impacts to a less than significant level by implementing BPS. Projects can also demonstrate compliance with the requirements of AB 32 by demonstrating that their emissions achieve a 29% reduction below "business as usual" (BAU) levels. BAU is a projected GHG emissions inventory assuming no change in existing business practices and without considering implementation of any GHG emission reduction measures.

Significance Criteria

The SJVAPCDs *Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA* provides initial screening criteria for climate change analyses, as well as draft guidance for the determination of significance.

The effects of project-specific GHG emissions are cumulative, and therefore climate change impacts are addressed as a cumulative, rather than a direct, impact. The guidance for determining significance of impacts has been developed from the requirements of AB 32. The guideline addresses the potential cumulative impacts that a project's GHG emissions could have on climate change. Since climate change is a global phenomenon, no direct impact would be identified for an individual land development project. The following criteria are used to evaluate whether a project would result in a significant impact for climate change impacts:

- Does the project comply with an adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions? If no, then
- Does the project achieve 29% GHG reductions by using approved Best Performance Standards? If no, then
- Does the project achieve AB 32 targeted 29% GHG emission reductions compared with BAU?

Projects that meet one of these guidelines would have less than significant impact on the global climate.

In December 2022 the 2022 Scoping Plan was approved by the CARB which assesses progress toward achieving carbon neutrality by 2045. Because neither the City of Clovis or the SJVAPCD have developed or adopted numerical GHG significance threshold, the proposed Project was analyzed for consistency with the 2022 Scoping Plan consistent with statewide climate goals. The 2022 Scoping Plan includes key project attributes that reduce operational GHG emissions.

DISCUSSION

a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less-Than-Significant Impact With Mitigation. The Project would include the construction and operation of 153 single-family homes and associated infrastructure (i.e., sewer and water infrastructure, roadways, sidewalks, etc.). As such, GHG emissions would be produced through the construction and operational phases of the Project. As a result, an estimate of the Project's operational emissions in 2005 were compared to the operational emission in 2020 in order to determine if the Project meets the 29% emission reduction. Results of the analysis show that the Project's GHG emission in the year 2020 is 2179.68 MTCO2eq./year, which represents an achievement of 16% GHG emission reduction on the basis of BAU, which does not meet the 29% GHG emission reduction target.[21] Although, the Project does not meet the 29% GHG emission reduction, the 2022 Scoping Plan recommends that for determining whether a proposed residential or mixed-use residential development would align with the State's climate goals is to examine whether the project includes key project attributes that reduce operational GHG emissions while simultaneously advancing fair housing. With the implementation of recommended mitigation, the proposed project is generally consistent with the key project attributes recommended in the 2022 Scoping Plan, as further discussed below.

The 2022 Scoping Plan recommends that project attributes consistent with specific priority strategies would accommodate growth in a manner consistent with State GHG reduction. The 2022 Scoping Plan recommends that a residential or mixed-use project provide EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval. CALGreen requires provision of infrastructure to accommodate EV chargers for new single family and attached dwelling units/town houses. It is not yet known whether the proposed project would include electric vehicle charging; therefore, implementation of Mitigation Measure GHG-1 would be required to ensure the proposed project would provide electric vehicle charging.

The 2022 Scoping Plan further recommends that a proposed project be located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer). The proposed Project is located in close proximity to other single-family residential uses that are presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer). The Project site and adjacent parcels

21 Air Quality and Greenhouse Gas Analysis Report, VRPA Technologies, Inc, page 56, January 2024.

have been identified for future development in the 2014 General Plan. CARB guidance recommends that, to be consistent with State goals, a proposed project should not result in the loss or conversion of natural and working lands. As discussed in Section 2A the Project will not result in the loss or conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Therefore, the proposed project would be consistent with this key project attribute.

The proposed project would also be generally consistent with the transit density criteria recommended in the 2022 Scoping Plan. The proposed Project would include an approximately 20-foot-wide parkway containing an approximately 6-foot-wide pedestrian sidewalk and 10-foot-wide landscaping along both N. Baron and Perrin Avenues. Additionally, the Project includes multiple direct pedestrian connections into the proposed Project that would support the ability to use alternative modes of transportation. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation.

The 2022 Scoping Plan recommends that a proposed project reduce parking requirements by eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or providing residential parking supply at a ratio of less than one parking space per dwelling unit. The proposed Project would consist of 153 residential lots with construction of approximately 59 dedicated off-street parking spaces. Based on the minimal parking spaces when compared to the number of residential units, the proposed project would be consistent with this key project attribute. An additional State goal is to advance the availability of fair housing. The proposed project would help to address the California housing shortage and would increase the number of residences available to residents of the San Joaquin Valley. Finally, consistent with the recommendations in the 2022 Scoping Plan, the proposed Project would be all electric and not include natural gas connections.

With implementation of Mitigation Measures GHG-1 the Project would result in **less-than-significant impact with mitigation.**

> Mitigation Measure GHG-1: In order to meet the 2022 Scoping Plan GHG requirements, consistent with State GHG reduction and equity prioritization goals, each residential unit shall provide electric vehicle charging capabilities as part of the final project design.

b) *Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Less-Than-Significant Impact. Based on the AQ/GHG Report,[22] as required by California law General Plans contain land use elements that detail types and quantities of land uses needed for future growth assumptions. Therefore, determination of consistency with a county/city's General Plan can be used to confirm that the Project's density and land use are consistent with the growth assumption used in the air quality plan. The Project is consistent with the currently adopted 2014 General Plan; therefore, is consistent with the growth assumptions under the applicable air quality plan and per the AQ/GHG Report, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG. Additionally, as indicated in the discussion above under Section 8a, the Project was analyzed for consistency with the goals of the 2022 Scoping Plan, a state adopted plan for Statewide climate goals and greenhouse gas emission reduction. Consequently, the AQ/GHG Report found this potential impact to be **less than significant** impact would occur with no mitigation measures.

22 Air Quality and Greenhouse Gas Analysis Report, VRPA Technologies, Inc, page 58-59, January 2024.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

ENVIRONMENTAL SETTING

For purposes of this chapter, the term “hazardous materials” refers to both hazardous substances and hazardous wastes. A “hazardous material” is defined in the Code of Federal Regulations (CFR) as “substance or material that is capable of posing an unreasonable risk to health, safety, and property when transported in commerce” (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

“Hazardous material” means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a

reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. "Hazardous wastes" are defined in California Health and Safety Code Section 25141(b) as wastes that because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

The nearest school to the Project site is Woods Elementary School, located approximately one (1) mile southwest of the site at its closest point.

DISCUSSION

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less-Than-Significant Impact. The Project consists of the construction of 153 single-family homes on ±18 acres. The type of hazardous materials that would be associated with the Project are those typical of residential uses, such as the use of household cleaners, landscape maintenance products, soaps, and potential pesticides (for pest control). These materials, when used and applied properly, would not necessarily create a significant hazard to the public or the environment. Further, these materials are not anticipated to be stored in large quantities that could pose a threat. Overall, the Project would not routinely transport, use, or dispose of hazardous materials other than those typical of residential development, which are not generally considered of the type or quantity that would pose a significant hazard to the public when used as directed. During construction, typical equipment and materials would be used that are associated with residential construction; however, any chemicals or materials would be handled, stored, disposed of, and/or transported according to applicable laws. Consequently, because the Project is not of the type of use that would routinely transport, use, or dispose of hazardous materials a **less-than-significant** impact would occur with no mitigation measures.

b) *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?*

Less-Than-Significant Impact. See discussion above under Section 9a.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. As mentioned above, the Project site is located approximately one (1) mile from the nearest school. Further, the Project is not of the type of use typically associated with emitting hazardous emissions or handling the type or quantity of hazardous materials such that it would pose a risk or threat to the school, or surrounding area. Therefore, **no impact** would occur.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. According the California Department of Toxic Substance Control EnviroStor Database, the Project site is not located on or within the immediate vicinity of a hazardous materials site.[23] Therefore, **no impact** would occur.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. The Project is not within an airport land use plan nor is the site within two miles of a public airport. Therefore, **no impact** would occur.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less-Than-Significant Impact. The Project will connect in the internal street network to N. Baron, Perrin, and N. Marion Avenues already developed from previous development. Although the Project could result in temporary traffic detouring or closures during buildout, these delays would be temporary and would be coordinated with the City Planning and Development Services Department and other departments to ensure safe access to and from the area is maintained. Further, the site itself would be reviewed by City departments to ensure adequate site access and circulation is provided in the event of an emergency. Overall, a **less-than-significant** impact would occur with no mitigation measures.

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Less-Than-Significant Impact. The Project site it is not located in an area typically associated with wildfires. Although urban fires could occur, the Project would be constructed to the latest fire code standards, which would include fire sprinklers in each unit, as well as the installation of several fire hydrants throughout the site as required by the Clovis Fire Department. Further, other life safety features would be required such as smoke detectors, which would be reviewed and checked by the Fire Department to ensure proper operation prior to occupancy. Ultimately, a **less-than-significant** impact would occur with no mitigation measures.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	

23 California Department of Toxic Substance Control, EnviroStor Database, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Clovis, accessed on April 11, 2024

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in 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; or (iv) impede or redirect flood flows?			X	
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
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?			X	
iv) Impede or redirect flood flows?			X	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

ENVIRONMENTAL SETTING

The City is within the drainages of three streams: Dry Creek, Dog Creek, and Redbank Slough. On the north, Dry Creek discharges into the Herndon Canal in the City of Fresno west of Clovis. South of Dry Creek, Dog Creek is a tributary of Redbank Slough, which discharges into Mill Ditch south of Clovis (USGS 2012). A network of storm drains in the City and the Plan Area discharges into 31 retention basins, most of which provide drainage for a one- to two-square-mile area. Most of the Plan Area east and northeast of the City is not in drainage areas served by retention basins. Those areas drain to streams that discharge into reservoirs, including Big Dry Creek Reservoir in the north-central part of the Plan Area and Redbank Creek Dam and Reservoir in the southeast part of the Plan Area. Fancher Creek Dam and Reservoir are near the east Plan Area boundary.

The Project is located within the FMFCD boundary, and subject to its standards and regulations. Detention and retention basins in the FMFCD's flood control system are sized to accommodate stormwater from each basin's drainage area in builtout condition. The current capacity standard for FMFCD basins is to contain runoff from six inches of rainfall during a ten-day period and to infiltrate about 75 to 80 percent of annual rainfall into the groundwater basin (Rourke 2014). Basins are highly effective at reducing average concentrations of a broad range of contaminants, including several polyaromatic hydrocarbons, total suspended solids, and most metals (FMFCD 2013). Pollutants are removed by filtration through soil, and thus don't reach the groundwater aquifer (FMFCD 2014). Basins are built to design criteria exceeding statewide Standard Urban Stormwater Mitigation

Plan (SUSMP) standards (FMFCD 2013). The urban flood control system provides treatment for all types of development—not just the specific categories of development defined in a SUSMP—thus providing greater water quality protection for surface water and groundwater than does a SUSMP.

In addition to their flood control and water quality functions, many FMFCD basins are used for groundwater recharge with imported surface water during the dry season through contracts with the FID and the cities of Fresno and Clovis; such recharge totaled 48,139 acre feet of water in 2020.

The pipeline collection system in the urban flood control system is designed to convey the peak flow rate from a two-year storm.

Most drainage areas in the urban flood control system do not discharge to other water bodies, and drain mostly through infiltration into groundwater. When necessary, FMFCD can move water from a basin in one such drainage area to a second such basin by pumping water into a street and letting water flow in curb and gutter to a storm drain inlet in an adjoining drainage area (Rourke 2014). Two FMFCD drainage areas discharge directly to the San Joaquin River, and three to an irrigation canal, without storage in a basin. Six drainage areas containing basins discharge to the San Joaquin River, and another 39 basins discharge to canals (FMFCD 2013).

A proposed development that would construct more impervious area on its project site than the affected detention/retention basin is sized to accommodate is required to infiltrate some stormwater onsite, such as through an onsite detention basin or drainage swales (Rourke 2014).

The Big Dry Creek Reservoir has a total storage capacity of about 30 thousand acre-feet (taf) and controls up to 230-year flood flows. Fancher Creek Dam and Reservoir hold up to 9.7 taf and controls up to 200-year flood flows. Redbank Creek Dam and Reservoir hold up to 1 taf and controls up to 200-year flood flows.

Groundwater

Clovis is underlain by the Kings Groundwater Basin that spans 1,530 square miles of central Fresno County and small areas of northern Kings and Tulare counties. Figure 5.9-4, Kings Groundwater Basin, shows that the basin is bounded on the north by the San Joaquin River, on the west by the Delta-Mendota and Westside Subbasins, the south by the Kings River South Fork and the Empire West Side Irrigation District, and on the east by the Sierra Nevada foothills. Depth to groundwater in 2016 ranged from 196.5 feet at the northwest City boundary to 69.5 feet at the southeast City boundary (Clovis 2016), 25 feet at the southeast SOI boundary, and about 20 feet at the eastern Plan Area boundary (FID 2013). The Kings Subbasin has been identified as critically overdrafted (Provost & Pritchard 2011).

In the Plan Area, groundwater levels are monitored by the City of Clovis and FID. The overall area has not experienced land subsidence due to groundwater pumping since the early 1900s (FID 2006). Subsidence occurs when underground water or natural resources (e.g., oil) are pumped to the extent that the ground elevation lowers. No significant land subsidence is known to have occurred in the last 50 years as a result of land development, water resources development, groundwater pumping, or oil drilling (FID 2006). The City has identified a localized area of subsidence of 0.6 feet in the vicinity of Minnewawa and Herndon Avenues within the last 14 years (Clovis 2016). Regional ground subsidence in the Plan Area was mapped as less than one foot by the US Geological Survey in 1999 (Galloway and Riley 1999). Groundwater levels in the San Joaquin Valley are forecast to hit an all-time low in 2014 (UCCHM 2014).

New development in accordance with the General Plan Update would increase the amount of impervious surface in the Plan Area, potentially affecting the amount of surface water that filters into the groundwater supply. Groundwater levels are monitored in the Plan Area by the FID and the City of Clovis. As described in the 2015

City of Clovis Urban Water Management Plan (UWMP), groundwater recharge occurs both naturally and artificially throughout the City. The Kings Groundwater Basin area is recharged through a joint effort between the Cities of Clovis and Fresno and the FID (CDWR 2006). Approximately 8,400 acre-feet per year (afy) of water are intentionally recharged into the Kings Groundwater Basin by the City of Clovis, and approximately 7,700 afy of water naturally flow into groundwater in the City's boundaries (Clovis 2011).

The FMFCD urban stormwater drainage system would provide groundwater infiltration for runoff from developed land uses in detention basins in the drainage system service area.

Projects pursuant to the proposed General Plan Update and developed outside of the FMFCD urban stormwater drainage system would be required to meet the requirements of NPDES regulations, including the implementation of BMPs to improve water retention and vegetation on project sites.

DISCUSSION

a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less-Than-Significant Impact. The Project is located on a site that was previously anticipated for residential use. As with any development, existing policies and standards are required to be complied with, which are assessed during review of the entitlements. As such, the Engineering Division, as well as outside agencies such as the FMFCD review all plans to ensure that none of the water quality standards are violated and that waste discharge requirements are adhered to during construction and operation of the Project. Consequently, this process of Project review and approval would ensure that a **less-than-significant** impact occur with no mitigation measures.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less-Than-Significant Impact. The Project would not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level due to the Project. The 2014 General Plan EIR identified a net decrease in ground water aquifer throughout the region, however, because the City's domestic water system is primarily served through surface water via existing water entitlements, the loss of aquifer is less than significant. The City has developed a surface water treatment plant (opened in June, 2004) that reduces the need for pumped groundwater, and has also expanded the municipal groundwater recharge facility. The Projects impacts to groundwater are **less than significant** with no mitigation measures required.

c) *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 which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in 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; or (iv) impede or redirect flood flows?*

Less-Than-Significant Impact. There are no streams or rivers on the site that would be altered as a result of the Project. Further, some of the infrastructure surrounding the site, such as stormdrains are already in place from existing development to the south. The site is mostly pervious since it is currently undeveloped, and as a result, the Project would increase the amount of impervious surfaces by installing paving for roadways and sidewalks. However, the drainage pattern would be constructed per existing policies and regulations through

review of the plans by the City Engineering Division and the FMFCD to ensure the site is properly and adequately drained such that the stormdrain system is maintained and so that no flooding occurs. Consequently, this review and approval by City engineers and FMFCD would mean that the Project result in a **less-than-significant** impact would occur with no mitigation measures.

d) *Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Less-Than-Significant Impact. Due to the Central Valley's location away from the ocean, an impact from a tsunami is unlikely. The majority of the site is located within the 1% annual flood (100-year flood) area as mapped by Federal Emergency Management Agency (FEMA); however, the CMC Section 8.12, Floodplain Management lists standards and requirements for new construction within special flood zones; therefore, the Project would implement flood hazard management as required by the CMC. As a result of adhering to required flood hazard management, the Project would not risk the release of pollutants due to inundation and consequently, the Project would result in a **less-than-significant** impact would occur with no mitigation measures.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less-Than-Significant Impact. The City of Clovis is within the North Kings County Groundwater Sustainability Agency (GSA). Pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA), certain regions in California are required to develop and implement a groundwater management plan that sustainably manages groundwater resources. The proposed Project would comply with the 2020 City of Clovis UWMP which promotes programs and policies to manage water supplies. Nevertheless, the Project would derive the majority of its water from surface water sources and does not propose or include plans for groundwater use. With regards to water quality control, the Project would be required to adhere to appropriate storm drain conveyance and the protection of water resources which would include the installation of backflow preventers. Consequently, the Project would result in a **less-than-significant** impact with no mitigation measures.

11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an existing community?			X	
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?			X	

ENVIRONMENTAL SETTING

As described above in the Project Description, the Project site is vacant and undeveloped and is surrounded by residential development, including existing rural residential to the east, residential to the south currently under construction, and development under entitlement processing to the west.

DISCUSSION

a) *Would the project physically divide an existing community?*

Less-Than-Significant Impact. Although the site is currently vacant and undeveloped, the general area to the south is urbanized with residential uses of varying densities. Typically, physically dividing existing communities is associated with the construction of a new road intersecting an established area or introducing uses that are not necessarily in line with the existing uses and planned land uses of the area. However, the Project site has been previously designated in the 2014 Clovis General Plan and zoned for residential use.

Consequently, because the proposed Project is the type of use previously planned for this site and the general areas, it would not physically divide an existing community. Rather, it seeks to add new housing stock to the City with installation of a new public sidewalk and roadway infrastructure. Therefore, a **less-than-significant** impact would occur and no mitigation measures are required.

b) *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?*

Less-Than-Significant Impact. As mentioned in the Existing Setting Section above, the Project site is currently within the County of Fresno jurisdiction and zoned AE20 (Exclusive Agricultural). However, the Project site will be rezoned to the R-1-PRD (Single-Family Planned Residential Development) Zone District though a separate entitlement application (Rezone 2021-006). According to Section 9.10.010(B)(5) of the CMC, the R-1-PRD Zone District identifies areas appropriate for single-family small lot uses, including attached and detached single-family structures on small lots. If approved, the Project will be required to go through the RSPR entitlement process for review for compliance with relevant design policies, such as in the Heritage Grove Master Plan, the CMC, and the General Plan. During the review, the height, color and materials are reviewed for consistency with these plans and guidelines. As a result of the Project in complying with the land use and zoning designation upon approval, as well as the review process ensuring General Plan and other applicable policies are adhered to, the Project would result in a **less-than-significant** impact with regards to conflicting with a land use plan. No mitigation measures are required.

12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
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?				X

ENVIRONMENTAL SETTING

The City of Clovis 2014 General Plan EIR defines minerals as any naturally occurring chemical elements or compounds formed from inorganic processes and organic substances.[24] The 2014 General Plan EIR indicates that there are no active mines or inactive mines within the Plan Area of the City of Clovis.

24 2014 Clovis General Plan EIR, Chapter 5: Mineral Resources, page 5.11-1.

DISCUSSION

a) *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?*

No Impact. As stated above, the City of Clovis does not have any active mines or inactive mines. Further, the Project site is not designated, or otherwise mapped for mineral resource extraction, or for having mineral resources of value to the region present on or below the surface of the site. Therefore, **no impact** would occur and no mitigation measures are required.

b) *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?*

No Impact. Please refer to the discussion under Section 12a.

13. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

ENVIRONMENTAL SETTING

The Project site is vacant and surrounded by residential development, including existing rural residential to the east, residential development to the south currently under construction, and residential development under entitlement processing to the west. As such, existing ambient noise levels are typical of those associated with residential development, such as the sound of vehicles passing by, the sound of talking, and recreating could be expected within the Project vicinity. As a result of construction to the south, existing ambient noise levels may be slightly elevated as a result of the use of construction equipment, such as large trucks, tractors, and other construction tools associated with residential development. These increases would be temporary, however, and would cease upon completion of the neighborhood.

An acoustical analysis was prepared for the Project by WJV Acoustics on March 14, 2024 and the analysis below is based in part on the study. As part of the acoustical analysis, noise exposure from traffic on Perrin and N. Clovis Avenues was calculated for future (2046) conditions using the Federal Highway Administration

(FHWA) Highway Traffic Noise Prediction Model. The acoustical analysis can be found in Appendix D of this Initial Study.

DISCUSSION

a) *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less-Than-Significant Impact With Mitigation. The Project would include development of 153 single-family homes on an undeveloped site. Thus, the Project would result in a temporary and permanent increase in ambient noise levels as a result of construction and operation. However, as mentioned above, the Project site will be surrounded by residential development of varying densities. The Project would introduce new ambient noise from the construction and operation of the homes, these noises would represent the typical type of noise levels that is expected for a planned residential land use. While increases in ambient noise would occur due to the construction of the Project, this increase would be temporary and would be required to adhere to local regulations limiting the hours of construction.

The CMC Section 9.22.080, Noise, sets forth noise standards for development which would need to be complied with. For example, construction would only be permitted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and between 9:00 a.m. and 5:00 p.m. on weekends. However, between June 1 and September 15, construction may begin at 6:00 a.m. on weekdays.

The acoustical analysis indicated that exterior traffic noise exposure at the closest proposed lots to Perrin Avenue would be approximately 61 dB CNEL for future traffic conditions and approximately 51 dB CNEL for the closest proposed lots to N. Clovis Avenue.[25] As such, the exterior noise exposure would not exceed the City's exterior noise level of 65 dB CNEL.

The acoustical analysis indicated that the worst-case interior noise exposure within the proposed Project would be approximately 61 dB CNEL which exceeds the City's standard for interior noise; however, the mitigation measures below would reduce these impacts sufficiently to meet the City standards for noise. Consequently, a **less-than-significant impact with mitigation** would occur.

> Mitigation Measure NOISE-1: Interior Noise. Mechanical ventilation or air conditioning shall be provided for all homes to enable windows and doors to remain closed for sound insulation purposes.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less-Than Significant Impact. The Project includes development of 153 single-family homes and associated infrastructure (i.e., sidewalks, roadways, curb, gutter, stormdrains, etc.). Therefore, construction equipment typical of the development of residential homes would be utilized temporarily. This equipment could include the use of heavy tractors, trucks, and other equipment; however, this type of equipment isn't typically associated with excessive groundborne vibration. If any vibration were to occur, it's likely that it would be temporary in nature and not at levels that would significantly impact the surrounding area. Further, the Project would be required to comply with the provisions of Section 9.22.090 of the CMC which requires that vibration not be perceptible along property lines and that it shall not interfere with operations or facilities on adjoining parcels. It's important to note also that temporary construction vibration and noise is exempt from these provisions due to the fact that construction is temporary. Overall, because the type of equipment likely to be used in the

25 Acoustical Analysis Tract 6452, VJV Acoustics, Inc, page 8, March 2024.

development of the Project is not considered to be of the type and intensity to result in substantial vibration or groundborne noise, the impact would be **less than significant** and no mitigation measures are required.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The Project is not located within the vicinity of a private airstrip or within an airport land use plan nor is the site within two miles a public airport. Therefore, **no impact** would occur.

14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned 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)?			X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

ENVIRONMENTAL SETTING

The Project is located on a vacant site that is planned for residential use in the 2014 Clovis General Plan. The Project site is ±18 acres and proposes 153 single-family homes.

DISCUSSION

a) *Would the project induce substantial unplanned 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)?*

Less-Than-Significant Impact. The Project would result in 153 single-family homes. The Project site has two existing General Plan Land Use designations of Very Low Density Residential, which allows for a density range of 0.6 to 2.0 DU/AC and Medium Density Residential, which allows for a density range of 4.1 to 7.0 DU/AC. Calculated with net acres, the Project site would require a range of 42 to 80 dwelling units. Thus, blending of density will be utilized with adjacent TM6200, to the south. TM6200 was recorded on December 24, 2019, which allowed for a maximum of 871 dwelling units. TM6200 has been processed in phases currently with 586 dwelling units approved for development which leaves a 283-unit surplus. Thus, the Project will utilize 73 units of the remaining 283 units for a blended product. Further, the Project includes residential use on a site that is planned for the type of use being proposed. Unplanned population growth is typically associated with providing new services in remote areas of the City or other infrastructure that was not previously identified in the General Plan. Although the Project would result in new housing units and population to the site, this growth was previously planned and anticipated under the 2014 General Plan. Thus, a **less-than-significant** impact would occur and no mitigation measures are required.

b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project site is vacant and undeveloped; therefore, **no impact** would occur and no mitigation measure are required.

15. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?			X	
b. Police protection?			X	
c. Schools?			X	
d. Parks?			X	
e. Other public facilities?			X	

ENVIRONMENTAL SETTING

The Project would be served by the Clovis Fire Department, Clovis Police Department, with mutual aid from the City of Fresno, when needed. The Project site would also be within the Clovis Unified School District.

The nearest fire station is Fire Station #3, located approximately three (3) miles southwest of the site. The other closest fire station is Fire Station #5, located approximately four (4) miles to southeast of the site.

DISCUSSION

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?*

Less-Than-Significant Impact. Although the Project would result in 153 new residential units, the site is located adjacent to an area of the City that is already able to be served by the Clovis Fire Department. Upon annexation (R2021-006), the Project will then be located in an area the City will be able to serve. Also, the site itself is in close proximity to Fire Station's #3 and #5, which would mean that response times should be able to be maintained during calls for service. As part of the entitlement process for the Project, the Clovis Fire Department will review the design and site layout to ensure adequate fire safety measures and site circulation are achieved. This would include placement of new fire hydrants in certain locations throughout the site, adequate drive widths for fire truck and emergency vehicle access, and the appropriate application of fire codes, such as installation of sprinkler systems, fire alarms, and smoke detectors. Overall, with the site's close proximity to numerous fire

stations, construction that would meet the latest fire code standards, and review by the Clovis Fire Department, impacts related to effects on the performance of the Fire Department would be **less-than-significant** and no mitigation measures are required.

b) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?*

Less-Than-Significant Impact. Although the Project would result in 153 new residential units, the site is located adjacent to an area of the City this already able to be served by the Clovis Police Department. Upon annexation (R2021-006), the Project will then be located in an area the City will be able to serve. The Clovis Police Department headquarters are located at 1233 Fifth Street, which is approximately five (5) miles from the site. As part of the entitlement process for the Project, the Clovis Police Department will review the design and site layout to ensure adequate safety measures are achieved. Consequently, a **less-than-significant** impact would occur and no mitigation measures are required.

c) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?*

Less-Than-Significant Impact. As part of the review process, Clovis Unified School District (CUSD) is provided the opportunity to comment and work closely with the City as development is proposed. As mentioned previously, the Project site was previously planned for residential development, as indicated in the 2014 Clovis General Plan. As such, the CUSD has been aware of the potential for this type of development at this location. As part of the process, the Project would be required to pay school fees which typically go towards the improvement and/or construction of new schools or expanding existing schools if and when needed, as determined by the CUSD. Therefore, because the Project is consistent with what was previously planned for at this site in addition to payment of appropriate school fees set by the CUSD, a **less-than-significant** impact would occur and no mitigation measures are required.

d) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*

Less-Than-Significant Impact. Although the Project proposes one (1) approximately 8,990 square foot pocket park, this park would not cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for parks. Furthermore, the Project is required to request annexation to and provide a covenant for the Landscape Maintenance District. Consequently, a **less-than-significant** impact would occur and no mitigation measures are required.

e) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

Less-Than-Significant Impact. Although the Project would result in 153 new residential units, residential uses have been previously planned for in the 2014 Clovis General Plan in this area. Also, through the entitlement process, the Project would undergo review by several departments and agencies for compliance with

appropriate regulations and policies. This could result in various impact fees that are intended to maintain and enhance public facilities as appropriate to be able to accommodate the Project. As such, payment of the typical development fees, as well as project review by the different department and agencies, would result in the Project having a **less-than-significant** impact to public facilities. No mitigation measures are required.

16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

ENVIRONMENTAL SETTING

The nearest existing recreational site is Dry Creek Trailhead, located at the corner of Shepherd and Sunnyside Avenues. A future community park is planned approximately 0.30 miles west of the Project site.

DISCUSSION

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less-Than-Significant Impact. As mentioned in the Population and Housing section of this Initial Study, the Project is of the type previously planned and accounted for in the 2014 Clovis General Plan. Although 153 new residential units would be constructed, therefore, adding new population to the area that may utilize parks within the surrounding area, this growth was planned for with regards to park usage throughout the city. Further, the Project itself would include landscaped and open space areas on-site for its residents, as well as a pocket park space within the neighborhood, thereby, providing areas of recreation within the site itself. The Project would also be required to comply with 2014 General Plan Policy 2.2 of the Open Space and Conservation Element which encourages the incorporation of on-site natural resources.

Overall, the Project is not likely to increase the use of existing parks such that physical deterioration would occur. Therefore, the impact would be **less-than-significant** and no mitigation measures are required.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

Less-Than-Significant Impact. The Project site itself would construct on-site a pocket park. The Project itself would not require the construction or expansion of new recreational facilities elsewhere that would have an adverse physical effect on the environment. The Project would also be required to contribute a proportionate share towards the acquisition and development of future parks in order for the City to maintain its adopted ratio

of providing four (4) acres of parkland per 1,000 residents, as stated in Policy 1.1 in the Open Space and Conservation Element of the 2014 General Plan, and Section 3.4.03 of the CMC. As such, a **less-than-significant** impact would occur and no mitigation measures are required.

17. TRANSPORTATION

Would the project:	Significant and Unavoidable	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	X			
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d. Result in inadequate emergency access?			X	

ENVIRONMENTAL SETTING

The project is bounded by Perrin Avenue to the south, N. Baron Avenue to the west, a planned FMFCD basin to the north, and rural residential to the east. The circulation network serving the site including internal site circulation will be constructed as part of the project.

According to the 2014 Clovis General Plan Circulation Diagram in the Circulation Element (Figure C-1 of the Circulation Element), N. Baron and Perrin Avenues are classified as “Collector” streets. Collectors generally intended to provide for relatively short distance travel between and within neighborhoods and that serve longer through trips. N. Baron Avenue is planned to connect to N. Clovis and N. Minnewawa Avenues “Arterials” to the west.

A Transportation Impact Analysis (TIA) was prepared by Peters Engineering Group on February 8, 2024 (included as Appendix E of this Initial Study). The information and analysis in the following sections is based in part on the results of the TIA.

DISCUSSION

a) *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Less-Than-Significant Impact. As mentioned above, the site is on land that was previously planned for residential use in the 2014 Clovis General Plan. As described in the Population and Housing section above, the Project will be consistent with the planned density through density blending with the adjacent TM6200. The 2024 Clovis General Plan considers level of service (LOS) D as the LOS standard vehicle traffic operations, except for roadway segments that are adopted in the City’s General Plan EIR to operate at LOS E or F. At study

intersections under the jurisdiction of the City of Clovis, a significant impact would occur at a signalized intersection when LOS falls below the target LOS of D with the addition of project traffic or when project increases the average delay at an intersection already operating at an unacceptable LOS.

The TIA studied six (6) intersections 1) N. Minnewawa and Behymer Avenues, 2) N. Baron and Behymer Avenues, 3) N. Baron and Perrin Avenues, 4) N. Clovis and Baron Avenues, 5) N. Clovis and Shephard Avenues, and 6) Sunnyside and Sheperd Avenues for existing conditions, existing-plus-project conditions, near term with project conditions, and cumulative conditions to the year 2045. A discussion of each of these scenarios is included below. Each scenario is based on the Projects a.m. and p.m. peak hour trips as determined in the TIS. According to the TIS, the Project would result in 108 trips in the a.m. peak hours of between 7:00 a.m. and 9:00 a.m. and 144 trips in the p.m. peak hours between 4:00 p.m. and 6:00 p.m., as well as a total of 1,444 daily vehicle trips.

Existing Traffic Conditions

Based on the TIA,[26] existing traffic volumes were determined during morning peak hours of 7:00 a.m. to 9:00 a.m., and between evening peak hours of 4:00 p.m. and 6:00 p.m. on a weekday. According to the TIA, the intersections of Minnewawa and Behymer Avenues and Sunnyside and Shepherd Avenues are not currently operating at an acceptable LOS based on City of Clovis standards.[27]

Existing-Plus-Project Conditions

Existing-Plus-Project conditions represent existing conditions plus buildout of the Project if none of the pending and approved project in the vicinity were constructed. According to the TIA, all intersections currently operating at an acceptable LOS are not expected to operate below the City LOS standard.[28] Although delays are expected to increase at the intersection of Minnewawa and Behymer Avenues, the delays are relatively minimal. Delays are also expected to increase at the intersection of Sunnyside and Shepherd Avenues during the p.m. peak hour causing the LOS to drop from E to F; however, construction of a traffic signal at the intersection is currently underway.

In order for the intersection of Minnewawa and Behymer Avenues to operate at an acceptable LOS, the intersection may be signalized or at a minimum a dedicated left-turn lanes with protected left-turn phasing would be required on the northbound and southbound approaches. With signalization this intersection is expected to operate at LOS B during a.m. and p.m. peak hours. [29]

Near-Term-With-Project Conditions

These conditions are based on buildout of the Project plus the near term planned or entitled projects that are reasonably foreseeable. The following projects were considered in the near-term analyses: TM6205, 605 single-family homes (NE of Shepherd and Sunnyside), TM6343, 590 single-family homes (NE of Behymer and Baron), TM6406, 51 single-family homes (SW of Perrin and Baron), TM6375, 387 single-family homes (W of Clovis and Baron), and Heritage Grove, 18-acre mixed use development (SE of Willow and Shepherd). Under this scenario, the intersections of Minnewawa and Behymer Avenues and Clovis and N. Baron Avenues would exceed acceptable LOS thresholds per City standards during peak hours.[30] Additionally, per the TIS the intersection of N. Clovis and Shepherd Avenues would not meet the 95th percentile queues for existing storage

26 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 2.
27 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 9.
28 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 9.
29 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 15.

30 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 16.

capacity for the left-turn lane on the northbound approach, right turn lanes on the eastbound and northbound approaches.

In order for the intersection of Minnewawa and Behymer Avenues to operate at an acceptable LOS the same improved condition as outlined above in the Existing-Plus-Project Conditions summary is recommended. In order for the intersection of N. Clovis and Baron Avenues to operate at an acceptable LOS, the intersection would require signalization. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. It is not recommended to require installation of signalization with the Project alone; the intersection should require signalization until N. Clovis Avenue is extended north of Baron Avenue.[31]

In order to better accommodate queues at the intersection of N. Clovis and Shepherd Avenues, striping may be modified to open the second left-turn lane on the northbound approach, with this modification the intersection is expected to operate at LOS C during a.m. and p.m. peak hours. [32]

Cumulative 2045 Traffic Conditions

These conditions represent anticipated traffic volumes for the year 2045 using the Fresno Council of Governments (Fresno COG) travel model. As described in the TIS, only one (1) study intersection would operate at an acceptable LOS for the year 2045. [33]

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized or at a minimum dedicated left turn lanes with protected left turn phasing would be required on all four approaches and a dedicated right turn lame would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS D during the a.m. and p.m. peak hours.

In order for the intersection of N. Baron and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized, at a minimum a dedicated left turn lane with protected left turn phasing would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS B during the a.m. and peak hour and LOS A during the p.m. peak hour.

In order for the intersection of N. Baron and Perrin to operate at acceptable LOS, all way stop control may be installed. With all-way stop control, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours.

To better accommodate the intersection of N. Clovis and Shepherd Avenues, striping may be modified to open the second left-turn on the northbound approach. With the modification the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours.

For Sunnyside and Shepherd Avenues to operate at acceptable LOS, the intersection would require modification from the planned signalized lane to the following:

- Eastbound: two left turn lanes, two through lanes, and one right turn lane
- Westbound: one left turn lane, two through lanes, and one right turn lane

31 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 16.

32 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 16.

33 Transportation Impact Analysis, Proposed Tract No. 6452, Peters Engineering Group, February 8, 2024 page 10.

- Northbound: one left turn lane, one through lane, and one right turn lane
- Southbound: two left turn lanes, one through lane, and one right turn lane

With the recommended widening the intersection is expected to operate at LOS C during the a.m. peak hour and LOS D during the p.m. peak hour.

Bicycle Facilities

With regards to bicycle facilities, Figure C-2 of the 2014 Clovis General Plan does not indicate any planned bicycle or trail systems fronting the Project.

Consequently, the Project itself would help to facilitate improved circulation by adding a pedestrian sidewalk along N. Baron and Perrin Avenues fronting the site, which would provide a complete connection of sidewalk to the existing developments to the south the Project.

The traffic conditions above recommend improvements for each study intersection. With incorporation of improvements recommended for each scenario all study intersections will operate at satisfactory LOS levels thus, the Project, will not conflict with the Circulation Element of the 2014 General Plan. Consequently, a **less-than-significant** impact would occur. No mitigation measures are required.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Significant and Unavoidable Impact. Senate Bill 743 (SB 743) requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of level of service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the proposed project adds excessive car travel onto our roads, the proposed project may cause a significant transportation impact. Per CEQA Guidelines Section 15064.3(b)(4) a lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

On October 17, 2022, the City of Clovis adopted the Transportation Impact Analysis Guidelines (Guidelines), dated September 15, 2022. Consistent with CEQA Guidelines Section 15064.3, the City of Clovis has adopted thresholds of significance to determine when a project will have a significant transportation impact based on VMT. The City has developed screening criteria to streamline the analysis for projects that meet certain criteria. A project will require a detailed VMT analysis unless it meets at least one of the City's five screening criteria[34]:

- Small Projects that generate less than 500 vehicle trips per day (i.e., Single-Family Residential developments with less than 53 dwelling units).
- Provision of affordable housing
- Local-serving retail projects with areas of 100,000 square feet and below

34 Transportation Impact Analysis Guidelines, City of Clovis, September 15, 2022 page 4.

- Projects located in a High-Quality Transit Area (HQTA) as defined on page 8 of the City's Transportation Impact Analysis Guidelines

- Project located in low VMT area

The Project does not qualify for the screening criteria; therefore, shall be evaluated per Guidelines thresholds. The significance thresholds and specific VMT metrics are described on page 10 of the City's Transportation Impact Analysis Guidelines. Per the City's Transportation Impact Analysis Guidelines, the residential land use impact threshold is 14.1 VMT per capita. The Project will generate 17.9 VMT per capita which is greater than the threshold of 14.1 VMT per capita; therefore, the Project would create a significant transportation impact. Feasible mitigation measures must be identified to avoid or substantially reduce a significant impact under CEQA. Mitigation of VMT impacts typically requires changes in habits and behaviors of residents. Project design features that encourage mode shift from automobiles to transit or nonmotorized modes can potentially reduce project-specific VMT. The potential VMT reduction was estimated using the California Air Pollution Control Officers Association's (CAPCOA) *"Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity – Designed for Local Governments, Communities, and Project Developers"* dated December 2021.

The Project will implement feasible mitigation measures such as constructing one (1) mile of sidewalks and less than one (1) mile of Class II Bike Lane on Baron and Perrin Avenues; however, implementation of the Project design features described above only reduces the calculated Project VMT by up to approximately 1.7 percent. While the described mitigation measures can help offset a portion of the VMT impact, it will not reduce the impact to less than significant; therefore, the Project will have a **significant and unavoidable** transportation impact.

The City adopted a Supplemental Environmental Impact Report (SEIR) for the 2014 General Plan Circulation Element Update on October 17, 2022. The SEIR evaluated potential land uses consistent with the General Plan and their associated VMT impacts. The SEIR finds that implementation of the 2014 General Plan may result in VMT metrics that are greater than the applicable thresholds. Mitigation measures include policies to reduce VMT. Because the City cannot demonstrate that the implementation of these policies would achieve VMT reductions to meet the VMT thresholds, the impacts would remain significant and unavoidable. Therefore, following approval of the SEIR, individual land use development projects that are consistent with the 2014 General Plan have the opportunity to tier their environmental review from the General Plan SEIR pursuant to section 15152 of the CEQA Guidelines. The SEIR has disclosed the VMT impacts of land use development consistent with the General Plan. Therefore, significant and unavoidable VMT impacts associated with the General Plan have already been disclosed. Because the proposed Project is consistent with the 2014 General Plan, the Project's significant transportation impact does not require the preparation of a project specific EIR. Although the Project, has been determined to be consistent with the 2014 General Plan and is tiering from the SEIR, it would remain a **Significant and Unavoidable** impact.

c) *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)?*

Less-Than-Significant Impact. The Project would result in a significant impact if it would include features that would create a hazard such as a sharp curve in a new roadway, or create a blind corner or result in sight distance issues from entryways. Through the entitlement process, the Project would undergo review by multiple City divisions, such as Planning and Engineering, to ensure that the site layout conforms to existing regulations, such as the CMC, and other applicable codes, such as the fire code and building code. During this review, the Project would need to make the necessary corrections to ensure that no hazardous design features would result from the Project. Further, the main roadway network (N. Baron and Perrin Avenues) will be constructed to City roadway standards. Therefore, because the Project would undergo site plan and design review to ensure

consistency and adherence to applicable design and site layout guidelines, a **less-than-significant** impact would occur and no mitigation measures are required.

d) *Would the project result in inadequate emergency access?*

Less-Than-Significant Impact. The Project would include two (2) ingress/egress access points to the proposed development, including access from N. Baron and Perrin Avenues. As part of the Project review, the Clovis Fire Department would review all plans to ensure adequate emergency access is provided. This review includes review for adequate roadway widths, turning radii, as well as adequate access to units and accessibility to water. Consequently, because the Project plans would be required by the CMC to be reviewed and approved by Clovis Fire Department and Police Department prior to construction, this impact would be **less than significant** and no mitigation measures are required.

18. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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)?				X
b. 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 Resources Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe?		X		

ENVIRONMENTAL SETTING

On September 25, 2014, Governor Jerry Brown signed Assembly Bill (AB52), which intends to protect a new class of recourse under CEQA. This new class is Tribal Cultural Resources and provides an avenue to identify Tribal Cultural resources through a consultation process. AB52 applies to all projects where a Notice of Determination is filed. Furthermore, the consultation process is required to be complete prior to filing a Notice of Intent.

City staff conducted Native American Consultation in compliance with AB52. In compliance with AB52, invitations for consultation were mailed on April 8, 2024, which affords Native tribes thirty (30) days to respond and to request consultation. During this timeframe, no requests for consultations were received.

The Cultural Study prepared by Applied EarthWorks, Inc. dated November 2023 (included a records search from the CHRIS SSJVIC, as well as desktop archival research.

DISCUSSION

a) *Would the project cause a substantial adverse change to a 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)?*

No Impact. See discussion under Section 5a.

b) *Would the project cause a substantial adverse change to 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 Resources Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe?*

Less-Than-Significant Impact With Mitigation. The site's ground has been minimally disturbed as a result of some light grading and the mowing of weeds and shrubs. Further, the Cultural Studyconcluded that there was no evidence of prehistoric archaeological sites, isolated artifacts, or other archaeological features.[35] However, the potential remains that tribal cultural resources could be inadvertently or accidentally uncovered during ground-disturbing activities such as trenching, digging, and the installation of utilities and other infrastructure.

Because there is the slight possibility for the accidental or inadvertent uncovering of tribal cultural resources during construction, Mitigation Measures TCR-1 and TCR-2 would serve to reduce those potential impacts by requiring the stopping of any work until any found artifacts can be properly removed and inventoried by a qualified archaeologist. Therefore, the Project would result in a **less-than-significant impact with mitigation**.

Mitigation Measure TCR-1: If archaeological or tribal resources or materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, can evaluate the significance of 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 professional 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.

If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.

Mitigation Measure TCR-2: 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 and Project shall follow the procedures and protocols set for un CEQA Guidelines Section 15064.4(e)(1). If human remains are identified to be those of Native American, California Health and Safety Code 7050.5 requires the County coroner notify the NAHC within 24 hours of discovery. All

35 Cultural Resource Study for the Clovis Tract 6452 prepared by Applied Earthworks, Inc., page 21, November 2023.

reports, correspondence, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e. Comply with federal, state, and local management reduction statutes and regulations related to solid waste?			X	

ENVIRONMENTAL SETTING

Pacific Gas & Electric (PG&E) provides electricity and natural gas services in the City of Clovis. AT&T/SBC provides telephone service to the City.

The City's water supply sources include groundwater drawn from the Kings Sub-basin of the San Joaquin Valley Groundwater Basin and treated surface water from the FID. Surface water is treated at the City of Clovis Surface Water Treatment Facility.

The City of Clovis provides sewer collection service to its residents and businesses. Treatment of wastewater occurs at the Fresno-Clovis Regional Wastewater Treatment Plant (RWTP). The Fresno-Clovis RWTP is operated and maintained by the City of Fresno and operates under a waste discharge requirement issued by the Central Valley Regional Water Quality Control Board. Additionally, the City of Clovis has completed a 2.8 mgd wastewater treatment/water reuse facility, which will service the City's new growth areas.

The FMFCD has the responsibility for storm water management within the Fresno-Clovis metropolitan area of the Project site. Stormwater runoff that is generated by land development is controlled through a system of pipelines and storm drainage detention basins.

DISCUSSION

a) *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?*

Less-Than-Significant Impact. The Project includes construction of 153 residential units. As mentioned above, the site is a use previously accounted for in the 2014 Clovis General Plan. Further, as part of the review process for the Project, the wastewater impacts will be evaluated by the City Engineer to ensure compliance with the City's Waste Water Master Plan, as well as FMFCD, so that the Project would not exceed wastewater treatment requirements such that a new facility would be required nor would the existing treatment facility need to be expanded. While the Project would introduce new units at this site, the type of development would be consistent with the land use designation and Zone District. Upon review and approval by the City Engineer, the Project would result in a **less-than-significant** impact. No mitigation measures are required.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Less-Than-Significant Impact. The Project is of the type of development previously accounted for the in 2014 Clovis General Plan, and is adjacent to the south with existing urban uses which are served adequately with City water. The Project will be primarily served through surface water and will be required to purchase water allocation rights through Fresno Irrigation District. Therefore, the Project is anticipated to be adequately served by City water. Further, the Project would comply with current Green Building Codes, as well as the water efficient landscape policies with regards to water conserving features. Lastly, the Project would be required to comply several water conserving policies, such as Policy 3.4 and 3.5 of the Open Space and Conservation Element. Overall, a **less-than-significant** impact would occur with no mitigation measures.

c) *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?*

Less-Than-Significant Impact. Because the Project is of the type previously planned and accounted for in the 2014 Clovis General Plan, it is not likely that the Project would result in a demand that would exceed the capacity of the wastewater treatment facility. Further, the Project is reviewed by the appropriate departments and agencies to ensure compliance and adequate capacity with regard to infrastructure, such as the ability to provide adequate wastewater treatment. Consequently, the impact would be **less than significant**. No mitigation measures are required.

d) *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?*

Less-Than-Significant. The Project would introduce new solid waste throughout construction and operation of the Project. However, the Project would be required to comply with Chapter 6.3.1, Recycling and Diversion of Construction and Demolition Debris, of the CMC during construction. This section of the CMC requires that a minimum of fifty percent (50%) of waste tonnage from a project be diverted from disposal, and that all new residential (and commercial) construction within the City shall submit and obtain approval for a waste management plan prior to construction activities. Compliance with these measures would ensure that the Project

does not result in a significant impact during the construction phase of the Project. Further, compliance with policies in the General Plan for the reduction and recycling of solid waste would serve to reduce impacts of solid waste by promoting and encouraging the recycling of materials. Lastly, according to the California Department of Resources Recycling and Recovery (CalRecycle), the City of Clovis has exceeded their target per resident disposal rate of 4.7 pounds per day per resident, meaning that Clovis residents are actually producing less solid waste than the target set by the State.[36] Consequently, a **less-than-significant** impact would occur. No mitigation measures are required.

e) *Would the project comply with federal, state, and local management reduction statutes and regulations related to solid waste?*

Less-Than-Significant. See discussion 19d above.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
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?			X	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
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?			X	

ENVIRONMENTAL SETTING

The Project site is located on a vacant undeveloped site surrounded by existing residential homes at various densities to the south and east. The site's topography is generally flat and characterized primarily by low lying shrubs and grasses.

DISCUSSION

36 Calrecycle, City of Clovis, https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006, accessed April 17, 2024.

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less-Than-Significant Impact. The Project is located at a site that is surrounded by existing residential development to the south and east. Further, the road network is in construction and will be in place from previous development. Although the Project could result in temporary traffic detouring or closures during buildout, these delays would be temporary and would be coordinated with the City Engineering Division and other departments to ensure safe access to and from the area is maintained. Further, the site itself would be reviewed by City departments to ensure adequate site access and circulation is provided in the event of an emergency. Overall, a **less-than-significant** impact would occur with no mitigation measures.

b) *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Less-Than-Significant Impact. The general vicinity of the site is flat, therefore, is not of the type of topography nor in a location likely to exacerbate wildfire risks. Additionally, the Project site is located in an area mapped by CAL FIRE as "unzoned" per the Fire Hazard Severity Zone Viewer, indicating the area is not located in an area within State Responsibility Areas into Fire Hazard Severity Zones. Further, the Project would be required to comply with the latest fire codes and would be required to include sprinklers on the interior of the homes and require installation of several hydrants throughout the site. Lastly, the site plans would undergo review by the Clovis Fire Department to ensure that all fire safety regulations are met. Project site is Therefore, a **less-than-significant** impact would occur with no mitigation measures.

c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less-Than-Significant Impact. As a new development, installation of a private roadway network, water lines, and power lines would be required; however, these utilities and infrastructure are typical of residential development and would be constructed to standards of the respective agencies and departments which oversee them, as well as be required to comply all necessary plan review and permitting requirements of such departments and agencies. As such, a **less-than-significant** impact would occur. No mitigation measures are required.

d) *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?*

No Impact. The City of Clovis is generally flat topography, and the site itself is in an area that is not in close proximity to hillsides such that it would expose people or structures to significant risks associates with downstream flooding or landslides as a result of runoff or post-fire slope instability. As such, **no impact** would occur.

21. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the			X	

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 considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

ENVIRONMENTAL SETTING

The Project is located within the sphere of influence of the City of Clovis, within the jurisdiction of the County of Fresno, substantially surrounded by existing development to the south.

DISCUSSION

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

Less-Than-Significant Impact. As discussed above throughout the Initial Study, the Project would not result in any significant impacts with implementation of mitigation measures prescribed above. Therefore, the Project would have a **less-than-significant** impact as it would not substantially degrade the quality of the environment. No mitigation measures are required.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Less-Than-Significant Impact. The Project includes mitigation measures in certain topic areas identified throughout this Initial Study, which would reduce potential impacts to a less-than-significant level. None of these impacts would be cumulatively considerable since most are either temporary impacts from construction or site specific. With the exception of air quality that is generally considered measurable cumulatively, the Project was found to have a less-than-significant impact as discussed in the GHG section of this Initial Study. As such, this Project would be required to comply with those same regulations, ensuring adequate mitigation as development

occurs. Lastly, while the Project would introduce 153 new residential units to an existing vacant site, the type of use was previously accounted for in the 2014 Clovis General Plan buildout. Thus, a **less-than-significant** impact would occur with no mitigation measures.

c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

Less-Than-Significant Impact. As discussed throughout the document, although the Project would result in a significant and unavoidable transportation impact; however, all other effects on human beings either directly or indirectly would not result in an impact that could not be mitigated to a less-than-significant level. Therefore, a **less-than-significant** impact would occur. No migration measures are required.

Report Preparation

LEAD AGENCY

Liz Salazar
Assistant Planner
City of Clovis
Planning & Development Services

TECHNICAL STUDIES

Air Quality and Greenhouse Impact Assessment
Wilde North at Hertiage Grove Residential Development
Georgiena Vivian, Project Manager
VRPA Technologies, Inc.

Biological Evaluation Report
Lennar Homes Tract 6452
Austin Pearson, Vice President
Rebekah Jenson, Senior Project Manager and Ecologist
Live Oak Associates, Inc.

Cultural Resource Study
Clovis Tract 6254 Residential Development, City of Clovis, Fresno County, California
Nicole Saenz
Applied EarthWorks, Inc.

Acoustical Analysis
Tract 6452
WJV Acoustics, Inc.

Traffic Impact Analysis
Proposed Tract 6452
Peters Engineering Group

MITIGATION MONITORING AND REPORTING PROGRAM
TM6452

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
Biological Resources				
BIO-1	**Swainson's Hawk.** If possible, construction activities should occur outside of the avian nesting season, typically defined as February 1 – August 31. If that is not feasible, pre-construction surveys shall occur if construction must occur between February 1 – August 31. A qualified biologist shall conduct surveys for active bird nests within seven (7) days prior to the start of work during this period. The survey area shall encompass the Project site and accessible surrounding lands within ¼ mile for nesting Swainson's hawk, 500 feet for other nesting raptors, and 250 feet for nesting birds. Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged are capable of foraging independently.	City of Clovis Planning	*Prior to Permits and During Construction*	
Cultural Resources				
CULT-1	If archaeological or tribal resources or materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, can evaluate	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	the significance of 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 professional 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. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.			
CULT-2	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 and Project shall follow the procedures and protocols set for un CEQA	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	Guidelines Section 15064.4(e)(1). If human remains are identified to be those of Native American, California Health and Safety Code 7050.5 requires the County coroner notify the NAHC within 24 hours of discovery. All reports, correspondence, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.			
Geological Resources				
GEO-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 professional archaeologist and/or paleontologist, can evaluate the significance of 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 professional 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.	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	If a potentially-eligible resource is encountered, then the qualified professional archaeologist and/or paleontologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.			
Greenhouse Gas Emissions				
GHG-1	In order to meet the 2022 Scoping Plan GHG requirements, consistent with State GHG reduction and equity prioritization goals, each residential unit shall provide electric vehicle charging capabilities as part of the final project designs.	City of Clovis Planning	*Prior to Permits and During Construction*	
Noise				
NOISE-1	Interior Noise. Mechanical ventilation or air conditioning shall be provided for all homes to enable windows and doors to remain closed for sound insulation purposes.	City of Clovis Planning	*During Construction and Prior to Occupancy*	
Tribal Cultural Resources				
TCR-1	If archaeological or tribal resources or materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, can evaluate the significance of the find and make	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	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 professional 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. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.			
TCR-2	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 and Project shall follow the procedures and protocols set for un CEQA Guidelines Section 15064.4(e)(1). If human remains	City of Clovis Planning	*Prior to Permits and During Construction*	

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
	are identified to be those of Native American, California Health and Safety Code 7050.5 requires the County coroner notify the NAHC within 24 hours of discovery. All reports, correspondence, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.			

Wilde North at Heritage Grove Residential Development

Air Quality & Greenhouse Gas Impact Assessment
January, 2024

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1.0 Introduction

1.1 Description of the Region/Project

The proposed project aims to develop 153 single-family residential units in on Northern portion Clovis in unincorporated area of Fresno County. The project site spans approximately 18.23 acres of land and is situated in the northeast portion of Baron and Perrin Avenue within the sphere of influence of City of Clovis. It is positioned approximately 2.5 miles north of State Route (SR) 168 within the City of Clovis, which is located in Fresno County.

This Air Quality & Greenhouse Gas Impact Assessment has been prepared for the purpose of identifying potential project-specific or site-specific air quality impacts that may result from the Project. Figures 1 and 2 show the location of the Project long with major roadways and highways.

The City of Clovis is located in Fresno County one of the most polluted air basins in the country – the San Joaquin Valley Air Basin (SJVAB). The surrounding topography includes foothills and mountains to the east and west. These mountain ranges direct air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Fresno is characterized by hot, dry summers and cool winters with the notable presence of Tule fog.

1.2 Regulatory

Air quality within the Project area is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The agencies primarily responsible for improving the air quality within the City of Clovis and Fresno County are discussed below along with their individual responsibilities.

1.2.1 *Federal Agencies*

- ✓ **U.S. Environmental Protection Agency (EPA)**

  The Federal Clean Air Bill first adopted in 1967 and periodically amended since then, established federal ambient air quality standards. A 1987 amendment to the Bill set a deadline for the attainment of these standards. That deadline has since passed. The other Clean Air Act (CAA) Bill Amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources. The U.S. Environmental Protection Agency (EPA) is responsible for enforcing the 1990 amendments.

  The CAA and the national ambient air quality standards identify levels of air quality for six "criteria" pollutants, which are considered the maximum levels of ambient air pollutants considered safe, with an adequate margin of safety, to protect public health and welfare. The

six criteria pollutants include ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, particulate matter, and lead.

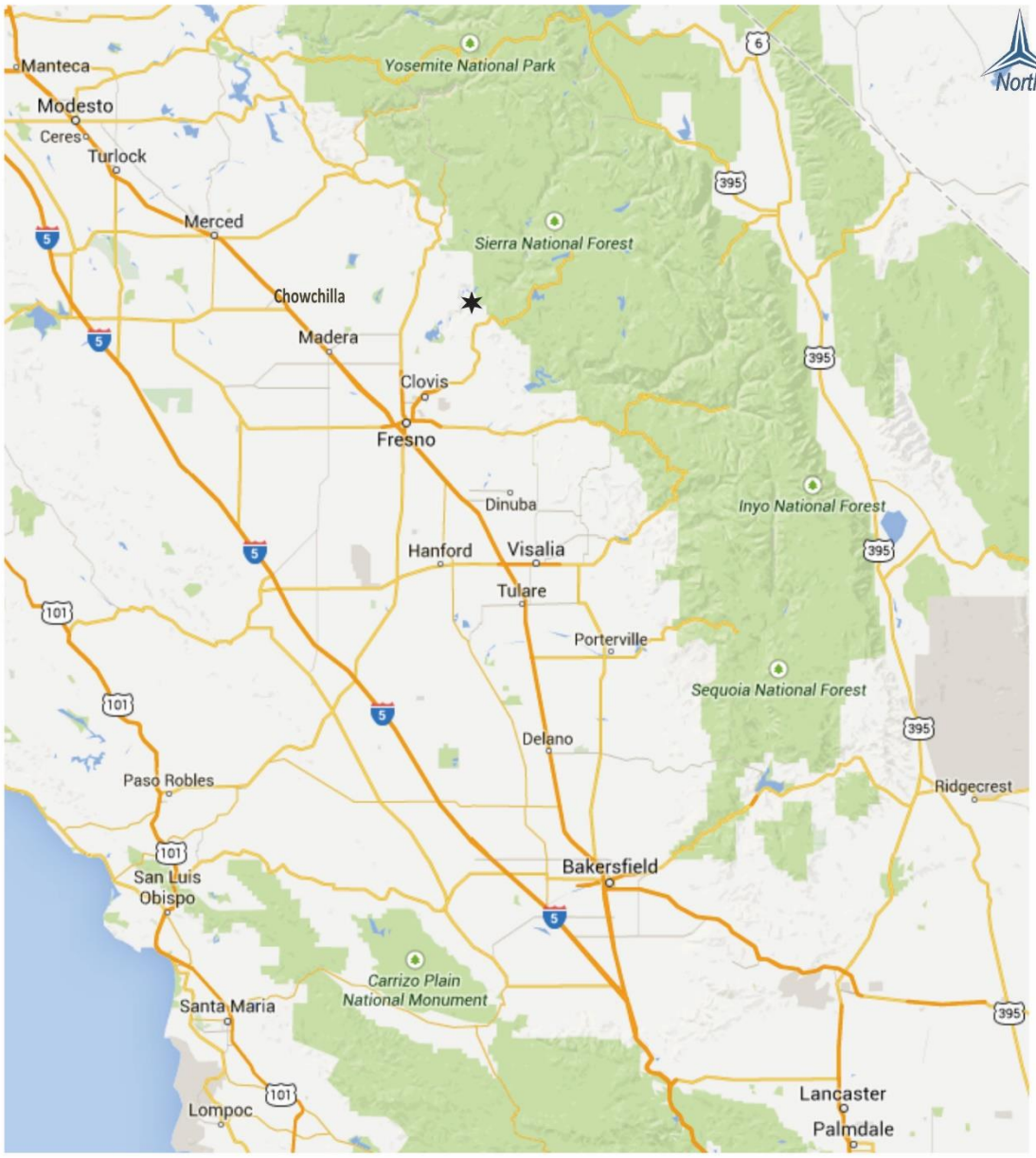
CAA Section 176(c) (42 U.S.C. 7506(c)) and EPA transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and Transportation Improvement Program (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the Metropolitan planning organization (MPO) or accepted by the U.S. Department of Transportation (DOT). The conformity analysis is a federal requirement designed to demonstrate compliance with the National Ambient Air Quality Standards (NAAQS). However, because the State Implementation Plan (SIP) for particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5), and Ozone address attainment of both the State and federal standards, for these pollutants, demonstrating conformity to the federal standards is also an indication of progress toward attainment of the State standards. Compliance with the State air quality standards is provided on the pages following this federal conformity discussion.

The EPA approved San Joaquin Valley reclassification of the ozone (8-hour) designation to extreme nonattainment in the Federal Register on May 5, 2010, even though the San Joaquin Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard. In accordance with the CAA, EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. In the Federal Register on October 26, 2015, the EPA revised the primary and secondary standard to 0.070 parts per million (ppm) to provide increased public health protection against health effects associated with long- and short-term exposures. The previous ozone standard was set in 2010 at 0.075 ppm.

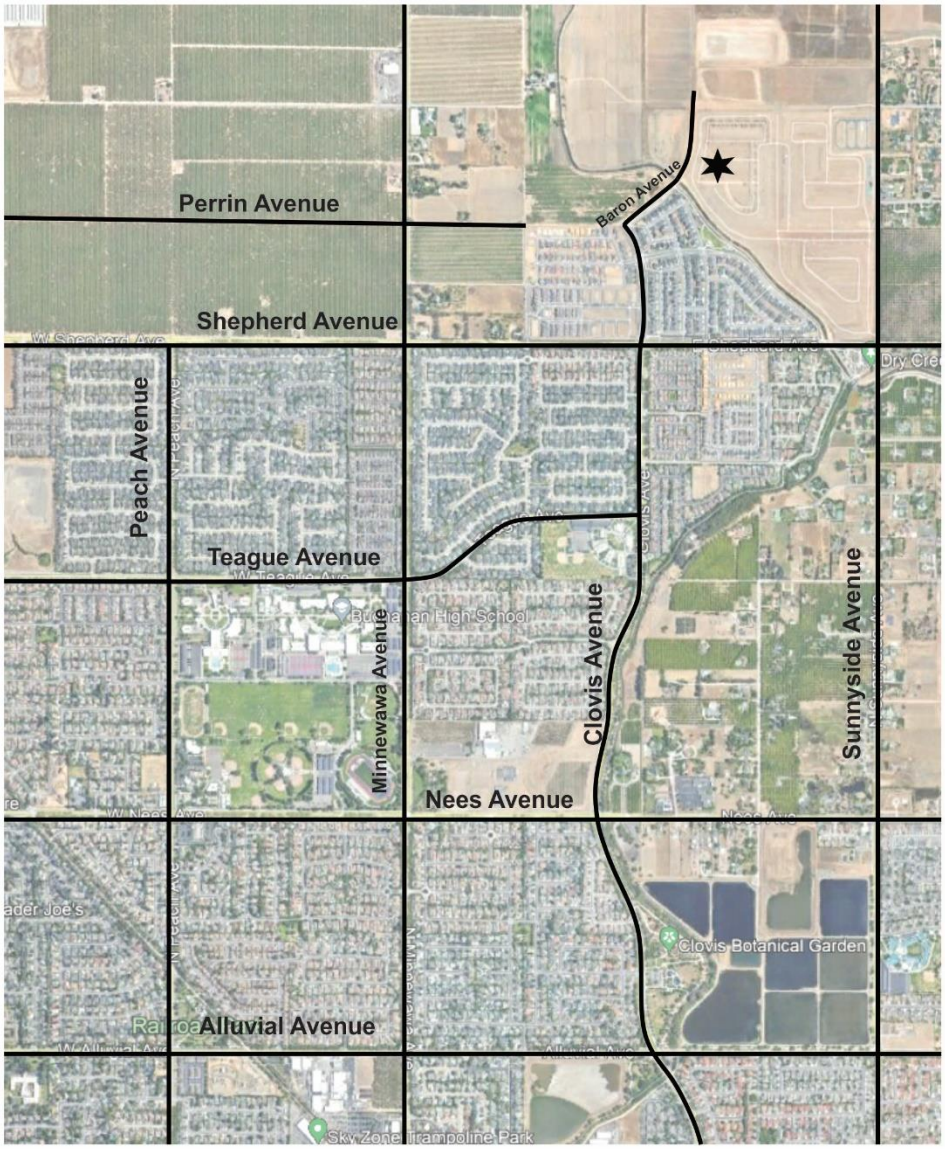
Fresno County is located in a nonattainment area for the 8-hour ozone standard, PM2.5 standard, and PM10 standard.

Wilde at North Heritage Grove Residential Development AQ/GHG
Regional Location

Figure 1



Wilde at North Heritage Grove Residential Development AQ/GHG Project Location **Figure 2**



1.2.2 *Federal Regulations*

✓ **National Environmental Policy Act (NEPA)**

NEPA provides general information on the effects of federally funded projects. The Act was implemented by regulations included in the Code of Federal Regulations (40CFR6). The code requires careful consideration concerning environmental impacts of federal actions or plans, including projects that receive federal funds. The regulations address impacts on land uses and conflicts with state, regional, or local plans and policies, among others. They also require that projects requiring NEPA review seek to avoid or minimize adverse effects of proposed actions and to restore and enhance environmental quality as much as possible.

✓ **State Implementation Plan (SIP)/ Air Quality Management Plans (AQMPs)**

To ensure compliance with the NAAQS, EPA requires states to adopt SIP aimed at improving air quality in areas of nonattainment or a Maintenance Plan aimed at maintaining air quality in areas that have attained a given standard. New and previously submitted plans, programs, district rules, state regulations, and federal controls are included in the SIPs. Amendments made in 1990 to the federal CAA established deadlines for attainment based on an area's current air pollution levels. States must enact additional regulatory programs for nonattainment's areas in order to adhere with the CAA Section 172. In California, the SIPs must adhere to both the NAAQS and the California Ambient Air Quality Standards (CAAQS).

To ensure that State and federal air quality regulations are being met, Air Quality Management Plans (AQMPs) are required. AQMPs present scientific information and use analytical tools to identify a pathway towards attainment of NAAQS and CAAQS. The San Joaquin Valley Air Pollution Control District (SJVAPCD) develops the AQMPs for the region where the Fresno Council of Governments(FCOG) operates. The regional air districts begin the SIP process by submitting their AQMPs to the California Air Resources Board (CARB). CARB is responsible for revising the SIP and submitting it to EPA for approval. EPA then acts on the SIP in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations Title 40, Chapter 1, Part 52, Subpart 7, Section 52.220.

✓ **Transportation Control Measures**

One particular aspect of the SIP development process is the assessment of available transportation control measures (TCMs) as a part of making progress towards clean air goals. TCMs are defined in Section 108(f)(1) of the CAA and are strategies designed to reduce vehicle miles traveled, vehicle idling, and associated air pollution. These goals are generally achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

✓ **Energy Policy Act of 1992 (EPAct)**

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of alternative fueled vehicles (AFVs). States are also required by the act to consider a variety of incentive programs to help promote AFVs.

1.2.3 *State Agencies*

✓ **California Air Resources Board (CARB)**

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing its own air quality legislation called the California Clean Air Act (CCAA), adopted in 1988. CARB was created in 1967 from the merging of the California Motor Vehicle Pollution Control Board and the Bureau of Air Sanitation and its Laboratory.

CARB has primary responsibility in California to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the EPA. Whereas CARB has primary responsibility and produces a major part of the SIP for pollution sources that are statewide in scope, it relies on the local air districts to provide additional strategies for sources under their jurisdiction. CARB combines its data with all local district data and submits the completed SIP to the EPA. The SIP consists of the emissions standards for vehicular sources and consumer products set by CARB, and attainment plans adopted by the Air Pollution Control Districts (APCDs) and Air Quality Management District's (AQMDs) and approved by CARB.

States may establish their own standards, provided the State standards are at least as stringent as the NAAQS. California has established California Ambient Air Quality Standards (CAAQS) pursuant to California Health and Safety Code (CH&SC) [§39606(b)] and its predecessor statutes.

The CH&SC [§39608] requires CARB to "identify" and "classify" each air basin in the State on a pollutant-by-pollutant basis. Subsequently, CARB designated areas in California as nonattainment based on violations of the CAAQSs. Designations and classifications specific to the SJVAB can be found in the next section of this document. Areas in the State were also classified based on severity of air pollution problems. For each nonattainment class, the CCAA specifies air quality management strategies that must be adopted. For all nonattainment categories, attainment plans are required to demonstrate a five percent-per-

year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. In addition, air districts in violation of CAAQS are required to prepare an Air Quality Attainment Plan (AQAP) that lays out a program to attain and maintain the CCAA mandates.

CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Fresno Council of Governments (FCOG) region, CARB set targets at six(6) percent per capita decrease in 2020 and a thirteen (13) percent per capita decrease in 2035 from a base year of 2005. FCOG's 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in July 2022, projects that the Fresno County region would achieve the prescribed emissions targets.

Other CARB duties include monitoring air quality. CARB has established and maintains, in conjunction with local APCDs and AQMDs, a network of sampling stations (called the State and Local Air Monitoring [SLAMS] network), which monitor the present pollutant levels in the ambient air.

Fresno County is in the CARB-designated, SJVAB. A map of the SJVAB is provided in Figure 3. In addition to Fresno County, the SJVAB includes Kings, Kern, Madera, Merced, San Joaquin, Stanislaus, and Tulare Counties. Federal and State standards for criteria pollutants are provided in Table 1.

Wilde at North Heritage Grove Residential Development AQ/GHG **Figure 3**
San Joaquin Valley Air Basin

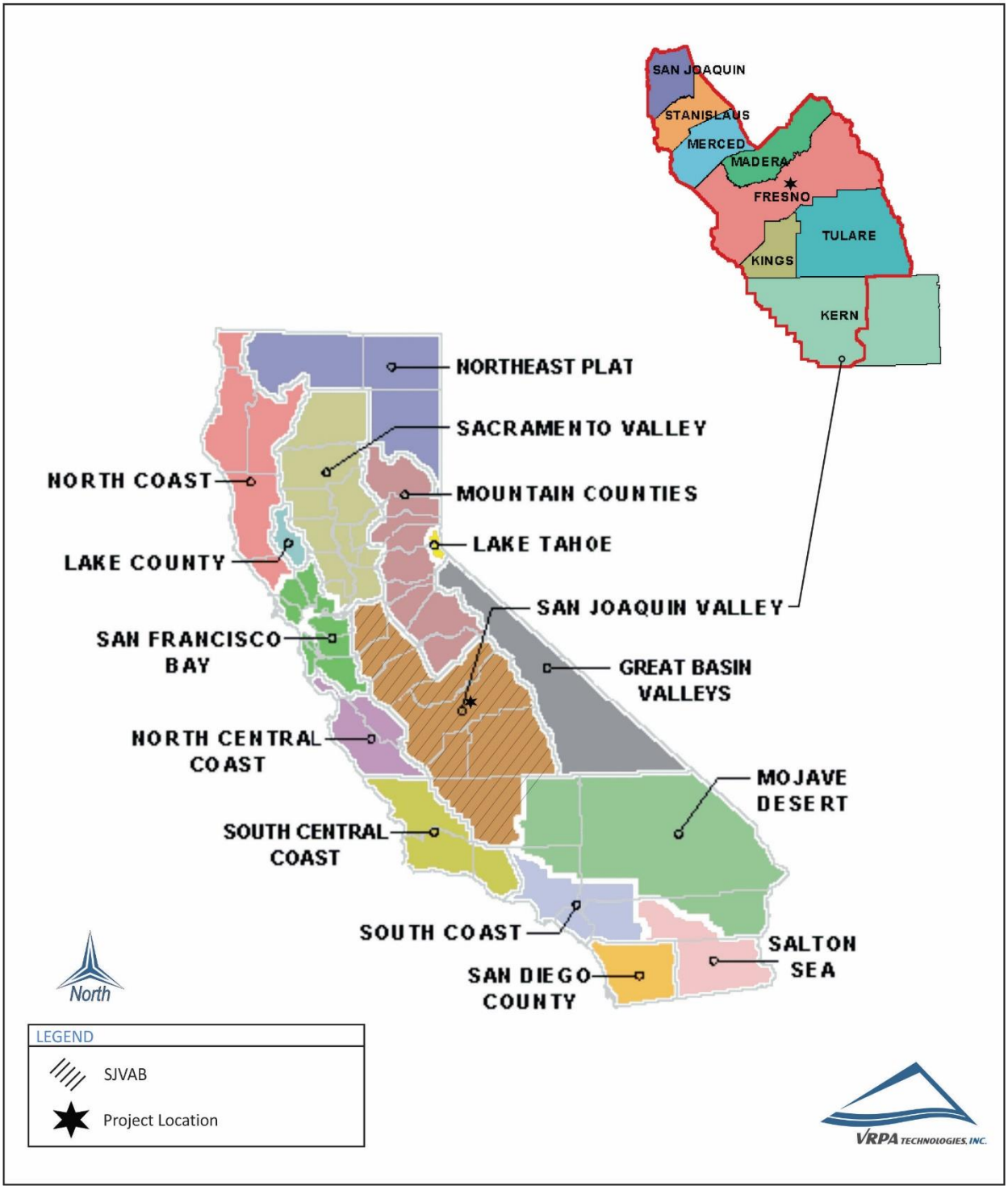


Table 1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3) [8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10) [9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		--		
Fine Particulate Matter (PM2.5) [9]	24 Hour	--	--	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	--	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		--	--	
Nitrogen Dioxide (NO_2) [10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2) [11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	--		--	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for cetain areas) [11]	--	
	Annual Arithmetic Mean	--		0.030 ppm (for cetain areas) [11]	--	
Lead [12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m^3 (for certain areas) [11]	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m^3		
Visibility Reducing Particles [14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride [12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

Footnotes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

1.2.4 *State Regulations*

✓ **CARB Mobile-Source Regulation**

The State of California is responsible for controlling emissions from the operation of motor vehicles in the State. Rather than mandating the use of specific technology or the reliance on a specific fuel, CARB's motor vehicle standards specify the allowable grams of pollutant per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved.

✓ **California Clean Air Act**

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The CCAA establishes more stringent ambient air quality standards than those included in the Federal CAA. CARB is the agency responsible for administering the CCAA. CARB established ambient air quality standards pursuant to the CH&SC [§39606(b)], which are similar to the federal standards. The SJVAPCD is one of 35 AQMDs that have prepared air quality management plans to accomplish a five percent (5%) annual reduction in emissions documenting progress toward the State ambient air quality standards.

✓ **Tanner Air Toxics Act**

California regulates Toxic Air Contaminants (TACs) primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted EPA's list of Hazardous Air Pollutants (HAPs) as TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology (BACT) to minimize emissions.

AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators).

These rules and standards provide for:

- More stringent emission standards for some new urban bus engines, beginning with 2002 model year engines.
- Zero-emission bus demonstration and purchase requirements applicable to transit agencies
- Reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule.

✓ **AB 1493 (Pavley)**

AB 1493 (Pavley) enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB would apply to 2009 and later model year vehicles. CARB estimated that the regulation would reduce climate change emissions from light duty passenger vehicles by an estimated 18 percent in 2020 and by 27 percent in 2030 [Association of Environmental Professionals (AEP) 2007)]. In 2005, the CARB requested a waiver from U.S. EPA to enforce the regulation, as required under the CAA. Despite the fact that no waiver had ever been denied over a 40-year period, the then Administrator of the EPA sent Governor Schwarzenegger a letter in December 2007, indicating he had denied the waiver. On March 6, 2008, the waiver denial was formally issued in the Federal Register. Governor Schwarzenegger and several other states immediately filed suit against the federal government to reverse that decision. On January 21, 2009, CARB requested that EPA reconsider denial of the waiver. EPA scheduled a re-hearing on March 5, 2009. On June 30, 2009, EPA granted a waiver of CAA preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year.

✓ **Assembly Bill 32 (California Global Warming Solutions Act of 2006)**

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. December 31, 2020 is the deadline for achieving the 2020 GHG emissions cap. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions

to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan adopted in December of 2008. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit.

✓ **Senate Bill 375**

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Fresno Council of Governments(FCOG), CARB set targets at six (6) percent per capita decrease in 2020 and a thirteen (13) percent per capita decrease in 2035 from a base year of 2018. FCOG 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in July 2022, projects that the Fresno County region would achieve the prescribed emissions targets.

This law also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

✓ **Executive Order B-30-15**

Executive Order B-30-15, which was signed by Governor Brown in 2016, establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

✓ **California Global Warming Solutions Act of 2006: emissions limit, or SB 32**

SB 32 is a California Senate bill expanding upon AB 32 to reduce greenhouse gas (GHG) emissions. SB 32 was signed into law on September 8, 2016, by Governor Brown. SB 32 sets into law the mandated reduction target in GHG emissions as written into Executive Order B-30-15. SB 32 requires that there be a reduction in GHG emissions to 40% below the 1990 levels by 2030. Greenhouse gas emissions include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons. The California Air Resources Board (CARB) is responsible for ensuring that California meets this goal. The provisions of SB 32 were added to Section 38566 of the Health and Safety Code subsequent to the bill's approval. The bill went into effect January 1, 2017. SB 32 builds onto Assembly Bill (AB) 32 written by Senator Fran Pavley and Assembly Speaker Fabian Nunez passed into law on September 27, 2006. AB 32 required California to reduce greenhouse gas emissions to 1990 levels by 2020 and SB 32 continues that timeline to reach the targets set in Executive Order B-30-15. SB 32 provides another intermediate target between the 2020 and 2050 targets set in Executive Order S-3-05.

1.2.5 *Regional Agencies*

✓ **San Joaquin Valley Air Pollution Control District**

The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Fresno County and throughout the SJVAB. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law.

The District was formed in mid-1991 and prepared and adopted the San Joaquin Valley Air Quality Attainment Plan (AQAP), dated January 30, 1992, in response to the requirements of the State CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least five percent (5%) per year until new, more stringent, 1988 State air quality standards are met.

Activities of the SJVAPCD include the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution, inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by the FCAA and CCAA.

The SJVAPCD has prepared the following State Implementation Plans to address ozone, PM-10 and PM2.5 that currently apply to non-attainment areas:

- The 2016 Ozone Plan (2008 standard) was adopted by SJVAPCD on June 16, 2016 and subsequently adopted by ARB on July 21, 2016.

- The 2013 1-Hour Ozone Plan (revoked 1997 standard) was adopted by the SJVAPCD on September 19, 2013. EPA withdrew its approval of the plan due to litigation. The District plans to submit a "redesignation substitute" to EPA to maintain its attainment status for this revoked ozone standard.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2012 PM2.5 Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

The SJVAPCD Plans identified above represent SJVAPCD's plan to achieve both state and federal air quality standards. The regulations and incentives contained in these documents must be legally enforceable and permanent. These plans break emissions reductions and compliance into different emissions source categories.

The SJVAPCD also prepared the *Guide for Assessing and Mitigation Air Quality Impacts* (GAMAQI), dated March 19, 2015. The GAMAQI is an advisory document that provides Lead Agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts.

1.2.6 *Regional Regulations*

The SJVAPCD has adopted numerous rules and regulations to implement its air quality plans. Following, are significant rules that will apply to the Project.

✓ **Regulation VIII – Fugitive PM10 Prohibitions**

Regulation VIII is comprised of District Rules 8011 through 8081, which are designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc. The proposed Project will be required to comply with this regulation. Regulation VIII control measures are provided below:

1. *All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.*
2. *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.*

3. *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.*
4. *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.*
5. *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.*
6. *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.*
7. *Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.*

✓ **Rule 8021 – Construction, Demolition, Excavation, and Other Earthmoving Activities**

District Rule 8021 requires owners or operators of construction projects to submit a Dust Control Plan to the District if at any time the project involves non-residential developments of five or more acres of disturbed surface area or moving, depositing, or relocating of more than 2,500 cubic yards per day of bulk materials on at least three days of the project or residential projects which include 10 or more acres of disturbed surface area. The proposed Project will meet these criteria and will be required to submit a Dust Control Plan to the District in order to comply with this rule.

✓ **Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations**

If asphalt paving will be used, then paving operations of the proposed Project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

✓ **Rule 9510 – Indirect Source Review (ISR)**

The purpose of this rule is to fulfill the District's emission reduction commitments in the PM10 and Ozone Attainment Plans, achieve emission reductions from construction activities, and to provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures. The rule is expected to reduce nitrogen oxides and particulates throughout the San Joaquin Valley by more than 10 tons per day.

1.2.7 *Local Plans*

✓ **City of Clovis General Plan**

California State Law requires every city and county to adopt a comprehensive General Plan to guide its future development. The General Plan essentially serves as a "constitution for development"— the document that serves as the foundation for all land use decisions. The City of Clovis 2035 General Plan Update (2014) includes various elements, including air quality and greenhouse gases, that address local concerns and provides goals and policies to achieve its development goals.

2.0 Environmental Setting

This section describes existing air quality within the San Joaquin Valley Air Basin and in Fresno County, including the identification of air pollutant standards, meteorological and topological conditions affecting air quality, and current air quality conditions. Air quality is described in relation to ambient air quality standards for criteria pollutants such as, ozone, carbon monoxide, and particulate matter. Air quality can be directly affected by the type and density of land use change and population growth in urban and rural areas.

2.1 Geographical Location

The SJVAB is comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Encompassing 24,840 square miles, the San Joaquin Valley is the second largest air basin in California. Cumulatively, counties within the Air Basin represent approximately 16 percent of the State's geographic area. The Air Basin is bordered by the Sierra Nevada Mountains on the east (8,000 to 14,492 feet in elevation), the Coastal Range on the west (4,500 feet in elevation), and the Tehachapi Mountains on the south (9,000 feet elevation). The San Joaquin Valley is open to the north extending to the Sacramento Valley Air Basin.

2.2 Topographic Conditions

Fresno County is located within the San Joaquin Valley Air Basin [as determined by the California Air Resources Board (CARB)]. Air basins are geographic areas sharing a common "air shed." A description of the Air Basin in the County, as designated by CARB, is provided in the paragraph below. Air pollution is directly related to the region's topographic features, which impact air movement within the Basin.

Wind patterns within the SJVAB result from marine air that generally flows into the Basin from the San Joaquin River Delta. The Coastal Range hinders wind access into the Valley from the west, the Tehachapi's prevent southerly passage of airflow, and the high Sierra Nevada Mountain Range provides a significant barrier to the east. These topographic features result in weak airflow that becomes restricted vertically by high barometric pressure over the Valley. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Most of the surrounding mountains are above the normal height of summer inversion layers (1,500-3,000 feet).

2.3 Climate Conditions

Fresno is located in one of the most polluted air basins in the country. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Fresno is characterized by warm, dry summers and cool winters with significant Tule fog.

Ozone, classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Peak ozone levels tend to be higher in the southern portion of the Valley, as the prevailing summer winds sweep precursors downwind of northern source areas before concentrations peak. The separate designations reflect the fact that ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, carbon monoxide (CO), for example, may form high concentrations when wind speed is low. During the winter, Fresno experiences cold temperatures and calm conditions that increase the likelihood of a climate conducive to high CO concentrations.

Precipitation and fog tend to reduce or limit some pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly water-soluble, so precipitation and fog tends to "reduce" CO concentrations in the atmosphere. PM10 is somewhat "washed" from the atmosphere with precipitation. Precipitation in the San Joaquin Valley is strongly influenced by the position of the semi-permanent subtropical high-pressure belt located off the Pacific coast. In the winter, this high- pressure system moves southward, allowing Pacific storms to move through the San Joaquin Valley. These storms bring in moist, maritime air that produces considerable precipitation on the western, upslope side of the Coast Ranges. Significant precipitation also occurs on the western side of the Sierra Nevada. On the valley floor, however, there is some down slope flow from the Coast Ranges and the resultant evaporation of moisture from associated warming results in a minimum of precipitation. Nevertheless, the majority of the precipitation falling in the San Joaquin Valley is produced by those storms during the winter. Precipitation during the summer months is in the form of convective rain showers and is rare. It is usually associated with an influx of moisture into the San Joaquin Valley through the San Francisco area during an anomalous flow pattern in the lower layers of the atmosphere. Although the hourly rates of precipitation from these storms may be high, their rarity keeps monthly totals low.

Precipitation on the San Joaquin Valley floor and in the Sierra Nevada decreases from north to south. Stockton in the north receives about 20 inches of precipitation per year, Fresno in the center, receives about 10 inches per year, and Bakersfield at the southern end of the valley receives less than 6 inches per year. This is primarily because the Pacific storm track often passes through the northern part of the state while the southern part of the state remains protected by the Pacific High. Precipitation in the San Joaquin Valley Air Basin (SJVAB) is confined primarily to the winter months with some also occurring in late summer and fall. Average annual rainfall for the entire San Joaquin Valley is approximately 5 to 16 inches. Snowstorms, hailstorms, and ice storms occur infrequently in the San Joaquin Valley and severe occurrences of any of these are very rare.

The winds and unstable air conditions experienced during the passage of storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong

low-level temperature inversions and very stable air conditions. This situation leads to the San Joaquin Valley's famous Tule Fogs. The formation of natural fog is caused by local cooling of the atmosphere until it is saturated (dew point temperature). This type of fog, known as radiation fog, is more likely to occur inland. Cooling may also be accomplished by heat radiation losses or by horizontal movement of a mass of air over a colder surface. This second type of fog, known as advection fog, generally occurs along the coast.

Conditions favorable to fog formation are also conditions favorable to high concentrations of CO and PM10. Ozone levels are low during these periods because of the lack of sunlight to drive the photochemical reaction. Maximum CO concentrations tend to occur on clear, cold nights when a strong surface inversion is present and large numbers of fireplaces are in use. A secondary peak in CO concentrations occurs during morning commute hours when a large number of motorists are on the road and the surface inversion has not yet broken.

The water droplets in fog, however, can act as a sink for CO and nitrogen oxides (NOx), lowering pollutant concentrations. At the same time, fog could help in the formation of secondary particulates such as ammonium sulfate. These secondary particulates are believed to be a significant contributor of winter season violations of the PM10 and PM2.5 standards.

2.4 Anthropogenic (Man-made) Sources

In addition to climatic conditions (wind, lack of rain, etc.), air pollution can be caused by anthropogenic or man-made sources. Air pollution in the SJVAB can be directly attributed to human activities, which cause air pollutant emissions. Human causes of air pollution in the Valley consist of population growth, urbanization (gas-fired appliances, residential wood heaters, etc.), mobile sources (i.e., cars, trucks, airplanes, trains, etc.), oil production, agriculture, and other socioeconomic activities. The most significant factors, which are accelerating the decline of air quality in the SJVAB, are the Valley's rapid population growth and its associated increases in traffic, urbanization, and industrial activity.

Carbon monoxide emissions overwhelmingly come from mobile sources in the San Joaquin Valley; on-road vehicles contributed 34 percent, while other mobile vehicles, such as trains, planes, and off-road vehicles, contribute another 20 percent in 2012 according to emission projections from the CARB. Motor vehicles account for significant portions of regional gaseous and particulate emissions. Local large employers such as industrial plants can also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Ozone is the result of a photochemical reaction between Oxides of nitrogen (NOx) and Reactive Organic Gases (ROG). Mobile sources contribute 84 percent of all NOx emitted from anthropogenic sources based on data provided in Appendix B of the Air District's 2016 Ozone

Plan. In addition, mobile sources contribute 26 percent of all the ROG emitted from sources within the San Joaquin Valley.

The principal factors that affect air quality in and around Fresno are:

1. The sink effect, climatic subsidence and temperature inversions and low wind speeds
2. Automobile and truck travel
3. Increases in mobile and stationary pollutants generated by local urban growth

Automobiles, trucks, buses and other vehicles using hydrocarbon (HC) fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters; animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Fresno County, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities. Finally, industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Fresno County consist of agricultural production and processing operations.

The primary contributors of PM10 emissions in the San Joaquin Valley are farming activities (22%) and road dust, both paved and unpaved (35%) in 2020 according to emission projections from the CARB. Fugitive windblown dust from “open” fields contributed 14 percent of the PM10.

The four major sources of air pollutant emissions in the SJVAB include industrial plants, motor vehicles, construction activities, and agricultural activities. Industrial plants account for significant portions of regional gaseous and particulate emissions. Motor vehicles, including those from large employers, generate substantial regional gaseous and particulate emissions. Finally, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.). In addition to these primary sources of air pollution, urban areas upwind from Fresno County including areas north and west of the San Joaquin Valley, can cause or generate emissions that are transported into Fresno County. All four of the major pollutant sources affect ambient air quality throughout the Air Basin.

2.4.1 *Motor Vehicles*

Automobiles, trucks, buses and other vehicles using hydrocarbon fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

2.4.2 *Agricultural and Other Miscellaneous Activities*

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters, animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Fresno, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities.

2.4.3 *Industrial Plants*

Industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Fresno County consist of agricultural production and processing operations.

2.5 San Joaquin Valley Air Basin Monitoring

SJVAPCD and the CARB maintain numerous air quality monitoring sites throughout each County in the Air Basin to measure ozone, PM2.5, and PM10. It is important to note that the federal ozone 1-hour standard was revoked by the EPA and is no longer applicable for federal standards. The closest monitoring station to the Project is located at Clovis-N Villa Avenue Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide. Monitoring data for the past three years is summarized in Table 2.

Table 3 identifies the Fresno County's attainment status. As indicated, the SJVAB is nonattainment for Ozone (1 hour and 8 hour) and PM. In accordance with the FCAA, EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. The FCAA contains provisions for changing the classifications using factors such as clean air progress rates and requests from States to move areas to a higher classification.

On April 16, 2004 EPA issued a final rule classifying the SJVAB as extreme nonattainment for Ozone, effective May 17, 2004 (69 FR 20550). The (federal) 1-hour ozone standard was revoked on June 6, 2005. However, many of the requirements in the 1-hour attainment plan (SIP) continue to apply to the SJVAB. The current ozone plan is the (federal) 8-hour ozone plan adopted in 2007. The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010.

Table 2
Maximum Pollutant Levels at Clovis
Clovis-N Villa Monitoring Station

Pollutant	Time Averaging	2020 Maximums	2021 Maximums	2022 Maximums	Standards National	Standards State
Ozone (O_3)	1 hour	0.142 ppm	0.123 ppm	0.109 ppm	0.119 ppm	0.114 ppm
Ozone (O_3)	8 hour	0.108ppm	0.1 ppm	0.084 ppm	0.070 ppm	0.070 ppm
Nitrogen Dioxide (NO_2)	1 hour	54 ppm	49 ppm	51 ppm	51 ppm	60 ppm
Nitrogen Dioxide (NO_2)	Annual Average	9 ppm	8 ppm	9 ppm	8 ppm	8 ppm
Particulates (PM_{10})	24 hour	296.4 µg/m^3	281.0 µg/m^3	116.1 µg/m^3	42 µg/m^3	48 µg/m^3
Particulates (PM_{10})	Federal Annual Arithmetic Mean	45.8 µg/m^3	37.6 µg/m^3	35.5 µg/m^3	-	18 µg/m^3
Particulates ($PM_{2.5}$)	24 hour	193.7 µg/m^3	104.6 µg/m^3	41.9 µg/m^3	15.5 µg/m^3	-
Particulates ($PM_{2.5}$)	Federal Annual Arithmetic Mean	18.4 µg/m3	15.1 µg/m3	10.5 µg/m3	-	18 µg/m3

Source: California Air Resources Board (ADAM) Air Pollution Summaries

"-"represents insufficient data available to determine the value.

Table 3
Fresno County Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone - 1 Hour	Revoked in 2005	Nonattainment
Ozone - 8 Hour	Nonattainment/Extreme	No State Standard
PM10	Attainment	Nonattainment
PM2.5	Nonattainment	Nonattainment
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: CARB Website, 2023

a. Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).
Notes:
National Designation Categories
Non-Attainment Area: Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Unclassified/Attainment Area: Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant or meets the national primary or secondary ambient air quality standard for the pollutant.

State Designation Categories
Unclassified: A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.

Attainment: A pollutant is designated attainment if the State standard for that pollutant was not violated at any site in the area during a three-year period.

Non-attainment: A pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

Non-Attainment/Transitional: A subcategory of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for the pollutant.

2.6 Air Quality Standards

The FCAA, first adopted in 1963, and periodically amended since then, established National Ambient Air Quality Standards (NAAQS). A set of 1977 amendments determined a deadline for the attainment of these standards. That deadline has since passed. Other CAA amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the CCAA (State 1988 Statutes, Chapter 568), which set forth a program for achieving more stringent California Ambient Air Quality Standards. The CARB implements State ambient air quality standards, as required in the CCAA, and cooperates with the federal government in implementing pertinent sections of the FCAA Amendments (FCAAA). Further, CARB regulates vehicular emissions throughout the State. The SJVAPCD regulates stationary sources, as well as some mobile sources. Attainment of the more stringent State PM10 Air Quality Standards is not currently required.

The EPA uses six "criteria pollutants" as indicators of air quality and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called the NAAQS.

The SJVAPCD operates regional air quality monitoring networks that provide information on average concentrations of pollutants for which State or federal agencies have established ambient air quality standards. Descriptions of nine pollutants of importance in Fresno County follow.

2.6.1 *Ozone (1-hour and 8-hour)*

The most severe air quality problem in the Air Basin is the high level of ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. Here, ground level, or "bad" ozone, is an air pollutant that damages human health, vegetation, and many common materials. It is a key ingredient of urban smog. The troposphere extends to a level about 10 miles up, where it meets the second layer, the stratosphere. The stratospheric, or "good" ozone layer, extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" ozone is what is known as a photochemical pollutant. It needs reactive organic gases (ROG), NOx, and sunlight. ROG and NOx are emitted from various sources throughout Fresno County. In order to reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors.

Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary

sources are carried hundreds of miles from their origins.

Ozone is a regional air pollutant. It is generated over a large area and is transported and spread by wind. Ozone, the primary constituent of smog, is the most complex, difficult to control, and pervasive of the criteria pollutants. Unlike other pollutants, ozone is not emitted directly into the air by specific sources. Ozone is created by sunlight acting on other air pollutants (called precursors), specifically NOx and ROG. Sources of precursor gases to the photochemical reaction that form ozone number in the thousands. Common sources include consumer products, gasoline vapors, chemical solvents, and combustion products of various fuels. Originating from gas stations, motor vehicles, large industrial facilities, and small businesses such as bakeries and dry cleaners, the ozone-forming chemical reactions often take place in another location, catalyzed by sunlight and heat. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins. Approximately 50 million people lived in counties with air quality levels above the EPA's health-based national air quality standard in 1994. The highest levels of ozone were recorded in Los Angeles, closely followed by the San Joaquin Valley. High levels also persist in other heavily populated areas, including the Texas Gulf Coast and much of the Northeast.

While the ozone in the upper atmosphere absorbs harmful ultraviolet light, ground-level ozone is damaging to the tissues of plants, animals, and humans, as well as to a wide variety of inanimate materials such as plastics, metals, fabrics, rubber, and paints. Societal costs from ozone damage include increased medical costs, the loss of human and animal life, accelerated replacement of industrial equipment, and reduced crop yields.

- ✓ ***Health Effects***

  While ozone in the upper atmosphere protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone can adversely affect the human respiratory system. Many respiratory ailments, as well as cardiovascular disease, are aggravated by exposure to high ozone levels. Ozone also damages natural ecosystems, such as: forests and foothill communities; agricultural crops; and some man-made materials, such as rubber, paint, and plastic. High levels of ozone may negatively affect immune systems, making people more susceptible to respiratory illnesses, including bronchitis and pneumonia. Ozone accelerates aging and exacerbates pre-existing asthma and bronchitis and, in cases with high concentrations, can lead to the development of asthma in active children. Active people, both children and adults, appear to be more at risk from ozone exposure than those with a low level of activity. Additionally, the elderly and those with respiratory disease are also considered sensitive populations for ozone.

  People who work or play outdoors are at a greater risk for harmful health effects from ozone. Children and adolescents are also at greater risk because they are more likely than adults to spend time engaged in vigorous activities. Research indicates that children under 12 years of age spend nearly twice as much time outdoors daily than adults. Teenagers spend at least

twice as much time as adults in active sports and outdoor activities. In addition, children inhale more air per pound of body weight than adults, and they breathe more rapidly than adults. Children are less likely than adults to notice their own symptoms and avoid harmful exposures.

Ozone is a powerful oxidant—it can be compared to household bleach, which can kill living cells (such as germs or human skin cells) upon contact. Ozone can damage the respiratory tract, causing inflammation and irritation, and it can induce symptoms such as coughing, chest tightness, shortness of breath, and worsening of asthmatic symptoms. Ozone in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. Exposure to levels of ozone above the current ambient air quality standard leads to lung inflammation and lung tissue damage and a reduction in the amount of air inhaled into the lungs.

The CARB found ozone standards in Fresno County nonattainment of Federal and State standards.

2.6.2 *Suspended PM (PM10 and PM2.5)*

Particulate matter pollution consists of very small liquid and solid particles that remain suspended in the air for long periods. Some particles are large or concentrated enough to be seen as soot or smoke. Others are so small they can be detected only with an electron microscope. Particulate matter is a mixture of materials that can include smoke, soot, dust, salt, acids, and metals. Particulate matter is emitted from stationary and mobile sources, including diesel trucks and other motor vehicles; power plants; industrial processes; wood-burning stoves and fireplaces; wildfires; dust from roads, construction, landfills, and agriculture; and fugitive windblown dust. PM10 refers to particles less than or equal to 10 microns in aerodynamic diameter. PM2.5 refers to particles less than or equal to 2.5 microns in aerodynamic diameter and are a subset of PM10. Particulates of concern are those that are 10 microns or less in diameter. These are small enough to be inhaled, pass through the respiratory system and lodge in the lungs, possibly leading to adverse health effects.

In the western United States, there are sources of PM10 in both urban and rural areas. Because particles originate from a variety of sources, their chemical and physical compositions vary widely. The composition of PM10 and PM2.5 can also vary greatly with time, location, the sources of the material and meteorological conditions. Dust, sand, salt spray, metallic and mineral particles, pollen, smoke, mist, and acid fumes are the main components of PM10 and PM2.5. In addition to those listed previously, secondary particles can also be formed as precipitates from chemical and photochemical reactions of gaseous sulfur dioxide (SO2) and NOx in the atmosphere to create sulfates (SO4) and nitrates (NO3). Secondary particles are of greatest concern during the winter months where low inversion layers tend to trap the precursors of secondary particulates.

The District's 2008 PM2.5 Plan built upon the aggressive emission reduction strategy adopted in the 2007 Ozone Plan and strives to bring the valley into attainment status for the 1997 NAAQS for PM2.5. The District's 2012 PM2.5 Plan provides multiple control strategies to reduce emissions of PM2.5 and other pollutants that form PM2.5. The plan's comprehensive control strategy includes regulatory actions, incentive programs, technology advancement, policy and legislative positions, public outreach, participation and communication, and additional strategies.

✓ ***Health Effects***

PM10 and PM2.5 particles are small enough—about one-seventh the thickness of a human hair, or smaller—to be inhaled and lodged in the deepest parts of the lung where they evade the respiratory system's natural defenses. Health problems begin as the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. Non-health-related effects include reduced visibility and soiling of buildings. PM10 can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. PM10 and PM2.5 can aggravate respiratory disease and cause lung damage, cancer, and premature death.

Although particulate matter can cause health problems for everyone, certain people are especially vulnerable to adverse health effects of PM10. These "sensitive populations" include children, the elderly, exercising adults, and those suffering from chronic lung disease such as asthma or bronchitis. Of greatest concern are recent studies that link PM10 exposure to the premature death of people who already have heart and lung disease, especially the elderly. Acidic PM10 can also damage manmade materials and is a major cause of reduced visibility in many parts of the United States.

The CARB found PM10 standards in Fresno County in attainment of Federal standards and nonattainment for State standards. The CARB found PM2.5 standards in Fresno County nonattainment of Federal and State standards.

2.6.3 *Carbon Monoxide (CO)*

Carbon monoxide (CO) is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO is an odorless, colorless, poisonous gas that is highly reactive. CO is a byproduct of motor vehicle exhaust, contributes more than two thirds of all CO emissions nationwide. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. These emissions can result in high concentrations of CO, particularly in local areas with heavy traffic congestion. Other sources of CO emissions include industrial

processes and fuel combustion in sources such as boilers and incinerators. Despite an overall downward trend in concentrations and emissions of CO, some metropolitan areas still experience high levels of CO.

✓ ***Health Effects***

CO enters the bloodstream and binds more readily to hemoglobin than oxygen, reducing the oxygen-carrying capacity of blood and thus reducing oxygen delivery to organs and tissues. The health threat from CO is most serious for those who suffer from cardiovascular disease. Healthy individuals are also affected but only at higher levels of exposure. At high concentrations, CO can cause heart difficulties in people with chronic diseases and can impair mental abilities. Exposure to elevated CO levels is associated with visual impairment, reduced work capacity, reduced manual dexterity, poor learning ability, difficulty performing complex tasks, and in prolonged, enclosed exposure, death.

The adverse health effects associated with exposure to ambient and indoor concentrations of CO are related to the concentration of carboxyhemoglobin (COHb) in the blood. Health effects observed may include an early onset of cardiovascular disease; behavioral impairment; decreased exercise performance of young, healthy men; reduced birth weight; sudden infant death syndrome (SIDS); and increased daily mortality rate.

Most of the studies evaluating adverse health effects of CO on the central nervous system examine high-level poisoning. Such poisoning results in symptoms ranging from common flu and cold symptoms (shortness of breath on mild exertion, mild headaches, and nausea) to unconsciousness and death.

The CARB found CO standards in Fresno County as unclassified/attainment of Federal standards and attainment for State standards.

2.6.4 *Nitrogen Dioxide (NO2)*

Nitrogen oxides (NOx) is a family of highly reactive gases that are primary precursors to the formation of ground-level ozone and react in the atmosphere to form acid rain. NOx is emitted from combustion processes in which fuel is burned at high temperatures, principally from motor vehicle exhaust and stationary sources such as electric utilities and industrial boilers. A brownish gas, NOx is a strong oxidizing agent that reacts in the air to form corrosive nitric acid, as well as toxic organic nitrates. EPA regulates only nitrogen dioxide (NO2) as a surrogate for this family of compounds because it is the most prevalent form of NOx in the atmosphere that is generated by anthropogenic (human) activities.[1]

1 United States Environmental Protection Agency (EPA), Nitrogen Oxides (NOx). Why and How They Are Controlled, 456/F-99-006R, November 2019

✓ ***Health Effects***

NOx is an ozone precursor that combines with Reactive Organic Gases (ROG) to form ozone. See the ozone section above for a discussion of the health effects of ozone.

Direct inhalation of NOx can also cause a wide range of health effects. NOx can irritate the lungs, cause lung damage, and lower resistance to respiratory infections such as influenza. Short-term exposures (e.g., less than 3 hours) to low levels of nitrogen dioxide (NO2) may lead to changes in airway responsiveness and lung function in individuals with preexisting respiratory illnesses. These exposures may also increase respiratory illnesses in children. Long-term exposures to NO2 may lead to increased susceptibility to respiratory infection and may cause irreversible alterations in lung structure. Other health effects associated with NOx are an increase in the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO2 may lead to eye and mucus membrane aggravation, along with pulmonary dysfunction. NOx can cause fading of textile dyes and additives, deterioration of cotton and nylon, and corrosion of metals due to production of particulate nitrates. Airborne NOx can also impair visibility. NOx is a major component of acid deposition in California. NOx may affect both terrestrial and aquatic ecosystems. NOx in the air is a potentially significant contributor to a number of environmental effects such as acid rain and eutrophication in coastal waters. Eutrophication occurs when a body of water suffers an increase in nutrients that reduce the amount of oxygen in the water, producing an environment that is destructive to fish and other animal life.

NO2 is toxic to various animals as well as to humans. Its toxicity relates to its ability to combine with water to form nitric acid in the eye, lung, mucus membranes, and skin. Studies of the health impacts of NO2 include experimental studies on animals, controlled laboratory studies on humans, and observational studies.

In animals, long-term exposure to NOx increases susceptibility to respiratory infections, lowering their resistance to such diseases as pneumonia and influenza. Laboratory studies show susceptible humans, such as asthmatics, exposed to high concentrations of NO2, can suffer lung irritation and, potentially, lung damage. Epidemiological studies have also shown associations between NO2 concentrations and daily mortality from respiratory and cardiovascular causes as well as hospital admissions for respiratory conditions.

NOx contributes to a wide range of environmental effects both directly and when combined with other precursors in acid rain and ozone. Increased nitrogen inputs to terrestrial and wetland systems can lead to changes in plant species composition and diversity. Similarly, direct nitrogen inputs to aquatic ecosystems such as those found in estuarine and coastal waters can lead to eutrophication as discussed above. Nitrogen, alone or in acid rain, also can acidify soils and surface waters. Acidification of soils causes the loss of essential plant nutrients and increased levels of soluble aluminum, which is toxic to plants. Acidification of surface waters creates conditions of low pH and levels of aluminum that are toxic to fish and other aquatic organisms.

The CARB found NO2 standards in Fresno County as unclassified/attainment of Federal standards and attainment for State standards.

2.6.5 *Sulfur Dioxide (SO2)*

The major source of sulfur dioxide (SO2) is the combustion of high-sulfur fuels for electricity generation, petroleum refining and shipping. High concentrations of SO2 can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Short-term exposures of asthmatic individuals to elevated SO2 levels during moderate activity may result in breathing difficulties that can be accompanied by symptoms such as wheezing, chest tightness, or shortness of breath. Other effects that have been associated with longer-term exposures to high concentrations of SO2, in conjunction with high levels of PM, include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs' defenses. SO2 also is a major precursor to PM2.5, which is a significant health concern and a main contributor to poor visibility. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain.

The CARB found SO2 standards in Fresno County as unclassified for Federal standards and attainment for State standards.

2.6.6 *Lead (Pb)*

Lead, a naturally occurring metal, can be a constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, so it essentially persists forever. Lead was used until recently to increase the octane rating in automobile fuel. Since the 1980s, lead has been phased out in gasoline, reduced in drinking water, reduced in industrial air pollution, and banned or limited in consumer products. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels; however, the use of leaded fuel has been mostly phased out. Since this has occurred the ambient concentrations of lead have dropped dramatically.

Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children. Effects on the nervous systems of children are one of the primary health risk concerns from lead. In high concentrations, children can even suffer irreversible brain damage and death. Children 6 years old and under are most at risk, because their bodies are growing quickly.

The CARB found Lead standards in Fresno County as unclassified/attainment of Federal standards and attainment for State standards.

2.6.7 *Toxic Air Contaminants (TAC)*

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TAC) are another group of pollutants of concern. TAC are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TAC is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TAC are regulated on the basis of risk rather than specification of safe levels of contamination. The ten TAC are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (diesel PM). Caltrans' guidance for transportation studies references the Federal Highway Administration (FHWA) memorandum titled "Interim Guidance on Air Toxic Analysis in NEPA Documents" which discusses emissions quantification of six "priority" compounds of 21 Mobile Source Air Toxics (MSAT) identified by the United States Environmental Protection Agency (USEPA). The six "priority" compounds are diesel exhaust (particulate matter and organic gases), benzene, 1,3-butadiene, acetaldehyde, formaldehyde, and acrolein.

Some studies indicate that diesel PM poses the greatest health risk among the TAC listed above. A 10-year research program (California Air Resources Board 1998) demonstrated that diesel PM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to diesel PM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

Diesel PM differs from other TAC in that it is not a single substance but a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TAC, however, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. The CARB has made preliminary concentration estimates based on a diesel PM exposure method. This method uses the CARB emissions inventory's PM10 database, ambient PM10 monitoring data, and the results from several studies to estimate concentrations of diesel PM. Table 4 depicts the CARB Handbook's recommended buffer distances associated with various types of common sources.

Existing air quality concerns within Fresno and the entire SJVAB are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, odors, and increases in greenhouse gas emissions contributing to climate change. The primary source of ozone (smog) pollution is motor vehicles. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

TABLE 4
Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities*

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads [1]	- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). - Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. - Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

1: The recommendation to avoid siting new sensitive land uses within 500 feet of a freeway was identified in CARB's Air Quality and Land Use Handbook published in 2005. CARB recently published a technical advisory to the Air Quality and Land Use Handbook indicating that new research has demonstrated promising strategies to reduce pollution exposure along transportation corridors.

*Notes:
• These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.
• Recommendations are based primarily on data showing that the air pollution exposures addressed here (i.e., localized) can be reduced as much as 80% with the recommended separation.
• The relative risk for these categories varies greatly (see Table 1-2). To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.
• These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists. The recommended distances take into account other factors in addition to available health risk data (see individual category descriptions).
• Site-specific project design improvements may help reduce air pollution exposures and should also be considered when siting new sensitive land uses.
• This table does not imply that mixed residential and commercial development in general is incompatible. Rather it focuses on known problems like dry cleaners using perchloroethylene that can be addressed with reasonable preventative actions.
• A summary of the basis for the distance recommendations can be found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Health Perspective.

Source: SJVAPCD 2022

2.6.8 *Odors*

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown in Table 5 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project does not propose any uses that would be potential odor sources; however, the information presented in Table 5 will be used as a screening level analysis to determine if the Project would be impacted by existing odor sources in the study area. Such information is presented for informational purposes, but it is noted that the environment's effect on the Project, including exposure to potential odors, would not be an impact for CEQA purposes.

TABLE 5
Screening Levels for Potential Odor Sources

Type of Facility	Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Compositing Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g. auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Source: SJVAPCD 2022

2.6.9 *Naturally Occurring Asbestos (NOA)*

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rocks' ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

The proposed Project's construction phase may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021.

2.6.10 *Greenhouse Gas Emissions*

Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the

atmosphere because of human activities are:

- ✓ **Carbon Dioxide (CO2):** Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement, asphalt paving, truck trips). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- ✓ **Methane (CH4):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- ✓ **Nitrous Oxide (N2O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- ✓ **Fluorinated Gases:** Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

3.0 Air-Quality Impacts

3.1 Methodology

The impact assessment for air quality focuses on potential effects the Project might have on air quality within the Fresno region. The SJVAPCD has established thresholds of significance for determining environmental significance. These thresholds separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of Project operations. Impacts will be evaluated both on the basis of CEQA Appendix G criteria and SJVAPCD significance criteria. The impacts to be evaluated will be those involving construction and operational emissions of criteria pollutants. The SJVAPCD has established thresholds for certain pollutants shown in Table 6.

Table 6
SJVAPCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Source: SJVAPCD 2023

3.1.1 *CalEEMod*

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as CEQA and NEPA documents, pre-project planning, compliance with local air quality rules and regulations, etc.

3.2 Short-Term Impacts

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust and exhaust pollutants generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture. Exhaust pollutants are the non-useable gaseous waste products produced during the combustion process. Engine exhaust contains CO, HC, and NOx pollutants which are harmful to the environment.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the Project area and may require frequent washing during the construction period.

PM10 emissions can result from construction activities of the Project. The SJVAPCD has determined that compliance with Regulation VIII and other control measures will constitute sufficient mitigation to reduce PM10 impacts to a level considered less-than significant for most development projects. Even with implementation of District Regulation VIII and District Rule 9510, large development projects may not be able to reduce project specific construction impacts below District thresholds of significance.

Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or offsite. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this Project, construction emissions were estimated using CalEEMod Model defaults for construction equipment.

Table 7 shows the CalEEMod estimated construction emissions that would be generated from construction of the Project. Results of the analysis show that emissions generated from construction of the Project will not exceed the SJVAPCD emission thresholds.

Table 7
Project Construction Emissions (tons/year)

Summary Report	CO	NO_X	ROG	SO_x	PM_{10}	$PM_{2.5}$	CO2e
Project Construction Emissions	2.42	2.22	2.67	0.01	0.39	0.21	428.69
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod

3.3 Long-Term Emissions

Long-Term emissions from the Project would be generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as lawn maintenance equipment.

3.3.1 *Localized Operational Emissions – Ozone/Particulate Matter*

The Fresno County area is nonattainment for Federal and State air quality standards for ozone, attainment of Federal standards for PM10 and nonattainment for State standards, and nonattainment for Federal and State standards for PM2.5. Nitrogen oxides and reactive organic gases are regulated as ozone precursors. Significance criteria have been established for criteria pollutant emissions as documented in Section 3.1. Operational emissions have been estimated for the Project using the CalEEMod Model and detailed results are included in Appendix A of this report.

Results of the CalEEMod analysis are shown in Table 8. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants.

Table 8
Project Operational Emissions (tons/year)

Summary Report	CO	NO_X	ROG	SO_x	PM_{10}	$PM_{2.5}$	CO2e
Project Opeational Emissions	7.53	1.36	2.05	0.02	1.60	0.45	1957.22
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod

3.3.2 *Localized Operational Emissions*

✓ **Carbon Monoxide**

The SJVAPCD is currently in unclassified/attainment for Federal standards and unclassified

for State standards for CO. An analysis of localized CO concentrations is typically warranted to ensure that standards are maintained. Also, an analysis is required to ensure that localized concentrations don't reach potentially unhealthful levels that could affect sensitive receptors (residents, school children, hospital patients, the elderly, etc.).

Typically, high CO concentrations are associated with roadways or intersections operating at an unacceptable Level of Service (LOS). CO "Hot Spot" modeling is required if a traffic study reveals that the project will reduce the LOS on one or more streets to E or F or if the project will worsen an existing LOS F.

To analyze the Cumulative Year 2046 Plus Project "worst case" CO concentrations at study roadway segments, the analysis methodology considered the highest annual maximum CO concentration reported in 2013, using 1.0 PPM as an estimate of the background concentration for the 8-hour standard and 2.2 PPM for the 1-hour standard (source: CARB annual publications). Other modeling assumptions include a wind speed of .5 m/s, flat topography, 1,000-meter mixing height, and a 5 degree wind deviation.

✓ **Toxic Air Contaminants (TAC)**

The SJVAPCD's Guidance Document, Guidance for Assessing and Mitigating Air Quality Impacts – 2015, identifies the need for projects to analyze the potential for adverse air quality impacts to sensitive receptors. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Project is a Type B Project in that it may potentially place sensitive receptors in the vicinity of existing sources.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses considering CARB's Pollution Mapping Tool shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. The Project is located a 2.5 mile from the State Route (SR) 168 freeway. Table 4 indicates that new sensitive land uses shouldn't be sited within 500 feet of a freeway/urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. The Project is located more than 2.5 miles from the SR 168 freeway. As a result, a health risk assessment is not needed at this time.

✓ **Odors**

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the SJVAPCD. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The Project will not generate odorous emissions given the nature or characteristics of the Project. The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. None of the facilities shown in Table 5 are located within two (2) miles of the Project.

✓ **Naturally Occurring Asbestos (NOA)**

Asbestos is a term used for several types of naturally occurring fibrous minerals found in

many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Construction of the Project may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021. Compliance with Rule 8021 would limit fugitive dust emissions from construction, demolition, excavation, extraction, and other earthmoving activities associated with the Project.

The Dust Control Plan may include the following measures:

1. Water wetting of road surfaces
2. Rinse vehicles and equipment
3. Wet loads of excavated material, and
4. Cover loads of excavated material

✓ **Greenhouse Gas Emissions**

CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Fresno Council of Governments(FCOG) region, CARB set targets at six (6) percent per capita decrease in 2020 and a thirteen (13) percent per capita decrease in 2035 from a base year of 2005. FCOG's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in July 2022, projects that the Fresno County region would achieve the prescribed emissions targets.

In 2009, the SJVAPCD adopted the following guidance documents applicable to projects within the San Joaquin Valley:

- ✓ Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009), and
- ✓ District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency (SJVAPCD 2009).

This guidance and policy are the reference documents referenced in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts adopted in March 2015 (SJVAPCD 2015). Consistent with the District Guidance and District Policy above, SJVAPCD (2015) acknowledges the current absence of numerical thresholds, and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance

Standards (BPS); and

iii. If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

As shown in Table 9, the Project would generate 2608.35 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. "Business as usual" (BAU) is referenced in CARB's AB 32 Scoping Plan as emissions projected to occur in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control or Best Performance Standards (BPS) offsets. As a result, an estimate of the Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the Project's GHG emissions in the year 2020 is 2179.68 MTCO2eq./year. This represents an achievement of 16% GHG emission reduction on the basis of BAU, which does not meet the 29% GHG emission reduction target.

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. This threshold is often used by agencies, such as the California Public Utilities Commission, to evaluate GHG impacts in areas that do not have specific thresholds (CPUC 2015)[2]. Therefore, because this threshold has been established by the SCAQMD in an effort to control GHG emissions in the largest metropolitan area in the State of California, this threshold is considered a conservative approach for evaluating the significance of GHG emissions in a more rural area, such as Fresno County. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 10 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is approximately 80% less than the threshold identified by the SCAQMD. Though the Project is under SJVAPCD jurisdiction, the SCAQMD

2 California Public Utilities Commission (CPUC). 2015. Section 4.7, "Greenhouse Gases." Final Environmental Impact Report for the Santa Barbara County Reliability Project. May 2015. Accessed January 18, 2018. http://www.cpuc.ca.gov/environment/info/ene/sbcrp/SBCRP_FEIR.html.

GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 10 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model.

Table 9
2005/2020 Operational greenhouse Gas Emissions

Summary Report	CO_2e
Operational Emissions Per Year (2005)	7368.31 MT/yr
Operational Emissions Per Year (2020)	6253.23 MT/yr
SJVAPCD Level of Significance	29% Reduction Compared to BAU
Does the Project Meet the Standard	No

Source: CalEEMod Emissions Model

Table 10
Project Operational Greenhouse Gas Emissions

Summary Report	CO_2e
Project Operational Emissions Per Year(Plus amortized construction emissions)	1971.51 MT/yr

Source: CalEEMod

3.3.3 *Indirect Source Review*

The Plans assess current and proposed rules, along with state and federal regulations, to model future emissions and achieve pollution attainment. The proposed Project is subject to the SJVAPCD's ISR program since there are more than 50 residential units. It applies to any applicant that seeks to gain final discretionary approval for a development project of more that 50 residential units as of projects approved after 2006. Rule 9510 and the Administrative ISR Fee Rule (Rule 3180) are the result of state requirements outlined in the California Health and Safety Code, Section 40604 and the State Implementation Plan (SIP). The purpose of the SJVAPCD's ISR program is to reduce emissions of NOx and PM10 from new projects. In general, new development contributes to the air-pollution problem in the Valley by increasing the number of vehicles and vehicle miles traveled.

Utilizing the ISR Fee Estimator calculator available on the SJVAPCD website, it was determined that the Project's total cost for emission reductions is $108,033.12 without implementation of emission reduction measures. After the application of ISR rule No_x will be reduced by 0.44 MT/yr and PM_{10} will be reduced by 0.17 MT/yr during construction phase. The ISR Fee Estimator worksheets are included in Appendix B. The fee noted above may be reduced dependent upon the formal ISR review process.

4.0 Impact Determinations and Recommended Mitigation

In accordance with CEQA, when a proposed project is consistent with a General Plan for which an EIR has been certified, the effects of that project are evaluated to determine if they will result in project-specific significant adverse impacts on the environment. The criteria used to determine the significance of an air quality or greenhouse gas impact are based on the following thresholds of significance, which come from Appendix G of the CEQA Guidelines and the General Plan EIR. Accordingly, air quality or greenhouse gas impacts resulting from the Project are considered significant if the Project would:

Air Quality

a) Conflict with or obstruct implementation of the applicable air quality plan?
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
c) Expose sensitive receptors to substantial pollutant concentrations?
d) Result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

4.1 Air Quality

4.1.1 *Conflict with or obstruct implementation of the applicable air quality plan*

The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. FCOG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in

the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Clovis 2035 General Plan Update, which was adopted in 2014. The Project is consistent with the currently adopted General Plan for the City of Clovis and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

4.1.2 *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard*

The Fresno County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM10, and nonattainment for Federal and State standards for PM2.5. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed in Section 4.1.1, the Project is consistent with the currently adopted General Plan for the City of Clovis and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project is not characterized as cumulatively insignificant when project emissions fall below thresholds of significance. As discussed in Section 3.1, the SJVAPCD has established thresholds of significance for determining environmental significance which are provided in Table 6.

As discussed above in Section 3.2 and 3.3, results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, no mitigation is needed.

4.1.3 *Expose sensitive receptors to substantial pollutant concentrations*

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors

include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Project is a Type B project in that it may potentially place sensitive receptors in the vicinity of existing sources.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses considering CARB's Pollution Mapping Tool shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. The Project is located a 2.5 mile from the State Route (SR) 168 freeway. Table 4 indicates that new sensitive land uses shouldn't be sited within 500 feet of a freeway/urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. The Project is located more than 2.5 miles from the SR 168 freeway. Therefore, no mitigation is needed.

Short-Term Impacts

The annual emissions from the construction phase of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 8. The construction emissions are therefore considered less than significant with the implementation of the SJVAPCD applicable Regulation VIII control measures, which are provided below.

1. *All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.*
2. *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.*
3. *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.*
4. *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.*
5. *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.*
6. *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions*

utilizing sufficient water or chemical stabilizer/suppressant.

7. *Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.*

Naturally Occurring Asbestos (NOA)

The proposed Project's construction phase may cause asbestos to become airborne due to the construction activities that will occur on site. In order to control naturally-occurring asbestos dust, the Project will be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021. The Dust Control Plan may include the following measures:

1. Water wetting of road surfaces
2. Rinse vehicles and equipment
3. Wet loads of excavated material, and
4. Cover loads of excavated material

Long-Term Impacts

Long-Term emissions from the Project are generated primarily by mobile source (vehicle) emissions from the project site and area sources such as lawn maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. Table 8 summarizes the Project's operational impacts by pollutant. Results indicate that operational emissions from the Project will not exceed the SJVAPCD emissions threshold for any emissions, hence no mitigations are required.

4.1.4 *Result in other emissions such as those leading to odors adversely affecting a substantial number of people*

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- ✓ Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and

- ✓ Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The proposed Project will not generate odorous emissions given the nature or characteristics of residential developments. The intensity of an odor source's operations and its proximity to

sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. None of the facilities shown in Table 5 are located within two (2) miles of the Project. Therefore, no mitigation is needed.

4.2 Greenhouse Gas Emissions

4.2.1 *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*

In 2009, the SJVAPCD adopted the following guidance documents applicable to projects within the San Joaquin Valley:

- ✓ Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009), and
- ✓ District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency (SJVAPCD 2009).

As shown in Table 9, the Project would generate 2608.35 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. "Business as usual" (BAU) is referenced in CARB's AB 32 Scoping Plan as emissions projected to occur in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control or Best Performance Standards (BPS) offsets. As a result, an estimate of the Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the Project's GHG emissions in the year 2020 is 2179.68 MTCO2eq./year. This represents an achievement of 16% GHG emission reduction on the basis of BAU, which does not meet the 29% GHG emission reduction target.

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead

agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. This threshold is often used by agencies, such as the California Public Utilities Commission, to evaluate GHG impacts in areas that do not have specific thresholds (CPUC 2015)[3]. Therefore, because this threshold has been established by the SCAQMD in an effort to control GHG emissions in the largest metropolitan area in the State of California, this threshold is considered a conservative approach for evaluating the significance of GHG emissions in a more rural area, such as Fresno County. Though 80% less than the threshold identified by the SCAQMD.

CARB's California GHG Emissions Inventory provides estimates of anthropogenic GHG emissions within California, as well as emissions associated with imported electricity; natural sources are not included in the inventory. California's GHG emissions for 2020 totaled approximately 358.76 million MTCO2eq. The proposed Project's GHG emissions represents less than 0.001% of the total GHG emissions for the state of California when compared to year 2018 emissions data.

Based on the assessment above, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, any impacts would be less than significant.

4.2.2 *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases*

California passed the California Global Warming Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020. On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

SB 375 requires MPOs to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the FCOF region, CARB set targets at six (6) percent per capita decrease in 2020 and a thirteen (13) percent per capita decrease in 2035 from a base year of 2005. FCOG's 2022 RTP/SCS, which was adopted in July 2022, projects that the Fresno County

3 California Public Utilities Commission (CPUC). 2015. Section 4.7, "Greenhouse Gases." Final Environmental Impact Report for the Santa Barbara County Reliability Project. May 2015. Accessed January 18, 2018. http://www.cpuc.ca.gov/environment/info/ene/sbcrp/SBCRP_FEIR.html.

region would achieve the prescribed emissions targets.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. FCOG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. The applicable General Plan for the project is City of Clovis 2035 General Plan Update, which was adopted in 2014.

The Project is consistent with the currently adopted General Plan for the City of Clovis and the adopted FCOG 2022 RTP/SCS and is therefore consistent with the population growth and VMT applied in those plan documents. Therefore, the Project is consistent with the growth assumptions used in the applicable AQP. It should also be noted that yearly GHG emissions generated by the Project (Table 9) are approximately 80% less than the threshold identified by the SCAQMD (see the discussion for Impact 4.2.1 above).

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- ✓ California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs for long-term climate change goals.
  - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.
- ✓ Energy Efficiency – Pursuit of comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards.
  - The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure

through existing regulation. The Project would not conflict or obstruct this reduction measure.

✓ Low Carbon Fuel – Development and adoption of the low carbon fuel standard.

- The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.

Based on the assessment above, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, any impacts would be less than significant.

Appendix-A
CalEEMod Worksheets

Tract 000 - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Tract 000

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	153.00	Dwelling Unit	18.63	275,400.00	438

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
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 description

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	49.68	18.63
tblWoodstoves	NumberCatalytic	18.63	0.00
tblWoodstoves	NumberNoncatalytic	18.63	0.00

2.0 Emissions Summary

Tract 000 - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
2024	0.2460	2.2201	2.4298	4.8400e-003	0.2939	0.0962	0.3901	0.1209	0.0899	0.2107	0.0000	424.6752	424.6752	0.0960	5.4300e-003	428.6945
2025	2.6768	0.7936	1.0828	2.0400e-003	0.0307	0.0328	0.0635	8.3000e-003	0.0308	0.0391	0.0000	178.9658	178.9658	0.0358	2.8400e-003	180.7065
Maximum	**2.6768**	**2.2201**	**2.4298**	**4.8400e-003**	**0.2939**	**0.0962**	**0.3901**	**0.1209**	**0.0899**	**0.2107**	**0.0000**	**424.6752**	**424.6752**	**0.0960**	**5.4300e-003**	**428.6945**

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	0.2460	2.2201	2.4298	4.8400e-003	0.2939	0.0962	0.3901	0.1209	0.0899	0.2107	0.0000	424.6748	424.6748	0.0960	5.4300e-003	428.6941
2025	2.6768	0.7936	1.0828	2.0400e-003	0.0307	0.0328	0.0635	8.3000e-003	0.0308	0.0391	0.0000	178.9656	178.9656	0.0358	2.8400e-003	180.7063
Maximum	**2.6768**	**2.2201**	**2.4298**	**4.8400e-003**	**0.2939**	**0.0962**	**0.3901**	**0.1209**	**0.0899**	**0.2107**	**0.0000**	**424.6748**	**424.6748**	**0.0960**	**5.4300e-003**	**428.6941**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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**	**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)
1	**1-10-2024**	**4-9-2024**	0.9567	0.9567
2	**4-10-2024**	**7-9-2024**	0.5160	0.5160
3	**7-10-2024**	**10-9-2024**	0.5218	0.5218
4	**10-10-2024**	**1-9-2025**	0.5195	0.5195
5	**1-10-2025**	**4-9-2025**	0.4761	0.4761
6	**4-10-2025**	**7-9-2025**	1.7410	1.7410
7	**7-10-2025**	**9-30-2025**	1.2065	1.2065
		Highest	1.7410	1.7410

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.3748	0.0703	1.1593	4.3000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	68.1364	68.1364	3.0500e-003	1.2200e-003	68.5747
Energy	0.0198	0.1695	0.0721	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	309.1390	309.1390	0.0220	5.8100e-003	311.4214
Mobile	0.6651	1.1272	6.3070	0.0153	1.5673	0.0126	1.5799	0.4193	0.0118	0.4311	0.0000	1,452.2520	1,452.2520	0.0731	0.0778	1,477.2689
Waste						0.0000	0.0000		0.0000	0.0000	32.0076	0.0000	32.0076	1.8916	0.0000	79.2975
Water						0.0000	0.0000		0.0000	0.0000	3.1626	7.0259	10.1884	0.3260	7.8100e-003	20.6642
Total	**2.0598**	**1.3669**	**7.5384**	**0.0169**	**1.5673**	**0.0372**	**1.6045**	**0.4193**	**0.0364**	**0.4557**	**35.1702**	**1,836.5532**	**1,871.7234**	**2.3158**	**0.0927**	**1,957.2267**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.3748	0.0703	1.1593	4.3000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	68.1364	68.1364	3.0500e-003	1.2200e-003	68.5747
Energy	0.0198	0.1695	0.0721	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	309.1390	309.1390	0.0220	5.8100e-003	311.4214
Mobile	0.6651	1.1272	6.3070	0.0153	1.5673	0.0126	1.5799	0.4193	0.0118	0.4311	0.0000	1,452.2520	1,452.2520	0.0731	0.0778	1,477.2689
Waste						0.0000	0.0000		0.0000	0.0000	32.0076	0.0000	32.0076	1.8916	0.0000	79.2975
Water						0.0000	0.0000		0.0000	0.0000	3.1626	7.0259	10.1884	0.3260	7.8100e-003	20.6642
Total	**2.0598**	**1.3669**	**7.5384**	**0.0169**	**1.5673**	**0.0372**	**1.6045**	**0.4193**	**0.0364**	**0.4557**	**35.1702**	**1,836.5532**	**1,871.7234**	**2.3158**	**0.0927**	**1,957.2267**

	ROG	NOx	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	Demolition	Demolition	1/10/2024	2/6/2024	5	20	
2	Site Preparation	Site Preparation	2/7/2024	2/20/2024	5	10	
3	Grading	Grading	2/21/2024	4/2/2024	5	30	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	4/3/2024	5/27/2025	5	300	
5	Paving	Paving	5/28/2025	6/24/2025	5	20	
6	Architectural Coating	Architectural Coating	6/25/2025	7/22/2025	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 557,685; Residential Outdoor: 185,895; 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
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	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
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	55.00	16.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9961	33.9961	9.5100e-003	0.0000	34.2338
Total	**0.0224**	**0.2088**	**0.1971**	**3.9000e-004**		**9.6000e-003**	**9.6000e-003**		**8.9200e-003**	**8.9200e-003**	**0.0000**	**33.9961**	**33.9961**	**9.5100e-003**	**0.0000**	**34.2338**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 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	4.3000e-004	2.7000e-004	3.2800e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9308	0.9308	3.0000e-005	3.0000e-005	0.9390
Total	**4.3000e-004**	**2.7000e-004**	**3.2800e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9308**	**0.9308**	**3.0000e-005**	**3.0000e-005**	**0.9390**

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	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9960	33.9960	9.5100e-003	0.0000	34.2338
Total	**0.0224**	**0.2088**	**0.1971**	**3.9000e-004**		**9.6000e-003**	**9.6000e-003**		**8.9200e-003**	**8.9200e-003**	**0.0000**	**33.9960**	**33.9960**	**9.5100e-003**	**0.0000**	**34.2338**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 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	4.3000e-004	2.7000e-004	3.2800e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9308	0.9308	3.0000e-005	3.0000e-005	0.9390
Total	**4.3000e-004**	**2.7000e-004**	**3.2800e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9308**	**0.9308**	**3.0000e-005**	**3.0000e-005**	**0.9390**

3.3 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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6600e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	2.6000e-004	1.6000e-004	1.9700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5585	0.5585	2.0000e-005	2.0000e-005	0.5634
Total	**2.6000e-004**	**1.6000e-004**	**1.9700e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5585**	**0.5585**	**2.0000e-005**	**2.0000e-005**	**0.5634**

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	**0.0133**	**0.1359**	**0.0917**	**1.9000e-004**	**0.0983**	**6.1500e-003**	**0.1044**	**0.0505**	**5.6500e-003**	**0.0562**	**0.0000**	**16.7285**	**16.7285**	**5.4100e-003**	**0.0000**	**16.8638**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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	2.6000e-004	1.6000e-004	1.9700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5585	0.5585	2.0000e-005	2.0000e-005	0.5634
Total	**2.6000e-004**	**1.6000e-004**	**1.9700e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5585**	**0.5585**	**2.0000e-005**	**2.0000e-005**	**0.5634**

3.4 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					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4857	0.4158	9.3000e-004		0.0200	0.0200		0.0184	0.0184	0.0000	81.7793	81.7793	0.0265	0.0000	82.4405
Total	**0.0483**	**0.4857**	**0.4158**	**9.3000e-004**	**0.1381**	**0.0200**	**0.1581**	**0.0548**	**0.0184**	**0.0732**	**0.0000**	**81.7793**	**81.7793**	**0.0265**	**0.0000**	**82.4405**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	8.6000e-004	5.3000e-004	6.5500e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8616	1.8616	5.0000e-005	5.0000e-005	1.8780
Total	**8.6000e-004**	**5.3000e-004**	**6.5500e-003**	**2.0000e-005**	**2.4000e-003**	**1.0000e-005**	**2.4100e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8616**	**1.8616**	**5.0000e-005**	**5.0000e-005**	**1.8780**

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					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4857	0.4158	9.3000e-004		0.0200	0.0200		0.0184	0.0184	0.0000	81.7792	81.7792	0.0265	0.0000	82.4404
Total	**0.0483**	**0.4857**	**0.4158**	**9.3000e-004**	**0.1381**	**0.0200**	**0.1581**	**0.0548**	**0.0184**	**0.0732**	**0.0000**	**81.7792**	**81.7792**	**0.0265**	**0.0000**	**82.4404**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 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	8.6000e-004	5.3000e-004	6.5500e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8616	1.8616	5.0000e-005	5.0000e-005	1.8780
Total	**8.6000e-004**	**5.3000e-004**	**6.5500e-003**	**2.0000e-005**	**2.4000e-003**	**1.0000e-005**	**2.4100e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8616**	**1.8616**	**5.0000e-005**	**5.0000e-005**	**1.8780**

3.5 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	0.1435	1.3108	1.5763	2.6300e-003		0.0598	0.0598		0.0563	0.0563	0.0000	226.0529	226.0529	0.0535	0.0000	227.3893
Total	**0.1435**	**1.3108**	**1.5763**	**2.6300e-003**		**0.0598**	**0.0598**		**0.0563**	**0.0563**	**0.0000**	**226.0529**	**226.0529**	**0.0535**	**0.0000**	**227.3893**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	1.6300e-003	0.0685	0.0201	3.1000e-004	0.0103	4.4000e-004	0.0108	2.9900e-003	4.2000e-004	3.4100e-003	0.0000	29.4908	29.4908	1.5000e-004	4.4400e-003	30.8175
Worker	0.0154	9.4900e-003	0.1171	3.6000e-004	0.0429	2.0000e-004	0.0431	0.0114	1.8000e-004	0.0116	0.0000	33.2767	33.2767	9.2000e-004	9.0000e-004	33.5692
Total	**0.0170**	**0.0780**	**0.1372**	**6.7000e-004**	**0.0532**	**6.4000e-004**	**0.0539**	**0.0144**	**6.0000e-004**	**0.0150**	**0.0000**	**62.7675**	**62.7675**	**1.0700e-003**	**5.3400e-003**	**64.3867**

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	0.1435	1.3108	1.5763	2.6300e-003		0.0598	0.0598		0.0563	0.0563	0.0000	226.0526	226.0526	0.0535	0.0000	227.3890
Total	**0.1435**	**1.3108**	**1.5763**	**2.6300e-003**		**0.0598**	**0.0598**		**0.0563**	**0.0563**	**0.0000**	**226.0526**	**226.0526**	**0.0535**	**0.0000**	**227.3890**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	1.6300e-003	0.0685	0.0201	3.1000e-004	0.0103	4.4000e-004	0.0108	2.9900e-003	4.2000e-004	3.4100e-003	0.0000	29.4908	29.4908	1.5000e-004	4.4400e-003	30.8175
Worker	0.0154	9.4900e-003	0.1171	3.6000e-004	0.0429	2.0000e-004	0.0431	0.0114	1.8000e-004	0.0116	0.0000	33.2767	33.2767	9.2000e-004	9.0000e-004	33.5692
Total	**0.0170**	**0.0780**	**0.1372**	**6.7000e-004**	**0.0532**	**6.4000e-004**	**0.0539**	**0.0144**	**6.0000e-004**	**0.0150**	**0.0000**	**62.7675**	**62.7675**	**1.0700e-003**	**5.3400e-003**	**64.3867**

3.5 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	0.0718	0.6547	0.8444	1.4200e-003		0.0277	0.0277		0.0261	0.0261	0.0000	121.7577	121.7577	0.0286	0.0000	122.4733
Total	**0.0718**	**0.6547**	**0.8444**	**1.4200e-003**		**0.0277**	**0.0277**		**0.0261**	**0.0261**	**0.0000**	**121.7577**	**121.7577**	**0.0286**	**0.0000**	**122.4733**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	8.6000e-004	0.0368	0.0106	1.6000e-004	5.5700e-003	2.4000e-004	5.8100e-003	1.6100e-003	2.3000e-004	1.8400e-003	0.0000	15.5744	15.5744	8.0000e-005	2.3400e-003	16.2749
Worker	7.6900e-003	4.5500e-003	0.0587	1.9000e-004	0.0231	1.0000e-004	0.0232	6.1400e-003	9.0000e-005	6.2300e-003	0.0000	17.4866	17.4866	4.5000e-004	4.5000e-004	17.6328
Total	**8.5500e-003**	**0.0413**	**0.0692**	**3.5000e-004**	**0.0287**	**3.4000e-004**	**0.0290**	**7.7500e-003**	**3.2000e-004**	**8.0700e-003**	**0.0000**	**33.0610**	**33.0610**	**5.3000e-004**	**2.7900e-003**	**33.9077**

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	0.0718	0.6547	0.8444	1.4200e-003		0.0277	0.0277		0.0261	0.0261	0.0000	121.7576	121.7576	0.0286	0.0000	122.4731
Total	**0.0718**	**0.6547**	**0.8444**	**1.4200e-003**		**0.0277**	**0.0277**		**0.0261**	**0.0261**	**0.0000**	**121.7576**	**121.7576**	**0.0286**	**0.0000**	**122.4731**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	8.6000e-004	0.0368	0.0106	1.6000e-004	5.5700e-003	2.4000e-004	5.8100e-003	1.6100e-003	2.3000e-004	1.8400e-003	0.0000	15.5744	15.5744	8.0000e-005	2.3400e-003	16.2749
Worker	7.6900e-003	4.5500e-003	0.0587	1.9000e-004	0.0231	1.0000e-004	0.0232	6.1400e-003	9.0000e-005	6.2300e-003	0.0000	17.4866	17.4866	4.5000e-004	4.5000e-004	17.6328
Total	**8.5500e-003**	**0.0413**	**0.0692**	**3.5000e-004**	**0.0287**	**3.4000e-004**	**0.0290**	**7.7500e-003**	**3.2000e-004**	**8.0700e-003**	**0.0000**	**33.0610**	**33.0610**	**5.3000e-004**	**2.7900e-003**	**33.9077**

3.6 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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.1500e-003**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0193**	**20.0193**	**6.4700e-003**	**0.0000**	**20.1811**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	4.0000e-004	2.4000e-004	3.0500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	0.0000	3.2000e-004	0.0000	0.9084	0.9084	2.0000e-005	2.0000e-005	0.9160
Total	**4.0000e-004**	**2.4000e-004**	**3.0500e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**0.9084**	**0.9084**	**2.0000e-005**	**2.0000e-005**	**0.9160**

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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.1500e-003**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0192**	**20.0192**	**6.4700e-003**	**0.0000**	**20.1811**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	4.0000e-004	2.4000e-004	3.0500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	0.0000	3.2000e-004	0.0000	0.9084	0.9084	2.0000e-005	2.0000e-005	0.9160
Total	**4.0000e-004**	**2.4000e-004**	**3.0500e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**0.9084**	**0.9084**	**2.0000e-005**	**2.0000e-005**	**0.9160**

3.7 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	2.5849					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**2.5866**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 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	2.9000e-004	1.7000e-004	2.2300e-003	1.0000e-005	8.8000e-004	0.0000	8.8000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6662	0.6662	2.0000e-005	2.0000e-005	0.6717
Total	**2.9000e-004**	**1.7000e-004**	**2.2300e-003**	**1.0000e-005**	**8.8000e-004**	**0.0000**	**8.8000e-004**	**2.3000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.6662**	**0.6662**	**2.0000e-005**	**2.0000e-005**	**0.6717**

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	2.5849					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**2.5866**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 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	2.9000e-004	1.7000e-004	2.2300e-003	1.0000e-005	8.8000e-004	0.0000	8.8000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6662	0.6662	2.0000e-005	2.0000e-005	0.6717
Total	**2.9000e-004**	**1.7000e-004**	**2.2300e-003**	**1.0000e-005**	**8.8000e-004**	**0.0000**	**8.8000e-004**	**2.3000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.6662**	**0.6662**	**2.0000e-005**	**2.0000e-005**	**0.6717**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.6651	1.1272	6.3070	0.0153	1.5673	0.0126	1.5799	0.4193	0.0118	0.4311	0.0000	1,452.2520	1,452.2520	0.0731	0.0778	1,477.2689
Unmitigated	0.6651	1.1272	6.3070	0.0153	1.5673	0.0126	1.5799	0.4193	0.0118	0.4311	0.0000	1,452.2520	1,452.2520	0.0731	0.0778	1,477.2689

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	1,444.32	1,459.62	1308.15	4,180,793	4,180,793
Total	1,444.32	1,459.62	1,308.15	4,180,793	4,180,793

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	48.40	15.90	35.70	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	0.521458	0.053308	0.175656	0.151963	0.025001	0.006656	0.014407	0.022718	0.000702	0.000287	0.023515	0.001463	0.002865

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0000		0.0000	0.0000	0.0000	112.8805	112.8805	0.0183	2.2100e-003	113.9967
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	112.8805	112.8805	0.0183	2.2100e-003	113.9967
NaturalGas Mitigated	0.0198	0.1695	0.0721	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	196.2585	196.2585	3.7600e-003	3.6000e-003	197.4248
NaturalGas Unmitigated	0.0198	0.1695	0.0721	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	196.2585	196.2585	3.7600e-003	3.6000e-003	197.4248

Tract 000 - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.67775e+006	0.0198	0.1695	0.0721	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	196.2585	196.2585	3.7600e-003	3.6000e-003	197.4248
Total		**0.0198**	**0.1695**	**0.0721**	**1.0800e-003**		**0.0137**	**0.0137**		**0.0137**	**0.0137**	**0.0000**	**196.2585**	**196.2585**	**3.7600e-003**	**3.6000e-003**	**197.4248**

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	3.67775e+006	0.0198	0.1695	0.0721	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	196.2585	196.2585	3.7600e-003	3.6000e-003	197.4248
Total		**0.0198**	**0.1695**	**0.0721**	**1.0800e-003**		**0.0137**	**0.0137**		**0.0137**	**0.0137**	**0.0000**	**196.2585**	**196.2585**	**3.7600e-003**	**3.6000e-003**	**197.4248**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.22002e+006	112.8805	0.0183	2.2100e-003	113.9967
Total		**112.8805**	**0.0183**	**2.2100e-003**	**113.9967**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.22002e+006	112.8805	0.0183	2.2100e-003	113.9967
Total		**112.8805**	**0.0183**	**2.2100e-003**	**113.9967**

6.0 Area Detail

6.1 Mitigation Measures Area

Tract 000 - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.3748	0.0703	1.1593	4.3000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	68.1364	68.1364	3.0500e-003	1.2200e-003	68.5747
Unmitigated	1.3748	0.0703	1.1593	4.3000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	68.1364	68.1364	3.0500e-003	1.2200e-003	68.5747

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	0.2585					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0756					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.7000e-003	0.0572	0.0244	3.7000e-004		4.6300e-003	4.6300e-003		4.6300e-003	4.6300e-003	0.0000	66.2807	66.2807	1.2700e-003	1.2200e-003	66.6746
Landscaping	0.0341	0.0131	1.1350	6.0000e-005		6.3000e-003	6.3000e-003		6.3000e-003	6.3000e-003	0.0000	1.8557	1.8557	1.7800e-003	0.0000	1.9001
Total	**1.3748**	**0.0703**	**1.1593**	**4.3000e-004**		**0.0109**	**0.0109**		**0.0109**	**0.0109**	**0.0000**	**68.1364**	**68.1364**	**3.0500e-003**	**1.2200e-003**	**68.5747**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.2585					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0756					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.7000e-003	0.0572	0.0244	3.7000e-004		4.6300e-003	4.6300e-003		4.6300e-003	4.6300e-003	0.0000	66.2807	66.2807	1.2700e-003	1.2200e-003	66.6746
Landscaping	0.0341	0.0131	1.1350	6.0000e-005		6.3000e-003	6.3000e-003		6.3000e-003	6.3000e-003	0.0000	1.8557	1.8557	1.7800e-003	0.0000	1.9001
Total	**1.3748**	**0.0703**	**1.1593**	**4.3000e-004**		**0.0109**	**0.0109**		**0.0109**	**0.0109**	**0.0000**	**68.1364**	**68.1364**	**3.0500e-003**	**1.2200e-003**	**68.5747**

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 Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.1884	0.3260	7.8100e-003	20.6642
Unmitigated	10.1884	0.3260	7.8100e-003	20.6642

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	9.96857 / 6.28453	10.1884	0.3260	7.8100e-003	20.6642
Total		**10.1884**	**0.3260**	**7.8100e-003**	**20.6642**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	9.96857 / 6.28453	10.1884	0.3260	7.8100e-003	20.6642
Total		**10.1884**	**0.3260**	**7.8100e-003**	**20.6642**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	32.0076	1.8916	0.0000	79.2975
Unmitigated	32.0076	1.8916	0.0000	79.2975

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	157.68	32.0076	1.8916	0.0000	79.2975
Total		**32.0076**	**1.8916**	**0.0000**	**79.2975**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	157.68	32.0076	1.8916	0.0000	79.2975
Total		**32.0076**	**1.8916**	**0.0000**	**79.2975**

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 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
ISR Fee Estimate

Emissions Estimator Worksheet

Applicant/Business Name:	**Lennar Central Valley California**
Project Name:	**Wilde North at Heritage Grove Residential Development(Ricchiuti Sunnyside)**
Project Location:	**Northeast portion of Perrin and Bryan Avenue, Fresno County**
District Project ID No.:	

Project Construction Emissions

If applicant selected Construction Clean Fleet Mitigation Measure - Please select "Yes" from dropdown menu: Yes

			NOx					PM10					
Project Phase Name	ISR Phase	Construction Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]
Ricchiuti Sunnyside	1	1/8/2025	2.2200	1.7760	0.4440	0.0000	0.4440	0.3900	0.2145	0.1755	0.0000	0.1755
	2				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	3				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	4				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	5				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	6				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000
		Total	**2.2200**	**1.7760**	**0.4440**	**0.0000**	0.4440	**0.3900**	**0.2145**	**0.1755**	**0.0000**	0.1755

Total Achieved On-Site Reductions (tons)

ISR Phase	NOx	PM10
1	0.4440	0.1755
2	0.0000	0.0000
3	0.0000	0.0000
4	0.0000	0.0000
5	0.0000	0.0000
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	**0.4440**	**0.1755**

Project Operations Emissions (Area + Mobile)

			NOx						PM10					
Project Phase Name	ISR Phase	Operation Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]
Ricchiuti SunnySide	1	9/9/2025	1.3600	1.3600	0.0000	3.4000	3.4000	0.3400	1.6000	1.6000	0.0000	8.0000	8.0000	0.8000
	2				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	3				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	4				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	5				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	6				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	7				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	8				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	9				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
	10				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
		Total	**1.3600**	**1.3600**	**0.0000**	**3.4000**	**3.4000**	**0.3400**	**1.6000**	**1.6000**	**0.0000**	**8.0000**	**8.0000**	**0.8000**

Total Required Off-Site Reductions (tons)

ISR Phase	NOx	PM10
1	3.4000	8.0000
2	0.0000	0.0000
3	0.0000	0.0000
4	0.0000	0.0000
5	0.0000	0.0000
6	0.0000	0.0000
7	0.0000	0.0000
8	0.0000	0.0000
9	0.0000	0.0000
10	0.0000	0.0000
Total	**3.4000**	**8.0000**

Notes:

TPY: Tons Per Year

[1] **Unmitigated Baseline:** The project's baseline emissions generated with no on-site emission reduction measures.

[2] **Mitigated Baseline:** The project's baseline emissions generated after on-site emisison reduction measures have been applied.

[3] **Achieved On-site Reductions:** The project's emission reductions achieved after on-site emission reduction measures have been applied.

[4] **Required Off-site Reductions:** The project's remaining emission reductions required by Rule 9510 if on-site emission reduction measures did not achieive the required rule reductions.

[5] **Emission Reductions Required by Rule:** The project's emission reductions required (20% NOx and 45% PM10) for construction from the unmitigated baseline.

[6] **Total Emission Reductions Required by Rule:** The project's emission reductions required (33.3% NOx and 50% PM10) for operations from the unmitigated baseline over a 10-year period.

[7] **Average Annual Emission Reductions Required by Rule:** The project's total emission reduction for operations required by Rule 9510 divided by 10 years.

Fee Estimator Worksheet

1/12/2024

Applicant/Business Name:	**Lennar Central Valley California**
Project Name:	**Wilde North at Heritage Grove Residential Development(Ricchiuti Sunnyside)**
Project Location:	**Northeast portion of Perrin and Bryan Avenue, Fresno County**
District Project ID No.:	

NOTES:

(1) The start date for each ISR phase is shown in TABLE 1.

(2) If you have chosen a **ONE-TIME** payment for the project, then the total amount due for ALL PHASES is shown under TABLE 2.

(3) If you have chosen a **DEFERRED** payment schedule or would like to propose a **DEFERRED** payment schedule for the project, the total amount due for a specific year is shown in TABLE 3 according to the schedule in TABLE 1.

***** If you have not provided a proposed payment date, the District sets a default invoice date of 60 days prior to start of the ISR phase.

If applicant selected Fee Deferral Schedule - Please select "Yes" from dropdown menu	Yes ▼

TABLE 1 - PROJECT INFORMATION

Project Phase Name	ISR Phase	Start Date per Phase	Scheduled Payment Date*
0	1	1/8/25	FALSE
	2		
	3		
	4		
	5		
	6		
	7		
	8		
	9		
	10		
TOTAL (tons)			

TABLE 2 - No Fee Deferral Schedule (FDS)

Pollutant	Required Offsite Reductions (tons)	TABLE 2 - NO FDS 2021
NOx	3.4000	3.4000
PM10	8.0000	8.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	0.0000	0.0000
PM10	0.0000	0.0000
NOx	3.4000	3.4000
PM10	8.0000	8.0000

TABLE 3 - APPROVED FEE DEFERRAL SCHEDULE (FDS) BY PAYMENT YEAR

2021	2022	2023	2024	2025	2026	2027	2028	2029
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Offsite Fee by Pollutant ($)	NOx	$31,790
	PM10	$72,088
Administrative Fee ($)		$4,155.12
Offsite Fee ($)		$103,878.00
Total Project Offsite Fee ($)		$108,033.12

$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0
$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	$0.00	$0.00
			$0.00					

Rule 9510 Fee Schedule ($/ton)

Year	Nox	PM10
2021 and Beyond	$9,350	$9,011

LIVE OAK
ASSOCIATES, INC.

BIOLOGICAL EVALUATION
LENNAR HOMES TRACT 6452
FRESNO COUNTY, CALIFORNIA

Prepared by:

LIVE OAK ASSOCIATES, INC.

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Prepared for:

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November 8, 2023 PN 2817-01

EXECUTIVE SUMMARY

Live Oak Associates, Inc. (LOA) investigated the biological resources of an approximately 18-acre site proposed for a residential development and evaluated potential project-related impacts to such resources pursuant to the California Environmental Quality Act (CEQA). The site is located immediately north of Clovis city limits, in unincorporated Fresno County, California. The project would subdivide the existing parcel into 153 single-family lots, annex the development into the City of Clovis, and change the zoning to accommodate medium- and low-density residential housing. Full buildout of the site is anticipated.

LOA's analysis was based on a reconnaissance-level field survey conducted on September 25, 2023. At that time, the site consisted of a vacant field traversed by several dirt roads and containing several cleared and graded areas. It supported grasses and forbs typical of annual grasslands in the region, and could best be characterized as ruderal grassland habitat. It did not contain aquatic resources, wildlife movement corridors, sensitive natural communities, or designated critical habitat.

The project site has the potential to be used by various wildlife species, possibly including the special-status tricolored blackbird, Swainson's hawk, golden eagle, pallid bat, spotted bat, and western mastiff bat. None of these species have the potential to nest or roost on the project site; however, the Swainson's hawk could potentially nest close enough to the site that individuals could be disturbed by construction activities. Construction-related injury, mortality, and disturbance of nesting Swainson's hawks and other nesting birds and raptors is considered a potentially significant impact of the project.

No other biological resources would be significantly impacted by project implementation. Impacts are considered less than significant for all regionally-occurring special status plant species, 22 of 23 regionally-occurring special status animal species, wildlife movement corridors, sensitive natural communities, jurisdictional waters, and designated critical habitat. The project appears to be consistent with City of Clovis and County of Fresno General Plan policies related to biological resources, and there are no known Habitat Conservation Plans or Natural Community Conservation Plans in the area.

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1.0 INTRODUCTION

This technical report, prepared by Live Oak Associates, Inc. (LOA) in support of California Environmental Quality Act (CEQA) review, describes the biological resources of an approximately 18-acre site ("project site") proposed for a residential development ("project"), and evaluates the potential impacts to biological resources associated with project implementation. The project is located immediately north of Clovis city limits in unincorporated Fresno County, California (Figure 1). It may be found on the *Clovis* and *Friant* U.S. Geological Survey (USGS) 7.5-minute quadrangles, in Section 20 of Township 12 South, Range 21 East, Mount Diablo Base and Meridian (Figure 2).

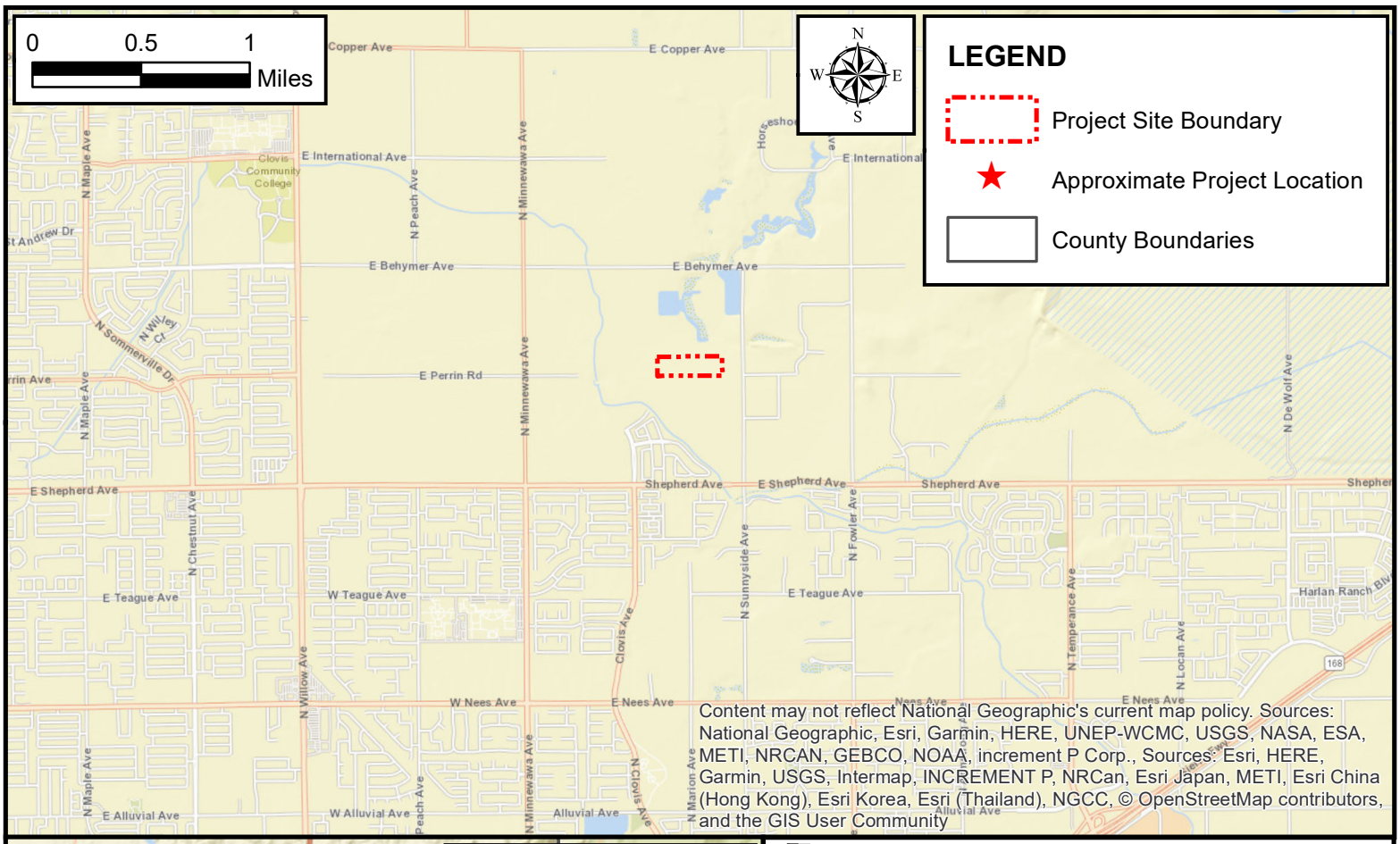
1.1 PROJECT DESCRIPTION

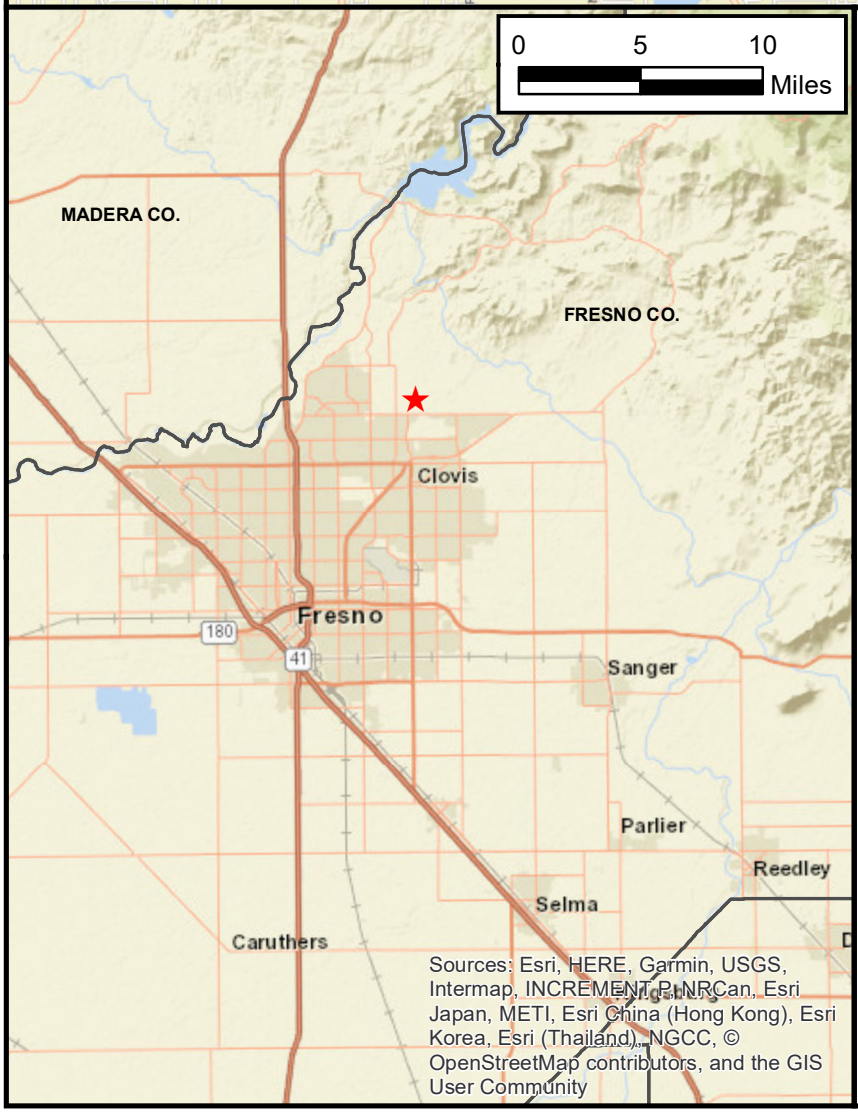
Lennar Homes Central Valley proposes a residential development on approximately 18 acres located between Barron and Sunnyside Avenues, north of Perrin Avenue. The existing Tract 6452 will be subdivided into 153 single-family lots and annexed into the City of Clovis. Current County of Fresno zoning is AE-20, which provides for agricultural and related uses on minimum 20-acre parcels; proposed City of Clovis zoning is Medium and Low Density Residential (M/L). The residential development will be located within the City of Clovis Heritage Grove Master Plan and will be subject to design development standards of the plan.

1.2 REPORT OBJECTIVES

This report summarizes a biological study conducted by LOA to facilitate environmental review pursuant to CEQA. As such, the report's objectives are to:

- Characterize the project site's existing biological resources, including biotic habitats, flora and fauna, soils, and aquatic resources.
- Evaluate the project site's potential to support sensitive resources such as special status species, sensitive natural communities, and jurisdictional waters and wetlands.
- Summarize all state and federal natural resource protection laws that may be relevant to project implementation.
- Identify and discuss potential project-related impacts to biological resources within the context of CEQA and other state and federal laws.

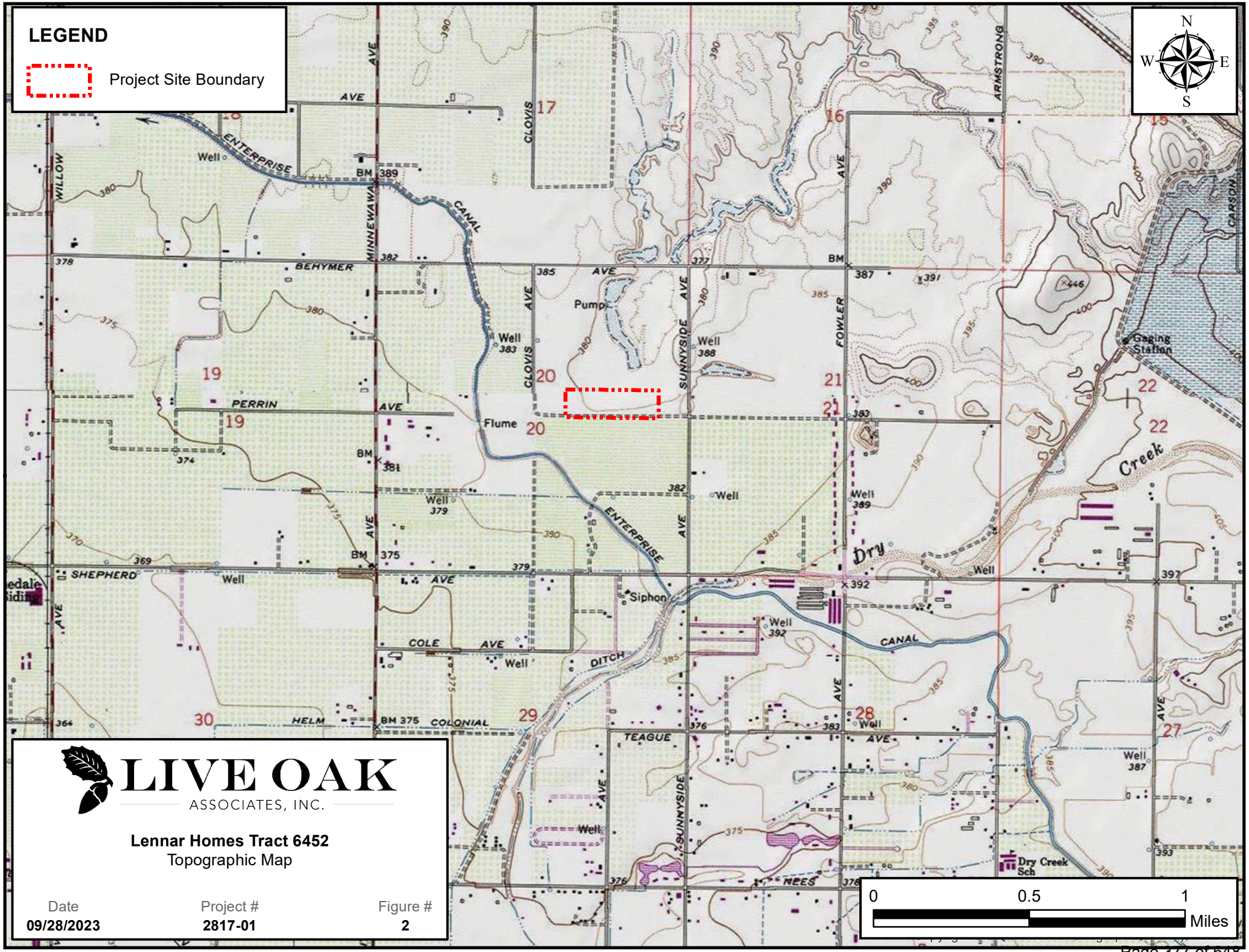




LIVE OAK ASSOCIATES, INC.

Lennar Homes Tract 6452
Vicinity Map

Date	Project #	Figure #
09/28/2023	**2817-01**	**1**



LIVE OAK ASSOCIATES, INC.

Lennar Homes Tract 6452
Topographic Map

Date	Project #	Figure #
09/28/2023	**2817-01**	**2**

- Identify avoidance and mitigation measures that would reduce the magnitude of project-related impacts in a manner consistent with CEQA and species-specific guidelines.

1.3 STUDY METHODOLOGY

A reconnaissance-level field survey of the project site was conducted on September 25, 2023 by LOA ecologist Jeff Gurule. The survey consisted of walking and driving through the project site while identifying its principal land uses, biotic habitats, flora, and fauna, and assessing its potential to support special status species and other sensitive resources.

LOA conducted an analysis of potential project impacts based on the known and potential biotic resources of the project site. Sources of information used in the preparation of this analysis included the *California Natural Diversity Data Base* (CDFW 2023), *Online Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2023), and manuals, reports, and references related to plants and animals of the project vicinity.

2.0 EXISTING CONDITIONS

2.1 REGIONAL SETTING

The project site is located near the eastern margin of the San Joaquin Valley, about four miles southwest of the lowest Sierra foothills. The San Joaquin Valley is a large, nearly flat alluvial plain bordered by the Sierra Nevada to the east, the Tehachapi Mountains to the south, the California coast ranges to the west, and the Sacramento-San Joaquin Delta to the north.

Like most of California, the San Joaquin Valley experiences a Mediterranean climate. Warm, dry summers are followed by cool, moist winters. Summer temperatures commonly exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely exceed 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation in the project vicinity varies considerably from year to year, but averages approximately 11 inches, almost all of which falls between the months of October and March (Western Regional Climate Center 2018). Nearly all precipitation falls in the form of rain.

The principal drainage of the project vicinity is Dry Creek, which originates in the Sierra Nevada foothills and flows past the project site approximately 0.6 mile to the southeast at its closest point. Like many other natural drainages in Fresno County, Dry Creek in the project vicinity is heavily modified, having been channelized, realigned, dammed, and diverted to prevent flooding and to convey flows around developed areas.

The project site is located in the outskirts of Clovis, at the interface of urban and rural land uses. It is situated in a mosaic of agricultural lands, rural residences, and low- to medium-density residential subdivisions. An adjacent Lennar Homes housing development, Tract 6200, is located immediately south of the site and was actively under construction at the time of LOA's field survey. A Fresno Metropolitan Flood Control District (FMFCD) basin facility is located immediately to the north. To the east and west lie vacant land similar to the project site. The nearest areas of relatively undisturbed natural lands are located approximately 0.6 mile east and 2 miles north of the project site; both are annual grasslands that do not appear to have previously been used for agricultural cultivation. Please refer to Figure 3 for an aerial map of the project site and surrounding lands.

LIVE OAK ASSOCIATES, INC.

Lennar Homes Tract 6452
Aerial Map

Date	Project #	Figure #
09/28/2023	**2817-01**	**3**

2.2 PROJECT SITE

The project site has relatively level topography and sits at an elevation of approximately 385 feet above sea level. At the time of LOA's survey, it consisted of a vacant field traversed by several dirt roads. A portion of the eastern end of the site had elevated topography, possibly the result of excess soil storage, and a shallow excavated area was observed in the middle of the site. An approximately 2-acre area along the site's southern boundary was enclosed by silt fencing associated with the adjoining Lennar Homes Tract 6200 project, which was under construction. The project site does not appear to have previously been cultivated, other than possible dry-farming. Analysis of aerial imagery indicates that it is periodically disked and/or mowed, with some areas subject to grading, and that the configuration of dirt roads has changed over time.

The site contains two soil map units: Atwater sandy loam, 0 to 3 percent slopes; and Greenfield sandy loam, 0 to 3 percent slopes (NRCS 2023). Neither of these map units are considered hydric, meaning they do not have the propensity to pond water and support the growth of wetland vegetation.

Lists of the vascular plant species observed within the project site and the terrestrial vertebrates using, or potentially using, the site are provided in Appendices A and B, respectively. Representative photographs are presented in Appendix C.

2.3 LAND USES / BIOTIC HABITATS

A single biotic habitat was identified within the project site: ruderal grassland. This habitat supported grasses and forbs typical of annual grasslands in the project vicinity, but was characterized by repeated disturbance including disking and mowing, road construction, and localized grading. Dominant plant species at the time of LOA's survey were primarily non-native and included foxtail barley (*Hordeum murinum*), wild oats (*Avena* sp.), ripgut brome (*Bromus diandrus*), prickly lettuce (*Lactuca serriola*), doveweed (*Croton setiger*), jimsonweed (*Datura wrightii*), and red-stemmed filaree (*Erodium cicutarium*).

The degraded nature of this grassland, combined with its location within the outskirts of Clovis, limits its potential for faunal biodiversity. However, some wildlife species certainly utilize the grassland. Reptiles expected to occur in this habitat include the side-blotched lizard (*Uta stansburiana*), common kingsnake (*Lampropeltis californiae*), and Pacific gopher snake (*Pituophis catenifer catenifer*). Common amphibians such as the western toad (*Bufo boreas*) and Sierran treefrog (*Pseudacris sierra*) may breed at the adjoining FMFCD basin facility and subsequently disperse through the site's grassland habitat.

The site's ruderal grassland is expected to support both nesting and foraging by various avian species. Likely nesters include the western meadowlark (*Sturnella neglecta*) and mourning dove (*Zenaida macroura*), both of which nest in ground vegetation, and the killdeer (*Charadrius vociferus*), which preferentially nests in disturbed areas and may use sparsely vegetated or barren portions of the grassland. Likely foragers include the western kingbird (*Tyrannus verticalis*) in the summer, the Say's phoebe (*Sayornis saya*) and savannah sparrow (*Passerculus sandwichensis*) in the winter, and the Brewer's blackbird (*Euphagus cyanocephalus*), American kestrel (*Falco sparverius*) and red-tailed hawk (*Buteo jamaicensis*) year-round.

Small mammal use of the ruderal grassland is expected to include the deer mouse (*Peromyscus maniculatus*), California vole (*Microtus californicus*), and Botta's pocket gopher (*Thomomys bottae*). At the time of LOA's field survey, burrowing rodent activity was limited to a small area in the northwestern portion of the site that was recently used for bee boxes (Google Earth aerial imagery dated May 2023) and was relatively barren of vegetation. All burrows in this area were associated with the Botta's pocket gopher and were plugged with soil. No open burrows were observed anywhere on the site.

Mammalian predators expected to use the site's ruderal grassland include the coyote (*Canis latrans*), raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Due to the proximity of residences, domestic dogs (*Canis familiaris*) and cats (*Felis catus*) may also occur here from time to time.

2.4 SPECIAL STATUS PLANTS AND ANIMALS

Many species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. As described more fully in Section 3.2, state and federal laws have provided CDFW and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" or "fully protected" by CDFW. The California Native Plant Society (CNPS) has developed its own ranking system, California Rare Plant Ranks (CRPR), for native plants considered rare, threatened, or endangered (CNPS 2023). Plants with a CRPR ranking of 1 or 2 meet the definitions of the California Endangered Species Act and are eligible for state listing. Collectively, all of the aforementioned plants and animals are referred to as "special status species."

The California Natural Diversity Data Base (CNDDB) (CDFW 2023) was queried for special status species occurrences in the twelve USGS 7.5-minute quadrangles containing and immediately surrounding the project site *(Clovis, Friant, Little Table Mtn., Millerton Lake West, Millerton Lake East, Academy, Round Mountain, Sanger, Malaga, Fresno South, Fresno North,* and *Lanes Bridge*). These species, and their potential to occur on site, are listed in Table 1 on the following pages. Sources of information for Table 1 included *California's Wildlife, Volumes I, II, and III* (Zeiner et. al 1988), *The Jepson Manual: Vascular Plants of California, second edition* (Baldwin et al. 2012), CNPS's *Online Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2023), Calflora.org, and eBird.org.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

PLANTS (adapted from CDFW 2023, CNPS 2023)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Species	Status	Habitat / Range	Occurrence on the Project Site
Succulent owl's clover (*Castilleja campestris var. succulenta*)	FT, CE, CRPR 1B	Occurs in freshwater wetlands, and occasionally in non-wetlands in Valley grassland and foothill woodlands, between 130 and 2,000 ft. in elevation. Blooms April-May.	**Absent**. Suitable vernal pool habitat for this species is absent from the project site.
California jewelflower (*Caulanthus californicus*)	FE, CE, CRPR 1B	Occurs in chenopod scrub, pinyon and juniper woodland, and valley and foothill grassland in sandy soils. Elevations between 200 and 3,300 feet. Blooms February-May.	**Absent**. All historical populations of this species on the San Joaquin Valley floor are thought to have been extirpated by 1986 (USFWS 1998). There is only one known occurrence of the California jewelflower, historical or otherwise, within approximately 50 miles of the project site. It is generally mapped to Fresno, based on a collection from the late 1890s or early 1900s. That population has long since been extirpated (CDFW 2023).
Boggs Lake hedge-hyssop (*Gratiola heterosepala*)	CE, CRPR 1B	Found in vernal pools or lake margins, usually in clay soils; elevations up to 7,800 feet. Blooms April-August.	**Absent**. Suitable aquatic habitat for this species is absent from the project site.
San Joaquin Valley orcutt grass (*Orcuttia inaequalis*)	FT, CE CRPR 1B	Occurs in Central Valley vernal pools between 130 and 820 ft. in elevation. Requires deep pools with prolonged periods of inundation. Blooms April-Sept.	**Absent**. Suitable vernal pool habitat for this species is absent from the project site.
Hairy orcutt grass (*Orcuttia pilosa*)	FE, CE CRPR 1B	Occurs in Central Valley vernal pools between 65 and 1,215 ft. in elevation. Requires deep pools with prolonged periods of inundation. Blooms May-Sept.	**Absent**. Suitable vernal pool habitat for this species is absent from the project site.
Hartweg's golden sunburst (*Pseudobahia bahiifolia*)	FE, CE CRPR 1B	Occurs in grasslands of the western foothills of the Sierra Nevada in heavy clay soils of the Porterville, Cibo, Mt. Olive and Centerville soil series, between 230 and 525 ft. in elevation. Blooms March-April.	**Absent**. Suitable soils for this species are absent from the project site.
San Joaquin adobe sunburst (*Pseudobahia peirsonii*)	FT, CE, CRPR 1B	Annual sunflower occurs in grasslands of the Sierra Nevada foothills in heavy clay soils of the Porterville and Centerville series, between 300 and 2,625 ft. in elevation. Blooms March-April.	**Absent**. Suitable soils for this species are absent from the project site.
Greene's tuctoria (*Tuctoria greenei*)	FE, CR CRPR 1B	Occurs in vernal pools between 130 and 3,740 ft. in elevation. Requires deep pools with prolonged periods of inundation. Blooms May-Sept.	**Absent**. Suitable vernal pool habitat for this species is absent from the project site.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

PLANTS (cont'd)

CNPS-ranked Species

Species	Status	Habitat / Range	Occurrence on the Project Site
Hoover's calycadenia (*Calycadenia hooveri*)	CRPR 1B	Occurs on exposed, rocky, barren soil within valley grasslands and foothill woodlands between 200 and 980 ft. in elevation. Blooms June-September.	**Absent**. Suitable rocky soils for this species are absent from the project site. There is only one documented occurrence of this species on the valley floor, recorded in Stanislaus County in 1976. All other known populations are on and around rock formations in the lower foothills (CDFW 2023).
Bristly sedge (*Carex comosa*)	CRPR 2B	Found at the margins of lakes and other marsh habitats within valley and foothill grassland and coastal prairie ecosystems. Elevations up to 2,000 ft. Blooms May-September.	**Absent**. Suitable habitat for this species is absent from the project site.
Tree-anemone (*Carpenteria californica*)	CRPR 1B	Found within on well-drained granitic soils within woodland and chaparral habitats, usually in north-facing ravines and drainages. Elevations 1,100-4,400 feet; blooms April-July.	**Absent**. Habitat for tree-anemone is absent from the project site, and the site is situated below this species' elevational distribution.
Dwarf downingia (*Downingia pusilla*)	CRPR 2B	Occurs in vernal pools in valley and foothill grassland habitats up to 1,460 ft. in elevation. Blooms March-May.	**Absent**. Suitable vernal pool habitat for this species is absent from the project site.
Spiny-sepaled button-celery (*Eryginum spinosepalum*)	CRPR 1B	Occurs in vernal pools in valley and foothill grasslands of the San Joaquin Valley and the Tulare Basin, between 330 and 840 ft. in elevation. Blooms April-May.	**Absent**. Suitable vernal pool habitat for this species is absent from the project site.
California satintail (*Imperata brevifolia*)	CRPR 2B	Found in wetland seeps and riparian areas within various types of scrub, chaparral, and desert communities up to 4,000 feet in elevation. Blooms September-May.	**Absent.** Suitable habitat for this species is absent from the project site.
Forked hare-leaf (*Lagophylla dichotoma*)	CRPR 1B	Occurs in woodland and valley and foothill grassland habitats, sometimes in clay soils, at elevations from 600 to 1,100 feet. Blooms April-May.	**Absent**. The site is below the typical elevational range of the forked hare-leaf, and its degraded grassland habitat would be marginal, at best, for this species. There are only seven CNDDB occurrences of the forked hare-leaf; only one of these, from 1915, is mapped on the valley floor, and there is considerable location uncertainty associated with it. All other known occurrences are in the lower foothills.
Madera leptosiphon (*Leptosiphon serrulatus*)	CRPR 1B	Found on dry slopes, often on decomposed granite, within cismontane woodlands and lower montane coniferous forests. May occur in disturbed locations such as roadcuts (CDFW 2023, iNaturalist 2023). Elevations between 100 and 4,200 ft.; blooms April – May.	**Absent**. Habitat for Madera leptosiphon is absent from the project site, and the site is situated below this species' elevational distribution.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

PLANTS (cont'd)

CNPS-ranked Species

Species	Status	Habitat / Range	Occurrence on the Project Site
Orange Lupine (*Lupinus citrinus* var. *citrinus*)	CRPR 1B	Found in association with rocky, decomposed granitic outcrops in chaparral, woodland, and lower montane coniferous forest 2,000-5,500 ft. in elevation. Blooms April-August.	**Absent**. Habitat for orange lupine is absent from the project site, and the site is situated below this species' elevational distribution.
Pincushion navarretia (*Navarretia myersii ssp. myersii*)	CRPR 1B	Found in vernal pools within annual grassland habitats at elevations up to 1,000 ft. Blooms April-May.	**Absent**. Suitable vernal pool habitat for this species is absent from the project site.
Sanford's arrowhead (*Sagittaria sanfordii*)	CRPR 1B	Occurs in shallow freshwater marshes, ponds, sloughs, and ditches of the Central Valley and Sierra Nevada foothills up to 2,100 ft. in elevation. Blooms May-October.	**Absent.** Suitable aquatic habitat for this species is absent from the project site.

ANIMALS (cont'd)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Crotch bumblebee (*Bombus crotchii*)	CCE	Once common in the Central Valley, this species is now absent from most of it, particularly in the central portion of its historic range. Where present, it is associated with open grassland and scrub habitats, where it relies on food plants of the *Asclepias, Chaenactis, Lupinus, Medicago, Phacelia,* and *Salvia* genera (Williams et al. 2014).	**Unlikely.** This species is unlikely to occur in the matrix of residential and agricultural lands that characterizes the project vicinity. In fact, it is generally thought to be absent from the valley floor.
Valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*)	FT	Lives in mature elderberry shrubs of California's Central Valley and Sierra foothills, generally along waterways and in floodplains.	**Absent.** The USFWS has revised its understanding of VELB distribution to exclude the San Joaquin Valley south of Merced County. Moreover, elderberry shrubs are absent from the project site.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT	Occurs in vernal pools, clear to tea-colored water in grass or mud-bottomed swales, and basalt depression pools.	**Absent.** Suitable vernal pool habitat for this species is absent from the project site.
Vernal pool tadpole shrimp (*Lepidurus packardi*)	FE	Found in vernal pools and other seasonal wetlands in the Central Valley, Bay Delta, and eastern San Francisco Bay Area.	**Absent.** Suitable vernal pool habitat for this species is absent from the project site.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

ANIMALS (cont'd)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Species	Status	Habitat / Range	Occurrence on the Project Site
California tiger salamander (CTS) (*Ambystoma californiense*)	FT, CT	Found primarily in annual grasslands; requires vernal pools for breeding and rodent burrows for aestivation. Although most CTS aestivate within 0.4 mile of their breeding pond, outliers may aestivate up to 1.3 miles away (Orloff 2011).	**Unlikely.** CTS were historically common in the project vicinity; the CNDDB lists 14 occurrences within 5 miles of the project site. All extant occurrences in the project vicinity are associated with contiguous grassland habitats. The closest such grassland is about 0.6 mile east of the project site at its nearest point. The closest extant CTS occurrences are in this same grassland area, at about 0.9 and 1.3 miles east of site boundaries. While CTS associated with this block of natural land may be physiologically capable of accessing the project site, it is extremely unlikely that individuals of this species would forgo suitable habitat in favor of the anthropogenic landscape that characterizes the project vicinity. Moreover, the site does not contain any habitat features that could support CTS life stages. Aquatic habitat is absent, and at the time of LOA's survey, the site contained no open burrows within which CTS could aestivate.
Western pond turtle (*Actinemys marmorata*)	FPT, CSC	Occurs in ponds, lakes, rivers, creeks, marshes, and irrigation ditches with abundant vegetation, and either rocky or muddy bottoms. Logs, rocks, cattail mats, and exposed banks are required for basking. Eggs are deposited in a variety of soil types on shore.	**Unlikely.** Suitable aquatic habitat for the western pond turtle is absent from the project site and adjacent lands. The detention basins of the adjoining FMFCD facility do not appear to have an adequate inundation regime for this species.
Swainson's hawk (*Buteo swainsoni*)	CT	This breeding migrant to California nests in mature trees in riparian areas and oak savannah, and occasionally in lone trees at the margins of agricultural fields. Requires adjacent suitable foraging areas such as grasslands or alfalfa fields supporting rodent populations.	**Possible.** Swainson's hawks are occasionally sighted in the project vicinity (eBird 2023), and there is some chance for individuals of this species to forage on site from time to time. Nesting habitat is absent from the site itself, but may be found on nearby rural residential properties and along the Enterprise Canal.
Golden eagle (*Aquila chrysaetos*)	CFP	Found a wide range of habitats throughout California's mountains, foothills, sage-juniper flats, and deserts. Primarily nests on cliffs, but may also use large trees in open areas.	**Possible.** Golden eagles may occasionally pass over or forage on site, but nesting habitat is absent from the site and surrounding lands.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	FT, CE	Frequents valley foothill and desert riparian habitats in scattered locations in California.	**Absent**. This species has been extirpated from the project vicinity.
Least Bell's vireo (*Vireo bellii pusillus*)	FE, CE	This breeding migrant nests in dense, early-successional riparian vegetation, and forages in adjacent chaparral and coastal sage scrub. Winters in Mexico and Central America.	**Absent.** Suitable habitat for this species is absent from the project vicinity.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

ANIMALS (cont'd)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act

Species	Status	Habitat / Range	Occurrence on the Project Site
Tricolored blackbird (*Agelaius tricolor)*	CT	Nests colonially near fresh water in dense cattails or tules, in thickets of willows or shrubs, and increasingly in grain fields. Forages in grassland and cropland areas.	**Possible.** Tricolored blackbirds may occasionally forage on the project site, but nesting habitat is absent from the site and surrounding lands.
Fresno kangaroo rat (*Dipodomys nitratoides exilis*)	FE, CE	Historically occupied chenopod scrub and grassland communities on the San Joaquin Valley floor east of the wetlands of the San Joaquin River and Fresno Slough. Associated with bare alkaline clay-based soils in level terrain.	**Absent**. The project site does not contain suitable habitat for the Fresno kangaroo rat, and no known populations of this species remain in Fresno County.
San Joaquin kit fox (SJKF) (*Vulpes macrotis mutica*)	FE, CT	Frequents desert alkali scrub and annual grasslands and may forage in adjacent agricultural habitats. Utilizes enlarged ground squirrel burrows as denning habitat.	**Unlikely.** The highly disturbed habitats of the project site and surrounding lands are marginal, at best, for this species. Moreover, there are no natural occurrences of the SJKF in the project vicinity. There is only one record of this species within a 10-mile radius of the project area, recorded in Friant in the early 1990s. That sighting has since been characterized by the observer as a kit fox that had been domesticated and transported from another part of the state (D. Mitchell, pers. comm.).

California Species of Special Concern or Fully Protected

Hardhead (*Mylopharadon conocephalus*)	CSC	Occurs in clear deep streams with a slow but present flow, in a low to mid-elevation environment. May also inhabit lakes or reservoirs. Spawns in pools, runs, or rifles with a gravel and rocky substrate.	**Absent.** Aquatic habitat is absent from the project site.
Western spadefoot (*Spea hammondii*)	CSC	Occurs in grasslands of San Joaquin Valley, where it breeds in vernal pools or other seasonal wetlands and aestivates in underground refugia such as rodent burrows. Baumberger et al. (2019) recorded a maximum distance of around 890 feet between breeding and aestivation sites.	**Unlikely.** The project site does not contain suitable habitat for the western spadefoot. Aquatic habitat is absent, and at the time of LOA's survey, the site contained no open burrows within which this species could aestivate. Moreover, although the western spadefoot has been documented in grassland habitats approximately 2.5 miles north of the project site, and may also occur in the contiguous grassland 0.6 mile east of the site, it is unlikely to have persisted in the anthropogenic landscape that characterizes the immediate project vicinity. The site is well outside of the distance from suitable habitat that this species is capable of dispersing.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

ANIMALS (cont'd)

California Species of Special Concern or Fully Protected

Species	Status	Habitat	Occurrence on the Project Site
Northern California legless lizard (*Anniella pulchra*)	CSC	Occurs in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Requires moist soils.	**Absent.** The project site does not contain suitable habitat for the northern California legless lizard. The only CNDDB record for this species in the Fresno/Clovis area is from the 1880s.
Coast horned lizard (*Phrynosoma blainvillii*)	CSC	Ranges from the central and southern California coast inland through the western Sierra Nevada, where it is found in grassland and open areas within woodland and forest habitats. Often found in sandy areas including washes and floodplains.	**Absent.** The only CNDDB record for the coast horned lizard in the Fresno/Clovis area is from 1893. Any habitat for this species that may have once been present in the project vicinity would have been lost with the area's conversion to anthropogenic uses.
California glossy snake (*Arizona elegans occidentalis*)	CSC	Inhabits arid scrub, rocky washes, grasslands, and chaparral, where it forages nocturnally, hiding in underground burrows during the day. Prefers loose, sandy soils.	**Absent.** The project site is outside of the current distribution of this species (California Herps 2023).
Burrowing owl (*Athene cunicularia*)	CSC	Frequents open, dry annual or perennial grasslands, deserts, and scrublands characterized by low growing vegetation. Dependent upon burrowing mammals, most notably the California ground squirrel, for nest burrows.	**Unlikely.** The project site is situated in the outskirts of Clovis, in a landscape dominated by residential development, orchards, and other uses incompatible with burrowing owl ecology. The closest known occurrences of this species are approximately 3 miles to the east in contiguous grassland habitat associated with Dry Creek and the Big Dry Creek Reservoir (eBird 2023). Landscape factors are likely to preclude burrowing owls from occurring in the project vicinity and, by extension, the site itself. Moreover, at the time of LOA's survey, the site contained no California ground squirrel burrows or any other open burrow within which burrowing owls could nest or roost, further limiting their potential for occurrence.
Pallid bat (*Antrozous pallidus*)	CSC	Found in grasslands, chaparral, and woodlands, where it feeds on ground- and vegetation-dwelling arthropods, and occasionally takes insects in flight. Prefers to roost in rock crevices, but many also use tree cavities, caves, bridges, and buildings.	**Possible.** The pallid bat could forage on or over the site, but roosting habitat is absent.

TABLE 1. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY

ANIMALS (cont'd)

California Species of Special Concern or Fully Protected

Species	Status	Habitat	Occurrence on the Project Site
Spotted bat (*Euderma maculatum*)	CSC	Typically associated with prominent rocky habitats where it roosts in crevices, but is known to occur in a wide range of habitats. Forages in large open habitats, including Ponderosa pine forests and marshlands.	**Possible.** The spotted bat could forage over the site, but roosting habitat is absent.
Western mastiff bat (*Eumops perotis* ssp. *californicus*)	CSC	Frequents open, semi-arid to arid habitats, including conifer, and deciduous woodlands, coastal scrub, grasslands, palm oasis, chaparral and urban. Roosts in cliff faces, high buildings, and tunnels.	**Possible.** The western mastiff bat could forage over the site, but roosting habitat is absent.
American badger (*Taxidea taxus*)	CSC	Found in drier open stages of most shrub, forest, and herbaceous habitats with friable soils. Utilize subterranean burrows, usually self-dug, for rest and reproduction.	**Unlikely.** The site's disturbed nature and urban setting make it highly unlikely to be occupied or utilized by American badgers.

OCCURRENCE DESIGNATIONS AND STATUS CODES

Present: Species observed on the site at time of field surveys or during recent past.
Likely: Species not observed on the site, but it may reasonably be expected to occur there on a regular basis.
Possible: Species not observed on the site, but it could occur there from time to time.
Unlikely: Species not observed on the site, and would not be expected to occur there except, perhaps, as a transient.
Absent: Species not observed on the site and precluded from occurring there because habitat requirements not met.

STATUS CODES

FE	Federally Endangered
FT	Federally Threatened
FC	Federal Candidate
FPT	Federal Proposed Threatened
CE	California Endangered
CT	California Threatened
CCE	California Candidate Endangered
CFP	California Fully Protected
CSC	California Species of Special Concern
CR	California Rare

CRPR CODES

1A	Plants Presumed Extinct in California
1B	Plants Rare, Threatened, or Endangered in California and elsewhere
2B	Plants Rare, Threatened, or Endangered in California, but more common elsewhere

2.5 JURISDICTIONAL WATERS

Jurisdictional waters are those rivers, creeks, drainages, lakes, ponds, reservoirs, and wetlands that are subject to the authority of the USACE, CDFW, and/or the RWQCB. In general, the USACE regulates navigable waters, tributaries to navigable waters, and wetlands with a continuous surface connection to these waters, where wetlands are defined by the presence of hydric soils, hydrophytic vegetation, and wetland hydrology. All waters under USACE jurisdiction are also regulated by the RWQCB as waters of the State. Additionally, the RWQCB asserts jurisdiction over certain isolated

features disclaimed by the USACE. The CDFW has jurisdiction over waters that have a defined bed and bank. The regulation of jurisdictional waters is discussed in more detail in Section 3.2.8.

Aquatic features, including any potentially jurisdictional waters or wetlands, are absent from the project site.

2.6 SENSITIVE NATURAL COMMUNITIES

California contains a wide range of natural communities, or unique assemblages of plants and animals. These communities have largely been classified and mapped by CDFW as part of their Vegetation Classification and Mapping Program (VegCAMP). Natural communities are assigned state and global ranks according to their rarity and the magnitude and trend of the threats they face. Any natural community with a state rank of 3 or lower (on a 1 to 5 scale) is considered "sensitive" and must be considered in CEQA review.

The project site does not contain or adjoin any sensitive natural communities.

2.7 WILDLIFE MOVEMENT CORRIDORS

Wildlife movement corridors are routes that animals regularly and predictably follow during seasonal migration, dispersal from native ranges, daily travel within home ranges, and inter-population movements. Movement corridors in California are typically associated with valleys, ridgelines, and rivers and creeks supporting riparian vegetation.

The project site does not contain or adjoin any features likely to function as wildlife movement corridors.

2.8 DESIGNATED CRITICAL HABITAT

The USFWS often designates areas of "critical habitat" when it lists species as threatened or endangered. Critical habitat is a specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection.

Designated critical habitat is absent from the project site and immediate vicinity. The nearest unit of critical habitat is located approximately 3.0 miles northeast of the project site at its closest point, and is designated for the protection of the succulent owl's-clover (*Castilleja campestris var. succulenta*). Critical habitat for the San Joaquin Valley orcutt grass (*Orcuttia inaequalis*) and vernal pool fairy shrimp (*Branchinecta lynchi*) is located in the same general area, approximately 3.1 miles north-northeast of the project site.

3.0 RELEVANT GOALS, POLICIES, AND LAWS

3.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

In California, any project carried out or approved by a public agency that will result in a direct or reasonably foreseeable indirect physical change in the environment must comply with CEQA. The purpose of CEQA is to ensure that a project's potential impacts on the environment are evaluated and methods for avoiding or reducing these impacts are considered before the project is allowed to move forward. A secondary aim of CEQA is to provide justification to the public for the approval of any projects involving significant impacts on the environment.

According to Section 15382 of the CEQA Guidelines, a significant 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 interest." Although the lead agency may set its own CEQA significance thresholds, project impacts to biological resources are generally considered to be significant if they would meet any of the following criteria established in Appendix G of the CEQA Guidelines:

- 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 CDFW or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS.
- 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.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Furthermore, CEQA Guidelines Section 15065(a) requires the lead agency to make "mandatory findings of significance" if there is substantial evidence that a project may:

- 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, or substantially reduce the number or restrict the range of an endangered, rare or threatened species.
- Achieve short-term environmental goals to the detriment of long-term environmental goals.
- Produce environmental effects that are individually limited but cumulatively considerable, meaning that the incremental effects of the project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

3.2 OTHER RELEVANT LAWS AND POLICIES

3.2.1 Fresno County and Clovis General Plans

California state law requires cities and counties to adopt general plans to guide future development while conserving natural resources and working landscapes. In general, projects must be consistent with the goals and policies of these general plans. Because the proposed residential development will be annexed into the City of Clovis, it is assumed that it is subject to both the County of Fresno and City of Clovis general plans. The City of Clovis's general plan was adopted in 2014, and has a planning horizon extending through 2035. The County of Fresno's general plan was adopted in 2000, and has a planning horizon of 15 to 25 years.

The Open Space and Conservation Element of the Clovis General Plan includes goals concerning preservation of natural resources and protection of water quality. These goals are supported by numerous policies and implementation programs. Policies relevant to the project include: 1) encourage new development to incorporate on-site natural resources and low impact development techniques, 2) support the protection of biological resources through the conservation of high quality habitat, 3) encourage the use of native plant species and prohibit the use of invasive species, and 4) minimize the use of non-point source pollutants and storm water runoff.

The Open Space and Conservation Element of the Fresno County General Plan includes a number of goals, policies, and implementation programs concerning biological resources. Policies of

particular relevance to the project are summarized as follows: 1) the County shall support the "no-net-loss" wetlands policies of the USACE, USFWS, and CDFW, and shall require new development to fully mitigate the loss of regulated wetlands, 2) the County shall require new development to be designed in such a manner that pollutants and siltation do not significantly degrade the area, value, or function of wetlands, 3) the County shall require new developments to preserve and enhance native riparian habitat unless public safety concerns require removal of habitat, and shall require riparian protection zones around natural watercourses, 4) the County shall identify and conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critically important to wildlife species associated with those wetland and riparian areas, 5) where practicable, the County shall support efforts to avoid the "net" loss of important wildlife habitat, and should preserve in a natural state those areas defined as habitats for rare and endangered animal and plant species, 6) if loss of important habitat for special status species or other valuable wildlife resources cannot be avoided, the County shall impose adequate mitigation, 7) the County shall require adequate buffer zones between construction activities and significant wildlife resources, 8) the County shall support the preservation of significant areas of natural vegetation, e.g. oak woodlands, riparian areas, and vernal pools, and 9) the County shall require that new developments preserve natural woodlands to the maximum extent possible.

3.2.2 Threatened and Endangered Species

In California, imperiled plants and animals may be afforded special legal protections under the California Endangered Species Act (CESA) and/or Federal Endangered Species Act (FESA). Species may be listed as "threatened" or "endangered" under one or both Acts, and/or as "rare" under CESA. Under both Acts, "endangered" means a species is in danger of extinction throughout all or a significant portion of its range, and "threatened" means a species is likely to become endangered within the foreseeable future. Under CESA, "rare" means a species may become endangered if their present environment worsens. Both Acts prohibit "take" of listed species, defined under CESA as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" (California Fish and Game Code, Section 86), and more broadly defined under FESA to include "harm" (16 USC, Section 1532(19), 50 CFR, Section 17.3). The USFWS commonly interprets "take" to include the loss of habitat utilized by a listed species.

When state and federally listed species have the potential to be impacted by a project, the USFWS and CDFW must be included in the CEQA process. These agencies review the environmental document to determine the adequacy of its treatment of endangered species issues and to make project-specific recommendations for the protection of listed species. Projects that may result in the "take" of listed species must generally enter into consultation with the USFWS and/or CDFW pursuant to FESA and CESA, respectively. In some cases, incidental take authorization(s) from these agencies may be required before the project can be implemented.

3.2.3 California Fully Protected Species

The classification of certain animal species as "fully protected" was the State of California's initial effort in the 1960s, prior to the passage of the California Endangered Species Act (CESA), to identify and provide additional protection to those species that were rare or faced possible extinction. Following CESA enactment in 1970, many fully protected species were also listed as California threatened or endangered. The list of fully protected species are identified, and their protections stipulated, in California Fish and Game Code Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and fish (5515). Fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take, except in conjunction with necessary scientific research and protection of livestock.

3.2.4 Migratory Birds

The Federal Migratory Bird Treaty Act (FMBTA: 16 USC 703-712) prohibits killing, possessing, or trading in any bird species covered in one of four international conventions to which the United States is a party, except in accordance with regulations prescribed by the Secretary of the Interior. The name of the act is misleading, as it actually covers almost all birds native to the United States, even those that are non-migratory. The FMBTA encompasses whole birds, parts of birds, and bird nests and eggs.

Native birds are also protected under California state law. The California Fish and Game Code makes it unlawful to take or possess any non-game bird covered by the FMBTA (Section 3513), as well as any other native non-game bird (Section 3800), even if incidental to lawful activities.

3.2.5 Birds of Prey

Birds of prey are also protected in California under provisions of the State Fish and Game Code, Section 3503.5, 1992), which states that it is "unlawful to take, possess, or destroy any birds in the order *Falconiformes* or *Strigiformes* (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

3.2.6 Nesting Birds

In California, protection is afforded to the nests and eggs of all birds. California Fish and Game Code (Section 3503) states that it is "unlawful to take, possess, or needlessly destroy the nest or eggs of any bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Breeding-season disturbance that causes nest abandonment and/or loss of reproductive effort is considered a form of "take" by the CDFW.

3.2.7 Habitat Conservation Plans and Natural Community Conservation Plans

Section 10 of the federal Endangered Species Act establishes a process by which non-federal projects can obtain authorization to incidentally take listed species, provided take is minimized and thoroughly mitigated. A Habitat Conservation Plan (HCP), developed by the project applicant in collaboration with the USFWS and/or NMFS, ensures that such minimization and mitigation will occur, and is a prerequisite to the issuance of a federal incidental take permit. Similarly, a Natural Community Conservation Plan (NCCP), developed by the project applicant in collaboration with CDFW, provides for the conservation of biodiversity within a project area, and permits limited incidental take of state-listed species.

3.2.8 Wetlands and Other Jurisdictional Waters

Section 404 of the federal Clean Water Act (CWA) regulates the discharge of dredged or fill material into "navigable waters" (33 U.S.C. §1344), defined in the CWA as "the waters of the United States, including the territorial seas" (33 U.S.C. §1362(7)). The CWA does not supply a

definition for waters of the U.S., and that has been the subject of considerable debate since the CWA's passage in 1972. A variety of regulatory definitions have been promulgated by the two federal agencies responsible for implementing the CWA, the Environmental Protection Agency (EPA) and USACE. These definitions have been interpreted, and in some cases, invalidated, by federal courts.

Waters of the U.S. are presently defined by the EPA and USACE's joint 2023 Revised Definition of 'Waters of the U.S.' Rule (2023 WOTUS Rule), issued in January 2023 and amended in August 2023. Generally speaking, waters of the U.S. include:

- Waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide
- The territorial seas
- Interstate waters
- Impoundments of waters otherwise defined as waters of the United States under the definition
- Tributaries to other waters of the U.S. that are relatively permanent, standing or continuously flowing bodies of water
- Wetlands adjacent to other waters of the U.S. that have a continuous surface connection to those waters

The 2023 WOTUS Rule also defines a number of exclusions from the definition of waters of the U.S., many of which are longstanding exclusions from earlier regulatory regimes. These generally include:

- Waste treatment systems
- Prior converted cropland
- Ditches excavated wholly in and draining only dry land that do not carry a relatively permanent flow of water
- Certain artificial features, e.g. irrigation basins, swimming pools, borrow pits, and artificially irrigated areas
- Swales and erosional features characterized by low volume, infrequent, or short duration flow

All activities that involve the discharge of dredge or fill material into waters of the U.S. are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values.

Under the Porter-Cologne Water Quality Control Act of 1969, the State Water Resources Control Board (SWRCB) has regulatory authority to protect the water quality of all surface water and groundwater in the State of California ("waters of the State"). Nine RWQCBs oversee water quality at the local and regional level. The RWQCB for a given region regulates discharges of fill or pollutants into waters of the State through the issuance of various permits and orders. Discharges into waters of the State that are also waters of the U.S. require a Section 401 Water Quality Certification from the RWQCB as a prerequisite to obtaining a Section 404 Clean Water Act permit. Discharges into waters of the State that are not also waters of the U.S. require Waste Discharge Requirements (WDRs), or waivers of WDRs, from the RWQCB.

The SWRCB and RWQCBs also administer the federal National Pollution Discharge Elimination System (NPDES) program, which is concerned with the discharge of stormwater and other pollutants into water bodies. Projects that disturb one or more acres of soil must obtain coverage under the SWRCB's current NPDES Construction Stormwater General Permit. A prerequisite for permit coverage is the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. Other types of pollutant discharges into waters of the U.S., such as wastewater, may require coverage under a different NPDES general permit, and in some cases an individual permit.

CDFW has jurisdiction over the bed and bank of natural drainages and lakes according to provisions of Section 1601 and 1602 of the California Fish and Game Code. Activities that may substantially modify such waters through the diversion or obstruction of their natural flow, change or use of any material from their bed or bank, or the deposition of debris require a Notification of Lake or Streambed Alteration. If CDFW determines that the activity may adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will be prepared. Such an agreement typically stipulates that certain measures will be implemented to protect the habitat values of the lake or drainage in question.

4.0 IMPACTS AND MITIGATIONS

The following discussions address the potential impacts to biological resources associated with future residential buildout of Tract 6452. In the absence of a detailed site plan, it is assumed that the full 18 acres will be developed.

4.1 POTENTIALLY SIGNIFICANT PROJECT IMPACTS/MITIGATION

4.1.1 Potential Project Impacts to Nesting Birds and Raptors including the Swainson's Hawk

Potential Impacts. The project site has the potential to be used for nesting by several avian species that nest in ground vegetation or barren areas. Trees and shrubs are absent from the site itself but occur on nearby lands; these could support nesting by a wide variety of birds and raptors, possibly including the Swainson's hawk (*Buteo swainsoni*), a California Threatened species. If birds or raptors are nesting on or near the site at the time of future residential buildout, individual birds could be killed or disturbed such that they would abandon their nests. Construction-related mortality of nesting birds and construction-related disturbance leading to nest abandonment are potentially significant impacts of the project. Moreover, such incidents would violate the Migratory Bird Treaty Act, California Fish and Game Code, and, in the case of the Swainson's hawk, the California Endangered Species Act.

Swainson's hawks are not expected to be adversely affected by project-related loss of habitat. Residential buildout will eliminate approximately 18 acres of ruderal grassland that could potentially be used by foraging Swainson's hawks. However, the site is located in the outskirts of Clovis, where Swainson's hawks are uncommon, and use of this grassland would be infrequent, at best. Following project development, considerable alternative foraging habitat for this species will remain available in the larger project vicinity, including contiguous blocks of grassland habitat located approximately 0.6 mile to the east and 2 miles to the north of the site.

Mitigation. The following measures will be implemented for the protection of nesting birds and raptors including the state-threatened Swainson's hawk.

> ***Mitigation Measure 4.1.1a (Construction Timing).*** If feasible, future construction activities will take place entirely outside of the avian nesting season, typically defined as February 1 to August 31.

***Mitigation Measure 4.1.1b (Preconstruction Surveys*).** If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within ¼ mile for nesting Swainson's hawks, 500 feet for other nesting raptors, and 250 feet for nesting birds.

***Mitigation Measure 4.1.1c (Avoidance of Active Nests*).** Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.

Implementation of the above measures will reduce potential project impacts to nesting birds and raptors, including the state-threatened Swainson's hawk, to a less than significant level under CEQA and ensure compliance with state and federal laws protecting these species.

4.2 LESS THAN SIGNIFICANT PROJECT IMPACTS

4.2.1 Potential Project Impacts to Special Status Plants

Potential Impacts. Nineteen special status plant species have been documented in the general vicinity of the project site (see Table 1). All 19 species are considered absent from or unlikely to occur on the project site due to an absence of suitable habitat and/or soils, the site's being situated outside of the species' distribution, or a combination thereof (see Table 1). The project is not expected to adversely affect these species, either directly or indirectly, and impacts are considered less than significant under CEQA.

Mitigation. No mitigation is warranted.

4.2.2 Project Impacts to Special Status Animal Species Absent from or Unlikely to Occur on the Project Site

Potential Impacts. Twenty-three special status animal species have been documented in the general vicinity of the project site, or are known to occur regionally (Table 1). Of these, 17 are considered absent from or unlikely to occur on the site due to the absence of suitable habitat, the site's urban setting and other landscape factors, and/or the site's being situated outside of the species' known distribution. These comprise the Crotch bumblebee (*Bombus crotchii*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), vernal pool fairy shrimp

(*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), California tiger salamander (*Ambystoma californiense*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), least Bell's vireo (*Vireo bellii pusillus*), Fresno kangaroo rat (*Dipodomys nitratoides exilis*), San Joaquin kit fox (*Vulpes macrotis mutica*), hardhead (*Mylopharadon conocephalus*), western spadefoot (*Spea hammondii*), western pond turtle (*Actinemys marmorata*), northern California legless lizard (*Anniella pulchra*), coast horned lizard (*Phrynosoma blainvillii*), California glossy snake (*Arizona elegans occidentalis*), burrowing owl (*Athene cunicularia*), and American badger (*Taxidea taxus*). Because these species have no appreciable potential to occur on site, they are not expected to be affected by the project, directly or indirectly. Project impacts are considered less than significant under CEQA.

Mitigation. Mitigation measures are not warranted.

4.2.3 Project Impacts to Special Status Animal Species that Would Use the Site for Foraging Only

Potential Impacts. Five special status animal species, the golden eagle (*Aquila chrysaetos*), tricolored blackbird (*Agelaius tricolor*), pallid bat (*Antrozous pallidus*), spotted bat (*Euderma maculatum*), and western mastiff bat (*Eumops perotis* ssp. *californicus*), have the potential to forage on the site from time to time but would not nest or roost on or near enough to the site that they could be vulnerable to construction-related injury, mortality, or reproductive failure (see Table 1). Individuals of these species are unlikely to be injured or killed by construction activities because they are highly mobile while foraging and would be expected to simply avoid active work areas.

The project would not adversely affect any of these species through loss of foraging habitat. The site does not offer unique habitat for any of these species, nor is it likely to represent an important part of any individual foraging range, given its disturbed nature and urban setting. Similar and higher quality habitats, including contiguous blocks of grassland habitat located approximately 0.6 mile to the east and 2 miles to the north of the site, are regionally abundant. For these reasons, impacts to the golden eagle, tricolored blackbird, pallid bat, spotted bat, and western mastiff bat are considered less than significant under CEQA.

Mitigation. Mitigation is not warranted.

4.2.4 Project Impacts to Wildlife Movement Corridors

Potential Impacts. The project site does not contain or adjoin features likely to function as a wildlife movement corridor. No impacts to such corridors are anticipated.

Mitigation. Mitigation is not warranted.

4.2.5 Project Impacts to Sensitive Natural Communities and Critical Habitat

Potential Impacts. The project site does not contain or adjoin any sensitive natural communities or designated critical habitat. There will be no impact to such resources.

Mitigation. Mitigation is not warranted.

4.2.6 Project Impacts to Jurisdictional Waters

Potential Impacts. The project site does not contain any aquatic features. No impacts to jurisdictional waters are anticipated.

Mitigation. Mitigation is not warranted.

4.2.7 Consistency with Local Policies and Ordinances

Potential Impacts. The project appears consistent with Clovis and Fresno County General Plan policies related to biological resources.

Mitigation. Mitigation measures are not warranted.

4.2.8 Consistency with Habitat Conservation Plans and Natural Community Conservation Plans

Potential Impacts. There are no known HCPs or NCCPs in effect for the project vicinity.

Mitigation. Mitigation measures are not warranted.

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APPENDIX A: VASCULAR PLANT LIST

APPENDIX A
VASCULAR PLANTS OF THE PROJECT SITE

The plants species listed below were observed on the project site during LOA's September 25, 2023 surveys. The U.S. Fish and Wildlife Service wetland indicator status of each plant, if available, has been shown following its common name.

OBL - Obligate
FACW - Facultative Wetland
FAC - Facultative
FACU - Facultative Upland
UPL - Upland

AMARANTHACEAE – Amaranth Family		
Amaranthus albus	Pigweed Amaranth	FACU
Amaranthus blitoides	Prostrate Pigweed	FACU
ASTERACEAE – Sunflower Family		
Centaurea solstitialis	Yellow Starthistle	UPL
Centromadia pungens	Common Tarweed	FAC
Erigeron bonariensis	Flax-leaved Horseweed	FACU
Helianthus annuus	Common Sunflower	FACU
Heterotheca grandiflora	Telegraph Weed	UPL
Lactuca serriola	Prickly Lettuce	FACU
BORAGINACEAE- Borage Family		
Amsinckia sp.	Fiddleneck	UPL
BRASSICACEAE – Mustard Family		
Hirschfeldia incana	Mustard	UPL
CHENOPODIACEAE – Goosefoot Family		
Chenopodium album	Lambs Quarters	FACU
CONVOLVULACEAE – Morning Glory Family		
Convolvulus arvensis	Field Bindweed	UPL
EUPHORBIACEAE – Spurge Family		
Croton setiger	Turkey Mullein	UPL
FABACEAE – Legume Family		
Acmispon americanus	Spanish Clover	UPL
Trifolium hirtum	Rose Clover	UPL
GERANIACEAE – Geranium Family		
Erodium cicutarium	Redstem Filaree	UPL
LAMIACEAE – Mint Family		
Trichostema lanceolatum	Vinegarweed	FACU
ONAGRACEAE – Evening-Primrose Family		
Epilobium brachycarpum	Willow Herb	FAC
POACEAE – Grass Family		
Avena sp.	Wild Oats	UPL
Bromus diandrus	Ripgut Brome	UPL

Bromus hordeaceus	Soft Chess	FACU
Cynodon dactylon	Bermuda Grass	FAC
Festuca myuros	Rattail Sixweeks Grass	UPL
Hordeum murinum	Foxtail Barley	FACU
POLYGONACEAE – Smartweed Family		
Polygonum aviculare	Prostrate Knotweed	FAC
Rumex crispus	Curly Dock	FAC
SOLANACEAE – Nightshade Family		
Datura wrightii	Jimson Weed	UPL
ZYGOPHYLLACEAE – Puncture Vine Family		
Tribulus terrestris	Puncture Vine	UPL

APPENDIX B: TERRESTRIAL VERTEBRATE SPECIES THAT POTENTIALLY OCCUR ON THE PROJECT SITE

APPENDIX B
TERRESTRIAL VERTEBRATE SPECIES THAT POTENTIALLY OCCUR ON THE PROJECT SITE

The species listed below are those that may be expected to routinely and predictably use or pass through the project site during some or all of the year. An asterisk denotes a species observed on or immediately adjacent to the site during surveys conducted for the current project by LOA on September 25, 2023.

CLASS: AMPHIBIA
ORDER: ANURA (Frogs and Toads)
FAMILY: BUFONIDAE (True Toads)
Western Toad (*Bufo boreas*)
FAMILY: HYLIDAE (Treefrogs and Relatives)
Pacific Tree Frog (*Pseudacris regilla*)
FAMILY: RANIDAE (True Frogs)
American Bullfrog (*Lithobates catesbeianus*)
CLASS: REPTILIA
ORDER: SQUAMATA (Lizards and Snakes)
SUBORDER: SAURIA (Lizards)
FAMILY: PHRYNOSOMATIDAE
Side-blotched Lizard (*Uta stansburiana*)
Western Fence Lizard (*Sceloporus occidentalis*)
FAMILY: TEIIDAE (Whiptails and relatives)
Western Whiptail (*Cnemidophorus tigris*)
SUBORDER: SERPENTES (Snakes)
FAMILY: COLUBRIDAE (Colubrids)
Pacific Gopher Snake (*Pituophis catenifer catenifer*)
Common Kingsnake (*Lampropeltis californiae*)
FAMILY: VIPERIDAE (Vipers)
Western Rattlesnake (*Crotalus viridis*)

CLASS: AVES
ORDER: CICONIIFORMES (Herons, Storks, Ibises and Relatives)
FAMILY: ARDEIDAE (Bitterns, Herons, and Egrets)
Great Blue Heron (*Ardea herodi*as)
Great Egret (*Ardea alba*)
FAMILY: CATHARTIDAE (New World Vultures)
Turkey Vulture (*Cathartes aura*)
ORDER: FALCONIFORMES (Vultures, Hawks, and Falcons)
FAMILY: ACCIPITRIDAE (Hawks, Old World Vultures, and Harriers)
*Red-tailed Hawk (*Buteo jamaicensis*)
FAMILY: FALCONIDAE (Caracaras and Falcons)
*American Kestrel (*Falco sparverius*)
ORDER: GALLIFORMES (Megapodes, Currassows, Pheasants, and Relatives)
FAMILY: ODONTOPHORIDAE (New World Quails)
California Quail (*Callipepla californica*)

ORDER: CHARADRIIFORMES (Shorebirds, Gulls, and relatives)
FAMILY: CHARADRIIDAE (Plovers and relatives)
Killdeer (*Charadrius vociferus*)
ORDER: COLUMBIFORMES (Pigeons and Doves)
FAMILY: COLUMBIDAE (Pigeons and Doves)
Rock Pigeon (*Columba livia*)
Mourning Dove (*Zenaida macroura*)
Eurasian Collared Dove (*Streptopelia decaocto*)
ORDER: STRIGIFORMES (Owls)
FAMILY: TYTONIDAE (Barn Owls)
Barn Owl (*Tyto alba*)
ORDER: APODIFORMES (Swifts and Hummingbirds)
FAMILY: TROCHILIDAE (Hummingbirds)
Black-chinned Hummingbird (*Archilochus alexandri*)
Anna's Hummingbird (*Calypte anna*)
ORDER: PASSERIFORMES (Perching Birds)
FAMILY: TYRANNIDAE (Tyrant Flycatchers)
Black Phoebe (*Sayornis nigricans*)
Say's Phoebe (*Sayornis saya*)
Western Kingbird (*Tyrannus verticalis*)
FAMILY: CORVIDAE (Jays, Magpies, and Crows)
American Crow (*Corvus brachyrhynchos*)
Common Raven (*Corvus corax*)
FAMILY: ALAUDIDAE (Larks)
Horned Lark (*Eremophila alpestris*)
FAMILY: HIRUNDINIDAE (Swallows)
Cliff Swallow (*Petrochelidon pyrrhonota*)
Barn Swallow (*Hirundo rustica*)
Northern Rough-winged Swallow (*Stelgidopteryx serripennis*)
FAMILY: AEGITHALIDAE (Bushtits)
Bushtit (*Psaltriparus minimus*)
FAMILY: TURDIDAE (Thrushes)
Western Bluebird (*Sialia mexicana*)
American Robin (*Turdus migratorius*)
FAMILY: MIMIDAE (Mockingbirds and Thrashers)
Northern Mockingbird (*Mimus polyglottos*)
FAMILY: STURNIDAE (Starlings and Allies)
European Starling (*Sturnus vulgaris*)
FAMILY: MOTACILLIDAE (Wagtails and Pipits)
American Pipit (*Anthus rubrescens*)
FAMILY: EMBERIZIDAE (Sparrows)
*Savannah Sparrow (*Passerculus sandwichensis*)
White-crowned Sparrow (*Zonotrichia leucophrys*)
Golden-crowned Sparrow (*Zonotrichia atricapilla*)
FAMILY: ICTERIDAE (Blackbirds, Orioles and Allies)
*Western Meadowlark (*Sturnella neglecta*)

Red-winged Blackbird (*Agelaius phoeniceus*)
Great-tailed Grackle (*Quiscalus mexicanus*)
Brewer's Blackbird (*Euphagus cyanocephalus*)
Brown-headed Cowbird (*Molothrus ater*)

FAMILY: FRINGILLIDAE (Finches)
House Finch (*Carpodacus mexicanus*)
Lesser Goldfinch (*Carduelis psaltria*)

FAMILY: PASSERIDAE (Old World Sparrows)
House Sparrow (*Passer domesticus*)

CLASS: MAMMALIA

ORDER: DIDELPHIMORPHIA (Marsupials)

FAMILY: DIDELPHIDAE (Opossums)
Virginia Opossum (*Didelphis virginiana*)

ORDER: INSECTIVORA (Shrews and Moles)

FAMILY: TALPIDAE (Moles)
Broad-footed Mole (*Scapanus latimanus*)

ORDER: CHIROPTERA (Bats)

FAMILY: VESPERTILIONIDAE (Vespertilionid Bats)
Yuma Myotis (*Myotis yumanensis*)
California Myotis (*Myotis californicus*)
Western Pipistrelle (*Pipistrellus hesperus*)
Big Brown Bat (*Eptesicus fuscus*)
Pale Big-eared Bat (*Corynorhinus townsendii pallescens*)

FAMILY: MOLOSSIDAE (Free-tailed Bat)
Brazilian Free-tailed Bat (*Tadarida brasiliensis*)

ORDER: LAGOMORPHA (Rabbits, Hares, and Pikas)

FAMILY: LEPORIDAE (Rabbits and Hares)
Audubon's Cottontail (*Sylvilagus audubonii*)
Black-tailed Jackrabbit (*Lepus californicus*)

ORDER: RODENTIA (Rodents)

FAMILY: SCIURIDAE (Squirrels, Chipmunks, and Marmots)
California Ground Squirrel (*Otospermophilus beecheyi*)

FAMILY: GEOMYIDAE (Pocket Gophers)
*Botta's Pocket Gopher (*Thomomys bottae*)

FAMILY: MURIDAE (Mice, Rats and Voles)
Western Harvest Mouse (*Reithrodontomys megalotis*)
Deer Mouse (*Peromyscus maniculatus*)
Norway Rat (*Rattus norvegicus*)
House Mouse (*Mus musculus*)
California Vole (*Microtus californicus*)

FAMILY: HETEROMYIDAE (Kangaroo Rats)
Heermann's Kangaroo Rat (*Dipodomys heermanni*)

ORDER: CARNIVORA (Carnivores)

FAMILY: CANIDAE (Foxes, Wolves, and Relatives)
Red Fox (*Vulpes vulpes*)
Coyote (*Canis latrans*)

Domestic Dog (*Canis familiaris*)

FAMILY: PROCYONIDAE (Raccoons and Relatives)

Raccoon (*Procyon lotor*)

FAMILY: MUSTELIDAE (Weasels and Relatives)

Striped Skunk (*Mephitis mephitis*)

FAMILY: FELIDAE (Cats)

Feral Cat (*Felis catus*)

APPENDIX C: REPRESENTATIVE PHOTOS OF THE PROJECT SITE

Photos 1 (above) and 2 (below). The project site's ruderal grassland habitat. Both photos were taken in the southern portion of the site; Photo 2 faces south toward the adjoining Lennar Homes Tract 6200 project, which was under construction at the time of LOA's survey.

Photos 3 (above) and 4 (below). Recently-disturbed portions of the site's ruderal grassland.

Photo 5 (above). One of the project site's dirt roads. **Photo 6 (below).** Silt fencing in the southern portion of the project site. The fencing was presumably associated with construction of the adjoining Lennar Homes Tract 6200 project, pictured in the background.

Cultural Resource Study for the Clovis Tract 6452 Residential Development, City of Clovis, Fresno County, California

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November 2023

USGS Friant, CA and Clovis, CA 7.5′ quadrangles, T12S, R21E, Sec. 20
18.2 acres surveyed
Resources: None

MANAGEMENT SUMMARY

Applied EarthWorks, Inc. (Æ) conducted a cultural resource inventory for Lennar Central Valley's proposed 18.2-acre Tract 6452 Residential Development Project (Project) in the city of Clovis within Fresno County, California. The Project is north of Perrin Road, between Clovis Avenue and North Sunnyside Avenue.

The proposed development will require a permit issued by the City of Clovis. Therefore, the Project is subject to the California Environmental Quality Act (CEQA), which mandates that public agencies determine whether a proposed project will cause a significant change to the environment, including cultural resources. To assist Lennar Central Valley in fulfilling their responsibility under CEQA, Æ conducted a cultural resource study to identify whether there are potential historical resources (i.e., cultural resources listed or eligible for listing in the California Register [CRHR]) within the Project area.

To meet the requirements under CEQA, Æ conducted: (1) a records search at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS); (2) desktop research to better understand the history of land use in the Project area; (3) a search of the Native American Heritage Commission's (NAHC) Sacred Lands File, and nongovernmental outreach to local tribes and individuals; and (4) an intensive pedestrian survey of the 18.2-acre Project area to identify archaeological and/or historical built environment cultural resources.

The SSJVIC records search identified no cultural resources within the Project area and only one cultural resource—the Enterprise Canal (P-10-005934/CA-FRE-3564H)—which runs southwest of the Project area. There have been four previous cultural resource investigations that overlap the Project area and one within the 0.25-mile search radius. A search of the NAHC's Sacred Land File did not identify Native American cultural resources within or near the Project area, and no specific information was gleaned from outreach with local tribal representatives.

Æ's intensive pedestrian survey of the Project area, conducted on August 23, 2023, covered the entirety of the 18.2-acre Project area. No cultural resources were identified in the Project area.

Æ's inventory efforts found no historical resources within the Project area. However, if cultural resources are discovered during Project activities, all work should halt until a qualified archaeologist can assess the find. Additionally, if human remains are uncovered during construction, the Project operator shall immediately halt work within 50 feet of the find, contact the Fresno County Coroner to evaluate the remains, and follow the procedures and protocols set forth in CEQA Guidelines Section 15064.4(e)(1). If the remains are identified on the basis of archaeological context, age, cultural associations, or biological traits to be those of a Native American, then the California Health and Safety Code 7050.5 and Public Resource Code 5097.98 require that the county coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendant, who will be afforded the opportunity to recommend treatment of the human remains following protocols in California Public Resources Code 5097.98.

Field notes and photographs for this Project are on file at Æ's office in Fresno, California. A copy of this report will be transmitted to the SSJVIC at California State University, Bakersfield, for inclusion in the CHRIS.

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1
INTRODUCTION

Applied EarthWorks, Inc. (Æ) prepared this cultural resource study in support of Lennar Central Valley's proposed Tract 6452 Residential Development Project (Project) in the city of Clovis, Fresno County, California (Figure 1-1). The property is directly north of Perrin Road between Clovis Avenue and North Sunnyside Avenue, within Section 20 of Township 12 South, Range 21 East, as depicted on the U.S. Geological Survey (USGS) Clovis (1981), California 7.5-minute topographic quadrangle (Figure 1-2).

1.1 PROJECT DESCRIPTION

Lennar Central Valley proposes to construct 153 single-family lots on 18.2 acres of vacant land between Clovis Avenue and North Sunnyside Avenue in the city of Clovis (Figure 1-3). The proposed zoning for the Project will be M/L – Medium and Low Density Residential, while the current Fresno County zoning is AE-20. The property is currently in the County of Fresno, though it will be annexed to the City of Clovis (City). This residential development will be within the City of Clovis (City) Heritage Grove Master Plan and will be subject to design development standards of the plan.

1.2 REGULATORY CONTEXT

The Project is subject to the California Environmental Quality Act (CEQA), with guidelines for implementation codified in the California Code of Regulations (CCR), Title 14, Chapter 3, Section 15000 et seq. Historical resources are considered part of the environment and are subject to review under CEQA. Per CEQA, the lead agency, in this case the City, is required to determine whether a project may have a significant effect on historical resources, and therefore cause a significant effect on the environment (Public Resources Code [PRC] Section 5024.1[b]). CEQA defines a substantial adverse change to a historical resource as the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (14 CCR Section 15064.5[b][1]). Where substantial adverse change is unavoidable and the historical resource cannot be preserved in an undisturbed state, the lead agency shall require mitigation measures to minimize substantial adverse changes to the resource's significance (PRC Section 21083.2[c]). It is further stipulated that the "lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures" (14 CCR Section 15064.5[b][4]; PRC Section 5020.1[q]).

For the purposes of this report, a cultural resource is defined as a prehistoric or historic-era archaeological site or a historic-era building, structure, or object. The importance or significance of a cultural resource depends on whether it qualifies for inclusion in the California Register of Historical Resources (CRHR). Cultural resources determined eligible for listing in the CRHR are called "historical resources." (Title 14, Chapter 3, Article 5, Section 15064.5 of the CCR). The determination of eligibility is based on a set of significance criteria (14 CCR 15064.5).

Figure 1-1 Project vicinity in Fresno County, California.

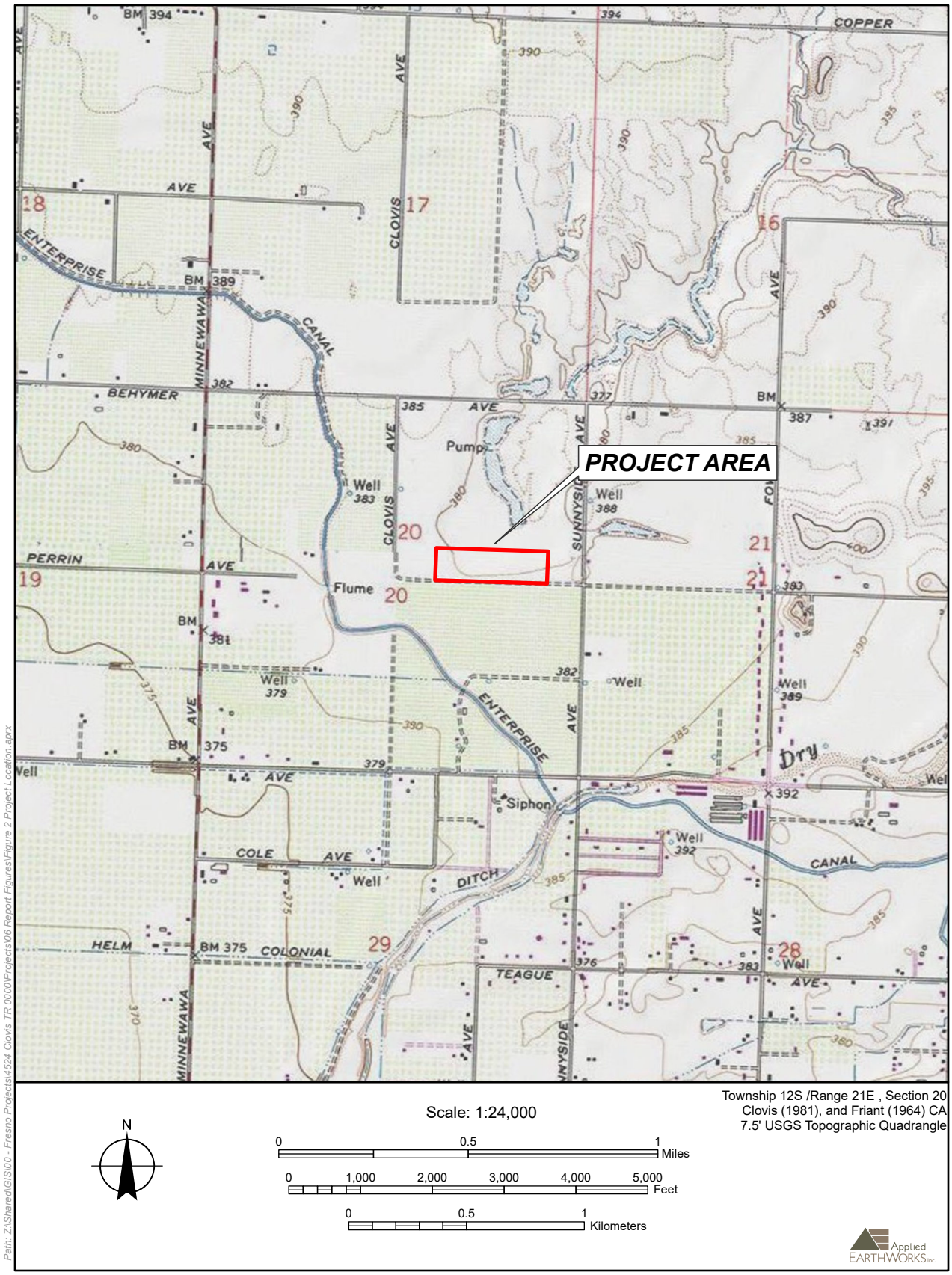

Figure 1-2 Project location on USGS Clovis and Friant 7.5-minute topographic quadrangles.

Figure 1-3 Aerial view of the Project area.

1.3 PROJECT PERSONNEL

Æ Managing Principal Archaeologist Erin Enright (M.A. Registered Professional Archaeologist [RPA] 16575) served as principal investigator for the project. Æ Principal Archaeologist Anna Hoover (M.S., RPA 28576661) served as project manager, overseeing the study efforts and technical reporting. Field Technician Charles Pansarosa (B.A.) conducted the pedestrian survey. This report was prepared by Staff Anthropologist Nicole Saenz (M.S.) and Principal Archaeologist Emerita Mary Baloian (Ph.D., RPA 15189) reviewed the report for technical accuracy. Résumés for key personnel are provided in Appendix A.

1.4 REPORT ORGANIZATION

This document consists of six chapters. Following this introduction, Chapter 2 describes the environmental and cultural context of the Project area. Chapter 3 presents Æ's methods for the study, including the records search, background research, Native American outreach, and pedestrian surveys, while Chapter 4 discusses the study results. Chapter 5 contains a summary and provides recommendations. A complete listing of references cited is in Chapter 6. Appendix A contains résumés of Project personnel. Appendix B presents results of the records search, and Appendix C contains documentation of communication with the NAHC and local tribal representatives.

Field notes, maps, and a complete set of photographs from the current investigation are on file at Æ's office in Fresno, California. A copy of the final version of this report will be submitted to the SSJVIC at California State University, Bakersfield.

2
NATURAL AND CULTURAL SETTING

2.1 PHYSICAL ENVIRONMENT

The Project area lies on the eastern margin of the San Joaquin Valley near the base of the Sierra Nevada foothills. In general, the valley is bordered on the east by the Sierra Nevada, on the west by the Coast Ranges, and on the south by the Tehachapi Range. The north-south orientation of the Sierra Nevada greatly influences the general hydrology of the region by directing the flow of rivers and streams westward into the San Joaquin Valley.

The complex geology of the adjacent foothills and the Sierra Nevada is reflected in the primary and secondary soils in the valley. Primary soils are developed by weathering the underlying granitic parent material. Secondary soils are formed by a combination of eolian and alluvial forces transporting a variety of granitic and assorted metamorphic and metavolcanic materials from mountain streams (Weir 1956). Quaternary and recent alluvium covers most of the valley basin.

The natural vegetation of the San Joaquin Valley has been severely compromised as a result of farming and ranching. Originally, the area was covered with native annual and perennial grasses such as needlegrass (*Stipa* spp.), bluegrass (*Poa* spp.), and three awn (*Aristida divaricata)* commonly found in the Valley Grassland Community (Munz and Keck 1973). Prior to Euro-American colonization, the valley floor was occupied by a diverse population of resident and migratory mammals and birds, which along with fish and other aquatic species provided a rich resource base for aboriginal subsistence. Historical and modern land use has greatly reduced the size and number of native habitats, eliminating numerous indigenous species. Most commonly found in the study vicinity today are jackrabbits, ground squirrels, field mice, snakes, and frogs, along with jays, mourning doves, crows, and red-tailed hawks.

The San Joaquin Valley lies within the Mediterranean climate zone typified by hot, dry summers and cool, wet winters. Temperatures range from highs of 90–100°F in the summer months to lows of 40–50°F in the winter (Weir 1956), although temperatures exceeding 100°F in the summer and dropping below freezing in the winter are not uncommon. Annual precipitation averages 10 inches per year, with most of the rain falling between October and March. Thick "tule" fog is common in the valley during December and January.

The natural topography of the proposed development is flat at 400 feet above mean sea level. The natural watercourse closest to the Project area is Dry Creek, which flows directly southeast of the Project area.

2.2 PREHISTORY AND ARCHAEOLOGY

Archaeological evidence suggests that the valley's initial occupants settled mostly in lakeshore and streamside environments and used the foothills seasonally. Early ("Paleoindian") sites are typified by fluted points, stemmed dart points, scrapers, and flaked stone crescents. The middle and late Holocene witnessed mobile hunters and gatherers. As compared with their predecessors,

Archaic groups utilized a broad resource base, including both large and small game and hard seeds. Manos, milling slabs, mortars, and pestles are common in Archaic assemblages, as are atlatl dart points. Favorable climatic conditions between 3,000 and 3,500 years ago fostered widespread settlement along the Sierran west slope. The late Holocene witnessed various technological and social changes, including the adoption of the bow and arrow, expansion of trade, increasing use of acorns, and improved food storage techniques. As populations grew, social relations became more complex. Economic stress and social instability became more pronounced during a period of xeric climates between circa A.D. 450 and 1250. Thereafter, new levels of population growth were achieved, resulting in part from movement of new Sierran groups. By circa A.D. 1600–1700, most groups claimed the territories that would identify them ethnographically. The Project lies in the territory of the Gashowu, a tribelet of the Foothill Yokuts (see Section 3.3).

A number of prehistoric sites have been identified in Gashowu territory (Price 1992). Located in the foothills northeast of Clovis, these sites are primarily either extensive midden deposits found along both small ephemeral drainages and larger permanent watercourses or multiple bedrock milling features, sometimes with numerous individual stations.

Investigations at CA-FRE-1671, which may have formed the core of the *Pohoniu* village community, yielded radiocarbon dates showing that Yokuts settlement of the area extended from A.D. 1300 well into the historic period. An earlier occupation phase at the site was dated between circa 700 B.C. and A.D. 300 but could not be linked directly to the Gashowu or any other Yokuts group (Moratto 1988).

At CA-FRE-64, investigations showed that the Yokuts may have occupied the area as early as A.D. 1100–1200, with continuing occupation to around A.D. 1600. An even earlier component lacked the data to attribute it to the Gashowu but suggested that the steatite industry in the area may have begun as early as A.D. 800 (Wallace et al. 1989).

CA-FRE-1154 and -1155 are in the foothills east of the Project area. CA-FRE-1154, the Sharer Site, lies “along an abandoned oxbow bend associated with a channelized-stream”(Langenwalter et al. 1989). This site, interpreted as a seasonal procurement campsite, appears to have been used during a long temporal span from 850 B.C. to A.D. 1850. It consists of a midden ranging from 60 to 160 centimeters deep and a large bedrock boulder containing 76 mortars, cups, cupules, and slicks. Artifacts included ground and flaked stone tools, steatite bowl fragments, ornaments, crystals, daub, and ochre. Additionally, the remains of a juvenile burial were encountered.

CA-FRE-1155, the Harlan Site, contains a small but well-developed midden with thickness varying between 80 and 190 centimeters as well as five bedrock features. Artifacts similar to those from CA-FRE-1154 indicate that CA-FRE-1155 was used as a seasonal procurement site. It appears to have been sporadically occupied between 850 B.C. and A.D. 300, with intensive occupation from A.D. 300 to 1500 (Langenwalter et al. 1989).

Surveys east of the current Project area have shown that many small processing stations and temporary camps occur along seasonal channels near the lower foothills (Meighan and Dillon 1987), suggesting a pattern of widespread but relatively ephemeral use of the area during the late Holocene (McGuire 1992).

In the first half of the nineteenth century, the Gashowu population was decimated by disease, missionization, and military action. This led to a radical change in settlement: the surviving peoples abandoned the residential sites that they had occupied prehistorically and congregated at a small number of locations. Glass trade beads and other historical artifacts recovered from CA-FRE-687 and CA-FRE-1671 may be evidence of these postcontact settlements (Price 1992:32–33).

2.3 ETHNOGRAPHY

At the time of first contact with the Spanish missionaries, the Yokuts people collectively inhabited the San Joaquin Valley, as well as the eastern foothills of the Sierra Nevada from the Calaveras River southward to the Kern River. The Yokuts language belongs to the broader Penutian family, which subsumes a relatively diverse assemblage of languages that also includes Miwok, Costanoan, Maiduan, and Wintuan (Silverstein 1978). Compared to other Penutian languages, however, Yokuts shows considerable internal linguistic homogeneity, especially given its relatively wide geographic distribution. Dialects differed minimally and were mutually intelligible, at least among speakers of contiguous groups. This relative lack of linguistic differentiation suggests that ancestors of the Yokuts entered California after the arrival and subsequent radiation of the more linguistically diverse Penutian groups such as the Miwok and Costanoan (Moratto 1984:554).

Linguists and ethnographers have traditionally divided the Yokuts into Northern Valley, Southern Valley, and Foothill categories based primarily on linguistic similarities and differences. Yet such broad groupings were not mirrored in the larger structure of Yokuts society. Instead, the Yokuts were organized into relatively small autonomous tribes or tribelets, which maintained a fluid territory containing multiple semipermanent settlements.

Gayton (1945, 1948), Kroeber (1976), Spier (1978), and Wallace (1978, 1987) have produced primary source material on Yokuts ethnography. Secondary works on this subject include those authored by Langenwalter et al. (1989) Moratto (1984, 1988), and Wallace et al. (1989). The following discussion about Yokuts lifeways is drawn from these sources.

The Project area lies within the territory of the Gashowu, a tribelet of the Kings River Group of the Foothill Division; that occupied the drainages of Big Dry Creek and Little Dry Creek. Two major settlements are attributed to the Gashowu: *Pohoniu*, below Letcher on Big Dry Creek, and *Yokau*, on Little Dry Creek in Auberry Valley(Kroeber 1976:481, plate 47). These villages appear to have been central year-round settlements that were occupied more densely in the winter. At these locations, the Gashowu built conical structures 15–20 feet tall over excavated pits, each with a central rock-lined hearth. Other structures probably included acorn granaries, sweat houses, roofed ramadas, sunshades, and large communal houses. During the summer, residents moved with extended families or family groups to base camps within a day's walk of the central village. These stations served as summer villages and temporary storage places for food until it was transferred to the main village. Summer villages contained smaller structures and are most commonly recognized archaeologically by midden deposits and multiple bedrock milling features. Seed-gathering forays in the spring or summer expanded the Gashowu range to the lowlands of present-day Clovis and Fresno.

Acorns were a Gashowu staple, with additional nutrition culled from other nuts and seeds, berries, fruit, and game. These dietary items as well as tool stone and a variety of other resources were gathered at summer camps. Procurement loci survive today as scatters of lithic artifacts and as bedrock milling stations where plants and seeds were processed. In addition to these features, artifacts used to process procured resources (such as mortars, pestles, and manos) and the remains of resources gathered (such as bone and acorn shell) also may be found.

Steatite is available locally, and items made from this material (including cooking bowls, beads, and ornaments) are often found at Yokuts sites. Steatite goods also were traded with neighbors for obsidian, pine nuts, shell beads and ornaments, and other exotic commodities.

2.4 HISTORIC CONTEXT

2.4.1 Early Settlement in the Clovis Area (1853–1874)

The first Euro-American settlements in the greater Clovis area occurred not within the swampy "hog wallows" that once dotted the landscape of the present city limits but in the grassy plains around Dry Creek where the stream flows down from the foothills into the valley (Clough and Secrest 1984). A small outpost was established at the current intersection of Shepherd and Thompson avenues in 1853 and later became a stop along the Stockton to Los Angeles stage route (Smith 1991). For many years the lonely station, which eventually became known as Collins Corner, stood by itself with no other buildings in sight. After the Civil War, sheepherders, many from the southern United States, began to trickle into the area.

During the 1860s, homesteaders came to the valley to graze their herds or flocks in the pastures around the San Joaquin River and its drainages. The local cattle industry continued to grow until at least 1870, when, according to Vandor (1919), it reached its peak. There were, however, some bumps along the way. The erratic climate patterns of the 1860s—a decade that experienced alternating periods of severe flooding and drought—had considerable impact on the makeup of the Central Valley's agrarian base. In particular, the 2-year-long drought that followed the great flood of 1862 decimated remaining old Spanish cattle that had escaped the deluge (Byron 1951). In response, cattlemen restocked their herds with other varieties, including longhorns that had been driven from Texas Vandor (1919). For their part, shepherds adopted the annual cycle of Old World pastoralists: during the summer months they drove their flocks into the Sierra Nevada high country to conserve the lowland grasses for fall and winter grazing. The floods and droughts similarly wreaked havoc on production of agricultural goods, causing dramatic swings in commodity values. In the wake of the 1864 drought, crop failures depleted the supply of grain as the price of wheat on the San Francisco Market soared to $5.00 per cental (100 pounds) in March 1865 (Elliott 1883). By comparison, the price rarely breeched the $3.00 mark during the entire 1870s.

Along with the climate, political factors had a major hand in shaping the economic landscape. Although the 1874 enactment of the "no fence" laws did not necessarily deal a death blow to valley ranching, the statute greatly curtailed the influence and importance of this industry. The law had both operational and monetary repercussions:

> The "no fence" law obligated the stock owner to herd his cattle and sheep, whereas before the stock roamed at will and was not assembled except for the annual rodeo. He

> was also made responsible for damage done by his beasts. The farmer was not required to fence his holdings, though . . . he occasionally did so (Vandor 1919:163).

Without the entire extent of the San Joaquin Valley at his disposal and burdened by the continual task of containing his herds and flocks, the rancher found himself increasingly marginalized in the developing valley economy.

2.4.2 Initial Development of Agriculture in the Fresno-Clovis Area (1875–1900)

In addition to pro-agriculture legislation and the arrival of the Southern Pacific Railroad in 1872, the development of irrigation systems greatly contributed to the growth of agriculture in Fresno County. Built in the early and mid-1870s, the first major water conveyance systems in the Fresno-Clovis area included the canals of the Fresno Canal and Irrigation Company (FCIC), the Kings River and Fresno Canal Company (KRFCC), and the Enterprise Canal Company (ECC). These same systems, which use the waters of the Kings River, remain essential parts of the area's agricultural industry today.

In local history, Moses Church—a former sheepherder from Napa County—is considered the chief developer of water conveyance in Fresno County. As early as 1870, Church began acquiring water rights along the Kings River; in February 1871, he and two business associates incorporated the FCIC (Elliott 1882; Willison 1980). His first objective was to deliver appropriated water to the farm of A. Y. Easterby, located in the present-day Sunnyside neighborhood of Fresno (Vandor 1919). In 1872, the company completed construction of the first main head gate on the Kings River that allowed 2,000 feet of water to be diverted into the irrigation system (Elliott 1882). The Fresno Canal was the FCIC's primary channel. Although it runs a relatively short 12 miles, the Fresno Canal is the source of numerous large branch canals that still irrigate the fields south, west, and east of the Fresno-Clovis metropolitan area.

The KRFCC, also established in 1871, intended to build a similar system, although the project was not completed until 1873 when L. A. Gould purchased interest in the company (Clough and Secrest 1984; Willison 1980). By August of the same year, Gould's farm was receiving irrigation water from the KRFCC Gould Canal, which taps the Kings River about 1.5 miles above the head gate of the Fresno Canal. The Gould Canal and its primary branch, the Helm Canal, irrigated the former agricultural lands in what is today the heart of the Fresno-Clovis metropolitan area.

While local sources are not specific about the incorporation of the ECC or the dates of its major conveyance, the Enterprise Canal, circumstantial evidence suggests that construction began sometime after 1875 and continued episodically until the early twentieth century when the canal appears to have reached its present-day length of 36.5 miles. According to Willison's (1980) account, the KRFCC agreed to supply water to the ECC following the completion of the Gould Canal in 1873. This agreement was the basis for the eventual creation of the Enterprise Canal. Although the Enterprise Canal is not represented on an 1875 map of the county, construction might have begun shortly after (Willison 1980). Moreover, Hall's (1885) serial maps depicting irrigation in Fresno County as well as later county atlases suggest that the canal was built in stages. Whereas the first 15 miles of the Enterprise Canal (or "Enterprise Ditch") as well as its head gate on the Gould Canal are shown and labeled on the Centerville and Kingsburg Sheet of the series, the lower reaches of the canal do not appear on the Fresno Sheet. Taken at face value,

Hall's (1885) maps indicate that in 1885 the Enterprise Canal terminated at Frolic Creek (present-day Dog Creek), southeast of the Project area. By the time of the 1891 Fresno County atlas, the canal had been lengthened another 9.5 miles through the Clovis area (directly west of the Project area) to its northernmost extent (in Section 18 of Township 12 South, Range 21 East); however, the canal's existing southwesterly leg through what is today north Fresno had not been built yet (Thompson 1891).

Whatever the specific date(s) of the canal's construction, the ECC's dependence on the KRFCC and its Gould Canal clearly proved to be its undoing. In 1875, the KRFCC won a court battle with the FCIC that left KRFCC's water rights intact (Willison 1980:77–83). Ten years later, however, the companies faced off again, but this time the FCIC succeeded in enjoining the KRFCC by drawing water from the Kings River (Mead 1901:277; Willison 1980:84). Without access to water from the river, the KRFCC and ECC were forced to sell their canals to the FCIC. The court decision thus left the FCIC in control of all three canal systems.

Under the ownership of the FCIC, the Enterprise Canal continued to irrigate the farmlands north and east of the Fresno-Clovis area. It gave rise to several secondary canals along its route, including such Clovis-area branches as the Maupin Ditch, the Jefferson Canal, the Clovis Ditch, the Teague Ditch, and Helm Colonial Ditch as well as numerous unnamed laterals (Willison 1980). As early as 1900, the canal and its branches irrigated about 15,000 acres. By 1913, the lower portion of the canal appears to have been completed, bringing irrigation water to the area historically known as Forkner's Fig Gardens (Progressive Map Service 1913:19). The Enterprise Canal, along with the rest of the FCIC's system, was acquired by the Fresno Irrigation District in 1920 (Willison 1980).

For Church and other land promoters, the intended effect of irrigation was to increase the value of their properties so that they could be subdivided and sold to newly arriving homesteaders at a hefty profit. While this primary purpose was certainly achieved, the advent of intensive irrigation additionally led to a shift in both the types of crops grown and the size of a typical farm. Grain farming generally requires substantial acreage, but as irrigation water became more readily available, individual farmers realized that premium crops like grapes, citrus, and tree fruit could be profitably grown on lots as small as 20 acres.

Vandor's history includes a commentary from (probably Charles) Nordoff, who describes how, with irrigation, bigger is not necessarily better.

> Big ranches there are yet but they are hazardous ventures, and the fact is that in the big valley the twenty, forty and eighty-acre farmers brought the lasting and real agricultural prosperity. There, where wheat was once the big and only crop, the man with less than 320 acres classed himself as a humble small farmer. Slowly but gradually the conviction forced itself that eighty acres with water on a good location was a little too much, forty a liberal plenty with which to make a fair start in life, and twenty just enough for one man on which to make a comfortable living for self and family and have something over with industry and health for the proverbial rainy day. Wonders have been accomplished with ten acres by men who were not overambitious, not overburdened with money and hesitated not to combine brain and brawn in the labor in the field. Intelligent twenty-acre men are laying up what eastern farmers would consider a fortune . . . (Vandor 1919:261).

Much like the "no fence" laws, the 1887 Wright Act, which provided for the creation of irrigation districts, is also seen as an important step in solidifying the interests of agriculture. In practice, it took some years before newly formed districts could gain the necessary legal and financial traction for operation, and these public cooperatives did not begin replacing private irrigation companies until the early twentieth century. At its passage, the Wright Act was, nevertheless, another legislative expression of the growing need for appropriated water. Another important development in the late nineteenth century was construction of the San Francisco & San Joaquin Valley Railroad in 1896, which provided Fresno with another rail line. Before then, farmers had complained about the Southern Pacific Railroad's "ruinous" rates and were continually looking for alternative ways to ship their products to the Bay Area. This second railroad was acquired by the Atchison, Topeka, and Santa Fe Railway around 1900.

Agricultural growth in the San Joaquin Valley generally was accompanied by consistent population growth and urbanization, and with the rise in residential, commercial, and infrastructural development came an increase in demand for building materials. The one-man milling operations of the gold rush era had given way to late nineteenth-century lumber companies with the financial and technological means to harvest vast stands of timber in the nearby Sierra Nevada. It was primarily in this context that the town of Clovis arose.

Clovis originated in 1891 as a stop along the San Joaquin Valley Railroad, which extended from Fresno to the aspiring community of Pollasky (formerly called Hamptonville and later renamed Friant), located on the south bank of the San Joaquin River (Clough and Secrest 1984). Although Pollasky never fully materialized and the railroad was eventually sold off to the Southern Pacific, the new transportation link had opened the area northeast of Fresno for settlement and other ventures. Shortly afterward, the Fresno Flume and Irrigation Company, a combination lumber and irrigation venture, located its sawmill on a 60-acre parcel at the current site of Clark Intermediate School and the Clovis Rodeo Grounds. The mill was the end point of a 45-mile wooden flume from Shaver Lake. By its second year of operation in 1895, between 300 and 500 employees worked at the mill (Clough and Secrest 1984; Johnston 1997).

2.4.3 Diversification and Water Issues (1900–1950)

The trend toward smaller farms continued well into the new century. Between 1900 and 1920, 45,000 new farms were established in California, of which about 85 percent were less than 50 acres (Hall 1986). Yet whether a farm is small or large, the decision of which crop(s) to grow from year to year has historically been a speculative one for valley farmers. Given the decentralized nature of the industry, the market for a particular product was capable of unpredictable and dramatic changes. Oversupply of the previous year's crop and the prospect of low prices have often compelled growers to look for other, more profitable alternatives. Out of this instability, many new fruit and vegetable varieties have been introduced to the valley.

The steady growth of the San Joaquin Valley's agricultural base and its reliance on irrigation were beginning to erode the state's water supply. In the period between 1909 and 1919, newly irrigated lands were placed under production at a rate of 155,000 acres per year (Hall 1986). Established in 1920, the Fresno Irrigation District acquired the aging conveyance system of the FCIC, and immediately set out to revamp and add to the existing canals and structures (Willison 1980). Technological improvements to electric water pump technology allowed wells to extend

even deeper into the aquifer, and by the mid-1920s the proliferation of wells had caused the water table to drop to alarmingly low levels. Among the most threatened were farmers who relied solely on wells for irrigation water. Along with a falling water table, California's water issues included reducing the danger of flooding along the major rivers, providing for more dependable navigation on the Sacramento River, and improving the water quality in the East Bay area (Jackson 1977).

The solution was the Central Valley Project (CVP), a statewide multicomponent water conveyance system to control and redistribute the tremendous supply of water flowing from the Sierra Nevada. The CVP, which began at the state level, became part of the New Deal project in the mid-1930s because of the massive financing required for the project. Partially due to labor shortages created by World War II, the entire system was not completed until the early 1950s. The Friant-Kern Canal, an original component of the CVP, flows about 5.5 miles east of the Project area.

In many ways, the Dry Creek drainage was a microcosm of the water issues facing the state during the 1920s and 1930s. Winding southwest from the foothills, Dry Creek disappears into a natural sink near the Old Fig Garden area in north-central Fresno. The natural flow from the creek raises the underground water table, which has been an important source of well irrigation water. Since the earliest days of Fresno, however, the annual flooding of the waterway caused traffic hazards, material damage, and even loss of life (Wilson 1932).

2.4.4 Modern Water Management (1950–Present)

Beginning in the mid-twentieth century, water management methods became more diverse and presently involve the storage of runoff in reservoirs for hydroelectric power and flood control and maintenance of underground water tables for such uses as irrigation and drinking water. As part of this larger process, the Dry Creek Project has sought to control the stream's natural runoff by channeling the water into reservoirs (Fresno Bee 1948). Since beginning operation in 1948, the Dry Creek Project has expanded its scope to prevent flooding while managing the groundwater level (Clovis Unified School District 1984; Fresno Metropolitan Flood Control District 2004).

When it reached fruition in the 1950s, the CVP sparked a new wave of agricultural growth by providing an ample supply of federally subsidized water across the valley floor. The Friant-Kern Canal flows through the Dry Creek District and its primary function is to convey irrigation water to the counties of the southern San Joaquin Valley. Nevertheless, water from the channel does not pass through the greater Fresno area completely untouched; along with the City of Fresno, the Garfield Irrigation District and Harlan Ranch established the right to divert water from the Friant-Kern Canal (Clovis Unified School District 1984).

3
METHODS

This chapter describes methods used to complete the cultural resource inventory of the Project area. This includes a records search to identify previous resources and studies within and adjacent to the Project area, background research, a search of the NAHC Sacred Lands File and contact with Native Americans who may have knowledge about the area, and an intensive pedestrian survey.

3.1 RECORDS SEARCH

At Æ's request, the SSJVIC of the CHRIS at California State University, Bakersfield, performed a records search on June 31, 2023, to identify previously recorded resources and prior surveys within the Project area and surrounding 0.25-mile search radius. SSJVIC staff consulted cultural resource location and survey base maps, reports of previous investigations, and cultural resource records (Appendix B).

3.2 BACKGROUND RESEARCH

Prior to conducting a pedestrian archaeological survey, Æ conducted background research to identify areas within the Project area where extant historic-aged buildings, structures, or objects might be present, or where archaeological deposits might exist. Desktop and online library research focused on historical maps, aerial images, atlases, and photographs. Æ reviewed and compiled information from various sources including:

- General Land Office (GLO) maps (https://glorecords.blm.gov/default.aspx; 1856 and 1901);
- HistoricAerials.com administered by NETRonline topographic maps (https://www.historicaerials.com/viewer; T1922, T1923, T1946, T1955, T1965, T1974, T1975, T1982, T1995, T2012, T2015, T2018, and T2021);
- Aerial photographs, accessed through the Map Aerial Locator Tool maintained by California State University, Fresno (http://malt.lib.csufresno.edu/MALT/; 1937 and 1964); FrameFinder administered by the University of California, Santa Barbara (http://mil.library.ucsb.edu/ap_indexes/FrameFinder/); and
- HistoricAerials.com administered by NETRonline (1957, 1962, 1972, 1984, 1998, 2002, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020).

The result of Æ's background research is discussed in Section 4.2.

3.3 NATIVE AMERICAN OUTREACH

Pursuant to California PRC Section 5097.9, state and local agencies cooperate with and assist the NAHC in its efforts to preserve and protect locations of sacred or special cultural and spiritual significance to Native Americans. On June 6, 2023, Æ contacted the NAHC to request a search

of its Sacred Lands File to identify Native American resources in the Project area and obtain the names and contact information for individuals knowledgeable of such resources.

The NAHC responded on September 12, 2023, with its findings and attached a list of Native American tribes and individuals culturally affiliated with the Project area. Æ mailed a letter to each of the contacts identified by the NAHC. The letter summarized the Project and requested information about known cultural resources within the Project area and surrounding region. Æ additionally telephoned each contact to ensure they received the letter and to solicit information. Outreach with the Native American tribes and individuals is standard best practices to complete a cultural resource inventory and is not part of formal government-to-government consultation under Assembly Bill (AB) 52. Æ's record of tribal outreach is included in Appendix C.

3.4 PEDESTRIAN SURVEY

Æ Field Technician Charles Pansarosa performed an intensive pedestrian survey of the Project area using interval transects spaced 10 meters apart. Æ collected locational information on the survey coverage and photographed overviews of the Project area documenting the ground visibility and other conditions. All field records and photographs are archived at Æ's office in Fresno, California.

4
FINDINGS

This chapter provides results of the SSJVIC records search, Æ's background research, the NAHC's search of the Sacred Land's File and Æ's outreach to local Native American tribal representatives, and describes the pedestrian survey, including observations of field conditions and findings within the Project area.

4.1 RECORDS SEARCH

On July 31, 2023, the SSJVIC responded to Æ's records search request (Records Search File No. 23-286). In its response, the SSJVIC identified four previous cultural resource investigations within the Project area and one previous investigation in the 0.25-mile search radius. In addition, the records search identified no cultural resources within the Project area and one previously recorded cultural resource within the 0.25-mile records search radius.

4.1.1 Previous Studies

There have been four studies previously conducted within the Project area and one study within the 0.25-mile radius (Table 4-1; Appendix B). The entirety of the Project area has been surveyed previously, portions of which were surveyed most recently in 2006, more than 15 years ago. All other previous studies were conducted more than 30 years ago.

Table 4-1
Previous Studies in the Project Area and Surrounding 0.25-Mile Radius

CHRIS Report No.	Author(s)	Year	Title
Within the Project Area			
FR-00534	Jones & Stokes Associates, Inc.	1991	*Archaeological Survey Report for the Behymer Lake Storm Drainage and Flood Control Project Initial Study*
FR-01219	Bissonnette, L.D.	1993	*Fresno Metropolitan Flood Control District Drainage Area "BY" Facilities*
FR-02203	Varner, D.M.	2006	*A Cultural Resource Study of the Battlin Brooks Property, Fresno County, California*
FR-02289	Nettles, W.M. and R. Baloian	2006	*Cultural Resources Reconnaissance Survey of the City of Clovis Northwest Urban Center Specific Plan Area, Fresno County, California*
Within the 0.25-Mile Radius			
FR-03067	Stanley, W., R. Baloian, and M. Baloian.	2018	*Cultural Resource Inventory and Evaluation for the Tract 6200 Development in the City of Clovis, Fresno County, California*

4.1.2 Previously Recorded Resources

The records search identified no previously recorded resources within the Project area, and only one resource, the Enterprise Canal (P-10-005934), within the 0.25-mile records search radius. As

discussed in Section 2.4.2, the Enterprise Canal was constructed in the mid-to-late 1870s to provide bulk irrigation water to the greater Clovis and North Fresno areas. The entire canal is 36.5 miles long.

4.2 BACKGROUND RESEARCH

Æ's review of historical topographic maps and aerial photographs revealed moderate development in the area over the last 100 years. An 1856 map from the GLO depicts Big Dry Creek running southeast of the Project area (Figure 4-1). Big Dry Creek was present on the 1923 topographic map but on the 1947 map had been replaced with "Colonial Ditch." The 1856 GLO shows "Road from Stockton to Kings River" and "Old Road" on either side of the Project area. There were no remnants of these roads on the 1923 topographic map: all roads depicted on that map reflect their current state.

Figure 4-1 1856 GLO map showing transport routes and Big Dry Creek.

Æ's review of historical atlases, aerials, and maps dating from 1891 to the present concluded that no structures have been built in the Project area. Two houses were built directly east of the Project area prior to 1957 and remained extant until circa 2000. Large, isolated buildings began appearing in the area in 1998, followed by housing developments east of Sunnyside Avenue between 1984 and 1998 and south of Shephard Avenue between 2005 and 2009. The Pacific Gas and Electric Shephard Substation was built directly south of the Project area between 2012 and 2014. The Project area and a significant portion of the surrounding area remain agricultural land.

4.3 NATIVE AMERICAN OUTREACH

On August 17, 2023, the NAHC stated in its search of the Sacred Lands File was negative for the presence of cultural resources in the Project area. The NAHC also supplied a list of individuals

to be contacted for information regarding locations of sacred or special sites of cultural or spiritual significance in the Project area.

On September 14, 2023, Æ sent a letter describing the Project and its location to:

- Chairperson Elizabeth Kipp of Big Sandy Rancheria of Western Mono Indians;
- Tribal Administrator Tom Zizzo of Big Sandy Rancheria of Western Mono Indians;
- Vice Chairperson Joel Marvin of Big Sandy Rancheria of Western Mono Indians;
- Jared Aldern of Cold Springs Rancheria of Mono Indians;
- Chairperson Carol Bill of Cold Springs Rancheria of Mono Indians;
- Chairperson Robert Ledger of Dumna Wo-Wah Tribal Government;
- Chairperson Ron Goode of North Fork Mono Tribe;
- Tribal Secretary Anna Phipps of North Fork Mono Tribe;
- Council Member and Archaeological Director Jesse Valdez of North Fork Mono Tribe;
- Timothy Perez of North Valley Yokuts Tribe;
- Chairperson Katherine Perez of North Valley Yokuts Tribe;
- Tribal Administrator Michael Wynn of Picayune Rancheria of the Chukchansi Indians;
- Tribal Historic Preservation Officer Heather Airey of the Picayune Rancheria of the Chukchansi Indians;
- Chairperson Janet Bill of the Picayune Rancheria of the Chukchansi Indians;
- Cultural Resource Director Bob Pennell of Table Mountain Rancheria;
- Chairperson Brenda Lavell of Table Mountain Rancheria;
- Chairperson David Alvarez of the Traditional Choinumni Tribe;
- Chairperson Neil Peyron of the Tule River Indian Tribe;
- Environmental Department Kerri Vera of the Tule River Indian Tribe;
- Tribal Archaeologist Joey Garfield of the Tule River Indian Tribe; and
- Chairperson Kenneth Woodrow of the Wuksachi Indian Tribe/Eshom Valley Band.

Æ also distributed these letters via email on September 13, 2023, and followed up with all tribes by telephone on October 19, 2023. To date, Æ has received six responses from this outreach.

- Big Sandy Rancheria of Mono Indians requested to be informed of any discoveries.
- The North Fork Mono Tribe requested that work crews remain cognizant of the fact that there are several sites known through oral history in the area that have not yet been located.
- Table Mountain Rancheria requested a copy of the cultural resources report and a meeting to discuss the Project; this communication is being conducted by Lennar Central Valley.
- Picayune Rancheria of the Chukchansi Indians, Traditional Choinumni Tribe, and Tule River Indian Tribe all declined interest in the Project.

A log detailing the outreach efforts and responses is provided in Appendix C. Æ did not facilitate government-to-government consultation on behalf of the City.

4.4 PEDESTRIAN SURVEY

Æ conducted an intensive archaeological pedestrian survey on August 23, 2023, encompassing the entire 18.2 acres of the Project area. The Project area is an open vacant field. Ground visibility varied across the Project area (Figures 4-2 and 4-3). Portions of the Project area were clear and void of vegetation, whereas other portions were entirely obscured by overgrown vegetation with grasses reaching waist height. In addition to grasses, vegetation in the area includes sunflower, jimson weed, and lupine.

Figure 4-2 Cleared and sparsely vegetated ground surface with high visibility; facing northeast.

Figure 4-3 Waist-high grass and star thistle with zero percent ground visibility; facing west.

Æ noted that the Project area appears to have been disked in the last year, and there also has been subsurface infrastructure improvements such as fire suppression, irrigation, and utilities in areas along the southern and western boundaries, likely associated with the adjacent development. Æ observed a graded dirt access road along the southern border. Modern debris including paper, plastic, polyvinyl chloride pipe segments, and fragments of concrete were also observed by the surveyor throughout the property. No cultural resources were identified in the Project area during the pedestrian survey.

5
CONCLUSIONS AND RECOMMENDATIONS

Æ provided cultural resource services for the proposed Tract 6452 Residential Development Project in Fresno County, California for Lennar Central Valley. The Project proposes to construct 153 single-family lots on 18.2 acres of vacant land between Clovis Avenue and North Sunnyside Avenue, north of Perrin Road, in the city of Clovis. The proposed zoning for the Project will be M/L – Medium and Low Density Residential, while the current Fresno County zoning is AE-20. The property is currently in the County of Fresno and will need to be annexed to the City. This residential development will be within the City's Heritage Grove Master Plan and will be subject to design development standards of the plan.

Æ conducted a cultural resource study to determine if archaeological or historical built environment cultural resources are present within the 18.2-acre Project area. Accordingly, Æ performed background research, obtained a records search from the SSJVIC of the CHRIS, requested a search of the NAHC Sacred Lands File, contacted local tribal representatives, and performed an intensive pedestrian survey of the Project area.

The SSJVIC records search identified four previous cultural resource investigations within the Project area and one previous investigation in the 0.25-mile search radius. In addition, the records search reported no previously recorded cultural resources within the Project area and one previously recorded cultural resource within the 0.25-mile records search radius. A search of the NAHC's Sacred Lands File did not identify Native American cultural resources within or near the Project area and no specific information was gleaned from outreach with local tribal representative. No cultural resource sites were identified in the Project area from Æ's survey efforts.

5.1 RECOMMENDATIONS

This study concludes that there are no historical resources within the Project area. Based on the results of this cultural resource inventory, Æ recommends the following management practices be adopted for the proposed Project.

5.1.1 Inadvertent Discovery of Archaeological Resources

If unknown prehistoric or historic-era cultural resources are encountered during Project activities, all ground-disturbing activities within 50 feet of the find shall cease until a qualified archaeologist can evaluate the significance of the resource and recommend appropriate treatment measures. If necessary, per CEQA Guidelines Section 15126.4(b)(3)(A), project redesign and preservation in place shall be the preferred means to avoid impacts to significant cultural resources (i.e., historical resources). Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that a historical resource cannot be avoided, the qualified archaeologist shall develop mitigation practices in consultation with the City, which may include data recovery or other appropriate measures. The City also shall consult with interested Native American representatives in determining appropriate mitigation for unearthed cultural resources if the resources are prehistoric or Native American in nature. If preservation in

place is not possible and additional studies or data recovery mitigation is necessary, the qualified archaeologist shall prepare a report documenting these studies and/or additional mitigation of the resource. A copy of the report shall be provided to the City and to the SSJVIC. Construction can recommence based on the direction of the qualified archaeologist and with concurrence from the City.

5.1.2 Inadvertent Discovery of Human Remains

Æ advises that in the event human remains are uncovered during Project activities, the Fresno County Coroner is to be notified to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines Section 15064.4 (e)(1). If the remains are identified to be those of a Native American, California Health and Safety Code 7050.5 requires that the county coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendant, who will be afforded the opportunity to recommend means for treatment of the human remains following protocols in California Public Resources Code 5097.98.

6
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1989 *Archaeological Data Recovery at Prehistoric Archaeological Site CA-FRE-64*. Chambers Group, Inc., Santa Ana, California. Submitted to and on file at the California Department of Transportation, District 6, Fresno, California.

Weir, Walter W.
1956 *Soils of Madera County, California*. Soil Survey No. 12. Department of Soils and Plant Nutrition, University of California, Berkeley.

Willison, Paul H.
1980 Past, Present, & Future of the Fresno Irrigation District. Fresno Irrigation District, Fresno, California.

Wilson, L. H.
1932 Deaths, Injuries, Illness Caused by Dry Creek; Elimination Suggested. *Fresno Morning Republican* 19 January:7. Fresno, California.

APPENDIX A

Personnel Qualifications

MARY CLARK BALOIAN

Principal Archaeologist

Areas of Expertise

- Cultural resource management
- Prehistoric archaeology
- Project management

Years of Experience

- 30

Education

Ph.D., Anthropology, Southern Methodist University, 2003

M.A., Anthropology, Southern Methodist University, 1995

B.A., Anthropology, University of California, Davis, 1989

Registrations/Certifications

- Registered Professional Archaeologist 15189

Permits/Licensure

- Principal Investigator, California BLM Statewide Cultural Resources Use Permit CA-18-22

Professional Affiliations

- Society for American Archaeology
- Society for California Archaeology

Professional Experience

2021–2023	Principal Archaeologist, subconsultant for Applied EarthWorks, Inc., Fresno, California
2000–2020	President (2015–2020), Managing Principal (2015–2020), Regional Manager (2012–2014), Assistant Division Manager (2010–2011), Principal Archaeologist/Project Manager (2016–present), Senior Archaeologist/Project Manager (2000–2015), Applied EarthWorks, Inc., Fresno, California
1998–2001	Adjunct Faculty Member, Fresno City College, Fresno, California
1995–1996	Staff Archaeologist, Applied EarthWorks, Inc., Fresno, California
1994–1995	Staff Archaeologist, INFOTEC Research, Inc., Fresno, California
1992–1994	Teaching Assistant, Southern Methodist University, Dallas, Texas
1989–1991	Archaeological Project Leader, California Department of Transportation, Sacramento

Technical Qualifications

Dr. Clark Baloian has been involved in archaeology in California and the western United States since 1987. Her areas of expertise include the prehistory of the San Joaquin Valley, Sierra Nevada, Great Basin, central California coast, and the Iron Age of West Africa. Dr. Baloian has served as Principal Investigator/Project Manager, Field Supervisor, Crew Chief, or Field Technician for projects throughout California, Oregon, Nevada, New Mexico, Texas, Hawaii, and West Africa. Her experience in cultural resource management includes research design, data acquisition, laboratory analysis, and preparation of technical reports and compliance documents; she also has completed the Advisory Council on Historic Preservation course in National Historic Preservation Act (NHPA) Section 106 compliance policies and procedures. Her analytic skills include lithic and ceramic analyses as well as settlement pattern studies and spatial analysis, which were the foci of her doctoral research. As a Principal Archaeologist and subconsultant for Applied EarthWorks, Dr. Baloian provides quality assurance, high-level technical review, CEQA and Section 106 oversight, and overall professional guidance for project work, as needed.

ERIN ENRIGHT

Vice President/Principal Archaeologist/Project Manager

Areas of Expertise

- Cultural resource management
- Project management
- Archaeological field work/ Supervision
- GIS analysis and desktop site assessments
- Faunal analysis
- Prehistory and history of California and the Southwest

Years of Experience

- 22

Education

M.A., Anthropology and Applied Archaeology, Eastern New Mexico University, Portales, 2008

B.A., Classical and Near Eastern Archaeology, Bryn Mawr College, Pennsylvania, 2000

Registrations/Certifications

- Register of Professional Archaeologists 16575 (2009)
- OSHA 40-hour HAZWOPER (2019)

Permits/Licensure

- Principal Investigator, California BLM Statewide Cultural Resources Use Permit CA-21-21

Professional Affiliations

- Society for American Archaeology
- Society for California Archaeology

Professional Experience

2021–	Vice President/Managing Principal/Principal Archaeologist, Applied EarthWorks, Inc., San Luis Obispo and Fresno, California
2019–2021	Managing Principal/Principal Archaeologist, Applied EarthWorks, Inc., San Luis Obispo, California
2014–2018	Senior Archaeologist/Project Manager, Applied EarthWorks, Inc., San Luis Obispo, California
2008–2014	Associate Archaeologist/Faunal Analyst, Applied EarthWorks, Inc., Lompoc, California
2004–2008	Faunal Analyst/Student Supervisor/ Educational Outreach, Blackwater Draw Archaeological Site and Museum, Eastern New Mexico University, Portales
2001–2004	Staff Archaeologist, Cultural Resource Management Services, Paso Robles, California
2000	Field Archaeologist, Princeton Expedition, Polis Chrysochous, Cyprus
1999	Archaeological Field School, Anathica Field School, Petras, Crete, Greece

Technical Qualifications

Ms. Enright is an experienced professional archaeologist, principal investigator, project manager, and field supervisor/director who has managed projects throughout California and the Southwest. She has participated at all levels within the cultural resource management industry with projects ranging from survey and site recording; testing and data recovery; National Register eligibly excavations; buried site testing (backhoe trenching); development of monitoring plans; database creation and maintenance; curation management; GIS; technical report production; and compliance assistance for NHPA and CEQA projects. Ms. Enright has developed close relationships with tribal groups and individuals throughout the Central Coast and Central Valley. She has played a critical role in providing consultation support between agencies and Native American groups for AB 52, CEQA, and Section 106. Additionally, she has experience managing large on-call contracts and complicated cultural resource management efforts with complex regulatory requirements. Several of these efforts have been in support of energy projects. Ms. Enright has authored or co-authored more than 70 technical reports and other NHPA, NEPA, and CEQA compliance documents, and presented research at state and national archaeological meetings.

Applied EARTHWORKS Inc.

ANNA HOOVER

Principal Archaeologist

Areas of Expertise

- Cultural resources management
- Prehistoric archaeology of southern California
- Indigenous archaeology and Native American/descendant community coordination
- Federal, state, local environmental laws and regulations
- Training, capacity building
- Traditional Cultural Property and Landscape analysis

Years of Experience

- 24

Education

M.S., Anthropology, focus Archaeology, 2003, University of California, Riverside

B.S., Anthropology, 2000, University of California, Riverside

B.A., Linguistics, 2000, University of California, Riverside

A.A., English, 1996, Long Beach City College

Registrations/Certifications

- Registered Professional Archaeologist 28576661 (current)
- Cultural Consultant, Riverside County #171 (current)

Permits/Licensure

- Field Director, California BLM Statewide Cultural Resources Use Permit CA-21-21

Professional Associations

- Society of California Archaeology

Professional Experience

2023–	Principal Archaeologist, Applied EarthWorks, Inc.
2020–2022	Senior Archaeologist, Applied EarthWorks, Inc.
2017–2023	Senior Ethnoarchaeologist, Cultural Geographics Consulting
2007–2017	Deputy Tribal Historic Preservation Officer, Pechanga Band of Luiseño Mission Indians
2001–2015	Archaeological Assistant, San Bernardino County Coroner
2002–2007	Senior Archaeologist, L&L Environmental, Inc.

Technical Qualifications

Ms. Hoover has more than 24 years of experience in archaeological, cultural, and tribal resource management in southern California, Alta and Baja California, and Yucatan, Mexico. Ms. Hoover has collaborated with governmental agencies, environmental consultants, and indigenous communities to develop sustainable and practical applications for the identification and preservation of archaeological and tribal cultural resources, including landscapes and large, geographical features. As a capable Project Manager, she has coordinated dozens of CRM projects during all phases of development, including managing logistics and communications with various clients, lead agencies, Tribal communities, and project staff. Ms. Hoover is the designated archaeologist of record for three Native American Tribal Historic Preservation Offices (THPOs) in southern California.

Ms. Hoover has authored, co-authored, reviewed, and contributed to hundreds of California Environmental Quality Act (CEQA), Section 106 of the National Historic Preservation Act (NHPA), and National Environmental Policy Act (NEPA) technical reports; Programmatic, Memoranda, and Master Agreements; THPO development applications and associated tribal ordinances and historic preservation guidance; ethnographic studies and National Register of Historic Places eligibility forms; and other compliance and mitigation documents.

Ms. Hoover has presented collaborative projects, personal research, cultural resources education, and environmental regulation guidance trainings to a wide variety of audiences, including topics such as AB 52, SB 18 and CEQA guidance, cultural and tribal consultation best practices, and Tribal Monitoring Program trainings. She has contributed to CalTHPO organizational committees, participated in development of California and Federal archaeological and tribal consultation policies, and contributed to a published book on Tribal GIS applications.

NICOLE SAENZ

Staff Anthropologist

Areas of Expertise

- Forensic anthropology
- Human osteology
- Faunal analysis/zooarchaeology
- Project administration

Years of Experience

- 6

Education

M.S., Forensic Anthropology, Boston University Chobanian and Avedisian School of Medicine, 2023

B.A., Anthropology, University of California, Santa Cruz, 2012

Professional Experience

2023–	Staff Anthropologist, Applied EarthWorks, Inc.
2022–	Forensic Anthropology Consultant and Peer Reviewer, Puerto Rico Institute of Forensic Sciences
2022–2023	Field Technician, Applied EarthWorks, Inc.
2008–2012	Zooarchaeology Preparations and Curation Intern, University of California, Santa Cruz

Technical Qualifications

Ms. Saenz is a Staff Anthropologist at Applied EarthWorks, Inc. She received her Bachelor of Arts degree in Anthropology from the University of California, Santa Cruz and her Master of Science degree in Forensic Anthropology from the Boston University Chobanian and Avedisian School of Medicine. In addition, Ms. Saenz has completed internships in zooarchaeological preparation and curation, thermally altered scene analysis and remains recovery, and currently serves as a forensic anthropological consultant and peer reviewer for the Puerto Rico Institute of Forensic Sciences. Ms. Saenz's professional responsibilities include project administration, osteological assessments, outreach with the Native American Heritage Commission and its recommendations, pre-field project preparations, writing technical reports, completing California Department of Parks and Recreation 523-series forms, and assisting with project proposals.

APPENDIX B

Records Search Results

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

7/31/2023

Milo Honsberger
Applied EarthWorks, Inc.
1391 W. Shaw Ave.
Fresno, CA 93711

Re: 4524 Clovis TR 0000
Records Search File No.: 23-286

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Clovis & Friant USGS 7.5' quads. The following reflects the results of the records search for the project area and the 0.25 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☐ custom GIS maps ☒ GIS data

Resources within project area:	None
Resources within 0.25 mile radius:	P-10-005934
Reports within project area:	FR-00534, 01219, 02203, 02289
Reports within 0.25 mile radius:	FR-03067

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☐ enclosed	☒ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☒ not requested	☐ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see http://historicalmaps.arcgis.com/usgs/

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see http://www.glorecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1 and/or http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items

Shipwreck Inventory: Not available at SSJVIC; please see https://www.slc.ca.gov/shipwrecks/

Soil Survey Maps: Not available at SSJVIC; please see http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

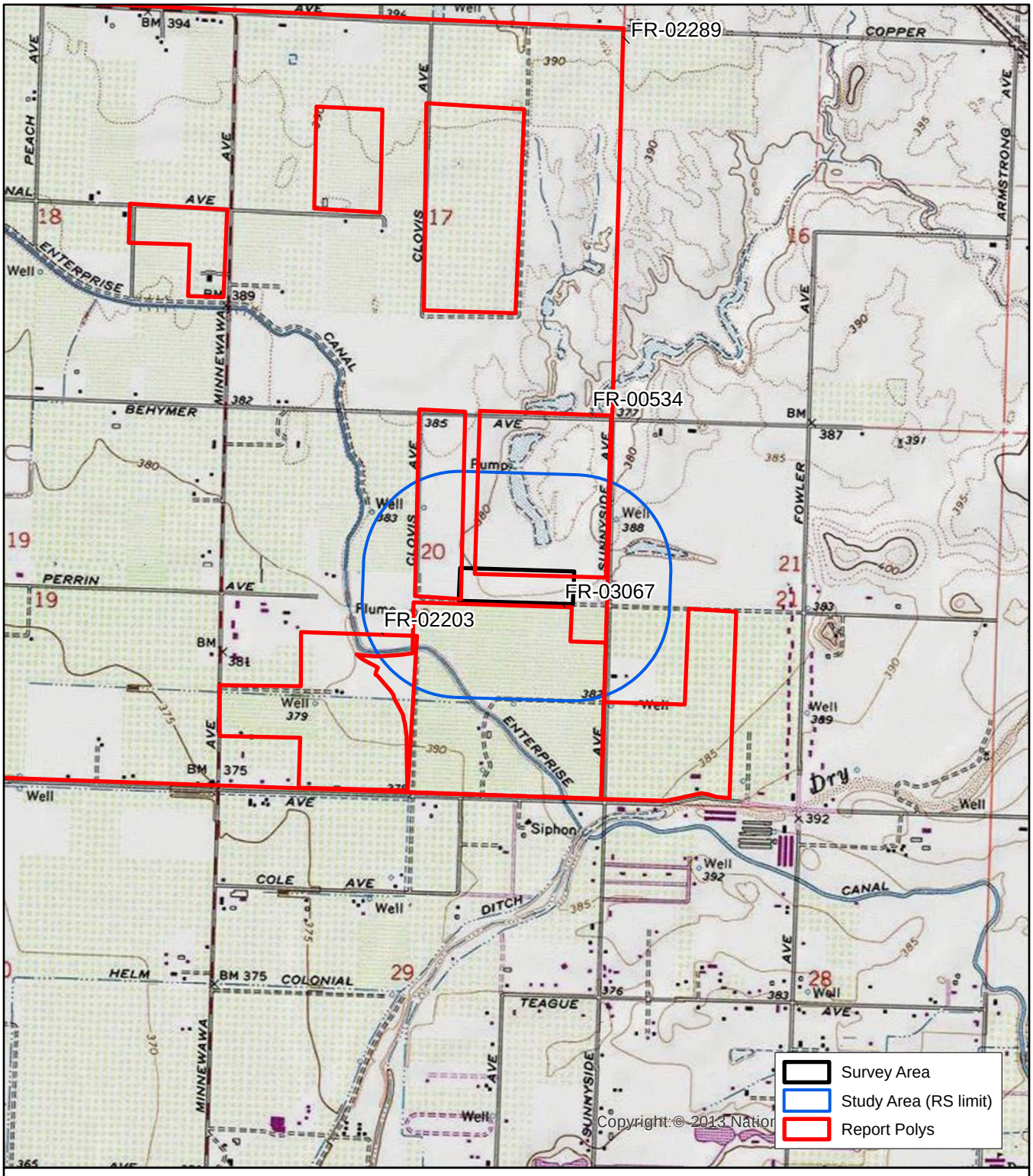
Sincerely,

Celeste M. Thomson
Coordinator

Report List

SSJVIC Record Search 23-286

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-00534		1991	Jones & Stokes Associates, Inc.	Archaeological Survey Report for the Behymer Lake Storm Drainage and Flood Control Project Initial Study	Jones & Stokes Associates, Inc.	
FR-01219		1993	Bissonnette, Linda Dick	Fresno Metropolitan Flood Control District Drainage Area "BY" Facilities	Cultural Resources Consulting	
FR-02203		2006	Varner, Dudley M.	A Cultural Resource Study of the Battlin Brooks Property, Fresno County, California	Varner Associates	
FR-02289		2006	Nettles, Wendy M. and Baloian, Randy	Cultural Resources Reconnaissance Survey of the City of Clovis Northwest Urban Center Specific Plan Area, Fresno County, California	Applied EarthWorks, Inc.	10-006109
FR-03067		2018	Stanley, Ward, Baloian, Randy, and Baloian, Mary	Cultural Resource Inventory and Evaluation for the Tract 6200 Development in the City of Clovis, Fresno County, California	Applied EarthWorks, Inc.	10-005934

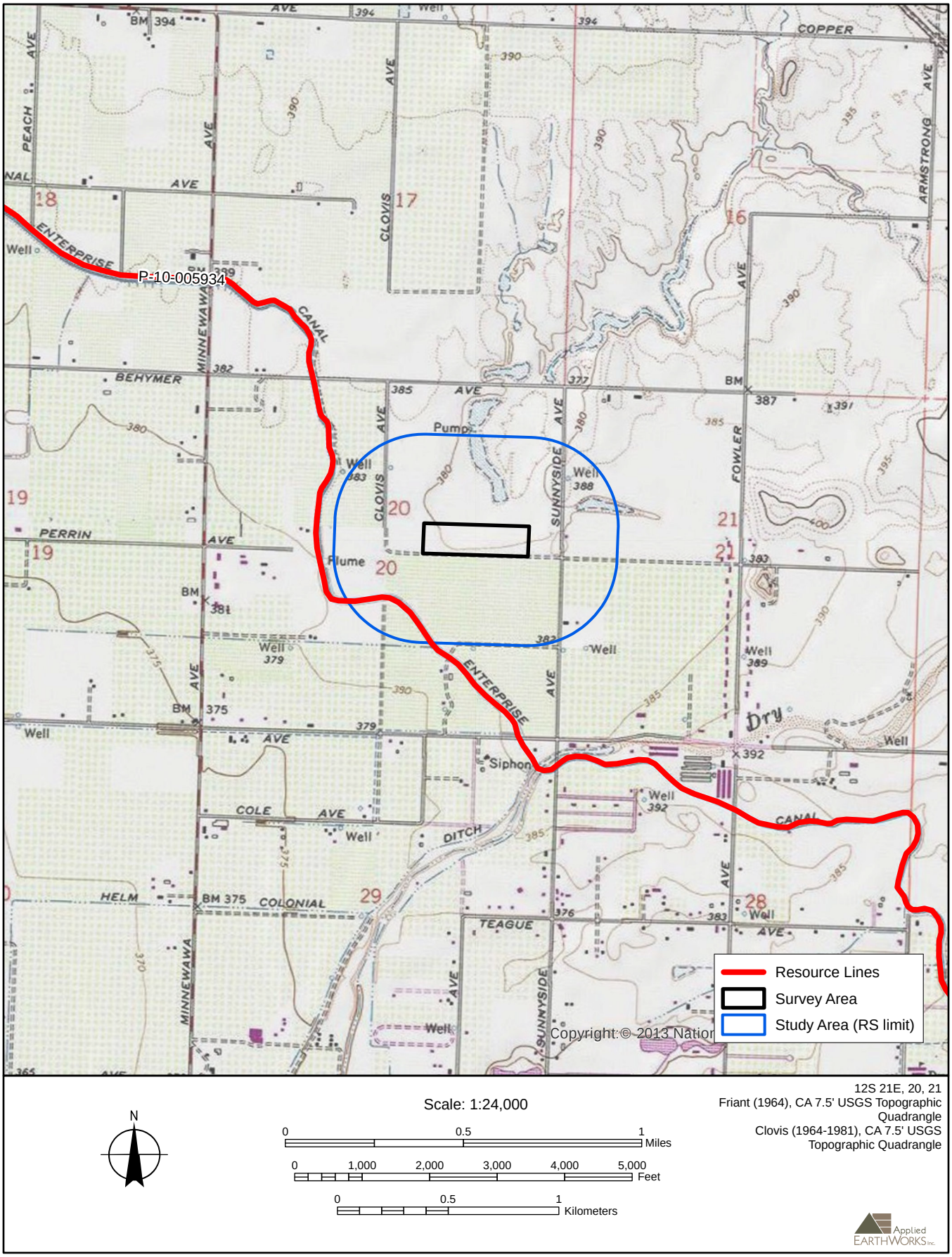


Record Search Results Map: Reports

Resource List

SSJVIC Record Search 23-286

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-005934	CA-FRE-003564H	Resource Name - Enterprise Canal; OTIS Resource Number - 534499; OHP Property Number - 163775	Structure	Historic	HP20	2007 (R. Baloian, Applied EarthWorks, Inc.); 2013 (Randy Baloian, Applied EarthWorks, Inc.); 2017 (Ward Stanley and Randy Baloian, Applied EarthWorks, Inc.)	FR-02615, FR-02919, FR-03067



Record Search Results Map: Resources

APPENDIX C

Native American Outreach

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
916-373-3710
916-657-5390 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Date: 7/17/23

Project: 4524 Clovis Tract 0000

County: Fresno

USGS Quadrangle Name: Fresno & Clovis

TRS: 12S 21E, 20, 21

Company/Firm/Agency: Applied EarthWorks, Inc.

Contact Person: Milo Honsberger

Street Address: 1391 W. Shaw Ave., Suite C

City: Fresno **Zip:** 93711

Phone: (559) 229-1856 x

Fax: (559) 229-2019

Email: mhonsberger@appliedearthworks.com

Project Description:

Applied Earthworks will be conducting a survey in Clovis CA.

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

September 12, 2023

Milo Honsberger
Applied EarthWorks, Inc.

Via Email to: ***mhonsberger@appliedearthworks.com***

Re: 4524 Clovis Tract 0000 Project, Fresno County

Dear Mr. Honsberger:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Cameron.vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Fresno County
9/12/2023

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Cultural Affiliation
Dumna Wo-Wah Tribal Government	N	Robert Ledger, Chairperson	Foothill Yokut Mono
North Valley Yokuts Tribe	N	Katherine Perez, Chairperson	Costanoan Northern Valley Yokut
North Valley Yokuts Tribe	N	Timothy Perez,	Costanoan Northern Valley Yokut
Picayune Rancheria of the Chukchansi Indians	F	Michael Wynn, Tribal Administrator	Foothill Yokut
Picayune Rancheria of the Chukchansi Indians	F	Janet Bill, Chairperson	Foothill Yokut
Picayune Rancheria of the Chukchansi Indians	F	Heather Airey, Tribal Historic Preservation Officer	Foothill Yokut
Santa Rosa Rancheria Tachi Yokut Tribe	F	Leo Sisco, Chairperson	Southern Valley Yokut
Table Mountain Rancheria	F	Brenda Lavell, Chairperson	Yokut
Table Mountain Rancheria	F	Bob Pennell, Cultural Resource Director	Yokut
Traditional Choinumni Tribe	N	David Alvarez, Chairperson	Foothill Yokut
Tule River Indian Tribe	F	Joey Garfield, Tribal Archaeologist	Yokut
Tule River Indian Tribe	F	Kerri Vera, Environmental Department	Yokut
Tule River Indian Tribe	F	Neil Peyron, Chairperson	Yokut
Wuksachi Indian Tribe/Eshom Valley Band	N	Kenneth Woodrow, Chairperson	Foothill Yokut Mono

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

Applied EARTHWORKS Inc.

1391 W. Shaw Ave., Suite C
Fresno, CA 93711-3600
O: (559) 229-1856 | F: (559) 229-2019
www.appliedearthworks.com

September 13, 2023

Joel Marvin, Vice Chairperson
Big Sandy Rancheria of Western Mono Indians
P.O. Box 337
Auberry, CA, 93602
(559) 374-0066
Transmitted via USPS and email (jmarvin@bsrnation.com)

RE: Clovis Tracts 6375 and 6452 Housing Development Projects in Clovis, Fresno County, California

Dear Joel Marvin,

Applied EarthWorks, Inc. (Æ) is providing cultural resource services, including archaeological survey, in support of proposed housing development. The development includes two separate projects on adjacent plots of land, the boundaries of which are just north of the City of Clovis.

The project areas are a combined 77 acres, one 18.23-acre parcel and one 58.9-acre parcel, as shown on the Friant and Clovis 7.5-minute U.S. Geological Survey topographic quadrangles (see enclosed maps). The project does involve new construction, including multiple ground-breaking activities related to construction and development. Therefore, a cultural resource study is required.

On behalf of the City of Clovis, Æ is conducting Native American outreach and performing other tasks related to cultural resource management. The project is subject to the requirements of the California Environmental Quality Act and, as lead agency, the City of Clovis is responsible for any formal government-to-government consultation required. This communication is not intended to initiate Assembly Bill 52 consultation.

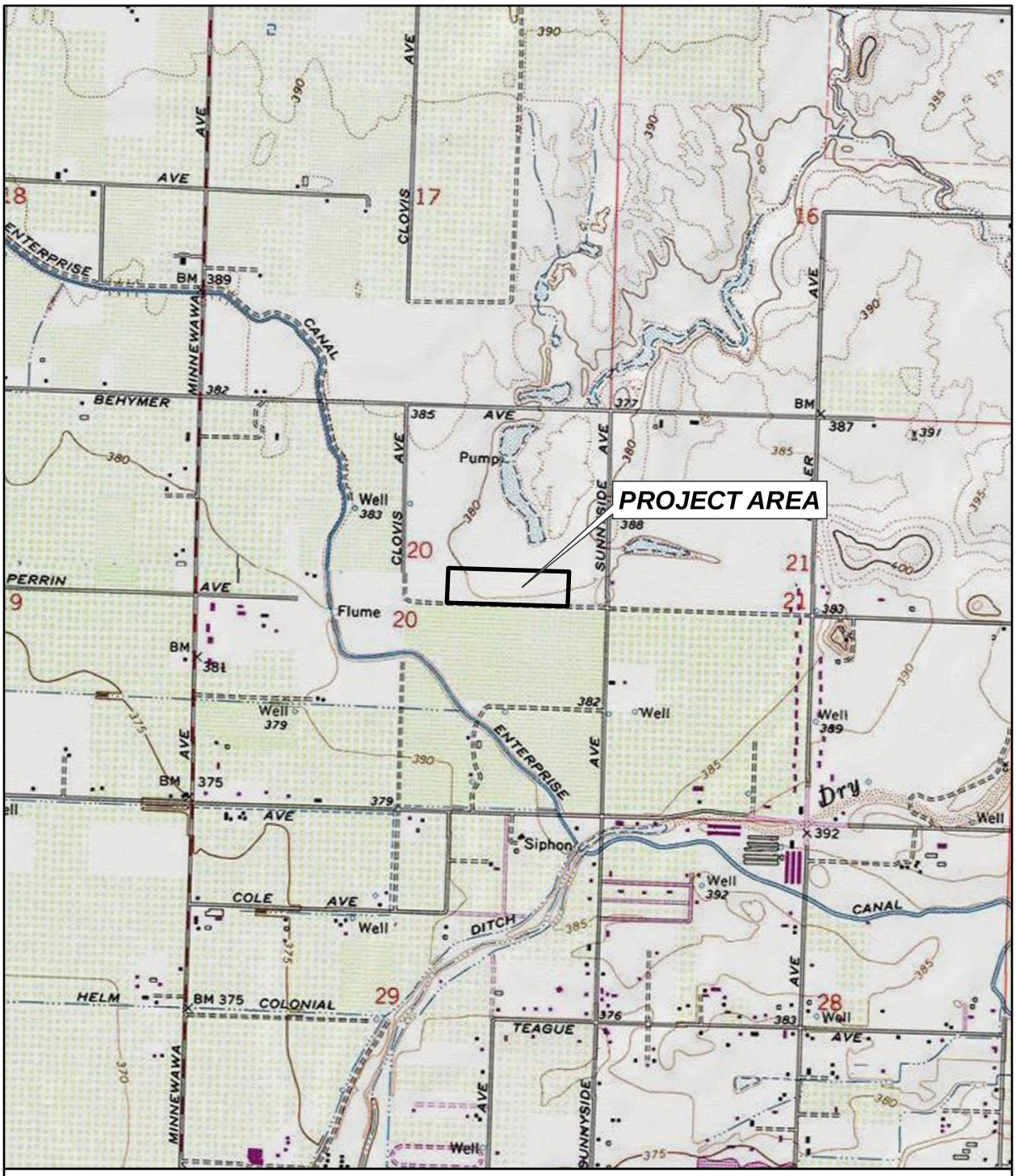
Æ has requested a sacred lands file search from the Native American Heritage Commission. The results were received on September 12, 2023 and indicated a negative result. Your name and address were provided to us by the NAHC as someone who may have additional information and/or concerns about the project.

If you have information about tribal or cultural resources in the area or if you have any interest in the project, please email/phone me or send a letter to my attention. Your comments will be included in our cultural resource report unless noted otherwise. You can contact me during normal business hours (559-229-1856 ext. 121) or via email at nsaenz@appliedearthworks.com if you have any questions or need additional information.

Sincerely,

Nicole Saenz, M.S.
Project Administrator, Fresno Office
Applied EarthWorks, Inc.

encl.: Project Maps



Project location map for the *Project - AE4524*.

TABLE MOUNTAIN RANCHERIA
TRIBAL GOVERNMENT OFFICE

CERTIFIED 4066 1535

October 18, 2023

Nicole Saenz, M.S., Project Administrator, Fresno Office
Applied EarthWorks Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

RE: Clovis Tracts 6375 and 6452 Housing Development Projects

Dear: Nicole Saenz

Table Mountain Rancheria is responding to your letter dated September 13, 2023, regarding Clovis Tracts 6375 and 6452 Housing Development Projects. Thank you for notifying Table Mountain Rancheria of the potential development and request for consultation. The Rancheria is very interested in this project as it lies within our cultural area of interest.

If you have already conducted a record search, please provide Table Mountain Rancheria with copies of any cultural resource report you may have.

At this time, please contact our office at (559) 325-0351 or rpennell@tmr.org to coordinate a discussion and meeting date regarding your project.

Sincerely,

Robert Pennell
Tribal Cultural Resources Director

23736
Sky Harbour Road
Post Office
Box 410
Friant
California
93626
(559) 822-2587
Fax
(559) 822-2693

Nicole Saenz <nsaenz@appliedearthworks.com>

City of Clovis Archaeology Project

2 messages

Nicole Saenz <nsaenz@appliedearthworks.com> Wed, Sep 13, 2023 at 3:40 PM
To: "lkipp@bsrnation.com" <lkipp@bsrnation.com>
Cc: Anna Hoover <ahoover@appliedearthworks.com>

Dear Elizabeth Kipp

Applied EarthWorks, Inc. is providing archaeological services for two projects in Clovis, Fresno County, CA. As a result of a recent Native American Heritage Commission (NAHC) Sacred Lands Search for these projects, your name and contact information was provided by the NAHC as someone who may have additional information and/or concerns about this project.

Please kindly review the attached letter and project area map and respond with any comments or concerns you may have. Please note that our outreach is not formal government to government consultation, but an opportunity for you to provide information for the archaeological report.

We appreciate your time and consideration.

--

Nicole Saenz M.S. | **Applied EarthWorks, Inc.**
Project Administrator - Osteologist - Field Technician | (She/Her)

1391 W. Shaw Ave., Suite C
Fresno, CA 93711-3600
Office 559-229-1856 x121
www.appliedearthworks.com

Archaeology | Paleontology | Historical Architecture | GIS

2 attachments

NAHC_Map_4522.pdf
725K

Big Sandy Rancheria Chairperson.pdf
139K

Liz Kipp <LKipp@bsrnation.com> Thu, Sep 14, 2023 at 2:51 PM
To: Nicole Saenz <nsaenz@appliedearthworks.com>
Cc: Anna Hoover <ahoover@appliedearthworks.com>

On behalf of Big Sandy Rancheria, we have no comments or concerns with the City of Clovis Archaeology Project. If at any time anything of cultural significance is discovered, we request to be notified. Thank you and have a great day.

Respectfully,

Elizabeth D. Hutchins-Kipp

Tribal Chairperson

Big Sandy Rancheria

PO Box 337

37387 Auberry Mission Rd.

Auberry, California 93602

559-374-0066 ext. 212

559-374-0055 fax

Lkipp@bsrnation.com

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Native American Outreach

Clovis Tract 6452 Project

Organization	Name	Letter	Email	Phone	Summary of Contact
Big Sandy Rancheria of Western Mono Indians	Elizabeth Kipp	09/14/23	09/13/23	Message left 10/19/2023	No response to date
Big Sandy Rancheria of Western Mono Indians	Tom Zizzo	9/14/2023	9/13/2023	Message left 10/19/2023	No response to date
Big Sandy Rancheria of Western Mono Indians	Joel Marvin	9/14/2023	9/13/2023	10/19/2023	Requested to be informed of any discoveries
Cold Springs Rancheria of Mono Indians	Jared Aldern	09/14/23	09/13/23	10/19/23	No longer affiliated with tribal management
Cold Springs Rancheria of Mono Indians	Carol Bill	09/14/23	09/13/23	10/19/23	No longer affiliated with tribal management
Dumna Wo-Wah Tribal Government	Robert Ledger	09/14/23	09/13/23	Called 10/19/23;	No response to date
North Fork Mono Tribe	Ron Goode	09/14/23	09/13/23	10/19/23	Requested that crews remain cognisant of the fact that there are several known sites in the area that have not been located.
North Fork Mono Tribe	Anna Phipps	09/14/23	09/13/23	Message left 10/19/2023	No response to date
North Fork Mono Tribe	Jesse Valdez	09/14/23	09/13/23	Message left 10/19/2023	No response to date
North Valley Yokuts Tribe	Timothy Perez	09/14/23	09/13/23	Message left 10/19/2023	No response to date
North Valley Yokuts Tribe	Katherine Perez	09/14/23	09/13/23	Message left 10/19/2023	No response to date
Picayune Rancheria of the Chukchansi Indians	Michael Wynn	09/14/23	09/13/23	Message left 10/19/2023	No response to date
Picayune Rancheria of the Chukchansi Indians	Heather Airey	09/14/23	09/13/23	10/19/23	Declined interest in the project
Picayune Rancheria of the Chukchansi Indians	Janet Bill	09/14/23	09/13/23	—	—
Table Mountain Rancheria	Bob Pennell	09/14/23	09/13/23	10/19/23	Received e-mail response on 10/19, 2023 expressing interest and requesting a copy of the cultural resources report and meeting to discuss the project
Table Mountain Rancheria	Brenda Lavell	09/14/23	no email address	—	—
Traditional Choinumni Tribe	David Alvarez	09/14/23	09/13/23	10/19/23	Declined interest in the project
Tule River Indian Tribe	Neil Peyron	09/14/23	09/13/23	Message left 10/19/2023	No response to date
Tule River Indian Tribe	Kerri Vera	09/14/23	09/13/23	10/19/23	Deferred interest to Table Mountain Rancheria
Tule River Indian Tribe	Joey Garfield	09/14/23	09/13/23	—	—
Wuksachi Indian Tribe/Eshom Valley Band	Kenneth Woodrow	09/14/23	09/13/23	Message left 10/19/2023	No response to date

ACOUSTICAL ANALYSIS

TRACT 6452
CLOVIS, CALIFORNIA

WJVA Project No. 23-26

PREPARED FOR

LENNAR HOMES OF CALIFORNIA, INC.
8080 NORTH PALM AVENUE, SUITE 110
FRESNO, CALIFORNIA 93711

PREPARED BY

WJV ACOUSTICS, INC.
VISALIA, CALIFORNIA

wjv acoustics

MARCH 14, 2024

INTRODUCTION

The project, Tract 6452, is a proposed 153-lot single-family residential development to be located in Clovis, California. The project site is located north of (and adjacent to) the future alignment of Perrin Avenue, between the future alignment of N. Clovis Avenue and the future alignment of N. Sunnyside Avenue. The City of Clovis has requested an acoustical analysis to quantify project site noise exposure and determine noise mitigation requirements. This analysis, prepared by WJV Acoustics, Inc. (WJVA), is based upon a project site plan prepared by Yamabe & Horn Engineering (dated 8-14-23), traffic data provided by the Fresno Council of Governments (Fresno COG) and the findings of on-site noise level measurements. Revisions to the site plan may affect the findings and recommendations of this report. The site plan is provided as Figure 1.

Appendix A provides a description of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects. Appendix B provides typical A-weighted sound levels for common noise sources.

NOISE EXPOSURE CRITERIA

General Plan

The Noise Element of the City of Clovis General Plan establishes noise level standards for both transportation and non-transportation (stationary) noise sources. Table I provides the maximum interior and exterior noise level standards for various land use categories, in terms of the CNEL. The CNEL (Community Noise Equivalent Level) is the time-weighted average noise level for a 24-hour day with penalties of 4.77 dB added to noise levels occurring during the evening hours (7:00 p.m-10:00 p.m.) and 10 dB added to noise levels occurring during the nighttime hours (10:00 p.m-7:00 a.m.). Table II provides the Land Use Compatibility Matrix. The City of Clovis applies Table II as guidance to approve development and require mitigation measures to ensure existing and future land use compatibility.

The noise element establishes an exterior noise standard of 65 dB CNEL for exterior noise exposure within outdoor activity areas of residential land uses. Outdoor activity areas include backyards of single-family residences, individual patios or decks of multi-family developments and common outdoor recreation areas of multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation. There is no applicable exterior noise level standard for commercial or office land uses provided in the General Plan Noise Element.

The Noise Element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB CNEL. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

TABLE I

MAXIMUM NOISE STANDARDS
CITY OF CLOVIS GENERAL PLAN NOISE ELEMENT

Land Use Categories		Energy Average (CNEL)	
Primary Land Use	**Additional Uses Allowed**	**Interior[1]**	**Exterior[2]**
Residential	Single Family, Multi Family	45[3]/55[4]	65[7]
	Mobile Home	--	65[5]
Commercial/Industrial	Hotel, Motel, Transient Lodging	45	65[6]
	Commercial, Retail, Bank, Restaurant	55	--
	Office Building, Professional Office, Research & Development	50	--
	Gymnasium (Multipurpose)	50	--
	Health Clubs	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Hospital, School Classroom	45	65
Institutional	Church Library	45	--
Open Space	Parks	--	65

Source: City of Clovis General 2-12 Plan Environmental and Safety Element, 2014.
Notes:
[1] Interior environment excludes bathrooms, toilets, closets, and corridors.
[2] Outdoor environment limited to private yard of single family or multifamily residences private patio which is accessed by a means of exit from inside the unit; mobile home park; hospital patio; park picnic area; school playground; and hotel and motel recreation area.
[3] Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided pursuant to Appendix Chapter 12, Section 1208 of UBC.
[4] Noise level requirement with open windows, if they are used to meet natural ventilation requirement.
[5] Multi-family developments with balconies that do not meet the 65 CNEL are required to provide occupancy disclosure notices to all future tenants regarding potential noise impacts.
[6] Exterior noise level shall be such that interior noise level will not exceed 45 CNEL.
[7] Except those areas affected by aircraft noise.

TABLE II

LAND USE AND NOISE COMPATABILITY MATRIX
CITY OF CLOVIS GENERAL PLAN NOISE ELEMENT

LAND USES	ENERGY AVERAGE (CNEL)						
Example Land Uses	**<**	**55**	**60**	**65**	**70**	**75**	**80>**
Amphitheater, concert hall, auditorium, meeting hall	B	B	C	C	D	D	D
Mobile Home	A	A	B	C	C	D	D
Hospital, library, school, faith/religious uses	A	A	B	C	C	D	D
Hotel, motel, transient lodging	A	A	B	B	C	C	D
Single-family, multi-family	A	A	B	B	C	D	D
Parks	A	A	A	B	C	D	D
Office buildings, research & development, professional office, city office building	A	A	A	B	B	C	D
Amusement park, miniature golf, go-cart track, health club, equestrian center	A	A	A	B	B	D	D
Golf courses, nature centers, cemeteries, wildlife reserves, wildlife habitat	A	A	A	A	B	C	C
Commercial retail, bank, restaurant, movie theater	A	A	A	A	B	B	C
Automobile service station, auto dealer, manufacturing, warehousing, wholesale, utilities	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

Notes: Compatibility zones indicate the degree to which the land uses listed are compatible with the noise levels (CNEL) shown in the table.
Zone A. Clearly Compatible. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
Zone B. Normally Compatible. New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Zone C. Normally Incompatible. New construction or development should normally be discouraged. If new construction or development does proceed, a detailed analysis or noise reduction requirements must be made and needed noise insulation features must be included in the design.
Zone D. Clearly Incompatible. New construction or development should generally not be undertaken.

Municipal Code

Additionally, the City of Clovis Municipal Code provides noise level standards applicable to the project. Section 9.22.080 (Noise) of the City's Municipal Code provides maximum allowable exterior and interior noise level standards for specific land use types. Noise level standards are provided as energy average (L_{eq}) noise levels and apply to any 15-minute interval of time. Table III provides the maximum allowable exterior noise level standards and Table IV provides the maximum allowable interior noise level standards. The Municipal Code also states that *"If the ambient noise level exceeds the resulting standard, the ambient shall be the standard".*

TABLE III

MAXIMUM EXTERIOR NOISE STANDARDS
CITY OF CLOVIS MUNICIPAL CODE

Noise Zone	Type of Land Use	A-Weighted Decibels, L_{eq} dBA Sources	
		7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
I	Single-, two- or multi-family residential	55	50
II	Commercial	65	60
III	Residential portions of mixed-use properties	60	50
IV	Industrial or manufacturing	70	70

Source: City of Clovis Municipal Code

TABLE IV

MAXIMUM INTERIOR NOISE STANDARDS
CITY OF CLOVIS MUNICIPAL CODE

Noise Zone	Type of Land Use	A-Weighted Decibels, L_{eq} dBA Sources	
		7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
I	Residential	45	40
II	Administrative/professional office	50	--
III	Residential portions of mixed-use properties	45	40

Source: City of Clovis Municipal Code

PROJECT SITE NOISE EXPOSURE

The project site is located north of (and adjacent to) the future alignment of Perrin Avenue, between the future alignment of N. Clovis Avenue and the future alignment of N. Sunnyside Avenue, in Clovis, California. The project site will be exposed traffic noise associated with vehicles on these future roadways. The distance from center of the backyards of the closest proposed lots to the centerline of Perrin Avenue is approximately 60 feet. Additionally, the future alignment of N. Clovis Avenue would be located approximately 500 feet west of the closest proposed residential lots.

Traffic Noise Exposure

Noise exposure from traffic on Perrin Avenue and N. Clovis Avenue was calculated for future (2046) conditions using the FHWA Traffic Noise Model and traffic data obtained from Fresno COG. A description of the noise model, applied data, methodology and findings is provided below. Future traffic volumes for the future alignment of N. Sunnyside Avenue, in the project vicinity, were below the threshold for inclusion in the Fresno COG traffic projection model.

WJVA utilized the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA Model is a standard analytical method used for roadway traffic noise calculations. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ±1.5 dB. To predict CNEL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Annual Average Daily Traffic (AADT) data for Perrin Avenue N. Clovis Avenue, in the project vicinity was obtained from Fresno COG. Truck percentages and the day/evening/night distribution of traffic were estimated by WJVA, based upon previous studies conducted in the project vicinity since project-specific data were not available from government sources. A speed limit of 45 mph was assumed for both roadways. Table IV summarizes annual average traffic data used to model noise exposure within the project site.

TABLE IV

TRAFFIC NOISE MODELING ASSUMPTIONS
TRACT 6452, CLOVIS

	Perrin Avenue	N. Clovis Avenue
	2046	2046
Annual Avenue Daily Traffic (AADT)	3,609	7,249
Day/Evening/Night Split (%)	83/7/10	
Assumed Vehicle Speed (mph)	45	
% Medium Trucks (% AADT)	2	
% Heavy Trucks (% AADT)	2	

Sources: Fresno COG
WJV Acoustics, Inc.

Using data from Table IV, the FHWA Model, annual average traffic noise exposure was calculated for the closest proposed backyards from Perrin Avenue and from N. Clovis Avenue. Table V provides the noise exposure levels for these two roadways, at the closest proposed residential lots to the roadway.

TABLE V

MODELED TRAFFIC NOISE LEVELS, W. MINNEWAWA AVENUE, dB, CNEL
TRACT 6452, CLOVIS

Roadway	2046 Conditions
Perrin Avenue	61
N. Clovis Avenue	51

Source: WJV Acoustics
Fresno COG

Reference to Table V indicates that the traffic noise exposure at the closest proposed lots to Perrin Avenue would be approximately 61 dB CNEL for future (2046) traffic conditions, and approximately 51 dB CNEL for the closest proposed lots to N. Clovis Avenue. Such noise exposure levels do not exceed the City's 65 dB CNEL exterior noise level standard and mitigation measures are therefore not required for compliance with the City's exterior noise level standard.

Interior Noise Exposure:

The City of Clovis interior noise level standard is 45 dB CNEL. The worst-case noise exposure within the proposed residential development would be approximately 61 dB CNEL (2046 conditions). This means that the proposed residential construction must be capable of providing a minimum outdoor-to-indoor noise level reduction (NLR) of approximately 16 dB (61-45=16).

A specific analysis of interior noise levels was not performed. However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB if windows and doors are closed. This will be sufficient for compliance with the City's 45 dB CNEL interior standard at all proposed lots. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

CONCLUSIONS AND RECOMMENDATIONS

The proposed 153-lot single-family residential development will comply with all City of Clovis exterior and interior noise level standards, provided the following mitigation measures are incorporated into final project design.

- Mechanical ventilation or air conditioning must be provided for all homes so that windows and doors can remain closed for sound insulation purposes.

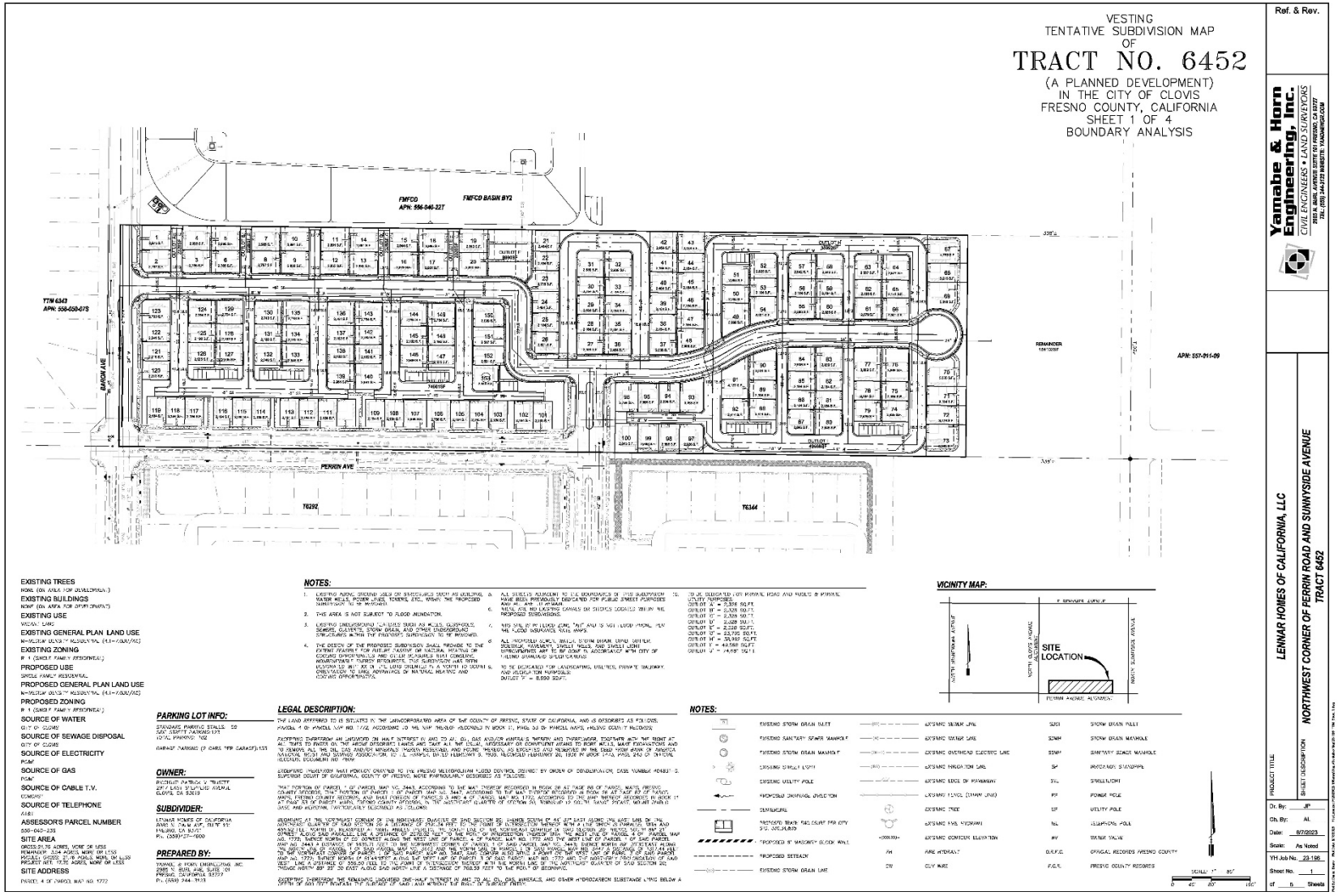
The conclusions and recommendations of this acoustical analysis are based upon the best information known to WJV Acoustics Inc. (WJVA) at the time the analysis was prepared concerning the proposed lot layout plan, project site elevation, traffic volumes and roadway configurations. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in motor vehicle technology, noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,

Walter J. Van Groningen
President

WJV:wjv

FIGURE 1: SITE PLAN



APPENDIX A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DNL/L_{dn}: Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq}: Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max}: The maximum noise level recorded during a noise event.

L_n: The sound level exceeded "n" percent of the time during a sample interval (L_{90}, L_{50}, L_{10}, etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

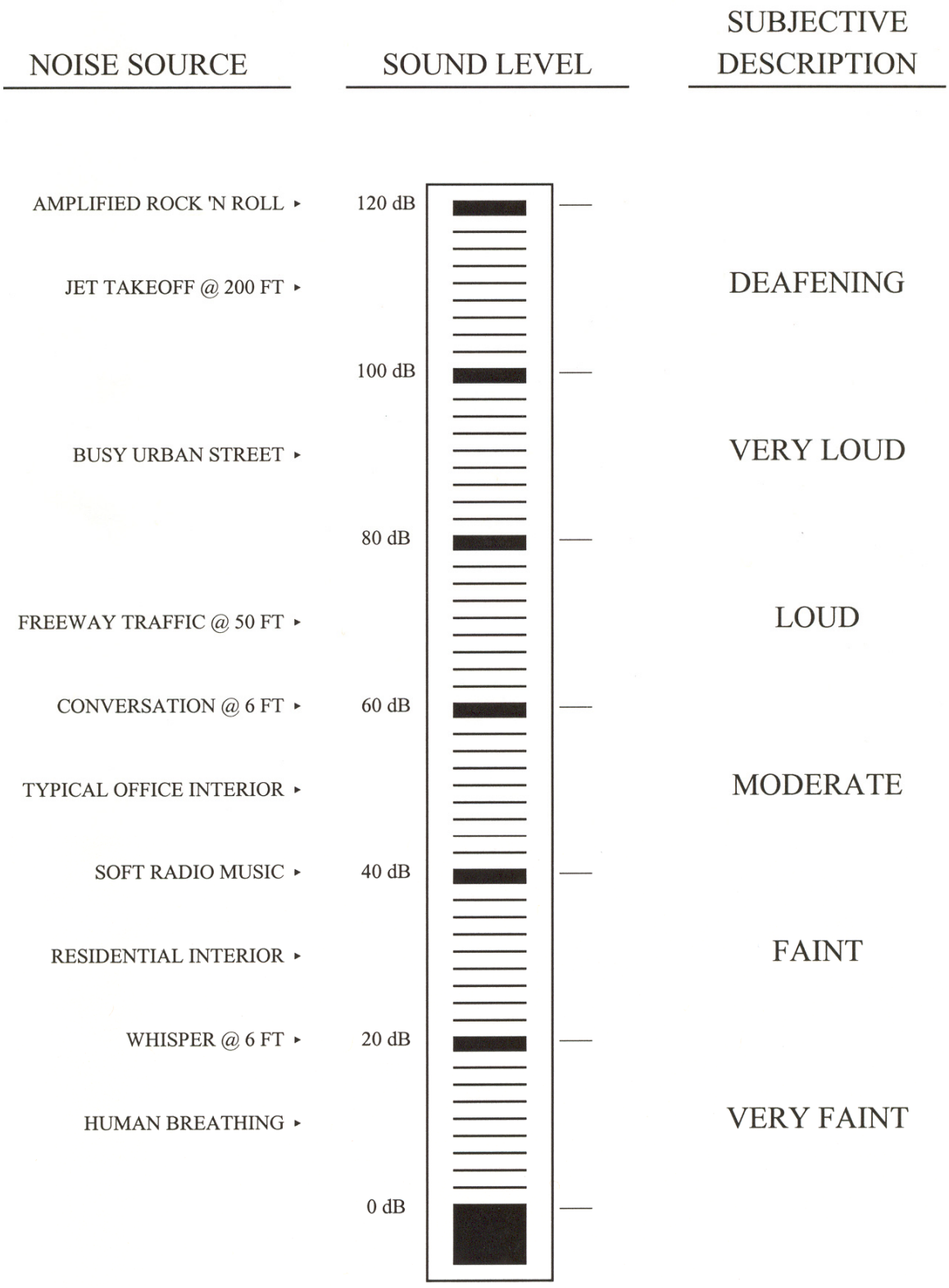
NOISE LEVEL REDUCTION (NLR): The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL: Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC): The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS



TRANSPORTATION IMPACT ANALYSIS

Proposed Tract 6452

Northeast of the Intersection of Perrin and Baron Avenues

Clovis, California

Prepared For:

Lennar Homes, Inc.
8080 North Palm Avenue, Suite 110
Fresno, California 93711

Date:

February 8, 2024

Job No.:

23-039.01

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

EXECUTIVE SUMMARY

This report presents the results of a Transportation Impact Analysis for proposed Tract 6452 in Clovis, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project. The Transportation Impact Analysis was performed in general conformance with the City of Clovis *Transportation Impact Analysis Guidelines* dated September 15, 2022 (City Guidelines).

The Project site covers approximately 18.23 acres northeast of the intersection of Perrin and Baron Avenues (APN 556-040-23) in Clovis, California. The Project will include 153 single-family residential lots. Site access is proposed via Marion Avenue at Perrin Avenue and Eclipse Avenue connecting to Baron Avenue. Sunnyside Avenue will be accessible via Heirloom Avenue.

This report includes analysis of the following intersections:

1. Minnewawa Avenue / Behymer Avenue
2. Baron Avenue / Behymer Avenue
3. Baron Avenue / Perrin Avenue
4. Clovis Avenue / Baron Avenue
5. Clovis Avenue / Shepherd Avenue
6. Sunnyside Avenue / Shepherd Avenue

This report includes an estimate of the number or Project trips that will occur at the following freeway interchanges:

1. State Route (SR) 168 interchange at Herndon Avenue
2. SR 168 interchange at Fowler Avenue

The study time periods include 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 and approved projects not yet occupied);
- Cumulative (Year 2045) With-Project Conditions.

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 are expected to occur in the future. The conclusions of the study are summarized in the following sections.

Trip Generation

The Project is expected to generate approximately 1,444 vehicle trips per day (722 trips entering the site and 722 trips exiting the site). Peak-hour traffic volumes are expected to be on the order of 108 trips during the a.m. peak hour and 144 trips during the p.m. peak hour.

CEQA Impact Analysis (VMT)

Project-specific traffic modeling indicates a calculated Project VMT of 17.9 VMT per capita, which is greater than the threshold of 14.1 VMT per capita. Therefore, the Project would create a significant transportation impact.

The Project will implement feasible mitigation measures such as constructing sidewalk and trails. These Project design features can help offset a portion of the VMT impact of the Project but will not reduce the impact to less than significant. Therefore, the Project will have a significant and unavoidable transportation impact under CEQA.

It is recommended that the proposed Project, consistent with the General Plan, tier its environmental review from the General Plan SEIR, which has disclosed the VMT impacts of land use development consistent with the General Plan. Therefore, the Project's significant transportation impact does not need to be disclosed in a Project-specific EIR.

Existing Conditions

The study intersections are currently operating at acceptable levels of service with calculated 95th-percentile queues contained within the available storage capacity, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS E during the a.m. peak hour and LOS F during the p.m. peak hour with all-way stop control.
- Sunnyside Avenue / Shepherd Avenue: LOS E during the p.m. peak hour with all-way stop control.

Existing-Plus-Project Conditions

The existing-plus-Project-conditions analyses represent conditions that would occur after construction of the Project if none of the pending and approved projects were constructed. This scenario isolates the specific effects of the Project. The study intersections are expected to continue to operate at levels of service similar to the existing conditions. The Project will not cause any intersections currently operating at acceptable LOS to operate worse than the target LOS, and the calculated 95th-percentile queues are within the available storage capacity.

The Project is expected to increase delays at the intersection of Minnewawa and Behymer Avenues, which operates at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. It should be noted that the Project's contribution to the level of service issue is relatively minimal, as the Project's percentage of the overall traffic volume in the existing-plus-Project conditions is less on the order of one to two percent during the peak hours.

The Project is expected to increase delays at the intersection of Sunnyside and Shepherd Avenues during the p.m. peak hour, causing the LOS to drop from LOS E to LOS F. However, construction of a traffic signal at the intersection is currently underway.

Existing-Plus-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on the northbound and southbound approaches. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours.

Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and the known pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects. The study intersections are expected to continue to operate at acceptable levels of service, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS F during the a.m. and p.m. peak hours with all-way stop control.
- Clovis Avenue / Baron Avenue: LOS E during the p.m. peak hour with one-way stop control.

Calculated 95th-percentile queues are contained within the existing storage capacity, with the following exceptions:

- Clovis Avenue / Shepherd Avenue: left-turn lane on the northbound approach, right-turn lanes on the eastbound and northbound approaches.

Near-Term With-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on the northbound and southbound approaches. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours.

In order for the intersection of Clovis and Baron Avenues to operate at acceptable LOS, the intersection would require signalization. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. It should be noted that signalization of the intersection by the Project alone is not recommended, as the intersection will not require signalization until Clovis Avenue is extended north of Baron Avenue.

In order to better accommodate queues at the intersection of Clovis and Shepherd Avenues, the intersection striping may be modified to open the second left-turn lane on the northbound approach. With the modification, the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours.

Cumulative Year 2045 With-Project Conditions

The year 2045 cumulative with-Project conditions analyses are based on the assumption that the Project has been constructed, the pending and approved projects have been constructed, and that 20 years of growth has occurred in the Clovis, Fresno, and Fresno County region as incorporated into the adopted Fresno County travel model.

The study intersections are expected to continue to operate at acceptable levels of service, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS F during the a.m. and p.m. peak hours with all-way stop control.
- Baron Avenue / Behymer Avenue: LOS F during the a.m. peak hour and LOS E during the p.m. peak hour on the northbound approach with one-way stop control.
- Baron Avenue / Perrin Avenue: LOS F during the p.m. peak hour on the eastbound and westbound approaches with two-way stop control.
- Sunnyside Avenue / Shepherd Avenue: LOS E during the a.m. peak hour and LOS F during the p.m. peak hour with traffic signals.

Calculated 95th-percentile queues are contained within the existing storage capacity, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: excessive queues on the westbound and southbound approaches.
- Clovis Avenue / Shepherd Avenue: left-turn lane on the northbound approach, right-turn lanes on the eastbound, northbound, and southbound approaches.
- Sunnyside Avenue / Shepherd Avenue: excessive queues in the left-turn lanes on the eastbound, northbound, and southbound approaches, the eastbound through lane, and the right-turn lanes on the westbound, northbound, and southbound approaches.

Cumulative Year 2045 With-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on all four approaches and a dedicated right-turn lane would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS D during the a.m. and p.m. peak hours.

In order for the intersection of Baron and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, a dedicated left-turn lane with protected left-turn phasing would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS B during the a.m. peak hour and LOS A during the p.m. peak hour.

In order for the intersection of Baron and Perrin Avenues to operate at acceptable LOS, all-way stop control may be installed. With all-way stop control, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours.

In order to better accommodate queues at the intersection of Clovis and Shepherd Avenues, the intersection striping may be modified to open the second left-turn lane on the northbound approach. With the modification, the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours.

In order for the intersection of Sunnyside and Shepherd Avenues to operate at acceptable LOS, the intersection would require modification from the planned signalized lane configurations to the following:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane

Westbound: one left-turn lane, two through lanes, and one right-turn lane

Northbound: one left-turn lane, one through lane, and one right-turn lane

Southbound: two left-turn lanes, one through lane, and one right-turn lane

With the recommended widening, the intersection is expected to operate at LOS C during the a.m. peak hour and LOS D during the p.m. peak hour.

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Jeff Callaway
Lennar Homes, Inc.
8080 North Palm Avenue, Suite 110
Fresno, California 93711

February 8, 2024

Subject: Transportation Impact Analysis
Proposed Tract 6452
Northeast of the Intersection of Perrin and Baron Avenues
Clovis, California

Dear Mr. Callaway:

1.0 INTRODUCTION

This report presents the results of a Transportation Impact Analysis for proposed Tract 6452 in Clovis, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project. The Transportation Impact Analysis was performed in general conformance with the City of Clovis *Transportation Impact Analysis Guidelines* dated September 15, 2022 (City Guidelines).

2.0 PROJECT DESCRIPTION

The Project site covers approximately 18.23 acres northeast of the intersection of Perrin and Baron Avenues (APN 556-040-23) in Clovis, California. The Project will include 153 single-family residential lots. Site access is proposed via Marion Avenue at Perrin Avenue and Eclipse Avenue connecting to Baron Avenue. Sunnyside Avenue will be accessible via Heirloom Avenue. A site vicinity map is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. A site plan is presented in Figure 2, Site Plan.

3.0 STUDY AREA AND TIME PERIOD

This report includes analysis of the following intersections:

1. Minnewawa Avenue / Behymer Avenue
2. Baron Avenue / Behymer Avenue
3. Baron Avenue / Perrin Avenue
4. Clovis Avenue / Baron Avenue
5. Clovis Avenue / Shepherd Avenue
6. Sunnyside Avenue / Shepherd Avenue

This report includes an estimate of the number or Project trips that will occur at the following freeway interchanges:

1. State Route (SR) 168 interchange at Herndon Avenue
2. SR 168 interchange at Fowler Avenue

The study time periods include 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 and approved projects not yet occupied);
- Cumulative (Year 2045) With-Project Conditions.

4.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study intersections are illustrated in Figure 3, Existing Lane Configurations and Intersection Control. The lane configurations and intersection control assumed for the near-term and year 2045 analyses are presented in Figure 4, Year 2045 Lane Configurations and Intersection Control.

5.0 CITY OF CLOVIS GENERAL PLAN

The City of Clovis General Plan designates the streets at the study locations as follows:

Minnewawa Avenue: Arterial south of Behymer Avenue and Collector north of Behymer Avenue

Baron Avenue: Collector

Perrin Avenue: Collector east of Baron Avenue and west of Clovis Avenue. Not designated between

Clovis Avenue: Arterial

Beyhmer Avenue: Arterial west of Clovis Avenue and Collector east of Clovis Avenue

Shepherd Avenue: Arterial west of Clovis Avenue and Expressway east of Clovis Avenue

Sunnyside Avenue: Collector south of Perrin Avenue

6.0 CEQA IMPACT ANALYSIS

6.1 Background and Significance Threshold

The City Guidelines provide guidance relative to analyzing vehicle miles traveled (VMT) for purposes of determining transportation impacts in accordance with the California Environmental Quality Act (CEQA).

The City Guidelines indicate that Projects that generate or attract fewer than 500 vehicle trips per day are presumed to cause a less-than-significant transportation impact. For residential projects, the City Guidelines indicate a significant transportation impact occurs if the Project VMT per capita is greater than a level of 13 percent below the existing average VMT per capita in Fresno County. The regional average is 16.1 VMT per capita, and the impact threshold is 14.1 VMT per capita.

6.2 Project-Specific VMT Analysis

The Project will generate more than 500 trips per day (see the Trip Generation section of this report) and the Project site lies within a red area on Figure B1 of the City Guidelines. Therefore, the Project is not be screened out with respect to transportation impacts and a Project-specific VMT analysis has been performed.

Project-specific traffic modeling was performed by a COG-approved traffic modeling consultant and the results are presented in Appendix A. The modeling indicates a calculated Project VMT of 17.9 VMT per capita, which is greater than the threshold of 14.1 VMT per capita. Therefore, the Project would create a significant transportation impact.

6.3 Feasible Mitigation Measures

Feasible mitigation measures must be identified to avoid or substantially reduce a significant impact under CEQA. Mitigation measures can be incorporated as a part of plans, policies, regulations, or project designs. Mitigation of VMT impacts typically requires changes in habits and behaviors of residents. Project design features that encourage mode shift from automobiles to transit or nonmotorized modes can potentially reduce project-specific VMT.

VMT reduction and benefits from project design features are typically not accounted for in the project-specific VMT calculations conducted using the regional travel demand model. Therefore, VMT reduction credit can be taken for Project design features that encourage the desired mode shift. Descriptions of such project design features and the corresponding potential VMT reduction are presented below. The potential VMT reduction was estimated using the California Air Pollution Control Officers Association's (CAPCOA) "*Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity – Designed for Local Governments, Communities, and Project Developers*" dated December 2021.

The Project proposes to provide pedestrian facilities both internal to the Project site and along the project frontage. Providing such improvements encourages people to walk instead of drive and thereby reduces VMT. CAPCOA transportation measure "T-18: Provide Pedestrian Network Improvement" provides an estimate of the VMT reduction due to project related enhancements in pedestrian access and connectivity. The Project study area includes approximately three miles of existing sidewalk. The Project proposes to add approximately one mile of sidewalk/pedestrian access. Utilizing the CAPCOA VMT reduction calculation, construction of sidewalk may reduce the Project's VMT by approximately 1.7 percent.

The Project proposes to construct less than one mile of Class II Bike Lane on Baron Avenue and on Perrin Avenue. CAPCOA transportation measure "T-19A: Construct or Improve Bike Facility" suggests the Project bicycle design features have a potential to reduce up to 0.04 percent of the project VMT.

Implementation of the Project design features described above reduces the calculated Project VMT by up to approximately 1.7 percent. The Project design features can help offset a portion of the VMT impact of the Project but will not reduce the impact to less than significant. Therefore, the Project will have a significant and unavoidable transportation impact under CEQA.

6.4 Findings

On October 17, 2022 the Clovis City Council certified a supplemental environmental impact report (SEIR) with a statement of overriding considerations applicable to significant transportation impacts based on VMT for projects that conform to the General Plan and that have implemented feasible mitigation measures.

It is recommended that the proposed Project, consistent with the General Plan, tier its environmental review from the General Plan SEIR, which has disclosed the VMT impacts of land use development consistent with the General Plan. Therefore, the Project's significant transportation impact does not need to be disclosed in a project-specific EIR.

7.0 LEVEL OF SERVICE

The Transportation Research Board *Highway Capacity Manual*, 7th *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 1 and 2.

Table 1
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 2
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 1 and 2: *Highway Capacity Manual, 7th Edition,* Transportation Research Board, 2022

The City of Clovis General Plan requires a minimum LOS D at intersections under the City's jurisdiction. The City Guidelines state the following: *"All City intersections and roadway segments shall operate at a LOS D or better under the near-term conditions, unless a finding of overriding consideration was adopted in the General Plan EIR. Under long-term conditions, all City intersections and roadway segments shall operate at a LOS D or better, except for the roadway segments adopted in the General Plan EIR to operate at LOS E or F. Exceptions to this standard may be allowed on a case by case basis where lower levels of service would result in other public benefits, such as:*

a) Preserving agriculture or open space land
b) Preserving the rural/historic character of a neighborhood
c) Preserving or creating a pedestrian-friendly environment in Old Town or mixed-use village districts
d) Avoiding adverse impacts to pedestrians, cyclists, and transit riders
e) Where right-of-way constraints would make capacity expansion infeasible"

For purposes of this study, a traffic issue may be identified if the addition of the traffic generated by the Project results in any one of the following:

- Triggers an intersection operating at acceptable LOS to operate at unacceptable levels of service;
- Increases the average delay for a study intersection that is already operating at unacceptable LOS.

8.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were determined by performing manual turning movement counts between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a weekday. The traffic count

data sheets are presented in Appendix B. The existing peak-hour turning movement volumes are presented in Figure 5, Existing Peak-Hour Traffic Volumes.

9.0 PROJECT TRIP GENERATION AND DISTRIBUTION

9.1 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 3 presents the vehicle trip generation estimates for the Project.

Table 3
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)	153	9.43	1,444	0.70	26:74	28	80	108	0.94	63:37	91	53	144

Reference: *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers 2021
Rates are reported in trips per dwelling unit.

9.2 Student Generation

For purposes of estimating trip distribution for students attending nearby schools, Table 4 presents the student generation estimates for the Project utilizing rates presented in the Clovis Unified School District *School Facilities Needs Analysis* by Odell Planning & Research, Inc. dated April 2023.

Table 4
Student Generation Estimate – Single-Family Homes

Grade Level	Rate	Homes	Students
Elementary School (TK-6)	0.3324 students per home	153	51
Intermediate School (7-8)	0.0766 students per home	153	12
High School (9-12)	0.1421 students per home	153	22
TOTAL:	0.5511 students per home	153	85

9.3 Project Trip Distribution and Assignment

The regional distribution of Project trips was estimated using the results of a select zone analysis utilizing the Fresno County travel model maintained by the Fresno Council of Governments (COG), engineering judgment based on our knowledge of the area, available traffic counts, the location and configuration of site access points, and available travel routes. A COG-approved traffic modeling consultant performed the Project-specific traffic modeling and the results are presented in Appendix A.

The estimated percentage distribution of Project trips is presented in Figure 6, Peak-Hour Project Traffic Distribution Percentages. The peak-hour trips presented in Table 3 were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 6. The peak-hour Project traffic volumes at the study intersections for existing-plus-

Project conditions are presented in Figure 7, Peak-Hour Project Traffic Volumes (Existing-Plus-Project Scenario). In the near-term and future conditions, when Baron Avenue has been extended to Behymer Avenue, the Project trips are expected to be as presented in Figure 8, Peak-Hour Project Traffic Volumes (Near-Term and Future Scenarios).

Caltrans requested that the volume of Project trips (trip trace) expected at the SR 168 interchanges at Herndon Avenue and Fowler Avenue be presented in the traffic study. The Project trips were assigned to the interchange and ramp locations based on the criteria described above and the results are presented in Tables 5 and 6.

Table 5
Project Trips on State Facilities – SR 168 and Herndon Avenue Interchange

Location	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Westbound off ramp	1	1
Westbound on ramp from eastbound Herndon	0	0
Westbound loop on ramp from westbound Herndon	7	6
Eastbound off ramp	2	8
Eastbound loop on ramp from eastbound Herndon	0	0
Eastbound on ramp from westbound Herndon	1	1
Herndon Avenue westbound through the interchange	4	3
Herndon Avenue eastbound through the interchange	1	4

Table 6
Project Trips on State Facilities – SR 168 and Fowler Avenue Interchange

Location	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Westbound off ramp	1	4
Westbound on ramp	0	0
Eastbound off ramp	0	1
Eastbound on ramp	3	2
Fowler Avenue northbound through the interchange	2	2
Fowler Avenue southbound through the interchange	3	2

10.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

Existing-Plus-Project traffic volumes are presented in Figure 9, Existing-Plus-Project Peak-Hour Traffic Volumes. The values in Figure 9 were determined by adding the values in Figures 5 and 7.

11.0 CUMULATIVE PROJECTS

Projects that were pending or not yet occupied when the traffic counts were performed. The following projects are considered in the near-term analyses:

- Tract 6205: 605 single-family homes northeast of the intersection of Shepherd and Sunnyside Avenues
- Tract 6343: 590 single-family homes northeast of the intersection of Behymer and Baron Avenues
- Tract 6406: 51 single-family homes southwest of the intersection of Perrin and Baron Avenues
- Tract 6375: 387 single-family homes west of the intersection of Clovis and Baron Avenues
- Heritage Grove: 18-acre mixed-use development southeast of the intersection of Willow and Shepherd Avenues. It is acknowledged that a master plan covering a much larger area has been proposed. However, a traffic study has not been prepared and it is unlikely that large portions of the master plan will be developed in the near-term condition.
- Signalization of the intersection of Shepherd and Sunnyside Avenues is currently in progress. The signalization will include widening the intersection to the following lane configuration:

  Eastbound: one left-turn lane, one through lane, and one right-turn lane

  Westbound: one left-turn lane, two through lanes, and one right-turn lane

  Northbound: one left-turn lane, one through lane, and one right-turn lane

  Southbound: one left-turn lane, one through lane, and one right-turn lane

12.0 NEAR-TERM TRAFFIC VOLUMES

Peak-hour near-term with-Project traffic volumes are presented in Figure 10, Near-Term With-Project Peak-Hour Traffic Volumes.

13.0 CUMULATIVE YEAR 2045 TRAFFIC VOLUMES

Cumulative traffic volumes for the year 2045 were estimated based on information available from the COG travel model. The base year and horizon year model output is presented in Appendix A. Future weekday turning movements were estimated 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."* Cumulative With-Project traffic volumes are presented in Figure 11, Cumulative (Year 2045) With-Project Peak-Hour Traffic Volumes.

14.0 INTERSECTION ANALYSES

The intersection levels of service were determined using the computer program Synchro 11, which incorporates HCM procedures for calculating levels of service. The intersection analysis sheets are presented in Appendix C.

Tables 7 through 10 present the results of the intersection analyses. For signalized and all-way stop-controlled intersections, the overall intersection LOS and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections, the HCM does not define an overall intersection LOS; therefore, the average delay and LOS for the approach with the greatest delay is presented. Delays and LOS worse than the target LOS are presented in bold type and are underlined.

Table 7
Intersection LOS Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Minnewawa / Behymer	All-way stop	**38.0**	**E**	**54.7**	**F**
Baron / Behymer	Does Not Exist				
Baron / Perrin	Does Not Exist				
Clovis / Baron	All-way stop	7.7	A	7.4	A
Clovis / Shepherd	Signals	16.3	B	16.2	B
Sunnyside / Shepherd	All-way stop	20.2	C	**35.2**	**E**

Table 8
Intersection LOS Summary – Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Minnewawa / Behymer	All-way stop	**43.6**	**E**	**59.8**	**F**
Baron / Behymer	Does Not Exist				
Baron / Perrin	One-Way Stop	7.2	A	7.1	A
Clovis / Baron	All-way stop	8.0	A	7.4	A
Clovis / Shepherd	Signals	16.6	B	16.6	B
Sunnyside / Shepherd	All-way stop	23.4	C	**53.7**	**F**

Table 9
Intersection LOS Summary – Near-Term With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Minnewawa / Behymer	All-way stop	**106.9**	**F**	**127.5**	**F**
Baron / Behymer	One-way stop	16.6	C	15.5	C
Baron / Perrin	Two-way stop	13.3	B	18.1	C
Clovis / Baron	All-way stop	17.8	C	**37.9**	**E**
Clovis / Shepherd	Signals	24.2	C	26.2	C
Sunnyside / Shepherd	Signals	20.3	C	43.2	D

Table 10
Intersection LOS Summary – Year 2045 Cumulative With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Minnewawa / Behymer	All-way stop	**>300**	**F**	**295.2**	**F**
Baron / Behymer	One-way stop	**125.9**	**F**	**36.0**	**E**
Baron / Perrin	Two-way stop	28.6	D	**63.3**	**F**
Clovis / Baron	All-way stop	**84.1**	**F**	**272.1**	**F**
Clovis / Shepherd	Signals	34.5	C	36.0	D
Sunnyside / Shepherd	Signals	**78.8**	**E**	**98.0**	**F**

The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths. The existing storage capacity (where applicable) and the calculated 95th-percentile queue lengths are presented in Tables 11 through 14. The storage capacities reported in Tables 11 through 14 are based on measurements from available aerial photographs. Calculated 95th-percentile queue lengths that exceed the storage capacity by more than 25 (approximate space required for one vehicle) or that are considered to be excessive are indicated in bold type and are underlined.

Notes and abbreviations for Tables 11 through 14:

* Storage length exceeds 1,000 feet

\+ Additional storage available – connects to a through lane or two-way left-turn lane

S: Shared movement

DNS: Does not stop

TBD: To be determined per City standards or year 2045 queues

Table 11
Intersection Queuing Summary – Existing Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Minnewawa/ Behymer	Lanes	S	1	S	S	1	S	S	1	S	S	1	S
	Storage		*			*			*			*	
	A.M.		73			278			158			188	
	P.M.		123			290			193			308	
Baron/ Behymer	Lanes												
	Storage												
	A.M.												
	P.M.												
Baron/ Perrin	Lanes												
	Storage												
	A.M.												
	P.M.												
Clovis/ Baron	Lanes				1		1	1		1			
	Storage				600		105	*		*			
	A.M.				0		0	10		0			
	P.M.				0		0	3		0			
Clovis/ Shepherd	Lanes	2	2	1	2	2	1	1	2	1	2	2	1
	Storage	250	*	50	250	*	255	235	*	65	255	*	100
	A.M.	29	118	53	47	182	0	132	20	6	16	24	0
	P.M.	26	133	40	34	130	0	134	23	16	10	16	0
Sunnyside/ Shepherd	Lanes	S	1	S	S	1	S	S	1	S	S	1	S
	Storage		*			*			*			*	
	A.M.		125			198			28			5	
	P.M.		273			293			33			8	

Table 12
Intersection Queuing Summary – Existing-Plus-Project Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Minnewawa/ Behymer	Lanes	S	1	S	S	1	S	S	1	S	S	1	S
	Storage		*			*			*			*	
	A.M.		78			305			183			205	
	P.M.		128			288			205			345	
Baron/ Behymer	Lanes												
	Storage												
	A.M.												
	P.M.												
Baron/ Perrin	Lanes				1		1		1	S	1	1	
	Storage				250		*		*		250	*	
	A.M.				5		0		3		0	0	
	P.M.				3		0		5		0	0	
Clovis/ Baron	Lanes				1		1	1		1			
	Storage				600		105	*		*			
	A.M.				5		0	10		3			
	P.M.				5		0	3		5			
Clovis/ Shepherd	Lanes	2	2	1	2	2	1	1	2	1	2	2	1
	Storage	250	*	50	250	*	255	235	*	65	255	*	100
	A.M.	33	121	54	51	187	0	133	22	7	20	29	0
	P.M.	37	137	40	36	137	0	136	26	20	12	19	0
Sunnyside/ Shepherd	Lanes	S	1	S	S	1	S	S	1	S	S	1	S
	Storage		*			*			*			*	
	A.M.		150			225			30			13	
	P.M.		358			405			38			13	

Table 13
Intersection Queuing Summary – Near-Term With-Project Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Minnewawa/ Behymer	Lanes	S	1	S	S	1	S	S	1	S	S	1	S
	Storage		*			*			*			*	
	A.M.		100			653			275			278	
	P.M.		180			428			313			560	
Baron/ Behymer	Lanes		1	S	S	1		1		S			
	Storage		*			*		*					
	A.M.		DNS			0		13					
	P.M.		DNS			0		10					
Baron/ Perrin	Lanes	1	1	S	1	1	S	1	1	S	1	1	S
	Storage	TBD	*		TBD	*		TBD	*		TBD	*	
	A.M.	3	13		5	3		3	DNS		0	DNS	
	P.M.	3	8		5	0		8	DNS		0	DNS	
Clovis/ Baron	Lanes				1		1	1	2	S	1	2	
	Storage				600		105	TBD	*		TBD	*	
	A.M.				165		0	15	53		0	23	
	P.M.				153		0	5	368		0	23	
Clovis/ Shepherd	Lanes	2	2	1	2	2	1	1	2	1	2	2	1
	Storage	250	*	50	250	*	255	235	*	65	255	*	100
	A.M.	80	278	**82**	124	392	4	219	77	35	104	181	63
	P.M.	126	368	73	94	386	44	**261**	176	**96**	86	140	55
Sunnyside/ Shepherd	Lanes	1	1	1	1	2	1	1	1	1	1	1	1
	Storage	275	*	275+	150	*	25	105	*	105	175	*	100
	A.M.	83	424	38	90	231	0	**176**	37	0	51	68	28
	P.M.	205	899	46	136	400	0	**301**	69	17	65	99	47

Table 14
Intersection Queuing Summary – Year 2045 Cumulative With-Project Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minnewawa/ Behymer	Lanes	S	1	S	S	1	S	S	1	S	S	1	S
	Storage		*			*			*			*	
	A.M.		133			**>1,000**			283			**958**	
	P.M.		496			445			800			491	
Baron/ Behymer	Lanes		1	S	S	1		1		S			
	Storage		*			*		*					
	A.M.		DNS			3		300					
	P.M.		DNS			3		90					
Baron/ Perrin	Lanes	1	1	S	1	1	S	1	1	S	1	1	S
	Storage	TBD	*		TBD	*		TBD	*		TBD	*	
	A.M.	5	13		30	25		3	DNS		13	DNS	
	P.M.	8	8		35	15		8	DNS		23	DNS	
Clovis/ Baron	Lanes				1		1	1	2	S	1	2	
	Storage				600		105	TBD	*		TBD	*	
	A.M.				383		8	23	233		8	478	
	P.M.				240		3	8	**>1,000**		15	165	
Clovis/ Shepherd	Lanes	2	2	1	2	2	1	1	2	1	2	2	1
	Storage	250	*	50	250	*	255	235	*	65	255	*	100
	A.M.	84	370	**110**	184	394	49	**268**	97	51	123	323	**201**
	P.M.	135	448	**82**	167	437	52	**287**	350	**289**	117	167	35
Sunnyside/ Shepherd	Lanes	1	1	1	1	2	1	1	1	1	1	1	1
	Storage	275	*	275+	150	*	25	105	*	105	175	*	100
	A.M.	**318**	**1,015**	85	159	380	18	**283**	128	0	**522**	568	**508**
	P.M.	**629**	**1,211**	66	155	593	**295**	**382**	476	**133**	**315**	229	**158**

15.0 DISCUSSION

15.1 Existing Conditions

The results of the analyses indicate that the study intersections are currently operating at acceptable levels of service with calculated 95th-percentile queues contained within the available storage capacity, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS E during the a.m. peak hour and LOS F during the p.m. peak hour with all-way stop control.
- Sunnyside Avenue / Shepherd Avenue: LOS E during the p.m. peak hour with all-way stop control.

15.2 Existing-Plus-Project Conditions

The existing-plus-Project-conditions analyses represent conditions that would occur after construction of the Project if none of the pending and approved projects were constructed. This scenario isolates the specific effects of the Project.

The results of the analyses indicate that the study intersections are expected to continue to operate at levels of service similar to the existing conditions. The Project will not cause any

intersections currently operating at acceptable LOS to operate worse than the target LOS, and the calculated 95th-percentile queues are within the available storage capacity.

The Project is expected to increase delays at the intersection of Minnewawa and Behymer Avenues, which operates at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour.

The Project is expected to increase delays at the intersection of Sunnyside and Shepherd Avenues during the p.m. peak hour, causing the LOS to drop from LOS E to LOS F. However, construction of a traffic signal at the intersection is currently underway.

15.2.1 Existing-Plus-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on the northbound and southbound approaches. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. The improved conditions are presented in Tables 15 and 16. The intersection analysis sheets for the improved conditions are presented in Appendix D.

It should be noted that the Project's contribution to the level of service issue is relatively minimal, as the Project is expected to generate 17 trips during the a.m. peak hour and 24 trips during the p.m. peak hour. These values represent approximately 1.2 percent of the a.m. peak hour existing-plus-Project volumes and 1.9 percent of the p.m. peak hour existing-plus-Project volumes.

Table 15
Intersection LOS Summary – Improved Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Minnewawa / Behymer	Signals	15.4	B	15.8	B

Table 16
Intersection Queuing Summary – Improved Existing-Plus-Project Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minnewawa/ Behymer	Lanes	S	1	S	S	1	S	1	1	S	1	1	S
	Storage		*			*		TBD	*		TBD	*	
	A.M.		99			239		81	124		104	117	
	P.M.		129			198		60	131		138	110	

TBD: To be determined based on Year 2045 analyses. S: Shared movement
*: Storage length exceeds 1,000 feet

15.3 Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and the known pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects.

The results of the analyses indicate that the study intersections are expected to continue to operate at acceptable levels of service, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS F during the a.m. and p.m. peak hours with all-way stop control.
- Clovis Avenue / Baron Avenue: LOS E during the p.m. peak hour with one-way stop control.

Calculated 95th-percentile queues are contained within the existing storage capacity, with the following exceptions:

- Clovis Avenue / Shepherd Avenue: left-turn lane on the northbound approach, right-turn lanes on the eastbound and northbound approaches.

15.3.1 Near-Term With-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on the northbound and southbound approaches. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. The improved conditions are presented in Tables 17 and 18. The intersection analysis sheets for the improved conditions are presented in Appendix D.

In order for the intersection of Clovis and Baron Avenues to operate at acceptable LOS, the intersection would require signalization. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. The improved conditions are presented in Tables 17 and 18. The intersection analysis sheets for the improved conditions are presented in Appendix D. It should be noted that signalization of the intersection by the Project alone is not recommended, as the intersection will not require signalization until Clovis Avenue is extended north of Baron Avenue.

In order to better accommodate queues at the intersection of Clovis and Shepherd Avenues, the intersection striping may be modified to open the second left-turn lane on the northbound approach. With the modification, the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours. The improved conditions are presented in Tables 17 and 18. The intersection analysis sheets for the improved conditions are presented in Appendix D.

Table 17
Intersection LOS Summary – Improved Near-Term With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Minnewawa / Behymer	Signals	19.8	B	19.4	B
Clovis / Baron	Signals	10.2	B	10.8	B
Clovis / Shepherd	Signals	21.4	C	22.9	C

Table 18
Intersection Queuing Summary – Improved Near-Term With-Project Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minnewawa/ Behymer	Lanes	S	1	S	S	1	S	1	1	S	1	1	S
	Storage		*			*		TBD	*		TBD	*	
	A.M.		106			336		105	143		136	131	
	P.M.		151			267		64	155		168	137	
Clovis / Baron	Lanes				1		1	1	2	S	1	2	
	Storage				600		105	TBD	*		TBD	*	
	A.M.				161		4	62	43		7	60	
	P.M.				166		3	33	83		4	51	
Clovis/ Shepherd	Lanes	2	2	1	2	2	1	2	2	1	2	2	1
	Storage	250	*	50	250	*	255	235	*	65	255	*	100
	A.M.	70	233	83	107	324	14	100	77	30	90	154	55
	P.M.	124	331	65	93	356	41	133	195	120	84	135	53

TBD: To be determined based on Year 2045 analyses. S: Shared movement
*: Storage length exceeds 1,000 feet

15.4 Cumulative Year 2045 With-Project Conditions

The year 2045 cumulative with-Project conditions analyses are based on the assumption that the Project has been constructed, the pending and approved projects have been constructed, and that 20 years of growth has occurred in the Clovis, Fresno, and Fresno County region as incorporated into the adopted Fresno County travel model.

The results of the analyses indicate that the study intersections are expected to continue to operate at acceptable levels of service, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS F during the a.m. and p.m. peak hours with all-way stop control.
- Baron Avenue / Behymer Avenue: LOS F during the a.m. peak hour and LOS E during the p.m. peak hour on the northbound approach with one-way stop control.
- Baron Avenue / Perrin Avenue: LOS F during the p.m. peak hour on the eastbound and westbound approaches with two-way stop control.
- Sunnyside Avenue / Shepherd Avenue: LOS E during the a.m. peak hour and LOS F during the p.m. peak hour with traffic signals.

Calculated 95th-percentile queues are contained within the existing storage capacity, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: excessive queues on the westbound and southbound approaches.
- Clovis Avenue / Shepherd Avenue: left-turn lane on the northbound approach, right-turn lanes on the eastbound, northbound, and southbound approaches.
- Sunnyside Avenue / Shepherd Avenue: excessive queues in the left-turn lanes on the eastbound, northbound, and southbound approaches, the eastbound through lane, and the right-turn lanes on the westbound, northbound, and southbound approaches.

15.4.1 Cumulative Year 2045 With-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on all four approaches and a dedicated right-turn lane would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS D during the a.m. and p.m. peak hours. The improved conditions are presented in Tables 19 and 20. The intersection analysis sheets for the improved conditions are presented in Appendix D.

In order for the intersection of Baron and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, a dedicated left-turn lane with protected left-turn phasing would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS B during the a.m. peak hour and LOS A during the p.m. peak hour. The improved conditions are presented in Tables 19 and 20. The intersection analysis sheets for the improved conditions are presented in Appendix D.

In order for the intersection of Baron and Perrin Avenues to operate at acceptable LOS, all-way stop control may be installed. With all-way stop control, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. The improved conditions are presented in Tables 19 and 20. The intersection analysis sheets for the improved conditions are presented in Appendix D.

In order to better accommodate queues at the intersection of Clovis and Shepherd Avenues, the intersection striping may be modified to open the second left-turn lane on the northbound approach. With the modification, the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours. The improved conditions are presented in Tables 19 and 20. The intersection analysis sheets for the improved conditions are presented in Appendix D.

In order for the intersection of Sunnyside and Shepherd Avenues to operate at acceptable LOS, the intersection would require modification from the planned signalized lane configurations described in Section 11.0 of this report to the following:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane

Westbound: one left-turn lane, two through lanes, and one right-turn lane

Northbound: one left-turn lane, one through lane, and one right-turn lane

Southbound: two left-turn lanes, one through lane, and one right-turn lane

With the recommended widening, the intersection is expected to operate at LOS C during the a.m. peak hour and LOS D during the p.m. peak hour. The improved conditions are presented in Tables 19 and 20. The intersection analysis sheets for the improved conditions are presented in Appendix D.

Table 19
Intersection LOS Summary – Improved Year 2045 With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Minnewawa / Behymer	Signals	37.7	D	38.0	D
Baron / Behymer	Signals	11.1	B	9.0	A
Baron / Perrin	All-way stop	11.4	B	13.7	B
Clovis / Baron	Signals	10.9	B	19.1	B
Clovis / Shepherd	Signals	28.2	C	33.6	C
Sunnyside / Shepherd	Signals	34.0	C	43.5	D

Table 20
Intersection Queuing Summary – Improved Year 2045 With-Project Conditions

Intersection		Number of Lanes, Storage (feet), and Queue Length (feet)											
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minnewawa/ Behymer	Lanes	1	1	S	1	1	1	1	1	S	1	1	S
	Storage	TBD	*		TBD	*	TBD	TBD	*		TBD	*	
	A.M.	10	213		75	512	138	187	233		189	566	
	P.M.	28	499		38	180	55	181	487		267	222	
Baron/ Behymer	Lanes		1	S	1	1		1		S			
	Storage		*		TBD	*		*					
	A.M.		282		27	228		143					
	P.M.		396		27	111		96					
Baron/ Perrin	Lanes	1	1	S	1	1	S	1	1	S	1	1	S
	Storage	TBD	*		TBD	*		TBD	*		TBD	*	
	A.M.	3	18		10	43		5	18		40	13	
	P.M.	0	13		5	20		23	93		73	23	
Clovis/ Baron	Lanes				1		1	1	2	S	1	2	
	Storage				600		105	TBD	*		TBD	*	
	A.M.				244		18	85	137		34	226	
	P.M.				300		12	45	522		78	132	
Clovis/ Shepherd	Lanes	2	2	1	2	2	1	2	2	1	2	2	1
	Storage	250	*	50	250	*	255	235	*	65	255	*	100
	A.M.	81	356	132	180	375	47	125	104	54	123	311	198
	P.M.	135	448	82	167	437	52	137	350	289	117	151	58
Sunnyside/ Shepherd	Lanes	1	1	1	1	2	1	1	1	1	1	1	1
	Storage	TBD	*	TBD	TBD	*	TBD	TBD	*	TBD	TBD	*	TBD
	A.M.	123	354	54	105	344	13	189	79	0	146	330	336
	P.M.	230	348	43	95	454	157	275	260	60	94	157	250

TBD: To be designed based on City standards and 95th-percentile queues. S: Shared movement
*: Storage length exceeds 1,000 feet

16.0 CONCLUSIONS AND RECOMMENDATIONS

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 are expected to occur in the future. The conclusions of the study are summarized in the following sections.

Trip Generation

The Project is expected to generate approximately 1,444 vehicle trips per day (722 trips entering the site and 722 trips exiting the site). Peak-hour traffic volumes are expected to be on the order of 108 trips during the a.m. peak hour and 144 trips during the p.m. peak hour.

CEQA Impact Analysis (VMT)

Project-specific traffic modeling indicates a calculated Project VMT of 17.9 VMT per capita, which is greater than the threshold of 14.1 VMT per capita. Therefore, the Project would create a significant transportation impact.

The Project will implement feasible mitigation measures such as constructing sidewalk and trails. These Project design features can help offset a portion of the VMT impact of the Project but will not reduce the impact to less than significant. Therefore, the Project will have a significant and unavoidable transportation impact under CEQA.

It is recommended that the proposed Project, consistent with the General Plan, tier its environmental review from the General Plan SEIR, which has disclosed the VMT impacts of land use development consistent with the General Plan. Therefore, the Project's significant transportation impact does not need to be disclosed in a Project-specific EIR.

Existing Conditions

The study intersections are currently operating at acceptable levels of service with calculated 95th-percentile queues contained within the available storage capacity, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS E during the a.m. peak hour and LOS F during the p.m. peak hour with all-way stop control.
- Sunnyside Avenue / Shepherd Avenue: LOS E during the p.m. peak hour with all-way stop control.

Existing-Plus-Project Conditions

The existing-plus-Project-conditions analyses represent conditions that would occur after construction of the Project if none of the pending and approved projects were constructed. This scenario isolates the specific effects of the Project. The study intersections are expected to continue to operate at levels of service similar to the existing conditions. The Project will not cause any intersections currently operating at acceptable LOS to operate worse than the target LOS, and the calculated 95th-percentile queues are within the available storage capacity.

The Project is expected to increase delays at the intersection of Minnewawa and Behymer Avenues, which operates at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour.

The Project is expected to increase delays at the intersection of Sunnyside and Shepherd Avenues during the p.m. peak hour, causing the LOS to drop from LOS E to LOS F. However, construction of a traffic signal at the intersection is currently underway.

Existing-Plus-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on the northbound and southbound approaches. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. It should be noted that the Project's contribution to the level of service issue is relatively minimal, as the Project's percentage of the overall traffic volume in the existing-plus-Project conditions is less on the order of one to two percent during the peak hours.

Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and the known pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects. The study intersections are expected to continue to operate at acceptable levels of service, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS F during the a.m. and p.m. peak hours with all-way stop control.
- Clovis Avenue / Baron Avenue: LOS E during the p.m. peak hour with one-way stop control.

Calculated 95th-percentile queues are contained within the existing storage capacity, with the following exceptions:

- Clovis Avenue / Shepherd Avenue: left-turn lane on the northbound approach, right-turn lanes on the eastbound and northbound approaches.

Near-Term With-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on the northbound and southbound approaches. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours.

In order for the intersection of Clovis and Baron Avenues to operate at acceptable LOS, the intersection would require signalization. With signalization, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours. It should be noted that signalization of the intersection by the Project alone is not recommended, as the intersection will not require signalization until Clovis Avenue is extended north of Baron Avenue.

In order to better accommodate queues at the intersection of Clovis and Shepherd Avenues, the intersection striping may be modified to open the second left-turn lane on the northbound approach. With the modification, the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours.

Cumulative Year 2045 With-Project Conditions

The year 2045 cumulative with-Project conditions analyses are based on the assumption that the Project has been constructed, the pending and approved projects have been constructed, and that 20 years of growth has occurred in the Clovis, Fresno, and Fresno County region as incorporated into the adopted Fresno County travel model. The study intersections are expected to continue to operate at acceptable levels of service, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: LOS F during the a.m. and p.m. peak hours with all-way stop control.
- Baron Avenue / Behymer Avenue: LOS F during the a.m. peak hour and LOS E during the p.m. peak hour on the northbound approach with one-way stop control.
- Baron Avenue / Perrin Avenue: LOS F during the p.m. peak hour on the eastbound and westbound approaches with two-way stop control.
- Sunnyside Avenue / Shepherd Avenue: LOS E during the a.m. peak hour and LOS F during the p.m. peak hour with traffic signals.

Calculated 95th-percentile queues are contained within the existing storage capacity, with the following exceptions:

- Minnewawa Avenue / Behymer Avenue: excessive queues on the westbound and southbound approaches.
- Clovis Avenue / Shepherd Avenue: left-turn lane on the northbound approach, right-turn lanes on the eastbound, northbound, and southbound approaches.
- Sunnyside Avenue / Shepherd Avenue: excessive queues in the left-turn lanes on the eastbound, northbound, and southbound approaches, the eastbound through lane, and the right-turn lanes on the westbound, northbound, and southbound approaches.

Cumulative Year 2045 With-Project Improved Conditions

In order for the intersection of Minnewawa and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, dedicated left-turn lanes with protected left-turn phasing would be required on all four approaches and a dedicated right-turn lane would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS D during the a.m. and p.m. peak hours.

In order for the intersection of Baron and Behymer Avenues to operate at acceptable LOS, the intersection may be signalized. At a minimum, a dedicated left-turn lane with protected left-turn phasing would be required on the westbound approach. With signalization, the intersection is expected to operate at LOS B during the a.m. peak hour and LOS A during the p.m. peak hour.

In order for the intersection of Baron and Perrin Avenues to operate at acceptable LOS, all-way stop control may be installed. With all-way stop control, the intersection is expected to operate at LOS B during the a.m. and p.m. peak hours.

In order to better accommodate queues at the intersection of Clovis and Shepherd Avenues, the intersection striping may be modified to open the second left-turn lane on the northbound approach. With the modification, the intersection is expected to operate at LOS C during the a.m. and p.m. peak hours.

In order for the intersection of Sunnyside and Shepherd Avenues to operate at acceptable LOS, the intersection would require modification from the planned signalized lane configurations to the following:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane

Westbound: one left-turn lane, two through lanes, and one right-turn lane

Northbound: one left-turn lane, one through lane, and one right-turn lane

Southbound: two left-turn lanes, one through lane, and one right-turn lane

With the recommended widening, the intersection is expected to operate at LOS C during the a.m. peak hour and LOS D during the p.m. peak hour.

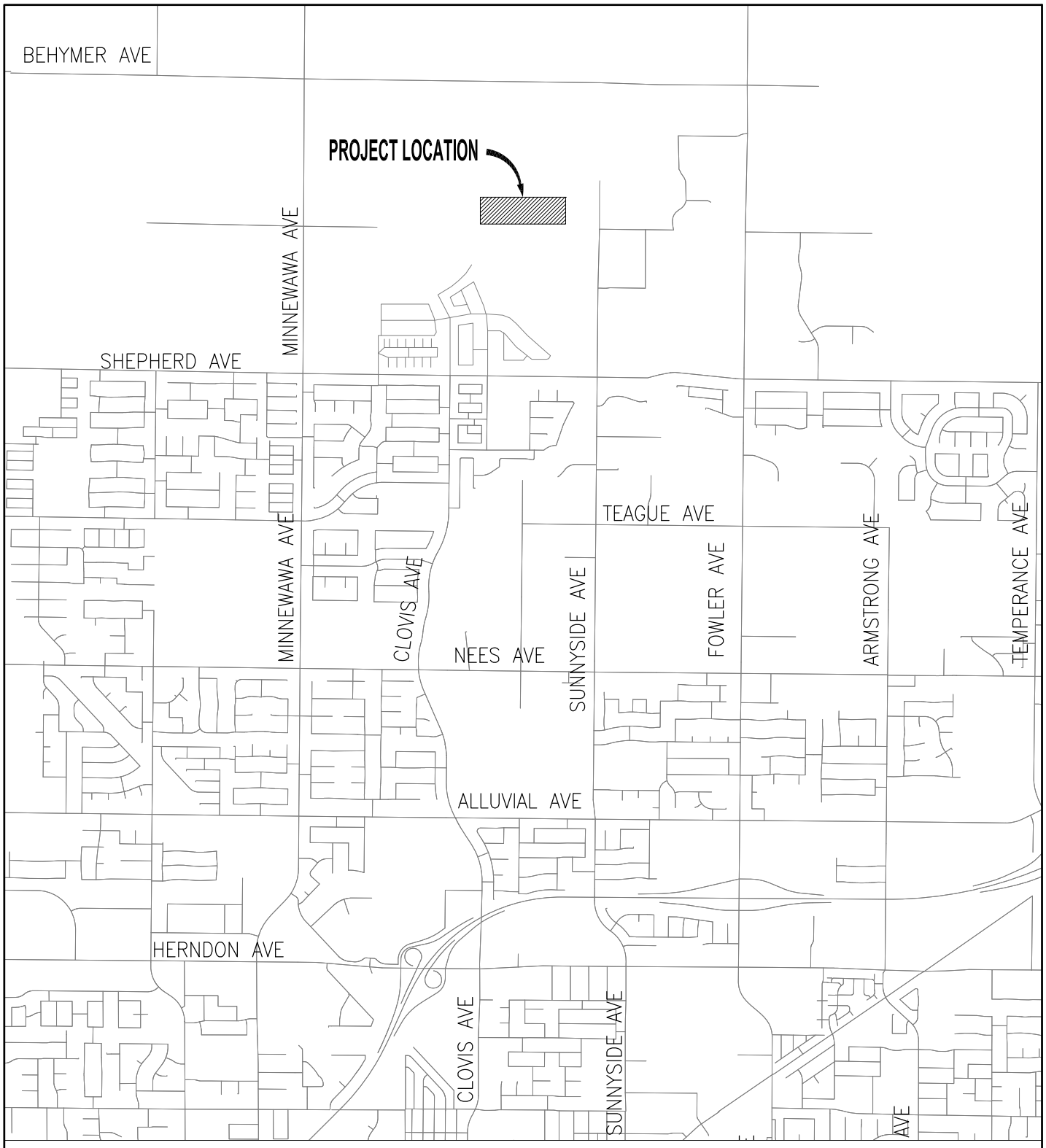
Thank you for the opportunity to perform this Transportation Impact Analysis. Please feel free to contact me if you have any questions.

PETERS ENGINEERING GROUP

John Rowland, PE, TE

Attachments: Figures 1 through 11
Appendix A - Traffic Modeling
Appendix B - Traffic Count Data Sheets
Appendix C - Intersection Analyses
Appendix D - Improved Intersection Analyses

FIGURES



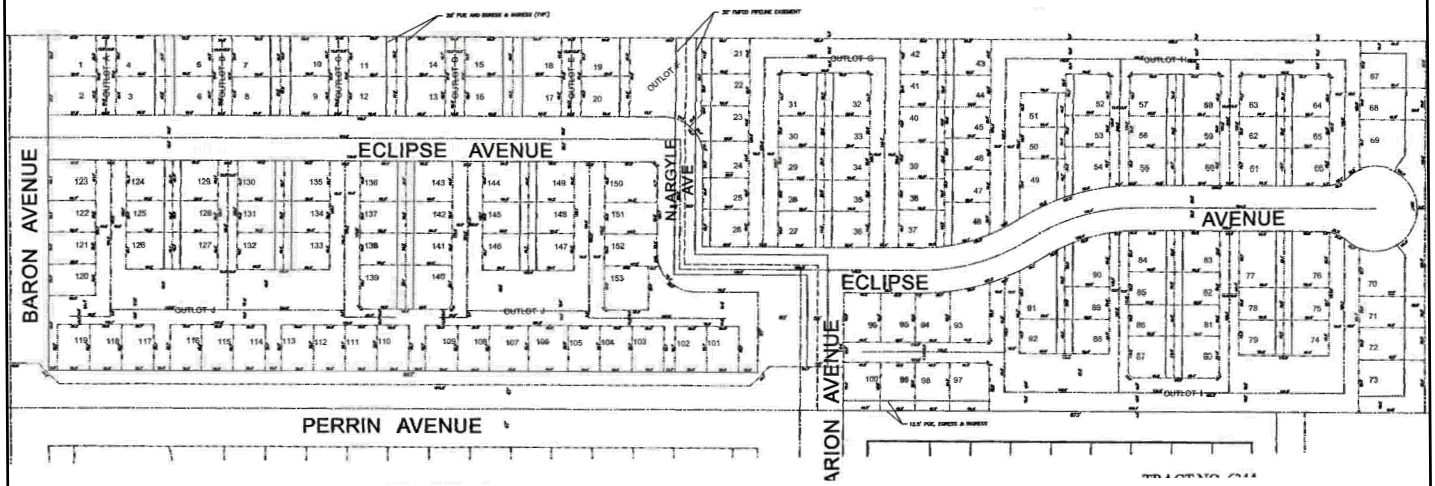
Proposed Tract 6452
Clovis, California

LEGEND

PROJECT SITE

VICINITY MAP

Not to Scale



Proposed Tract 6452
Clovis, California

SITE PLAN

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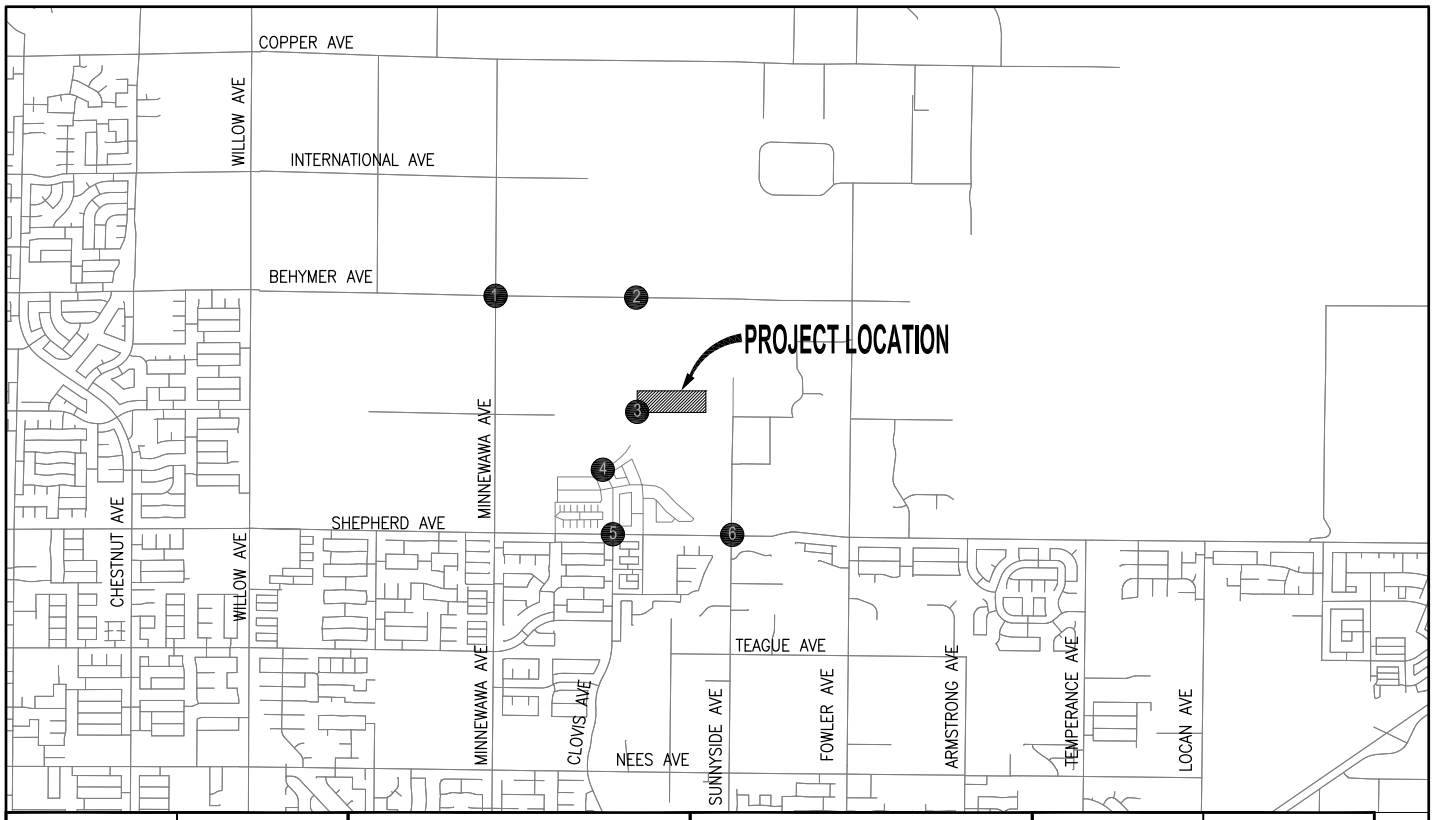

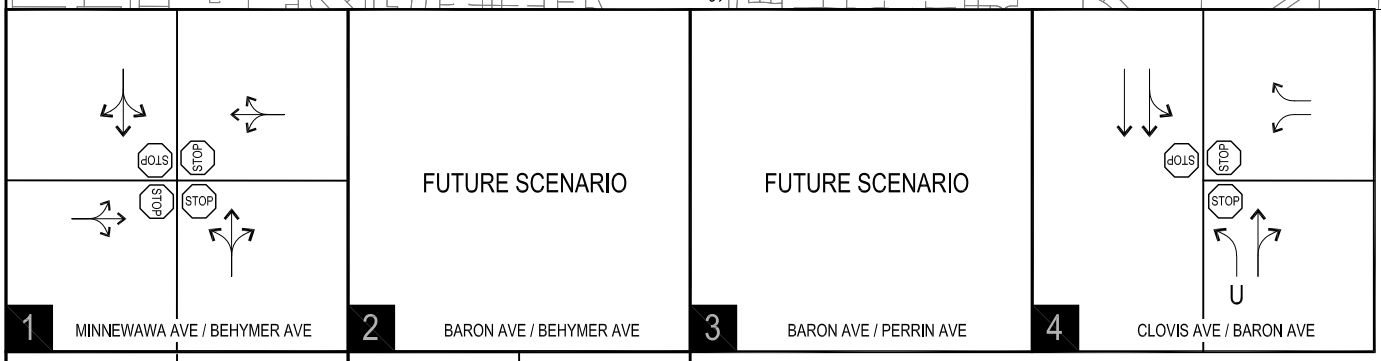

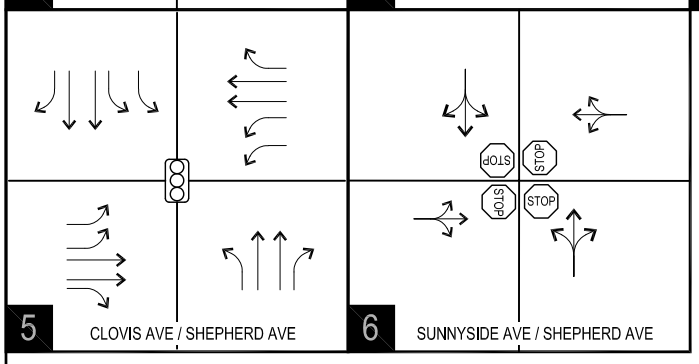

LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP STOP SIGN
- DIRECTION OF TRAVEL
- U U-TURN

Proposed Tract 6452
Clovis, California

EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL

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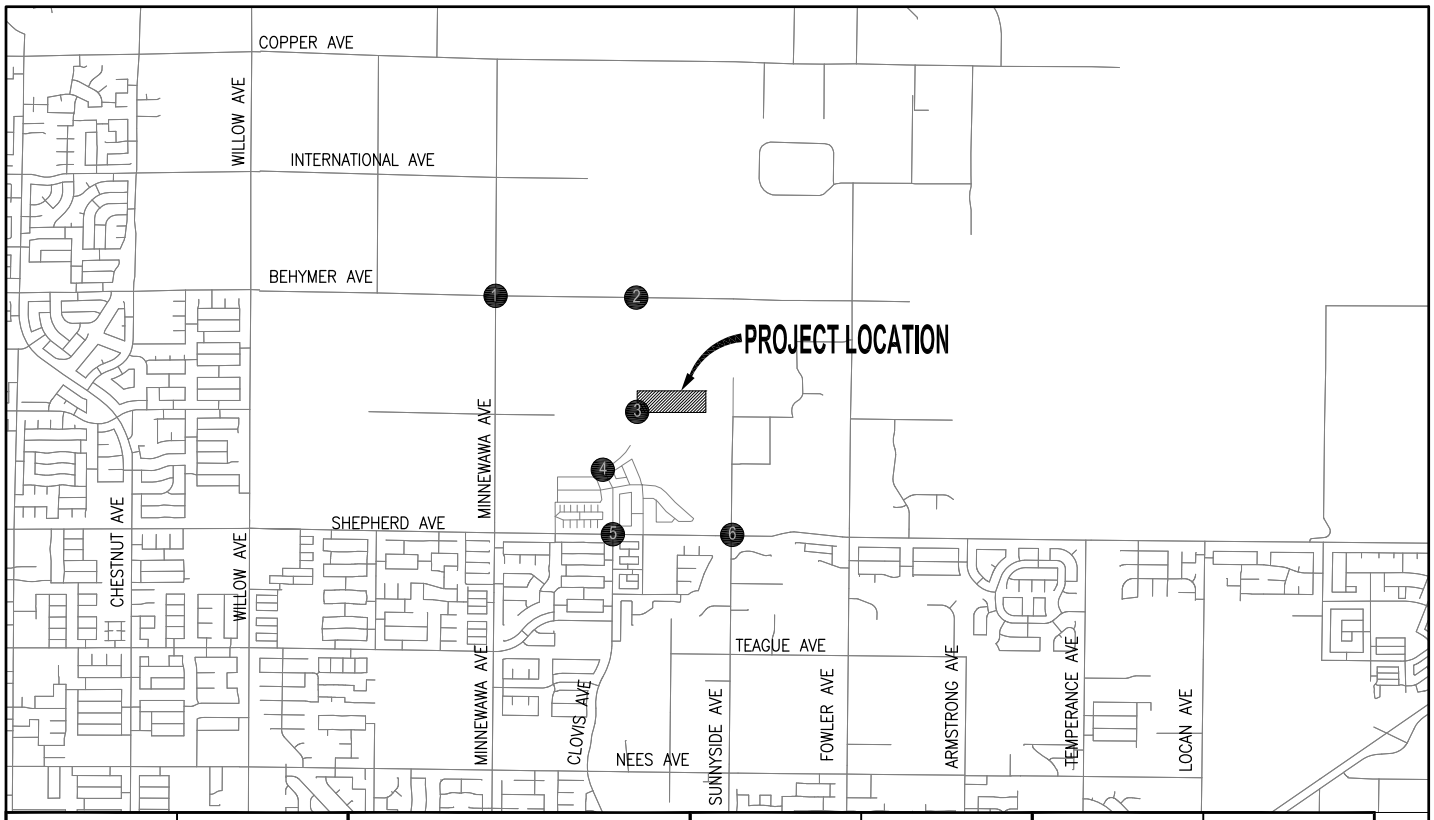

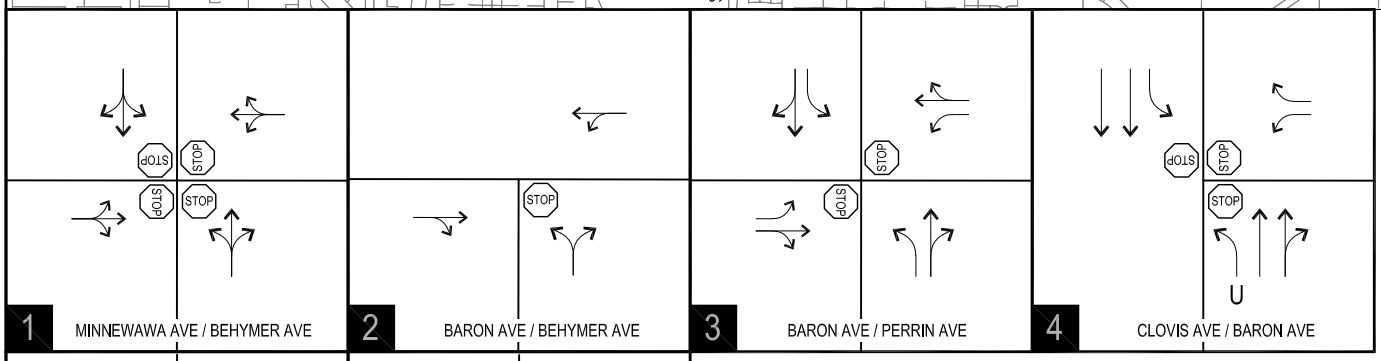

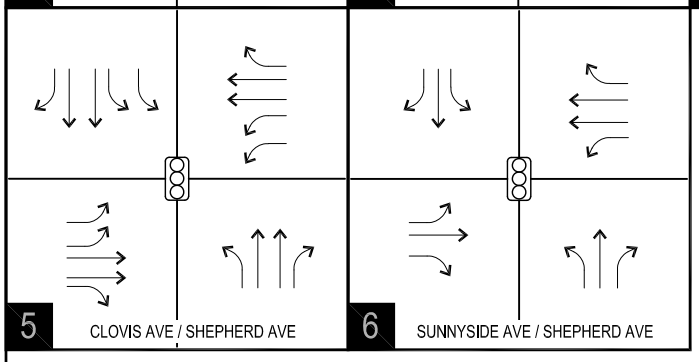

LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP STOP SIGN
- DIRECTION OF TRAVEL
- U U-TURN

Proposed Tract 6452
Clovis, California

YEAR 2045 LANE CONFIGURATIONS AND INTERSECTION CONTROL

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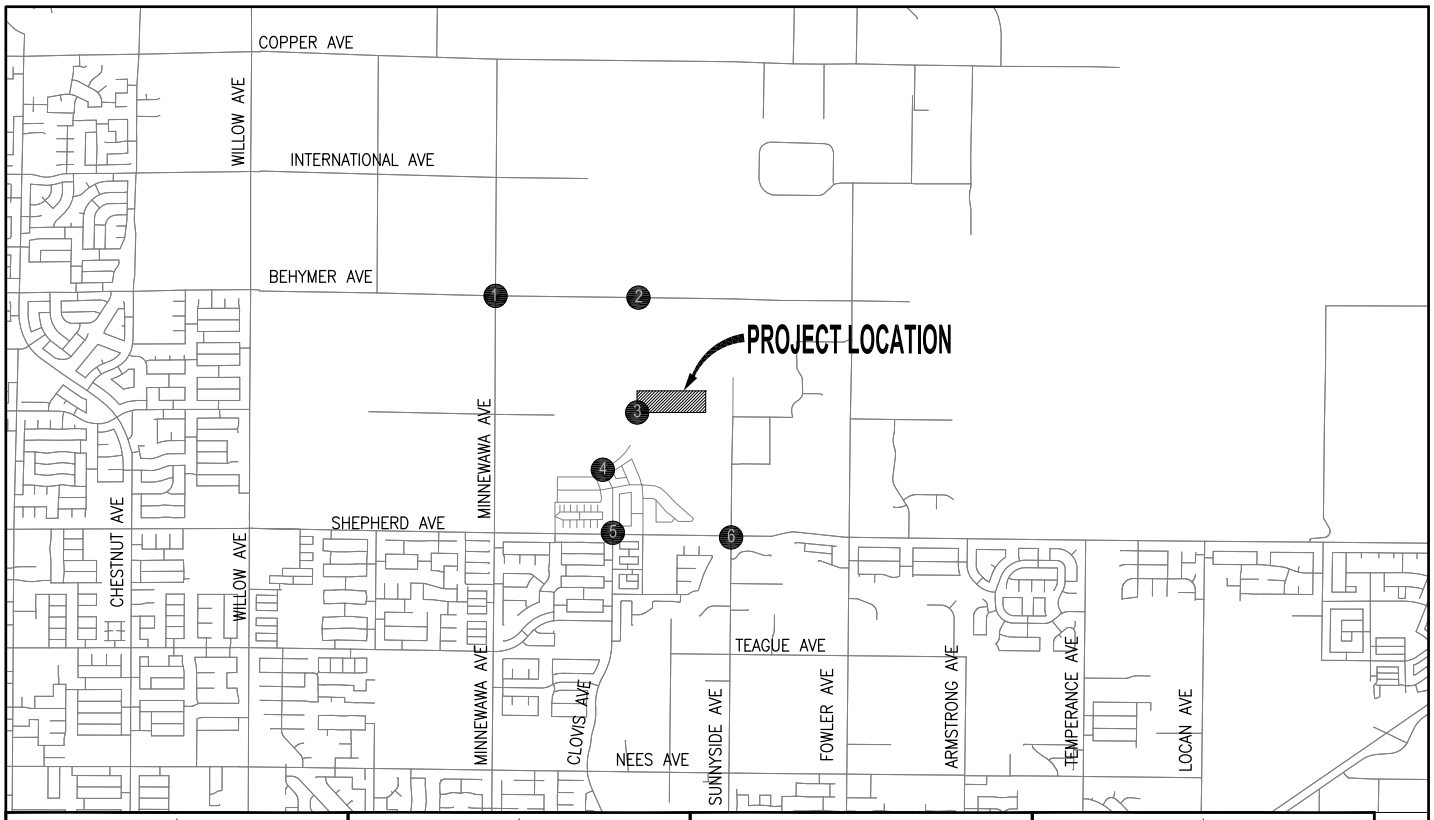
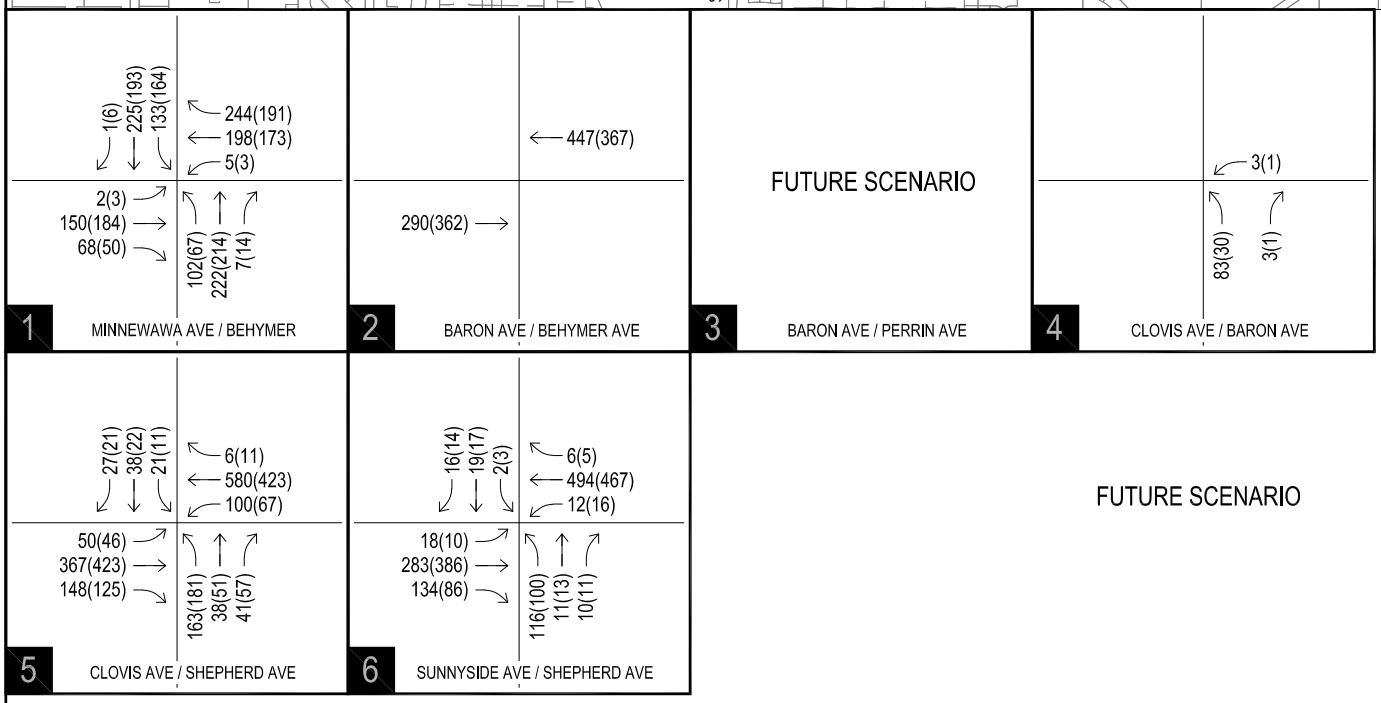




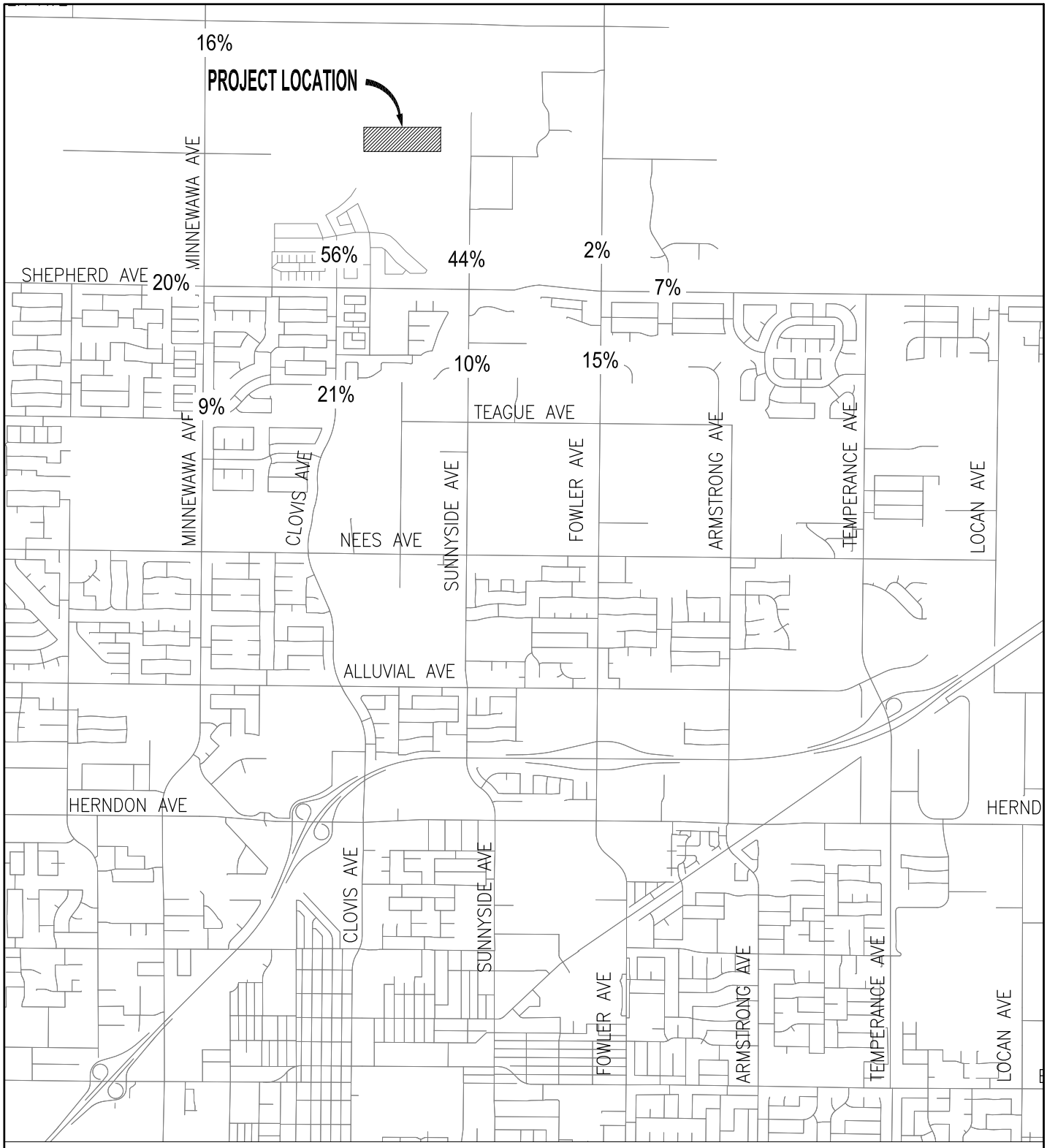
LEGEND

X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

EXISTING PEAK-HOUR TRAFFIC VOLUMES

Not to Scale



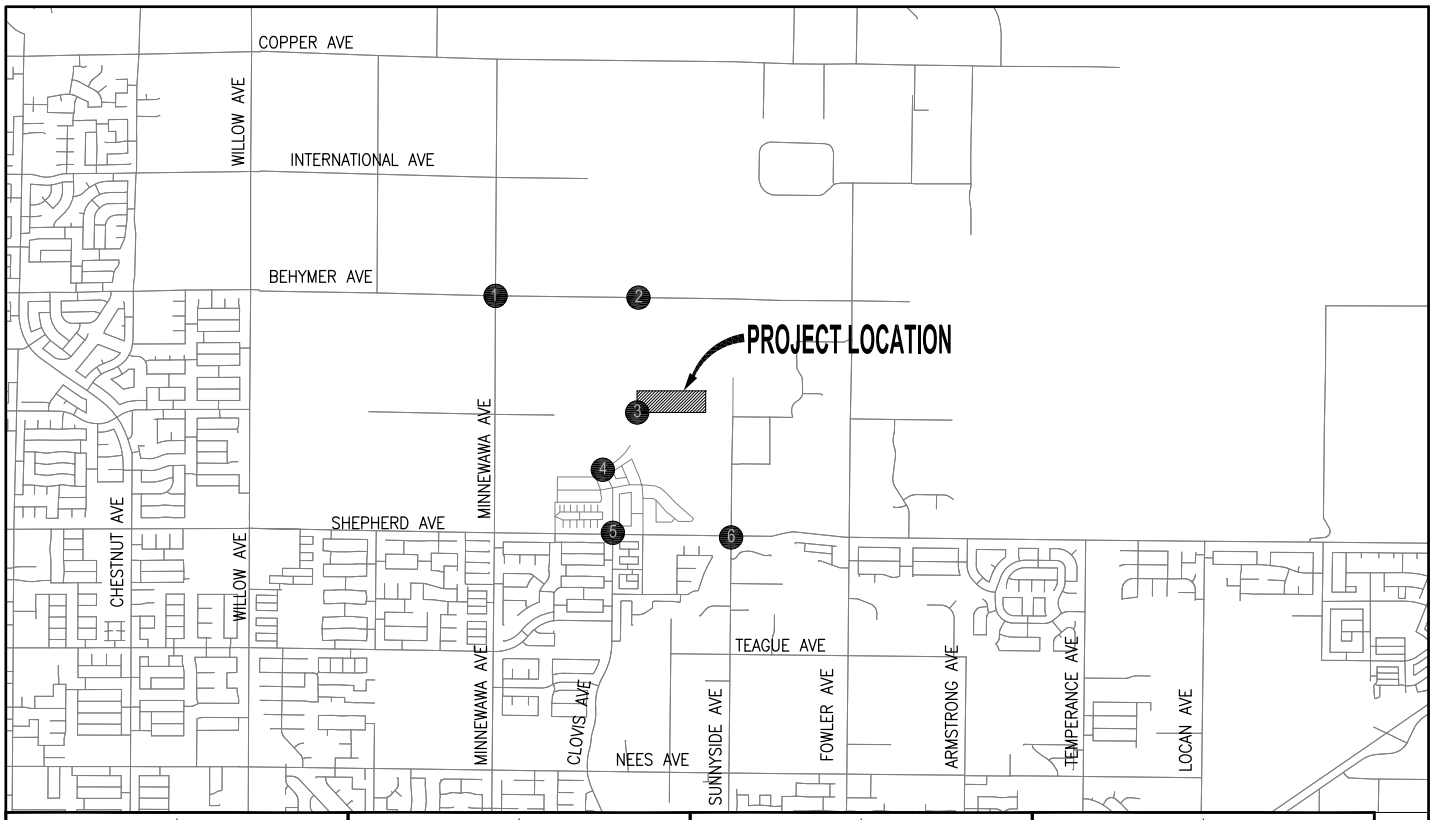
Proposed Tract 6452
Clovis, California

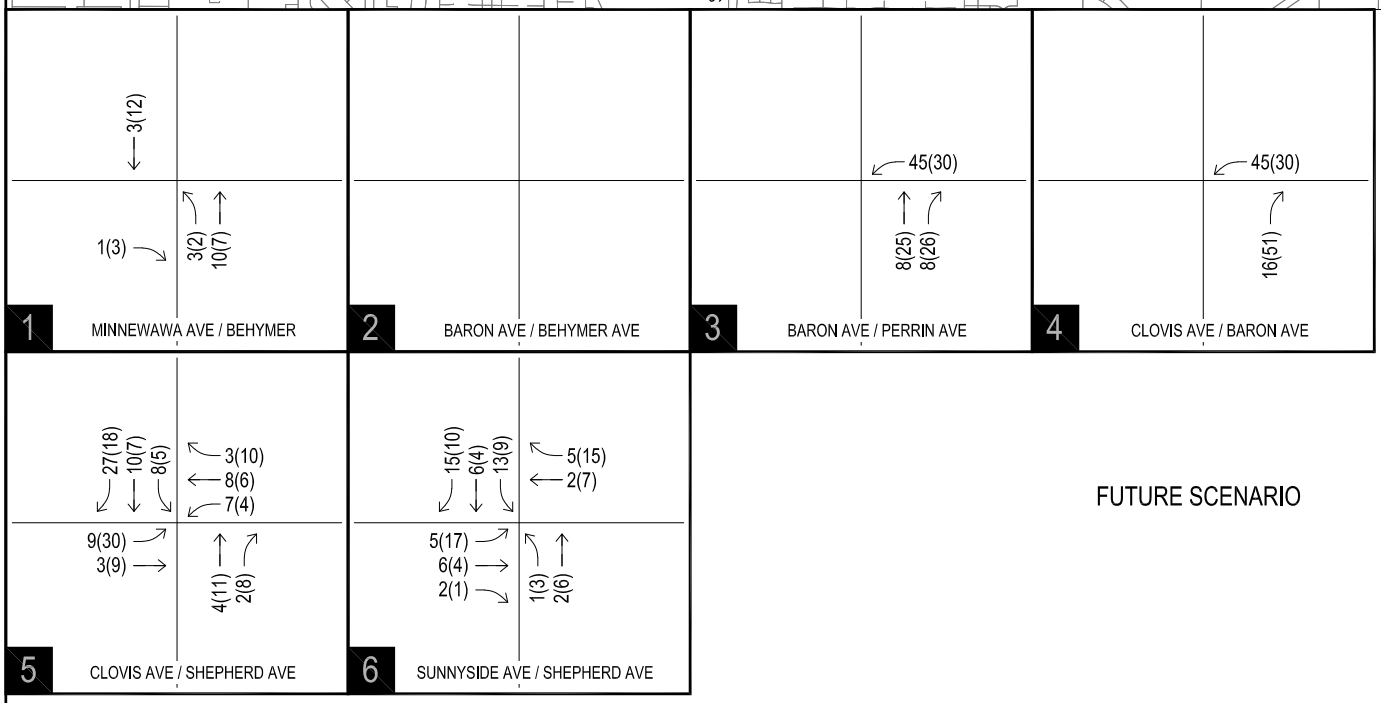
LEGEND

PROJECT SITE

PEAK HOUR PROJECT TRAFFIC TRIP DISTRIBUTION PERCENTAGES

Not to Scale





FUTURE SCENARIO

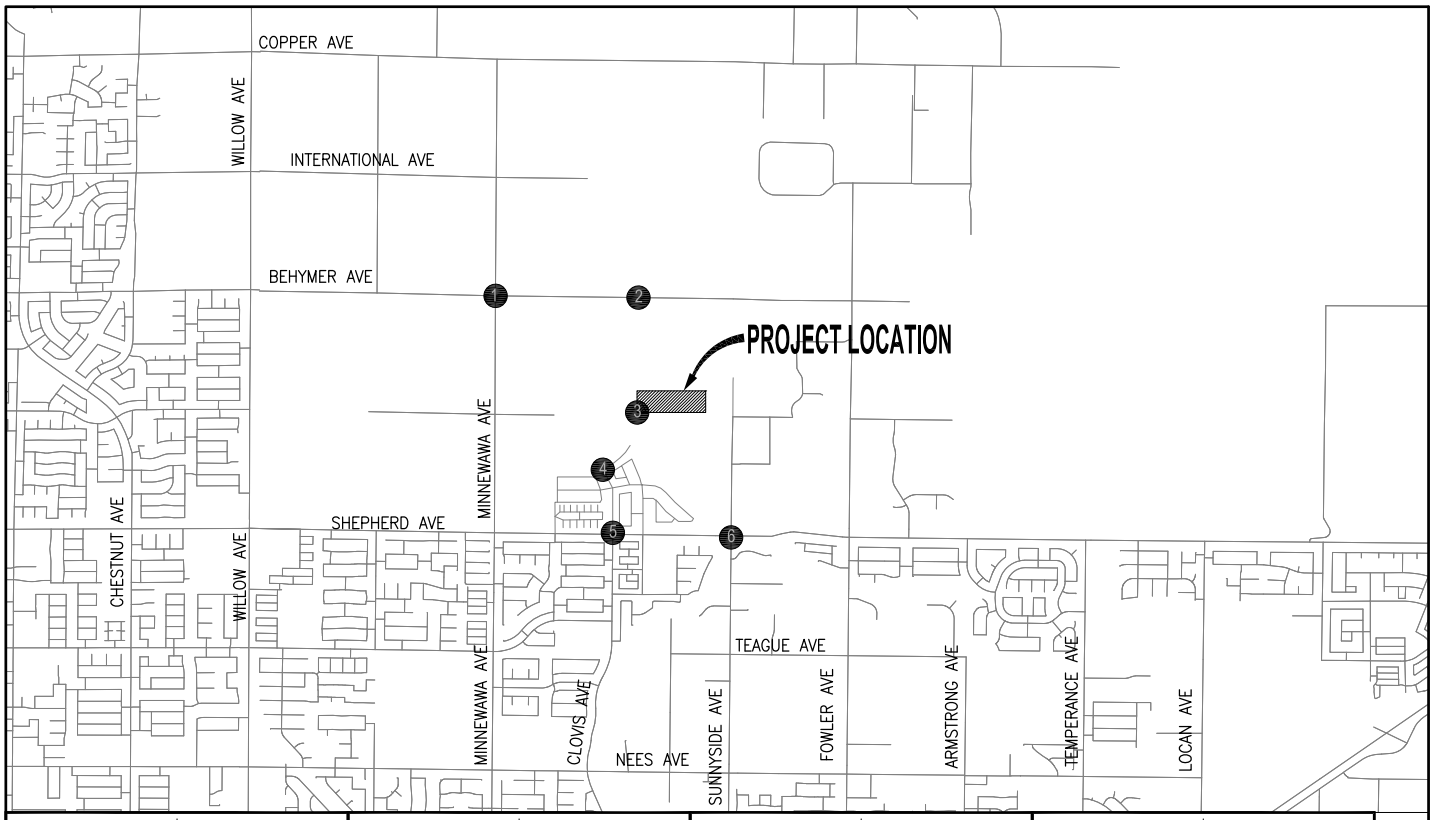
LEGEND

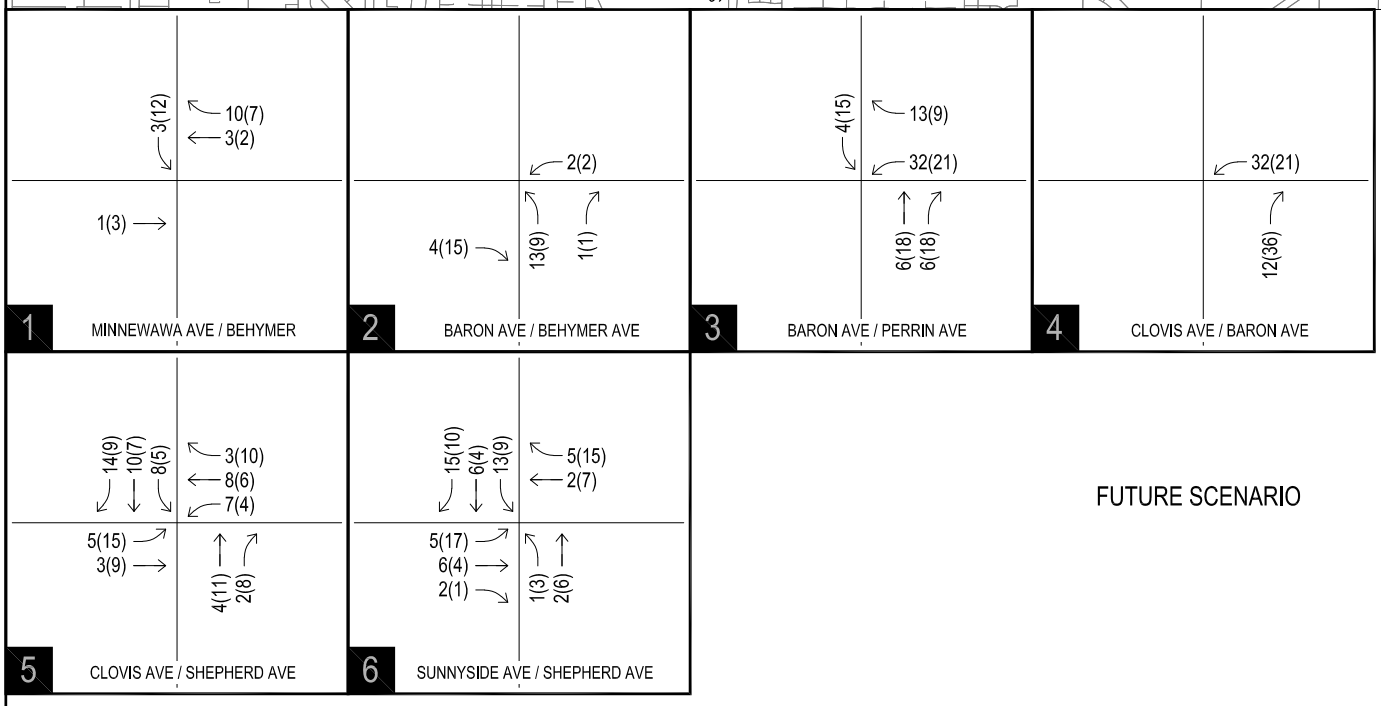
X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

PEAK-HOUR PROJECT TRAFFIC VOLUMES

Not to Scale





FUTURE SCENARIO

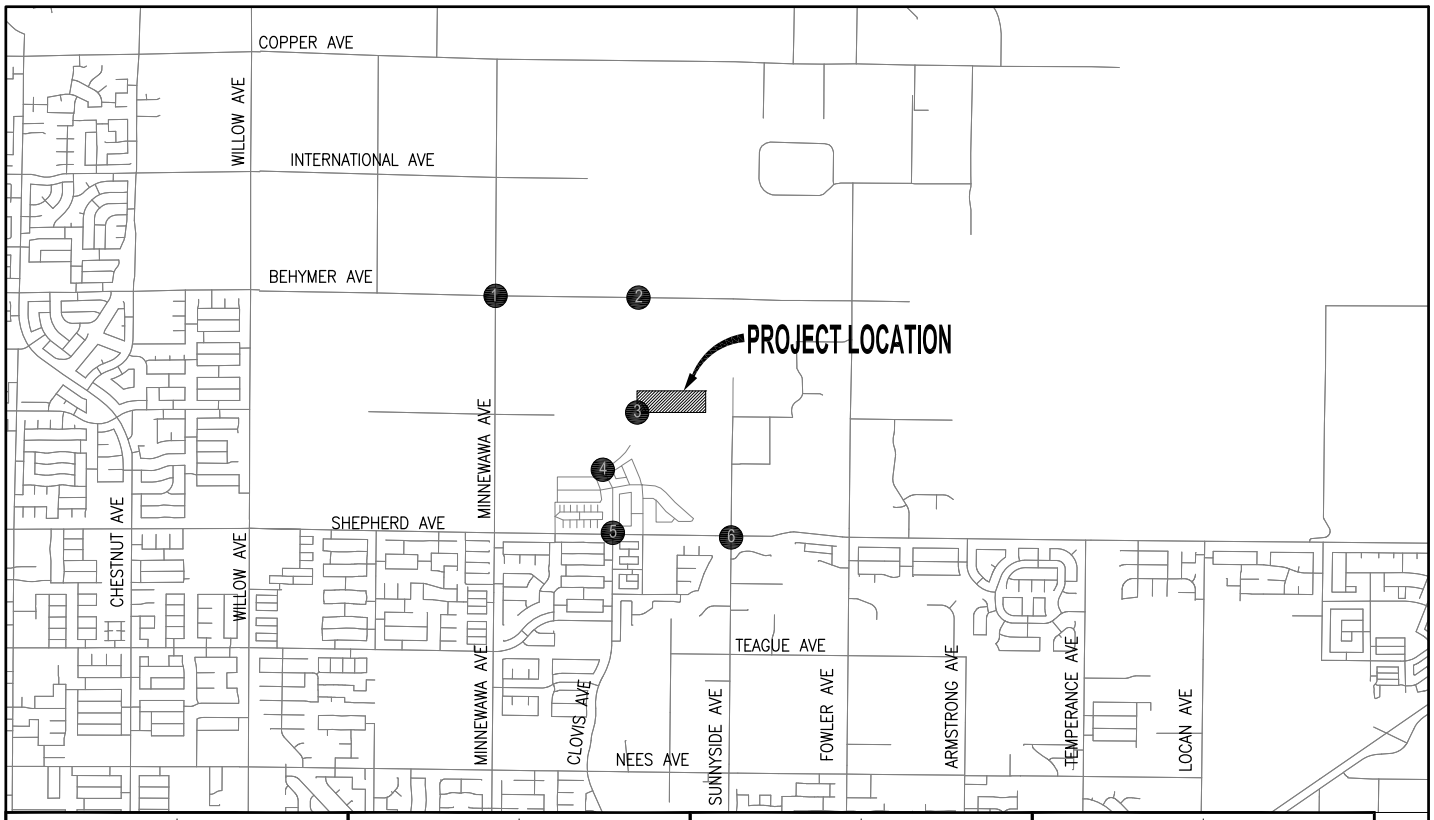
LEGEND

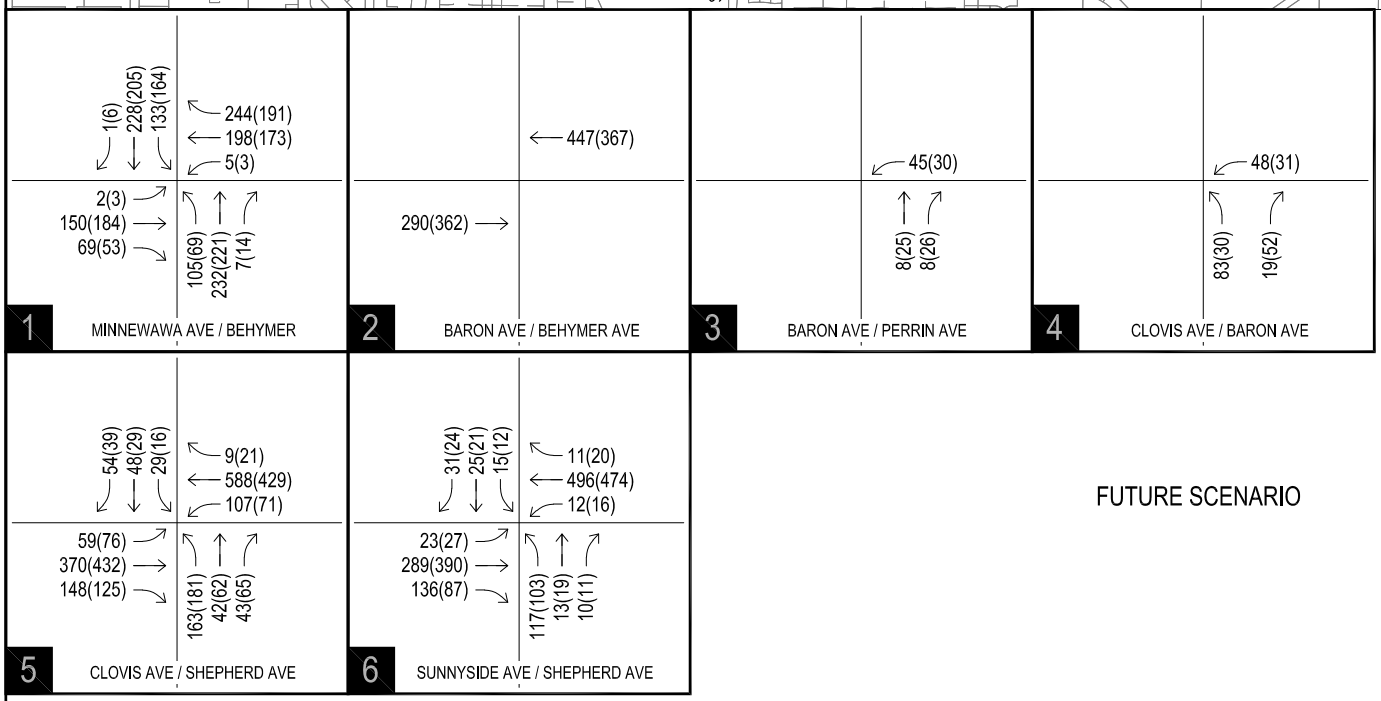
X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

PEAK-HOUR PROJECT TRAFFIC VOLUMES (NEAR-TERM AND FUTURE SCENARIOS)

Not to Scale





FUTURE SCENARIO

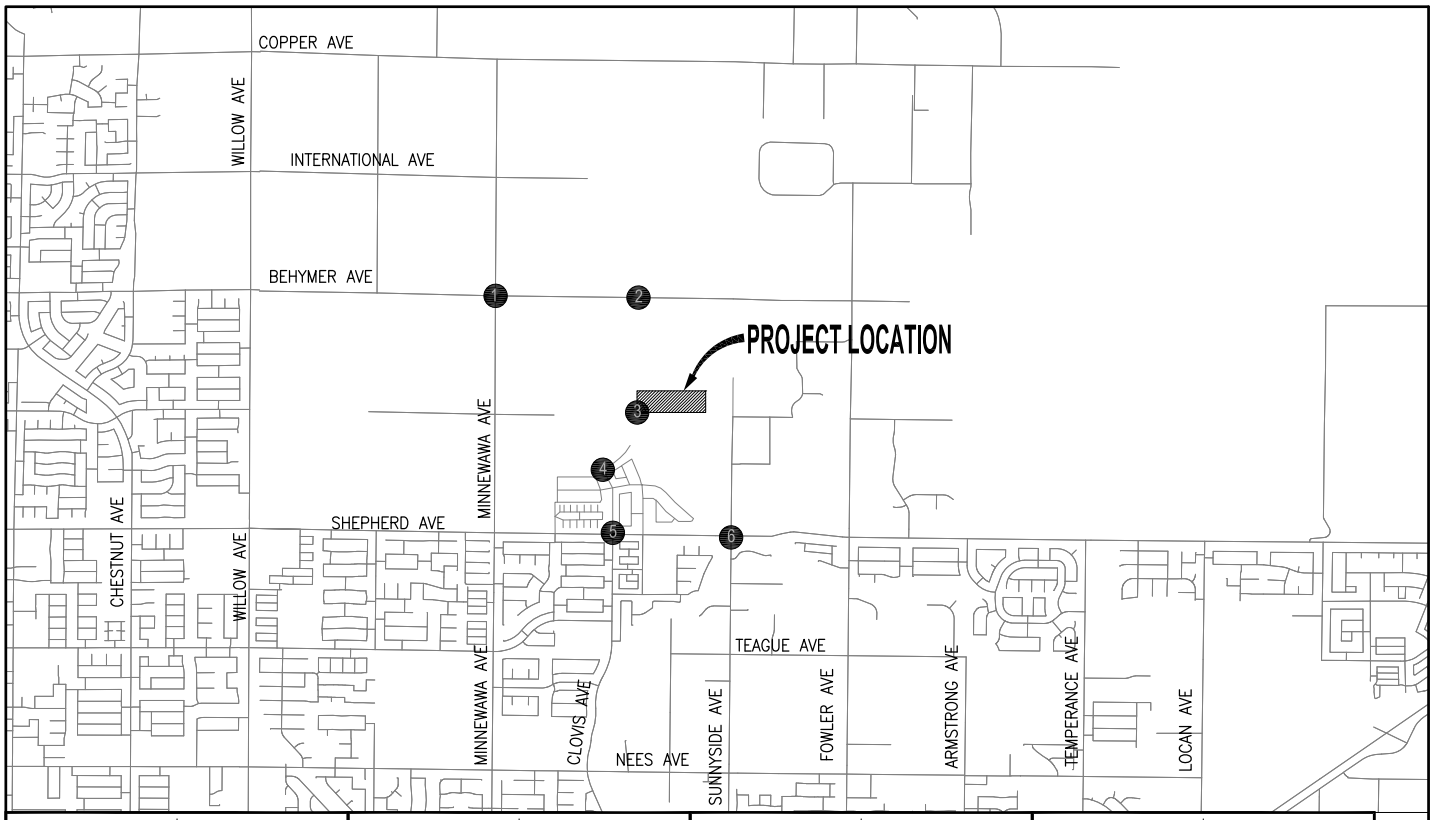
LEGEND

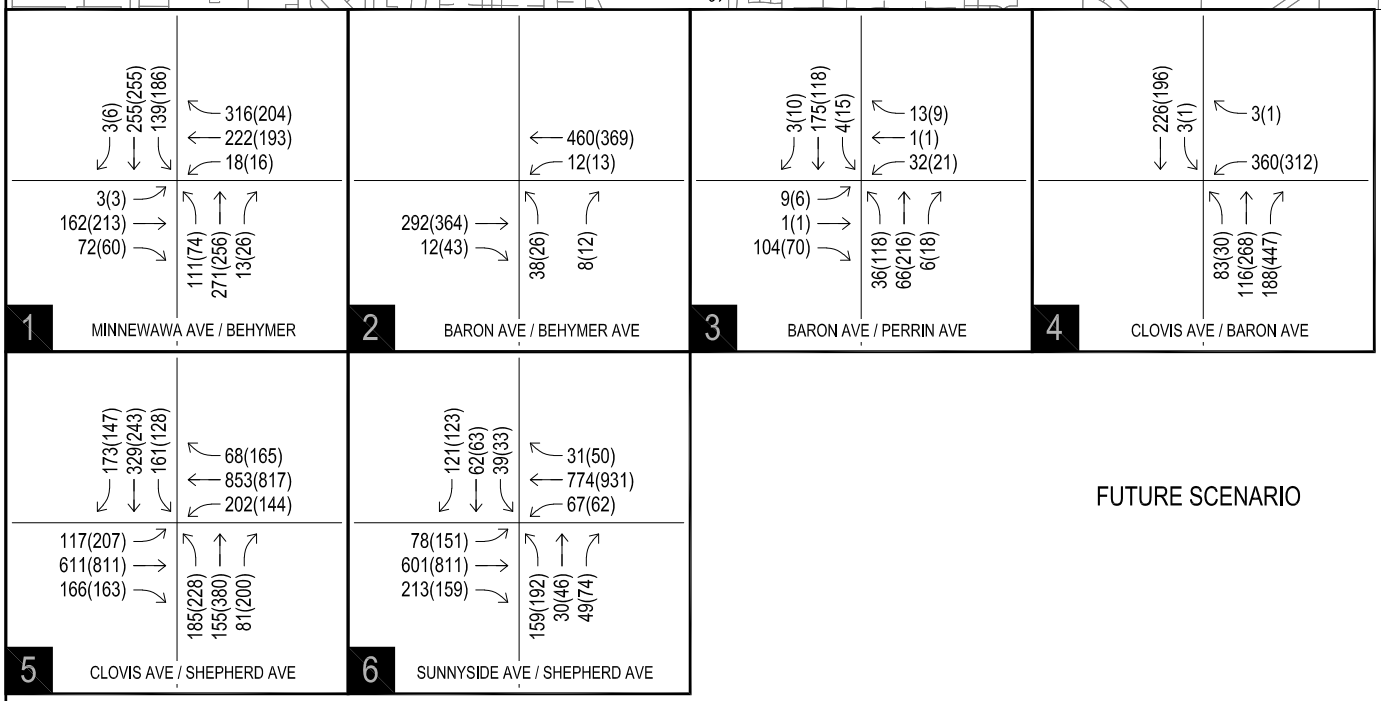
X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

EXISTING-PLUS-PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale





FUTURE SCENARIO

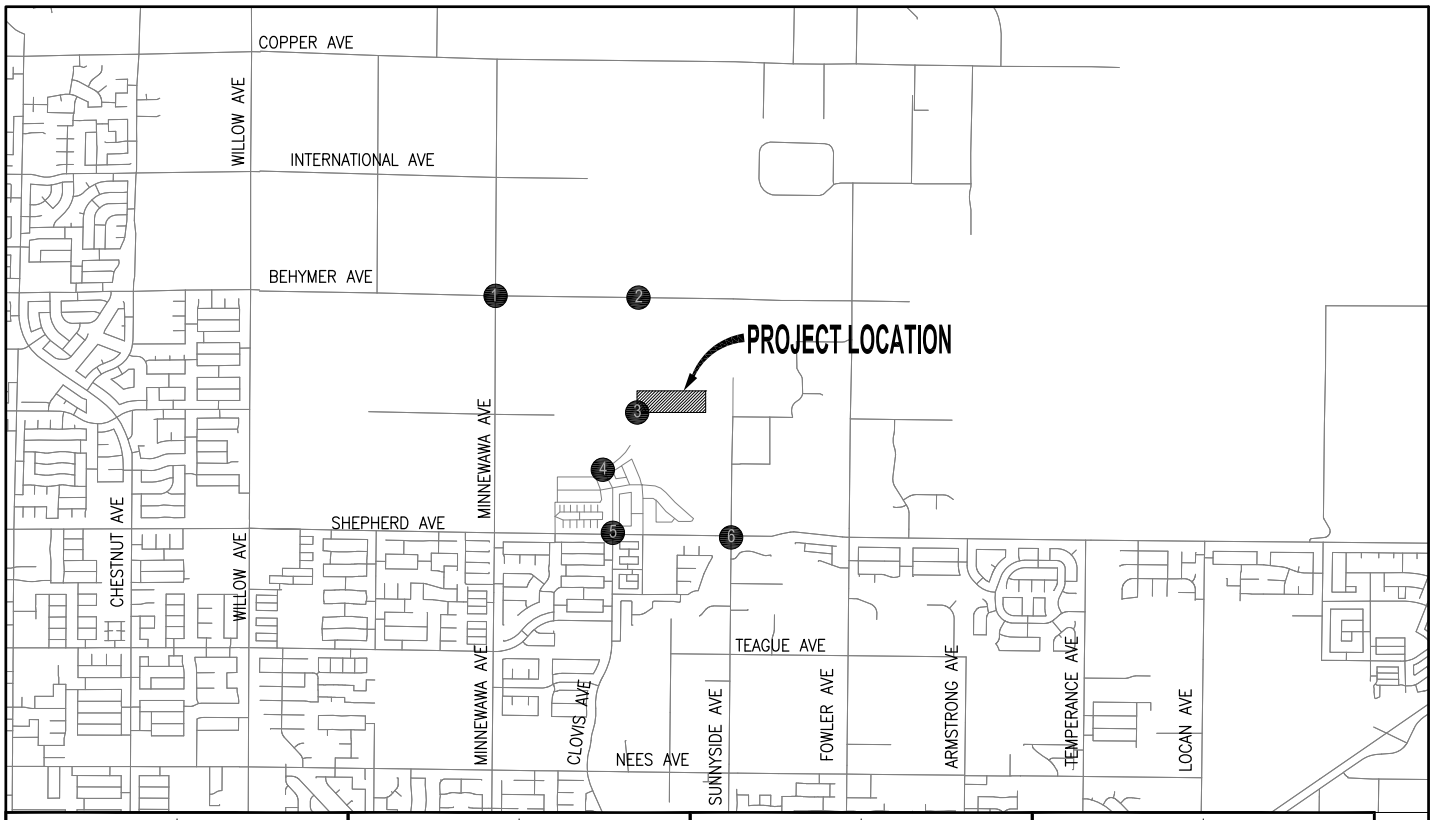
LEGEND

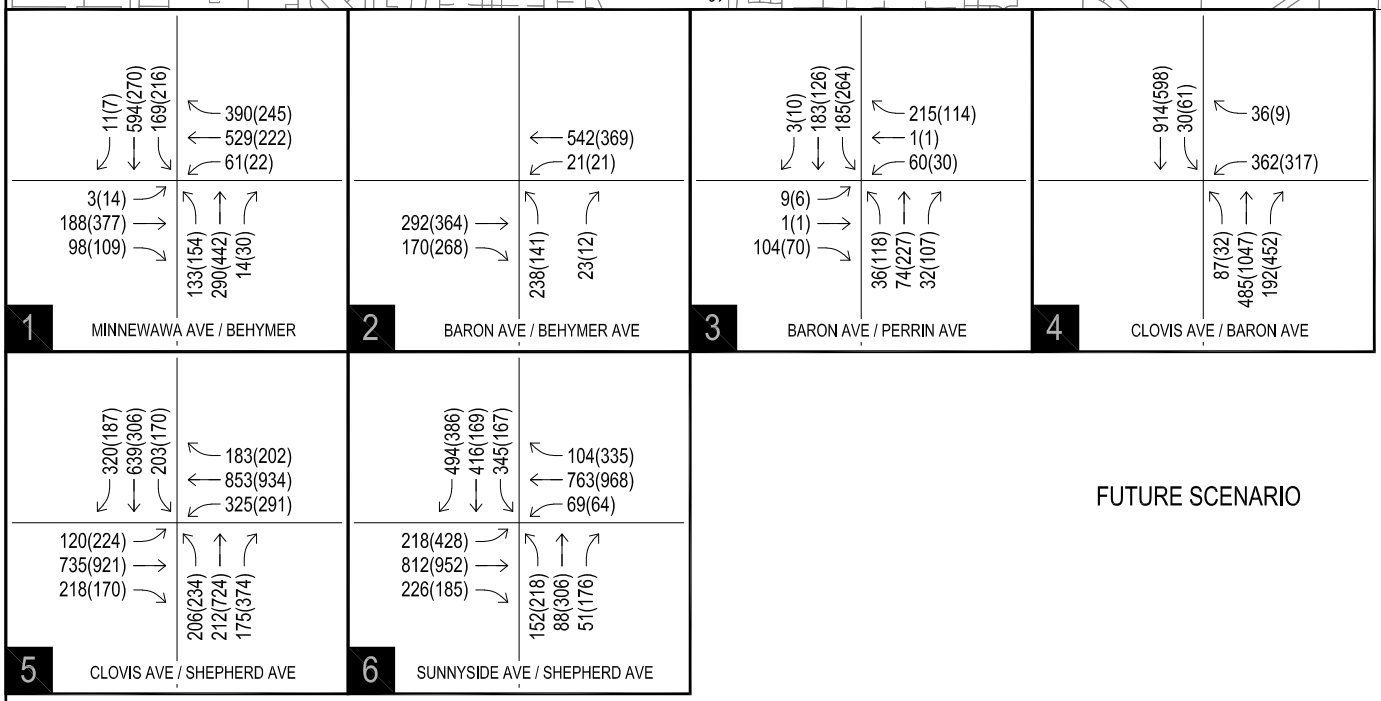
X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

NEAR-TERM WITH-PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale





FUTURE SCENARIO

LEGEND

X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

CUMULATIVE (YEAR 2045) WITH-PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

APPENDIX A

TRAFFIC MODELING

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

VMT Results

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Tract 6452, City of Clovis - VMT Analysis

Tract 6452 (project)	Region (Fresno County)[1]	Difference	Percentage Difference
17.9	14.1	3.8	27.3%

Source: Fresno Council of Governments' Activity-Based Model

VMT = Vehicle Miles Traveled

[1] *The Fresno County VMT per capita was obtained from the Interim Transportation Impact Guidelines, City of Clovis - July 14, 2020*

Appendix - Detailed VMT Calculations

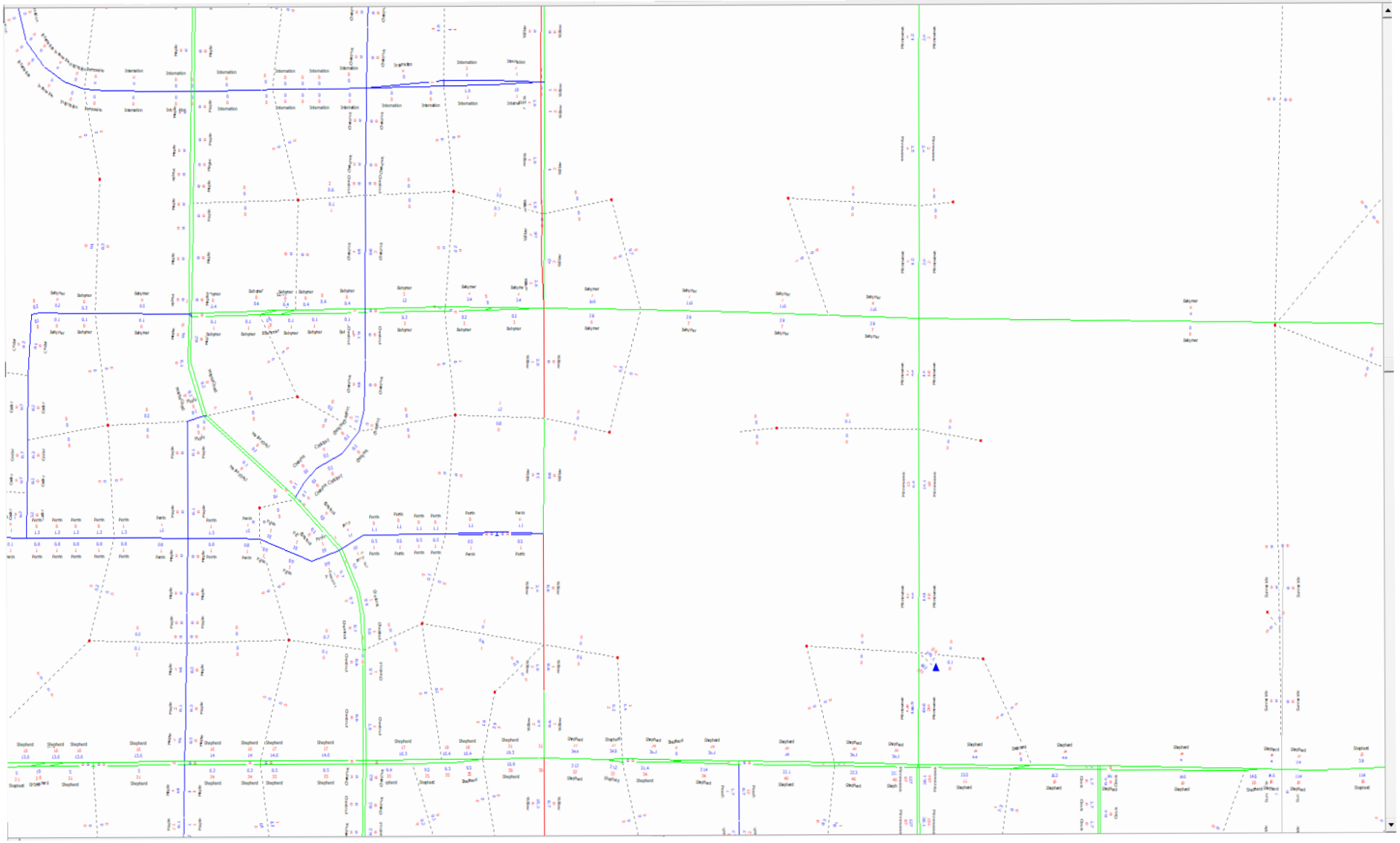
Total project households	153
Total project population (a)	527
Percent Population traveling to outside (b) *	7.79%
Project Population traveling to outside (c=b*a)	41
Total Internal-Internal (II) Project VMT (d) **	7,921
Internal project population (e=a-c)	486
II VMT per capita (f=d/e)	16.31
IX VMT per capita (g) ***	20.2
Total IX VMT (h=g*c)	829
Total project VMT (i=d+h)	8,750
VMT per capita (j=i/a)	16.6
VMT adjustment factor for new base model (k)	1.08
Adjusted project VMT per capita (l = k*j)	17.9

** : Obtained from "Fresno_worker_ixxifractions.dat" from model inputs. Used same percentages/values as the parent TAZ (2771)*

***: Includes all tours and all sub-tours from the ABM model run for VMT estimation*

****: IX VMT per capita was estimated as average for all TAZs in the CSTDM Zone 2569*

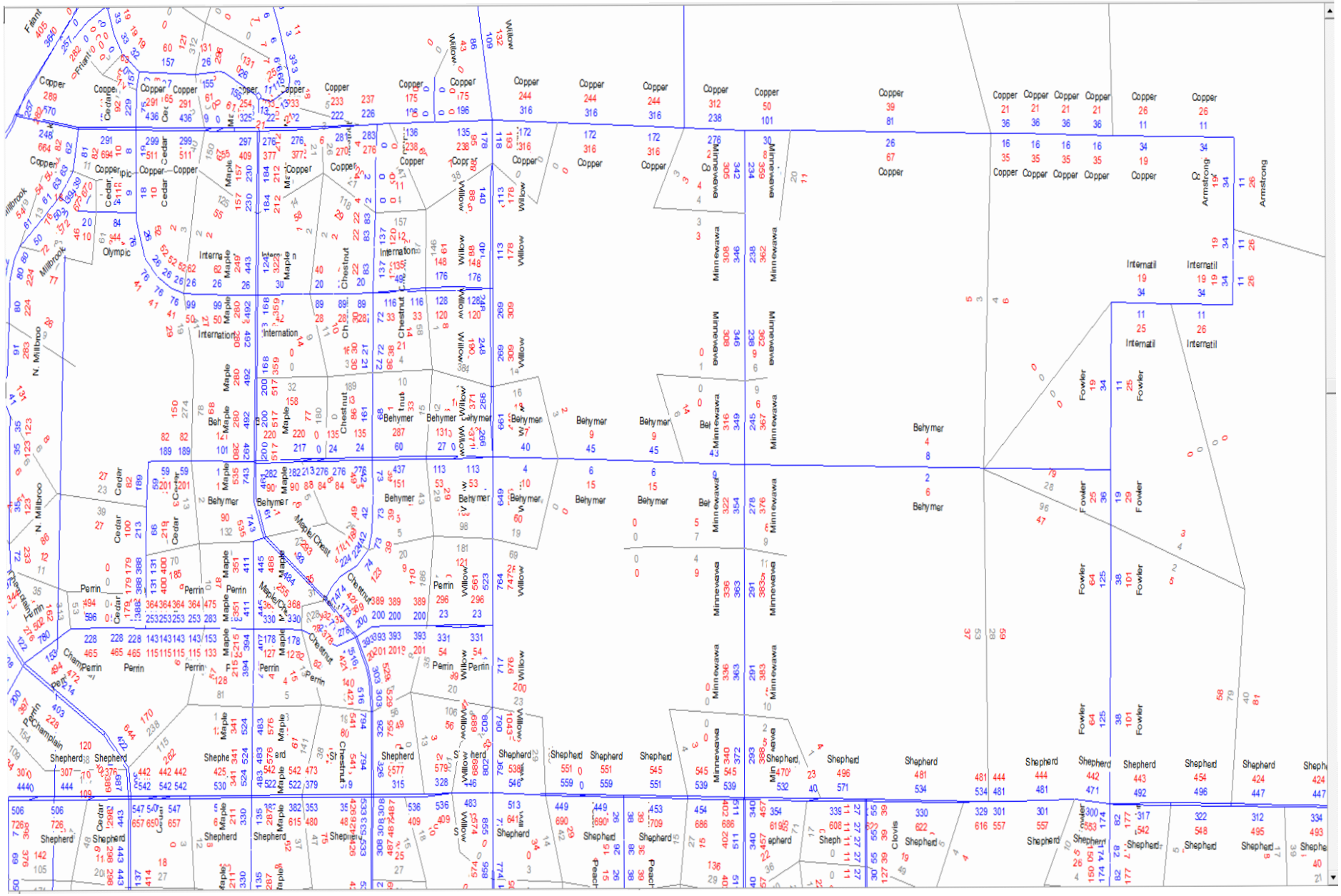
Select Zone Analysis



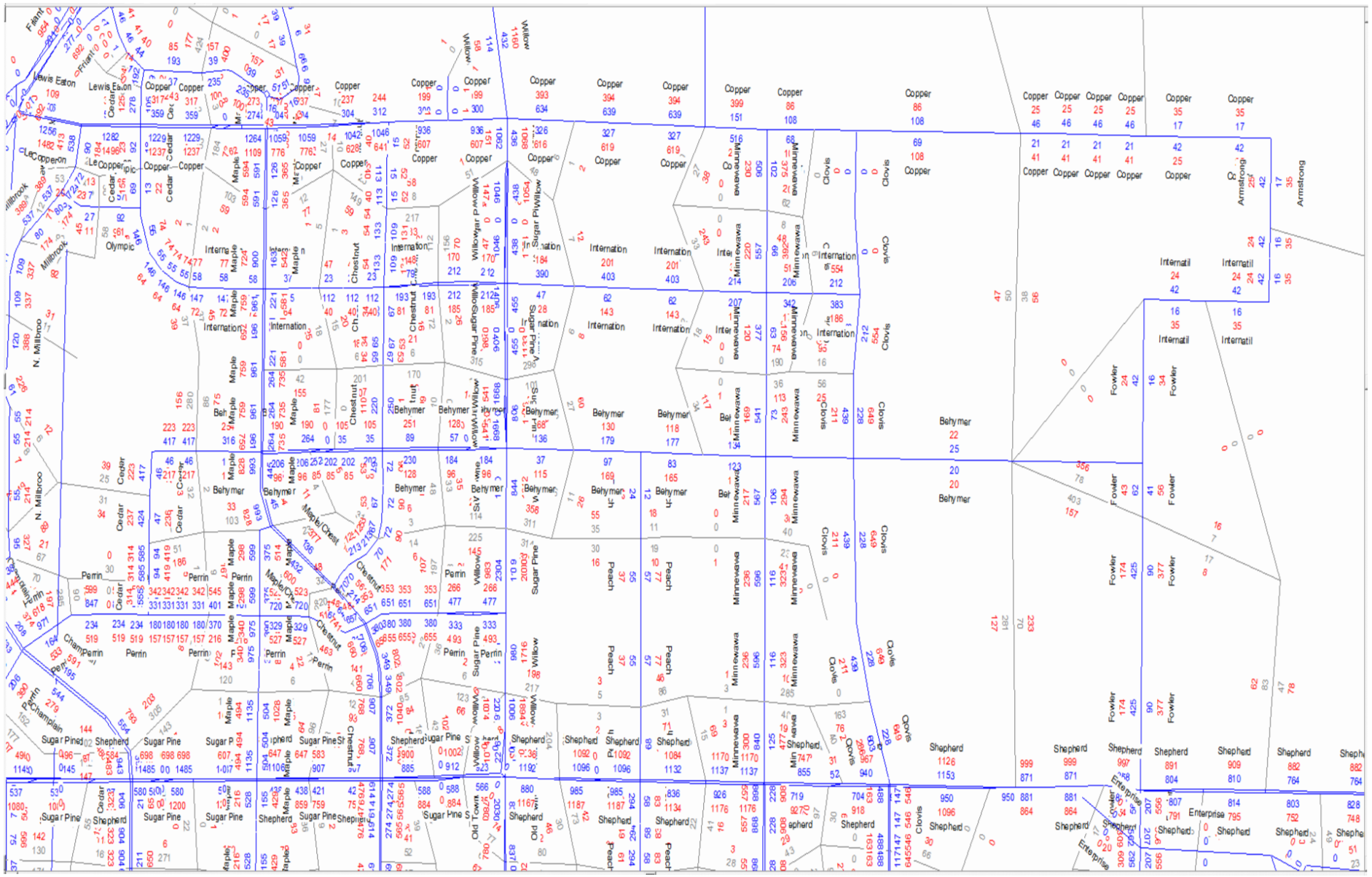
Select Zone Analysis Fresno County Travel Model
AM and PM Peak-Hour Traffic Volumes

Baseline and Future Model Output

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



2019 Fresno County Travel Model
AM and PM Peak-Hour Traffic Volumes



2035 Fresno County Travel Model
AM and PM Peak-Hour Traffic Volumes

APPENDIX B

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 Clovis Ave @ Shepherd Ave
COUNTY Fresno
COLLECTION DATE Thursday, November 2, 2023

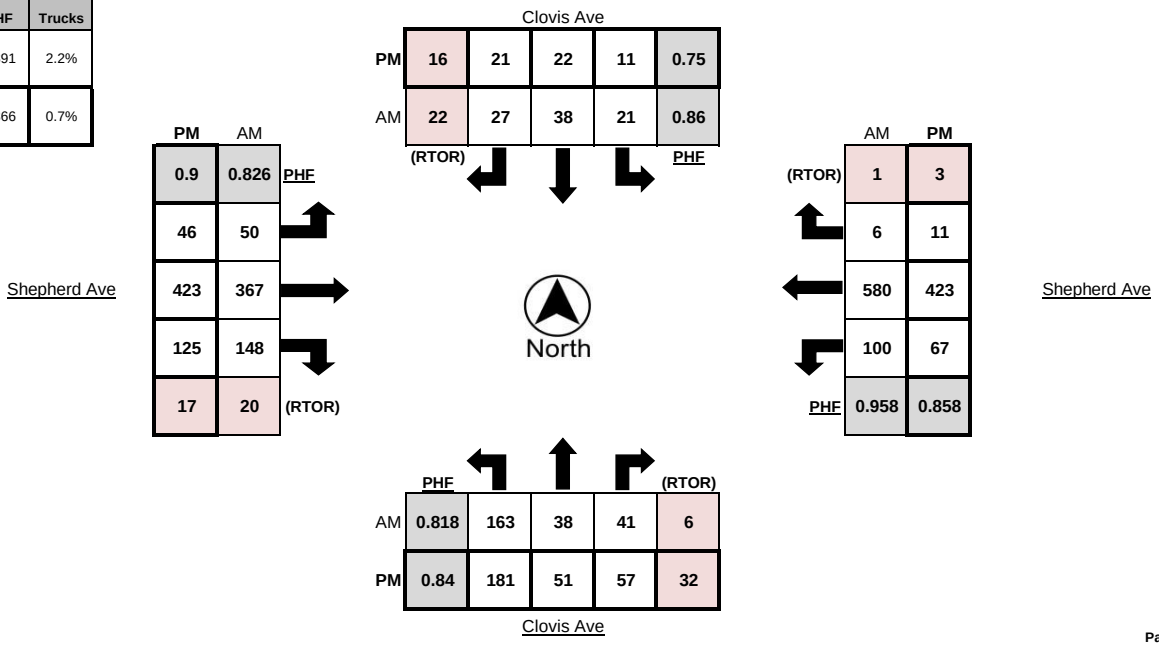
LATITUDE 36.8666
LONGITUDE -119.7021
WEATHER Clear

	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	23	4	9	2	2	6	8	0	0	0	2	48	27	5	1	8	56	2	1	3
7:15 AM - 7:30 AM	14	6	4	0	0	4	14	10	6	0	1	88	28	5	3	13	81	4	0	4
7:30 AM - 7:45 AM	39	13	14	1	1	5	9	9	5	1	5	75	32	1	2	22	145	0	0	2
7:45 AM - 8:00 AM	51	11	12	3	3	6	9	10	8	0	14	108	49	9	2	27	143	3	1	2
8:00 AM - 8:15 AM	37	6	7	1	1	7	12	2	4	0	20	107	32	7	4	23	155	1	0	3
8:15 AM - 8:30 AM	36	8	8	1	1	3	8	6	5	0	11	77	35	3	8	28	137	2	0	4
8:30 AM - 8:45 AM	27	8	20	1	1	3	3	4	3	0	10	102	39	5	8	9	87	2	1	2
8:45 AM - 9:00 AM	30	5	4	0	0	5	8	4	3	1	13	67	26	7	0	16	78	1	0	1
TOTAL	**257**	**61**	**78**	**9**	**9**	**39**	**71**	**45**	**34**	**2**	**76**	**672**	**268**	**42**	**28**	**146**	**882**	**15**	**3**	**21**

	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	51	4	13	6	1	4	11	6	4	0	11	94	26	14	4	9	79	0	0	3
4:15 PM - 4:30 PM	35	11	9	6	1	1	4	1	1	0	12	119	20	4	4	22	104	1	1	1
4:30 PM - 4:45 PM	41	18	15	6	1	1	7	6	1	0	11	101	30	6	2	13	92	2	0	1
4:45 PM - 5:00 PM	47	9	15	6	0	3	6	4	3	1	14	108	27	5	0	14	99	0	0	0
5:00 PM - 5:15 PM	30	12	15	10	0	2	3	4	2	0	11	91	35	3	3	13	102	1	1	1
5:15 PM - 5:30 PM	58	13	15	11	0	1	8	9	7	0	11	123	31	2	1	22	116	8	2	2
5:30 PM - 5:45 PM	46	17	12	5	1	5	5	4	4	0	10	101	32	7	0	18	106	2	0	1
5:45 PM - 6:00 PM	48	14	6	5	0	5	9	5	5	0	8	101	38	2	0	17	87	2	0	0
TOTAL	**356**	**98**	**100**	**55**	**4**	**22**	**53**	**39**	**27**	**1**	**88**	**838**	**239**	**43**	**14**	**128**	**785**	**16**	**4**	**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**
7:30 AM - 8:30 AM	163	38	41	6	6	21	38	27	22	1	50	367	148	20	16	100	580	6	1	11
4:45 PM - 5:45 PM	181	51	57	32	1	11	22	21	16	1	46	423	125	17	4	67	423	11	3	4

	PHF	Trucks
AM	0.891	2.2%
PM	0.866	0.7%



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

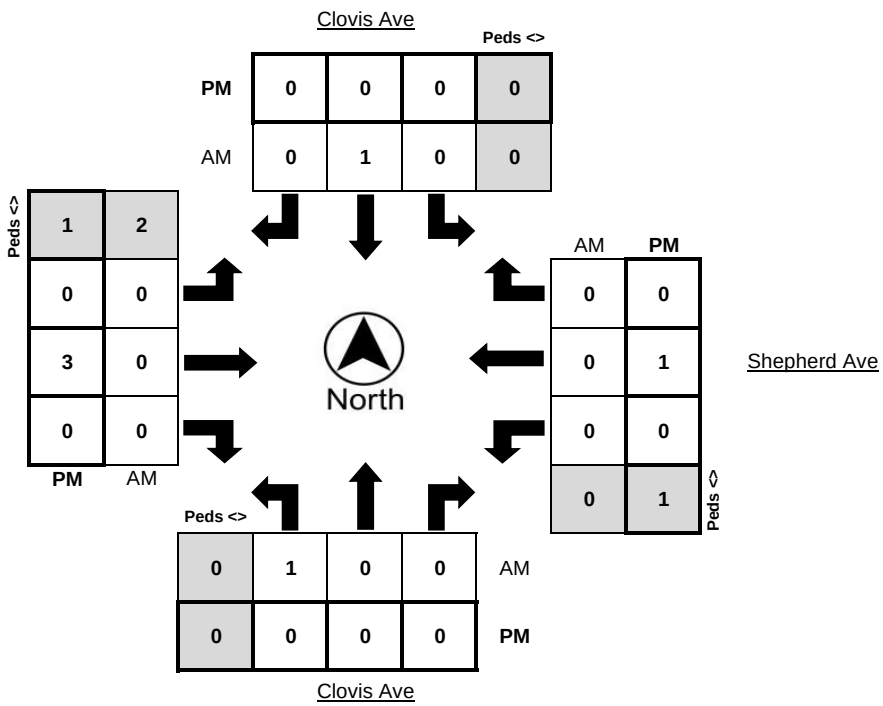
LOCATION Clovis Ave @ Shepherd Ave
LATITUDE 36.8666
COUNTY Fresno
LONGITUDE -119.7021
COLLECTION DATE Thursday, November 2, 2023
WEATHER Clear

	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	1	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
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	1	0	0
TOTAL	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**4**

	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	1	0	2	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	1
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	2	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	**1**	**1**	**0**	**2**

	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	3	0	1	0	1	0	1

	Bikes	Peds
AM Peak Total	2	2
PM Peak Total	**4**	**2**



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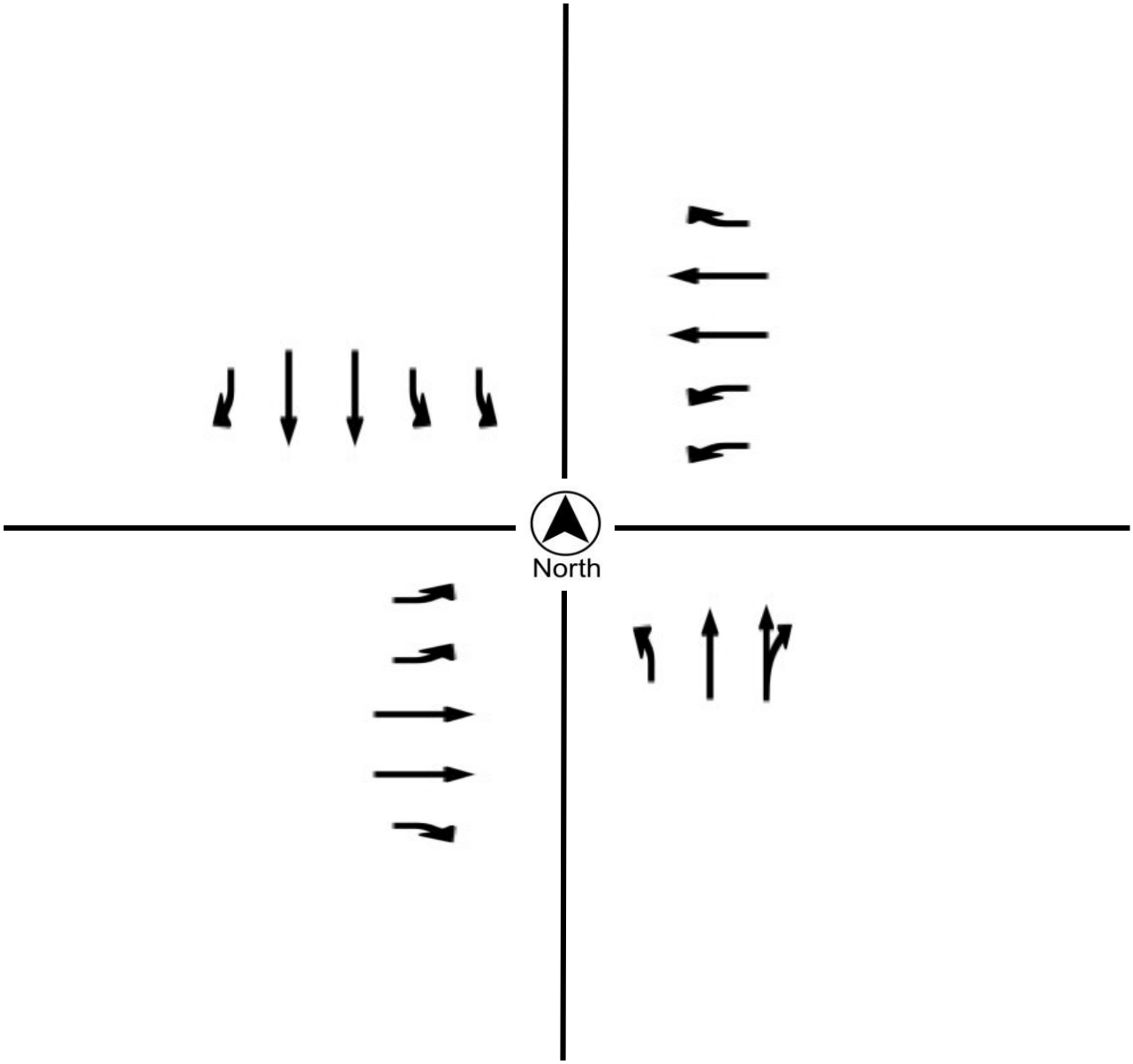
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	Clovis Ave @ Shepherd Ave	**N/S STREET**	Clovis Ave
COUNTY	Fresno	**E/W STREET**	Shepherd Ave
COLLECTION DATE	Thursday, November 2, 2023	**WEATHER**	Clear
CYCLE TIME	116 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

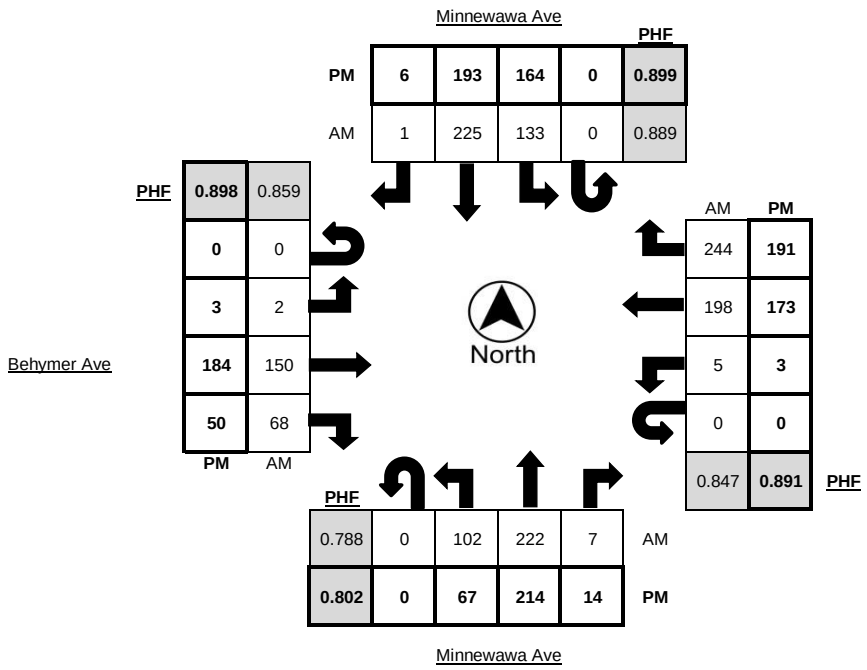
LOCATION Minnewawa Ave @ Behymer Ave
LATITUDE 36.8812
COUNTY Fresno
LONGITUDE -119.7112
COLLECTION DATE Thursday, September 14, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	2	33	1	2	0	26	36	0	2	0	0	26	9	0	0	3	32	45	1
7:15 AM - 7:30 AM	0	9	40	2	1	0	36	39	0	1	0	0	27	9	1	0	3	46	44	3
7:30 AM - 7:45 AM	0	33	42	1	2	0	35	48	0	2	0	0	37	10	1	0	3	72	48	1
7:45 AM - 8:00 AM	0	28	47	1	2	0	25	51	0	0	0	2	36	26	1	0	2	54	76	5
8:00 AM - 8:15 AM	0	14	59	1	2	0	33	68	0	3	0	0	36	16	2	0	0	34	68	3
8:15 AM - 8:30 AM	0	27	74	4	3	0	40	58	1	3	0	0	41	16	1	0	0	38	52	1
8:30 AM - 8:45 AM	0	8	44	3	3	0	36	52	1	3	0	2	24	16	4	0	1	32	41	4
8:45 AM - 9:00 AM	0	9	42	2	2	0	22	36	0	3	0	1	15	11	0	0	4	43	36	3
TOTAL	**0**	**130**	**381**	**15**	**17**	**0**	**253**	**388**	**2**	**17**	**0**	**5**	**242**	**113**	**10**	**0**	**16**	**351**	**410**	**21**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	16	55	2	0	0	26	45	0	0	0	0	46	14	0	0	0	35	30	2
4:15 PM - 4:30 PM	0	11	49	2	1	0	34	52	1	2	0	4	25	6	1	0	3	37	32	1
4:30 PM - 4:45 PM	0	14	57	1	1	0	37	36	0	2	0	0	40	10	0	0	0	22	39	0
4:45 PM - 5:00 PM	0	10	56	3	0	0	39	59	0	1	0	2	26	1	0	0	1	38	39	1
5:00 PM - 5:15 PM	0	11	51	1	0	0	38	40	3	2	0	0	39	11	0	0	1	41	56	0
5:15 PM - 5:30 PM	0	27	59	6	0	0	40	61	0	2	0	0	56	10	0	0	1	47	55	0
5:30 PM - 5:45 PM	0	20	61	4	1	0	45	43	1	0	0	2	55	7	1	0	1	42	46	0
5:45 PM - 6:00 PM	0	9	43	3	0	0	41	49	2	1	0	1	34	22	1	0	0	43	34	0
TOTAL	**0**	**118**	**431**	**22**	**3**	**0**	**300**	**385**	**7**	**10**	**0**	**9**	**321**	**81**	**3**	**0**	**7**	**305**	**331**	**4**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	102	222	7	9	0	133	225	1	8	0	2	150	68	5	0	5	198	244	10
5:00 PM - 6:00 PM	0	67	214	14	1	0	164	193	6	5	0	3	184	50	2	0	3	173	191	0

	PHF	Trucks
AM	0.967	2.4%
PM	0.872	0.6%



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Hanford, CA 93230

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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

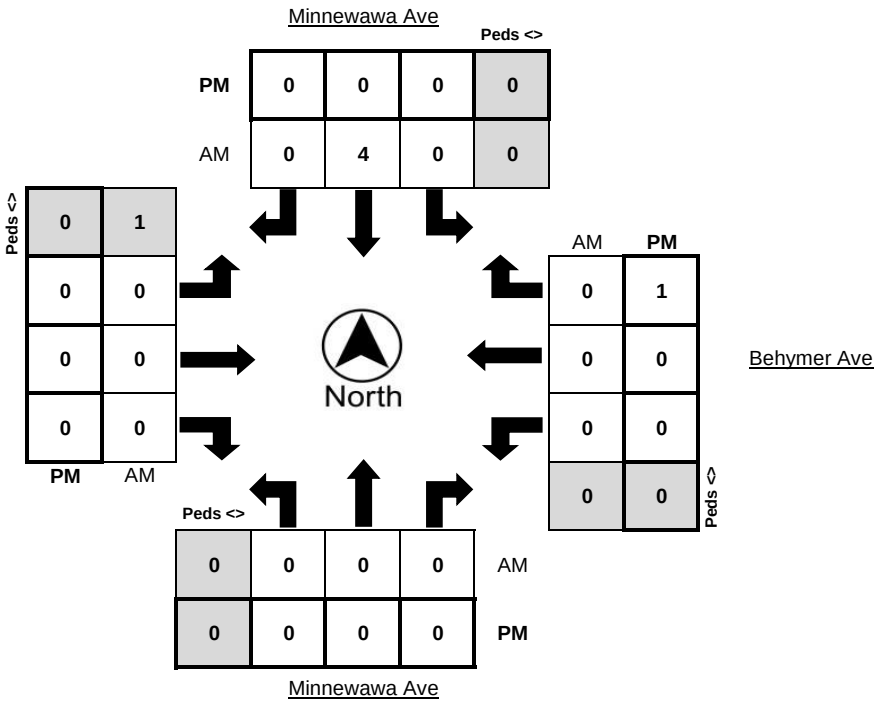
LOCATION Minnewawa Ave @ Behymer Ave
LATITUDE 36.8812
COUNTY Fresno
LONGITUDE -119.7112
COLLECTION DATE Thursday, September 14, 2023
WEATHER Clear

	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	2	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	1	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	1	0	0	0	0	0	0	0	0	0	1
8:00 AM - 8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	2	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**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**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	1	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	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	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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**	**1**	**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**
7:30 AM - 8:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

	Bikes	Peds
AM Peak Total	4	1
PM Peak Total	**1**	**0**



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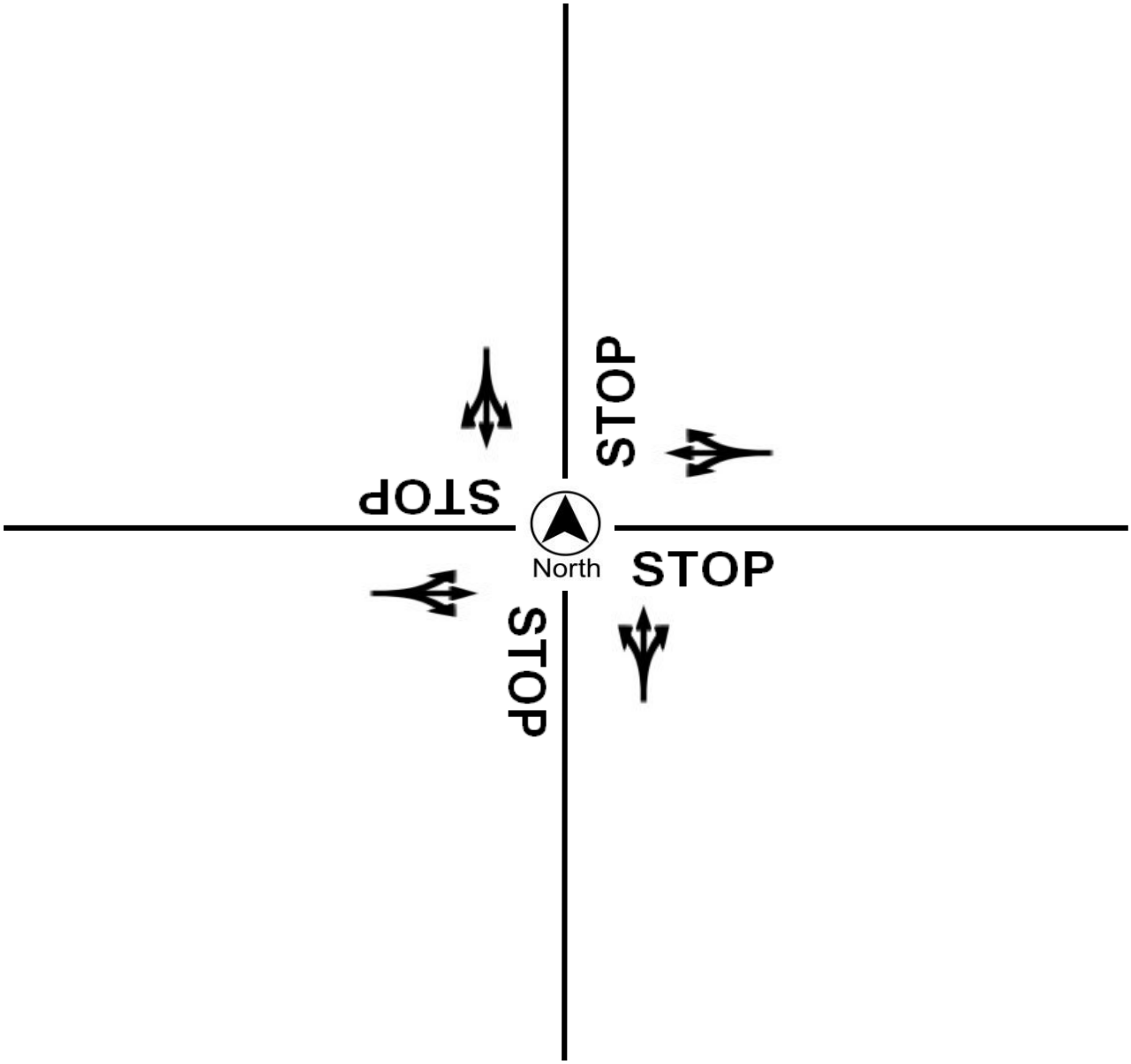
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	Minnewawa Ave @ Behymer Ave	**N/S STREET**	Minnewawa Ave / Minnewawa Ave
COUNTY	Fresno	**E/W STREET**	Behymer Ave / Behymer Ave
COLLECTION DATE	Thursday, September 14, 2023	**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 Ave
Clovis, CA 93612

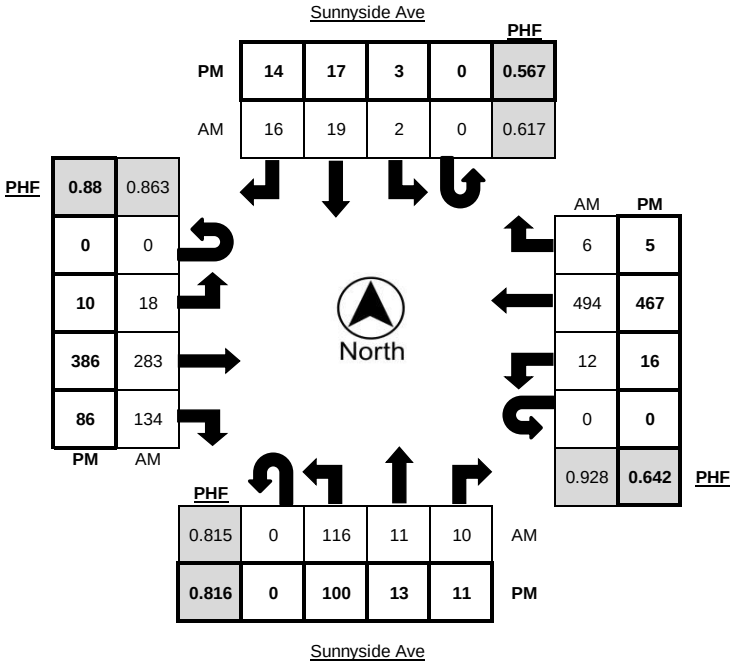
LOCATION Sunnyside Ave @ Shepherd Ave
LATITUDE 36.8666
COUNTY Fresno
LONGITUDE -119.6930
COLLECTION DATE Thursday, November 2, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	7	5	2	1	0	0	3	1	0	0	7	40	13	2	0	3	55	3	2
7:15 AM - 7:30 AM	0	16	0	0	1	0	0	1	3	0	0	3	63	21	2	0	2	70	1	1
7:30 AM - 7:45 AM	0	27	5	2	4	0	1	5	2	0	0	6	72	32	1	0	2	122	1	1
7:45 AM - 8:00 AM	0	37	2	3	1	0	0	3	2	1	0	5	80	41	1	0	5	117	1	2
8:00 AM - 8:15 AM	0	30	3	3	0	0	1	5	3	1	0	6	64	32	4	0	3	131	4	4
8:15 AM - 8:30 AM	0	22	1	2	1	0	0	6	9	1	0	1	67	29	6	0	2	124	0	1
8:30 AM - 8:45 AM	0	12	2	1	0	0	0	3	2	0	0	6	87	33	5	0	3	73	0	2
8:45 AM - 9:00 AM	0	13	3	2	1	0	1	3	0	0	0	3	46	25	0	0	0	66	1	1
TOTAL	**0**	**164**	**21**	**15**	**9**	**0**	**3**	**29**	**22**	**3**	**0**	**37**	**519**	**226**	**21**	**0**	**20**	**758**	**11**	**14**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	23	0	9	4	0	1	5	1	0	0	3	80	26	5	0	2	69	1	0
4:15 PM - 4:30 PM	0	29	5	7	0	0	2	0	4	0	0	1	96	20	3	0	3	80	2	1
4:30 PM - 4:45 PM	0	22	3	6	0	0	0	3	4	2	0	2	93	23	3	0	6	56	0	1
4:45 PM - 5:00 PM	0	24	3	3	1	0	0	4	3	0	0	2	98	23	1	0	3	88	1	0
5:00 PM - 5:15 PM	0	26	2	4	0	0	1	8	6	1	0	5	79	22	1	0	6	180	4	1
5:15 PM - 5:30 PM	0	31	4	3	0	0	1	1	4	0	0	3	115	19	0	0	3	104	0	1
5:30 PM - 5:45 PM	0	19	4	1	1	0	1	4	1	0	0	0	94	22	1	0	4	95	0	1
5:45 PM - 6:00 PM	0	14	2	6	0	0	0	5	3	0	0	0	98	21	0	0	6	79	0	0
TOTAL	**0**	**188**	**23**	**39**	**6**	**0**	**6**	**30**	**26**	**3**	**0**	**16**	**753**	**176**	**14**	**0**	**33**	**751**	**8**	**5**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	116	11	10	6	0	2	19	16	3	0	18	283	134	12	0	12	494	6	8
4:45 PM - 5:45 PM	0	100	13	11	2	0	3	17	14	1	0	10	386	86	3	0	16	467	5	3

	PHF	Trucks
AM	0.947	2.6%
PM	0.822	0.8%



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Prepared For:

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Clovis, CA 93612

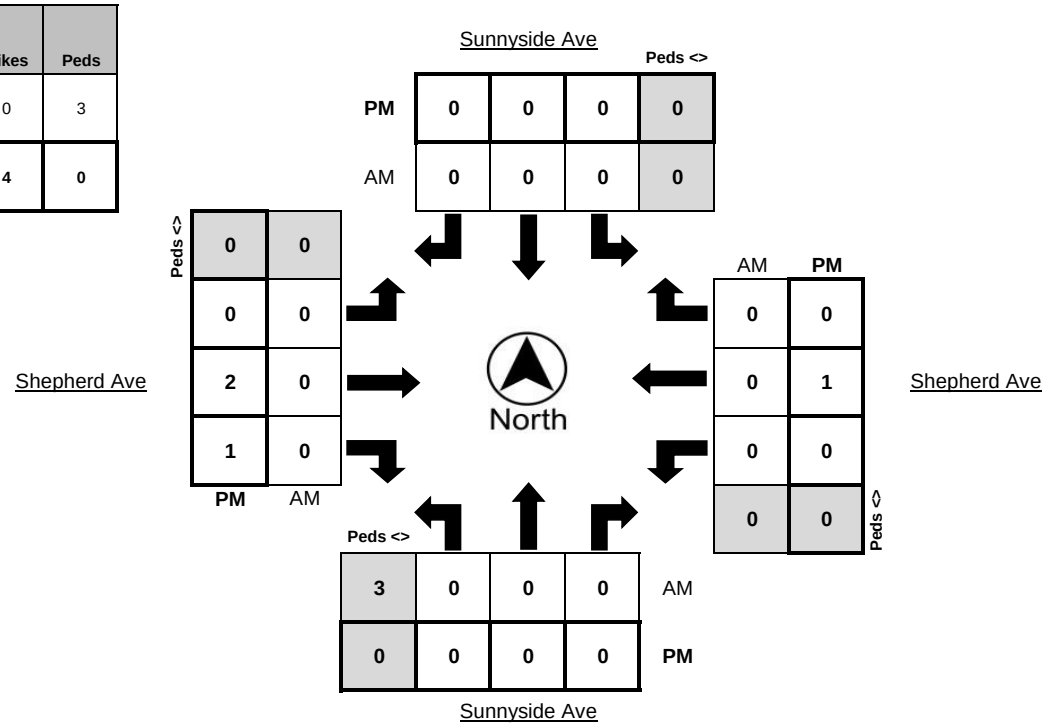
LOCATION Sunnyside Ave @ Shepherd Ave
LATITUDE 36.8666
COUNTY Fresno
LONGITUDE -119.6930
COLLECTION DATE Thursday, November 2, 2023
WEATHER Clear

	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	1	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	3	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	2	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**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	1	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	1	1	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	2	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	1	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**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**
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0

	Bikes	Peds
AM Peak Total	0	3
PM Peak Total	**4**	**0**



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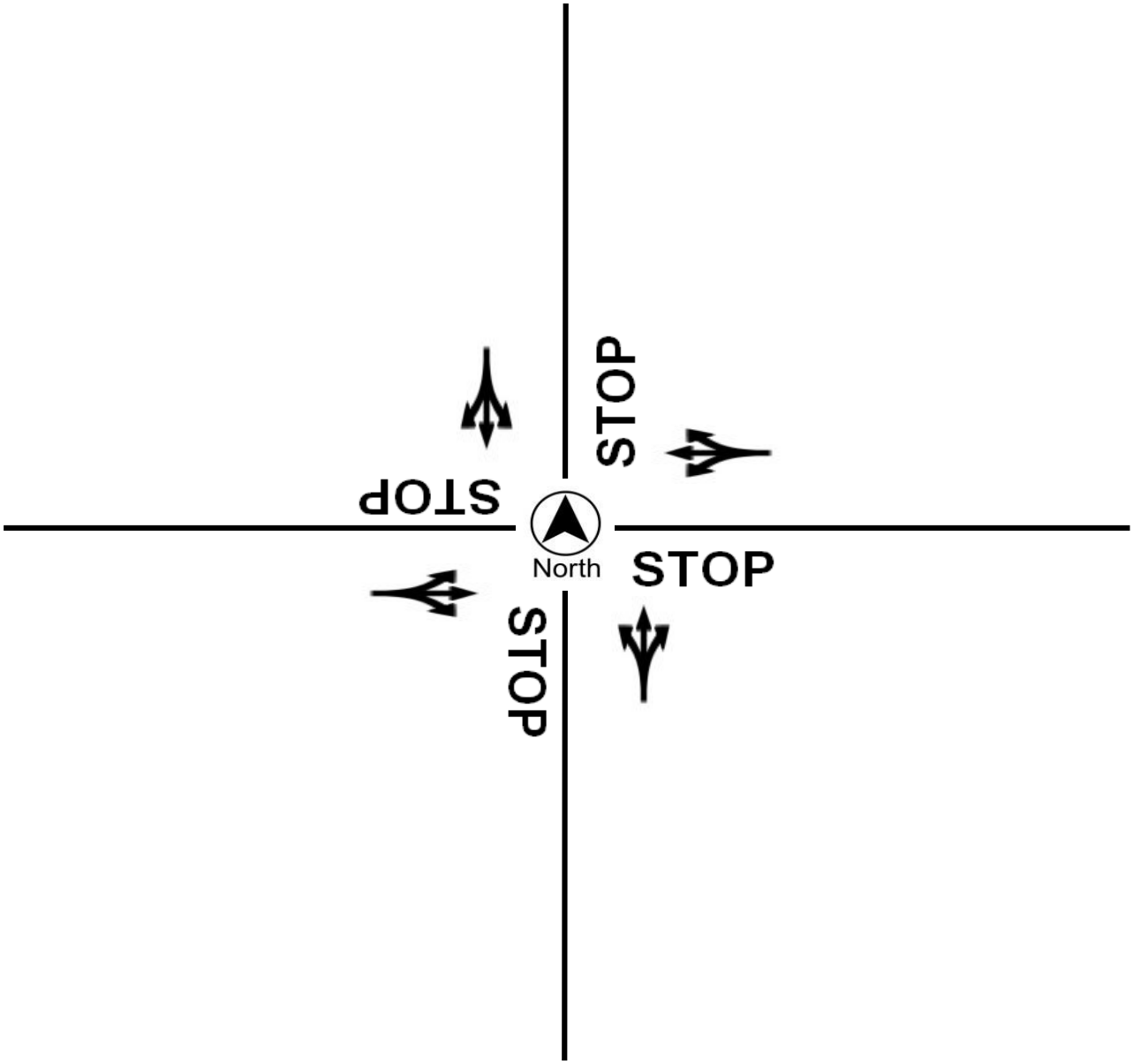
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	Sunnyside Ave @ Shepherd Ave	**N/S STREET**	Sunnyside Ave
COUNTY	Fresno	**E/W STREET**	Shepherd Ave
COLLECTION DATE	Thursday, November 2, 2023	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



APPENDIX C

INTERSECTION ANALYSES

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Intersection	
Intersection Delay, s/veh	38
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	150	68	5	198	244	102	222	7	133	225	1
Future Vol, veh/h	2	150	68	5	198	244	102	222	7	133	225	1
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	2	155	70	5	204	252	105	229	7	137	232	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20	52	31.9	37.1
HCM LOS	C	F	D	E

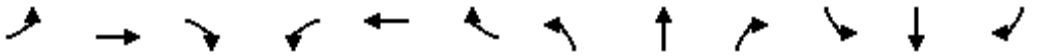
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	1%	1%	37%
Vol Thru, %	67%	68%	44%	63%
Vol Right, %	2%	31%	55%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	331	220	447	359
LT Vol	102	2	5	133
Through Vol	222	150	198	225
RT Vol	7	68	244	1
Lane Flow Rate	341	227	461	370
Geometry Grp	1	1	1	1
Degree of Util (X)	0.755	0.519	0.929	0.811
Departure Headway (Hd)	7.967	8.245	7.261	7.887
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	454	435	498	459
Service Time	6.053	6.344	5.337	5.97
HCM Lane V/C Ratio	0.751	0.522	0.926	0.806
HCM Control Delay	31.9	20	52	37.1
HCM Lane LOS	D	C	F	E
HCM 95th-tile Q	6.3	2.9	11.1	7.5

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	3	1	83	1	3	1	1
Future Vol, veh/h	3	1	83	1	3	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	3	1	90	1	3	1	1
Number of Lanes	1	1	1	1	0	0	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.7	7.7	7.6
HCM LOS	A	A	A

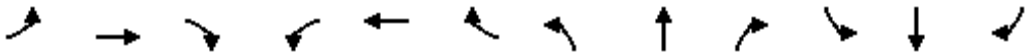
Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	75%	0%
Vol Thru, %	100%	25%	0%	0%	25%	100%
Vol Right, %	0%	75%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	4	3	1	1	1
LT Vol	0	0	3	0	1	0
Through Vol	83	1	0	0	0	1
RT Vol	0	3	0	1	0	0
Lane Flow Rate	90	4	3	1	1	1
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.114	0.005	0.005	0.001	0.002	0.001
Departure Headway (Hd)	4.543	4.018	5.198	3.997	4.961	4.586
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	793	895	684	886	722	781
Service Time	2.247	1.722	2.966	1.765	2.684	2.309
HCM Lane V/C Ratio	0.113	0.004	0.004	0.001	0.001	0.001
HCM Control Delay	7.8	6.7	8	6.8	7.7	7.3
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0	0	0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	367	148	100	580	6	163	38	41	21	38	27
Future Volume (veh/h)	50	367	148	100	580	6	163	38	41	21	38	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	56	412	144	112	652	6	183	43	39	24	43	5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	963	420	285	1059	462	244	832	363	99	446	193
Arrive On Green	0.06	0.27	0.27	0.08	0.30	0.30	0.14	0.23	0.23	0.03	0.13	0.13
Sat Flow, veh/h	3456	3554	1551	3456	3554	1552	1781	3554	1549	3456	3554	1534
Grp Volume(v), veh/h	56	412	144	112	652	6	183	43	39	24	43	5
Grp Sat Flow(s),veh/h/ln	1728	1777	1551	1728	1777	1552	1781	1777	1549	1728	1777	1534
Q Serve(g_s), s	0.7	4.4	3.5	1.4	7.3	0.1	4.6	0.4	0.9	0.3	0.5	0.1
Cycle Q Clear(g_c), s	0.7	4.4	3.5	1.4	7.3	0.1	4.6	0.4	0.9	0.3	0.5	0.1
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	191	963	420	285	1059	462	244	832	363	99	446	193
V/C Ratio(X)	0.29	0.43	0.34	0.39	0.62	0.01	0.75	0.05	0.11	0.24	0.10	0.03
Avail Cap(c_a), veh/h	596	2843	1241	820	3073	1342	1075	3226	1406	596	1693	731
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	13.9	13.6	20.2	14.0	11.5	19.2	13.8	13.9	22.0	17.9	17.8
Incr Delay (d2), s/veh	0.8	0.3	0.5	0.9	0.6	0.0	4.6	0.0	0.1	1.2	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	0.3	1.3	0.9	0.5	2.2	0.0	1.9	0.1	0.3	0.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	14.2	14.1	21.1	14.6	11.5	23.8	13.8	14.1	23.3	18.0	17.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		612			770			265			72	
Approach Delay, s/veh		14.9			15.5			20.7			19.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	15.8	7.8	17.5	10.4	10.7	6.6	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	8.0	42.1	11.0	37.1	28.0	22.1	8.0	40.1
Max Q Clear Time (g_c+I1), s	2.3	2.9	3.4	6.4	6.6	2.5	2.7	9.3
Green Ext Time (p_c), s	0.0	0.3	0.2	3.0	0.4	0.1	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	412	166	112	652	7	183	43	46	24	43	30
v/c Ratio	0.14	0.43	0.32	0.24	0.57	0.01	0.49	0.04	0.08	0.07	0.11	0.10
Control Delay	28.9	20.5	8.3	28.1	19.9	0.0	27.8	19.2	1.4	29.8	29.1	0.7
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	28.9	20.5	8.3	28.1	19.9	0.0	27.8	19.2	1.4	29.8	29.1	0.7
Queue Length 50th (ft)	9	64	10	19	107	0	60	5	0	4	7	0
Queue Length 95th (ft)	29	118	53	47	182	0	132	20	6	16	24	0
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	497	2380	1081	684	2520	1137	898	2610	1164	497	1418	695
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	0.11	0.17	0.15	0.16	0.26	0.01	0.20	0.02	0.04	0.05	0.03	0.04

Intersection Summary

Intersection	
Intersection Delay, s/veh	20.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	283	134	12	494	6	116	11	10	2	19	16
Future Vol, veh/h	18	283	134	12	494	6	116	11	10	2	19	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	19	301	143	13	526	6	123	12	11	2	20	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.9	25.1	12.2	10.2
HCM LOS	C	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	85%	4%	2%	5%
Vol Thru, %	8%	65%	96%	51%
Vol Right, %	7%	31%	1%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	435	512	37
LT Vol	116	18	12	2
Through Vol	11	283	494	19
RT Vol	10	134	6	16
Lane Flow Rate	146	463	545	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.269	0.664	0.79	0.072
Departure Headway (Hd)	6.643	5.169	5.222	6.626
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	539	699	692	537
Service Time	4.711	3.218	3.268	4.714
HCM Lane V/C Ratio	0.271	0.662	0.788	0.073
HCM Control Delay	12.2	17.9	25.1	10.2
HCM Lane LOS	B	C	D	B
HCM 95th-tile Q	1.1	5	7.9	0.2

Intersection	
Intersection Delay, s/veh	54.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	184	50	3	173	191	67	214	14	164	193	6
Future Vol, veh/h	3	184	50	3	173	191	67	214	14	164	193	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	211	57	3	199	220	77	246	16	189	222	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	29.7	63.6	42.5	71.8
HCM LOS	D	F	E	F

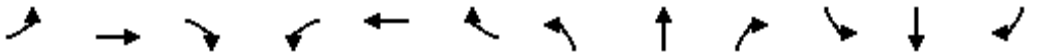
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	1%	1%	45%
Vol Thru, %	73%	78%	47%	53%
Vol Right, %	5%	21%	52%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	295	237	367	363
LT Vol	67	3	3	164
Through Vol	214	184	173	193
RT Vol	14	50	191	6
Lane Flow Rate	339	272	422	417
Geometry Grp	1	1	1	1
Degree of Util (X)	0.828	0.683	0.964	0.992
Departure Headway (Hd)	8.891	9.132	8.223	8.558
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	410	398	443	426
Service Time	6.891	7.132	6.26	6.599
HCM Lane V/C Ratio	0.827	0.683	0.953	0.979
HCM Control Delay	42.5	29.7	63.6	71.8
HCM Lane LOS	E	D	F	F
HCM 95th-tile Q	7.7	4.9	11.6	12.3

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	1	1	30	1	1	1	1
Future Vol, veh/h	1	1	30	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	1	33	1	1	1	1
Number of Lanes	1	1	1	1	0	0	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	7.2	7.4	7.5
HCM LOS	A	A	A

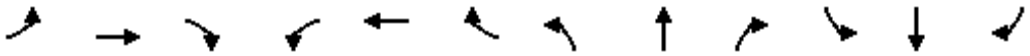
Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	75%	0%
Vol Thru, %	100%	50%	0%	0%	25%	100%
Vol Right, %	0%	50%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	2	1	1	1	1
LT Vol	0	0	1	0	1	0
Through Vol	30	1	0	0	0	1
RT Vol	0	1	0	1	0	0
Lane Flow Rate	33	2	1	1	1	1
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.041	0.003	0.002	0.001	0.002	0.001
Departure Headway (Hd)	4.539	4.189	5.097	3.897	4.929	4.554
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	793	859	703	918	729	789
Service Time	2.241	1.891	2.823	1.623	2.638	2.263
HCM Lane V/C Ratio	0.042	0.002	0.001	0.001	0.001	0.001
HCM Control Delay	7.4	6.9	7.8	6.6	7.6	7.3
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	423	125	67	423	11	181	51	57	11	22	21
Future Volume (veh/h)	46	423	125	67	423	11	181	51	57	11	22	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	53	486	124	77	486	10	208	59	29	13	25	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	882	385	238	935	408	278	955	417	58	460	199
Arrive On Green	0.05	0.25	0.25	0.07	0.26	0.26	0.16	0.27	0.27	0.02	0.13	0.13
Sat Flow, veh/h	3456	3554	1550	3456	3554	1551	1781	3554	1551	3456	3554	1535
Grp Volume(v), veh/h	53	486	124	77	486	10	208	59	29	13	25	6
Grp Sat Flow(s),veh/h/ln	1728	1777	1550	1728	1777	1551	1781	1777	1551	1728	1777	1535
Q Serve(g_s), s	0.7	5.3	2.9	1.0	5.2	0.2	5.0	0.6	0.6	0.2	0.3	0.2
Cycle Q Clear(g_c), s	0.7	5.3	2.9	1.0	5.2	0.2	5.0	0.6	0.6	0.2	0.3	0.2
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	186	882	385	238	935	408	278	955	417	58	460	199
V/C Ratio(X)	0.28	0.55	0.32	0.32	0.52	0.02	0.75	0.06	0.07	0.23	0.05	0.03
Avail Cap(c_a), veh/h	695	2707	1180	695	2707	1181	1313	3818	1666	540	1754	758
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	20.3	14.7	13.8	19.9	14.1	12.2	18.1	12.2	12.2	21.7	17.1	17.0
Incr Delay (d2), s/veh	0.8	0.5	0.5	0.8	0.4	0.0	4.0	0.0	0.1	2.0	0.0	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	0.2	1.6	0.8	0.3	1.6	0.1	1.9	0.2	0.2	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	15.2	14.2	20.6	14.5	12.3	22.1	12.2	12.3	23.7	17.1	17.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		663			573			296			44	
Approach Delay, s/veh		15.5			15.3			19.2			19.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	16.9	7.1	16.0	11.0	10.7	6.4	16.7
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	7.0	48.1	9.0	34.1	33.0	22.1	9.0	34.1
Max Q Clear Time (g_c+I1), s	2.2	2.6	3.0	7.3	7.0	2.3	2.7	7.2
Green Ext Time (p_c), s	0.0	0.4	0.1	3.3	0.5	0.1	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	53	486	144	77	486	13	208	59	66	13	25	24
v/c Ratio	0.13	0.54	0.29	0.18	0.46	0.02	0.52	0.04	0.10	0.04	0.06	0.08
Control Delay	27.3	21.8	7.1	26.9	19.2	0.1	26.3	15.2	3.3	28.4	28.0	0.6
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	27.3	21.8	7.1	26.9	19.2	0.1	26.3	15.2	3.3	28.4	28.0	0.6
Queue Length 50th (ft)	8	76	3	12	76	0	64	6	0	2	4	0
Queue Length 95th (ft)	26	133	40	34	130	0	134	23	16	10	16	0
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	580	2266	1035	580	2266	1035	1096	2953	1305	451	1468	715
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	0.09	0.21	0.14	0.13	0.21	0.01	0.19	0.02	0.05	0.03	0.02	0.03

Intersection Summary

Intersection	
Intersection Delay, s/veh	35.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	386	86	16	467	5	100	13	11	3	17	14
Future Vol, veh/h	10	386	86	16	467	5	100	13	11	3	17	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	12	471	105	20	570	6	122	16	13	4	21	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	36.7	40.9	13.4	11.1
HCM LOS	E	E	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	2%	3%	9%
Vol Thru, %	10%	80%	96%	50%
Vol Right, %	9%	18%	1%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	482	488	34
LT Vol	100	10	16	3
Through Vol	13	386	467	17
RT Vol	11	86	5	14
Lane Flow Rate	151	588	595	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.304	0.888	0.913	0.085
Departure Headway (Hd)	7.236	5.44	5.521	7.402
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	499	658	649	486
Service Time	5.238	3.53	3.609	5.414
HCM Lane V/C Ratio	0.303	0.894	0.917	0.084
HCM Control Delay	13.4	36.7	40.9	11.1
HCM Lane LOS	B	E	E	B
HCM 95th-tile Q	1.3	10.9	11.7	0.3

Intersection	
Intersection Delay, s/veh	43.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	150	69	5	198	244	105	232	7	133	228	1
Future Vol, veh/h	2	150	69	5	198	244	105	232	7	133	228	1
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	2	155	71	5	204	252	108	239	7	137	235	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21.3	60.7	37.5	41.8
HCM LOS	C	F	E	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	1%	1%	37%
Vol Thru, %	67%	68%	44%	63%
Vol Right, %	2%	31%	55%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	221	447	362
LT Vol	105	2	5	133
Through Vol	232	150	198	228
RT Vol	7	69	244	1
Lane Flow Rate	355	228	461	373
Geometry Grp	1	1	1	1
Degree of Util (X)	0.805	0.54	0.966	0.842
Departure Headway (Hd)	8.173	8.537	7.547	8.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	440	421	484	444
Service Time	6.253	6.627	5.547	6.203
HCM Lane V/C Ratio	0.807	0.542	0.952	0.84
HCM Control Delay	37.5	21.3	60.7	41.8
HCM Lane LOS	E	C	F	E
HCM 95th-tile Q	7.3	3.1	12.2	8.2

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	1	8	8	1	1
Future Vol, veh/h	45	1	8	8	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	1	9	9	1	1
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

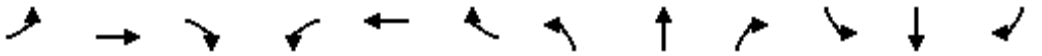
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	98%	50%
Vol Thru, %	50%	0%	50%
Vol Right, %	50%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	16	46	2
LT Vol	0	45	1
Through Vol	8	0	1
RT Vol	8	1	0
Lane Flow Rate	17	50	2
Geometry Grp	1	1	1
Degree of Util (X)	0.018	0.058	0.002
Departure Headway (Hd)	3.722	4.15	4.134
Convergence, Y/N	Yes	Yes	Yes
Cap	960	867	865
Service Time	1.75	2.156	2.164
HCM Lane V/C Ratio	0.018	0.058	0.002
HCM Control Delay	6.8	7.4	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	48	1	83	1	19	1	1
Future Vol, veh/h	48	1	83	1	19	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	52	1	90	1	21	1	1
Number of Lanes	1	1	1	1	0	0	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	8.4	7.8	7.8
HCM LOS	A	A	A

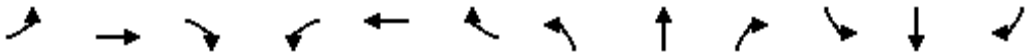
Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	75%	0%
Vol Thru, %	100%	5%	0%	0%	25%	100%
Vol Right, %	0%	95%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	20	48	1	1	1
LT Vol	0	0	48	0	1	0
Through Vol	83	1	0	0	0	1
RT Vol	0	19	0	1	0	0
Lane Flow Rate	90	22	52	1	1	1
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.116	0.024	0.076	0.001	0.002	0.001
Departure Headway (Hd)	4.628	3.962	5.225	4.024	5.058	4.683
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	770	896	679	878	700	755
Service Time	2.387	1.721	3.004	1.802	2.844	2.469
HCM Lane V/C Ratio	0.117	0.025	0.077	0.001	0.001	0.001
HCM Control Delay	8	6.8	8.4	6.8	7.9	7.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	370	148	107	588	9	163	42	43	29	48	54
Future Volume (veh/h)	59	370	148	107	588	9	163	42	43	29	48	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	66	416	144	120	661	9	183	47	41	33	54	36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	983	429	291	1064	465	244	795	346	129	441	190
Arrive On Green	0.06	0.28	0.28	0.08	0.30	0.30	0.14	0.22	0.22	0.04	0.12	0.12
Sat Flow, veh/h	3456	3554	1551	3456	3554	1552	1781	3554	1548	3456	3554	1533
Grp Volume(v), veh/h	66	416	144	120	661	9	183	47	41	33	54	36
Grp Sat Flow(s),veh/h/ln	1728	1777	1551	1728	1777	1552	1781	1777	1548	1728	1777	1533
Q Serve(g_s), s	0.9	4.5	3.5	1.6	7.5	0.2	4.7	0.5	1.0	0.4	0.6	1.0
Cycle Q Clear(g_c), s	0.9	4.5	3.5	1.6	7.5	0.2	4.7	0.5	1.0	0.4	0.6	1.0
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	212	983	429	291	1064	465	244	795	346	129	441	190
V/C Ratio(X)	0.31	0.42	0.34	0.41	0.62	0.02	0.75	0.06	0.12	0.26	0.12	0.19
Avail Cap(c_a), veh/h	587	2725	1190	881	3027	1322	1059	3178	1384	587	1668	720
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	21.1	13.9	13.6	20.5	14.2	11.6	19.5	14.4	14.6	22.0	18.3	18.5
Incr Delay (d2), s/veh	0.8	0.3	0.5	0.9	0.6	0.0	4.6	0.0	0.2	1.0	0.1	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	0.3	1.4	1.0	0.5	2.3	0.1	1.9	0.2	0.3	0.2	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	14.2	14.0	21.4	14.8	11.6	24.1	14.4	14.7	23.1	18.5	19.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		626			790			271			123	
Approach Delay, s/veh		15.0			15.8			21.0			19.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	15.4	8.0	17.9	10.5	10.7	6.9	19.0
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	8.0	42.1	12.0	36.1	28.0	22.1	8.0	40.1
Max Q Clear Time (g_c+I1), s	2.4	3.0	3.6	6.5	6.7	3.0	2.9	9.5
Green Ext Time (p_c), s	0.0	0.4	0.2	3.0	0.4	0.3	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	416	166	120	661	10	183	47	48	33	54	61
v/c Ratio	0.17	0.42	0.31	0.26	0.63	0.02	0.50	0.04	0.08	0.09	0.14	0.21
Control Delay	29.5	20.3	8.2	28.8	22.1	0.1	28.7	19.5	1.6	29.9	29.5	1.6
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	29.5	20.3	8.2	28.8	22.1	0.1	28.7	19.5	1.6	29.9	29.5	1.6
Queue Length 50th (ft)	11	66	10	21	111	0	61	5	0	5	10	0
Queue Length 95th (ft)	33	121	54	51	187	0	133	22	7	20	29	0
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	485	2259	1033	728	2459	1113	876	2546	1137	485	1383	682
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	0.14	0.18	0.16	0.16	0.27	0.01	0.21	0.02	0.04	0.07	0.04	0.09

Intersection Summary

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	289	136	12	496	11	117	13	10	15	25	31
Future Vol, veh/h	23	289	136	12	496	11	117	13	10	15	25	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	24	307	145	13	528	12	124	14	11	16	27	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21	30.1	12.8	11.1
HCM LOS	C	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	5%	2%	21%
Vol Thru, %	9%	65%	96%	35%
Vol Right, %	7%	30%	2%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	448	519	71
LT Vol	117	23	12	15
Through Vol	13	289	496	25
RT Vol	10	136	11	31
Lane Flow Rate	149	477	552	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.29	0.714	0.834	0.146
Departure Headway (Hd)	7.001	5.396	5.44	6.942
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	515	662	657	519
Service Time	5.007	3.489	3.528	4.952
HCM Lane V/C Ratio	0.289	0.721	0.84	0.146
HCM Control Delay	12.8	21	30.1	11.1
HCM Lane LOS	B	C	D	B
HCM 95th-tile Q	1.2	6	9	0.5

Intersection	
Intersection Delay, s/veh	59.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	184	53	3	173	191	69	221	14	164	205	6
Future Vol, veh/h	3	184	53	3	173	191	69	221	14	164	205	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	211	61	3	199	220	79	254	16	189	236	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	30.8	64.4	46.4	84.7
HCM LOS	D	F	E	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	1%	1%	44%
Vol Thru, %	73%	77%	47%	55%
Vol Right, %	5%	22%	52%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	304	240	367	375
LT Vol	69	3	3	164
Through Vol	221	184	173	205
RT Vol	14	53	191	6
Lane Flow Rate	349	276	422	431
Geometry Grp	1	1	1	1
Degree of Util (X)	0.853	0.693	0.964	1.039
Departure Headway (Hd)	9.021	9.312	8.445	8.675
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	405	392	434	422
Service Time	7.021	7.312	6.445	6.675
HCM Lane V/C Ratio	0.862	0.704	0.972	1.021
HCM Control Delay	46.4	30.8	64.4	84.7
HCM Lane LOS	E	D	F	F
HCM 95th-tile Q	8.2	5.1	11.5	13.8

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	1	25	26	1	1
Future Vol, veh/h	30	1	25	26	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	1	27	28	1	1
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.4	6.9	7.2
HCM LOS	A	A	A

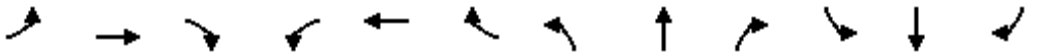
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	97%	50%
Vol Thru, %	49%	0%	50%
Vol Right, %	51%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	51	31	2
LT Vol	0	30	1
Through Vol	25	0	1
RT Vol	26	1	0
Lane Flow Rate	55	34	2
Geometry Grp	1	1	1
Degree of Util (X)	0.057	0.039	0.002
Departure Headway (Hd)	3.689	4.208	4.135
Convergence, Y/N	Yes	Yes	Yes
Cap	972	853	866
Service Time	1.707	2.224	2.159
HCM Lane V/C Ratio	0.057	0.04	0.002
HCM Control Delay	6.9	7.4	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	31	1	30	1	52	1	1
Future Vol, veh/h	31	1	30	1	52	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	34	1	33	1	57	1	1
Number of Lanes	1	1	1	1	0	0	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	8.2	7.1	7.7
HCM LOS	A	A	A

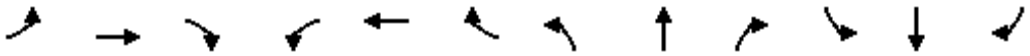
Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	75%	0%
Vol Thru, %	100%	2%	0%	0%	25%	100%
Vol Right, %	0%	98%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	53	31	1	1	1
LT Vol	0	0	31	0	1	0
Through Vol	30	1	0	0	0	1
RT Vol	0	52	0	1	0	0
Lane Flow Rate	33	58	34	1	1	1
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.042	0.063	0.049	0.001	0.002	0.001
Departure Headway (Hd)	4.596	3.909	5.189	3.988	5.015	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	777	913	688	892	710	767
Service Time	2.334	1.647	2.937	1.736	2.769	2.393
HCM Lane V/C Ratio	0.042	0.064	0.049	0.001	0.001	0.001
HCM Control Delay	7.5	6.9	8.2	6.7	7.8	7.4
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	432	125	71	429	21	181	62	65	16	29	39
Future Volume (veh/h)	76	432	125	71	429	21	181	62	65	16	29	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	87	497	124	82	493	21	208	71	38	18	33	27
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	892	389	246	884	385	277	930	406	77	456	197
Arrive On Green	0.07	0.25	0.25	0.07	0.25	0.25	0.16	0.26	0.26	0.02	0.13	0.13
Sat Flow, veh/h	3456	3554	1550	3456	3554	1550	1781	3554	1550	3456	3554	1534
Grp Volume(v), veh/h	87	497	124	82	493	21	208	71	38	18	33	27
Grp Sat Flow(s),veh/h/ln	1728	1777	1550	1728	1777	1550	1781	1777	1550	1728	1777	1534
Q Serve(g_s), s	1.1	5.5	2.9	1.0	5.5	0.5	5.0	0.7	0.8	0.2	0.4	0.7
Cycle Q Clear(g_c), s	1.1	5.5	2.9	1.0	5.5	0.5	5.0	0.7	0.8	0.2	0.4	0.7
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	254	892	389	246	884	385	277	930	406	77	456	197
V/C Ratio(X)	0.34	0.56	0.32	0.33	0.56	0.05	0.75	0.08	0.09	0.23	0.07	0.14
Avail Cap(c_a), veh/h	688	2681	1169	688	2681	1169	1300	3781	1650	535	1737	750
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	19.9	14.7	13.8	20.0	14.8	12.9	18.2	12.6	12.6	21.7	17.3	17.5
Incr Delay (d2), s/veh	0.8	0.5	0.5	0.8	0.6	0.1	4.1	0.0	0.1	1.5	0.1	0.3
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	1.7	0.8	0.4	1.7	0.1	2.0	0.2	0.2	0.1	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	15.3	14.2	20.8	15.4	13.0	22.3	12.6	12.7	23.2	17.4	17.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		708			596			317			78	
Approach Delay, s/veh		15.8			16.0			19.0			18.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	16.7	7.2	16.2	11.0	10.7	7.3	16.1
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	7.0	48.1	9.0	34.1	33.0	22.1	9.0	34.1
Max Q Clear Time (g_c+I1), s	2.2	2.8	3.0	7.5	7.0	2.7	3.1	7.5
Green Ext Time (p_c), s	0.0	0.5	0.1	3.4	0.5	0.2	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	497	144	82	493	24	208	71	75	18	33	45
v/c Ratio	0.20	0.55	0.29	0.19	0.55	0.05	0.52	0.05	0.12	0.05	0.08	0.16
Control Delay	27.3	22.1	7.1	27.4	22.1	0.2	26.7	15.3	4.2	28.8	28.1	1.2
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	27.3	22.1	7.1	27.4	22.1	0.2	26.7	15.3	4.2	28.8	28.1	1.2
Queue Length 50th (ft)	14	79	3	13	78	0	65	7	0	3	5	0
Queue Length 95th (ft)	37	137	40	36	137	0	136	26	20	12	19	0
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	574	2244	1026	574	2244	1026	1086	2925	1293	446	1454	710
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	0.22	0.14	0.14	0.22	0.02	0.19	0.02	0.06	0.04	0.02	0.06

Intersection Summary

Intersection	
Intersection Delay, s/veh	53.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	390	87	16	474	20	103	19	11	12	21	24
Future Vol, veh/h	27	390	87	16	474	20	103	19	11	12	21	24
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	33	476	106	20	578	24	126	23	13	15	26	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	55.8	66.6	14.5	12.2
HCM LOS	F	F	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	77%	5%	3%	21%
Vol Thru, %	14%	77%	93%	37%
Vol Right, %	8%	17%	4%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	504	510	57
LT Vol	103	27	16	12
Through Vol	19	390	474	21
RT Vol	11	87	20	24
Lane Flow Rate	162	615	622	70
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.981	1.023	0.147
Departure Headway (Hd)	7.689	5.888	5.92	7.869
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	470	621	616	459
Service Time	5.689	3.888	3.92	5.869
HCM Lane V/C Ratio	0.345	0.99	1.01	0.153
HCM Control Delay	14.5	55.8	66.6	12.2
HCM Lane LOS	B	F	F	B
HCM 95th-tile Q	1.5	14.3	16.2	0.5

Intersection	
Intersection Delay, s/veh	106.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	162	72	18	222	316	111	271	13	139	255	3
Future Vol, veh/h	3	162	72	18	222	316	111	271	13	139	255	3
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	3	167	74	19	229	326	114	279	13	143	263	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	29.3	189.4	71.5	73
HCM LOS	D	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	1%	3%	35%
Vol Thru, %	69%	68%	40%	64%
Vol Right, %	3%	30%	57%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	395	237	556	397
LT Vol	111	3	18	139
Through Vol	271	162	222	255
RT Vol	13	72	316	3
Lane Flow Rate	407	244	573	409
Geometry Grp	1	1	1	1
Degree of Util (X)	0.971	0.627	1.333	0.977
Departure Headway (Hd)	9.669	10.362	8.374	9.684
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	379	352	441	377
Service Time	7.669	8.362	6.374	7.684
HCM Lane V/C Ratio	1.074	0.693	1.299	1.085
HCM Control Delay	71.5	29.3	189.4	73
HCM Lane LOS	F	D	F	F
HCM 95th-tile Q	11	4	26.1	11.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	292	12	12	460	38	8
Future Vol, veh/h	292	12	12	460	38	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	317	13	13	500	41	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	330	0	850	324
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	526	-
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	-	-	1229	-	331	717
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	326	717
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	1229	-
HCM Lane V/C Ratio	0.139	-	-	0.011	-
HCM Control Delay (s)	16.6	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	104	32	1	13	36	66	6	4	175	3
Future Vol, veh/h	9	1	104	32	1	13	36	66	6	4	175	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	113	35	1	14	39	72	7	4	190	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	361	357	192	411	355	76	193	0	0	79	0	0
Stage 1	200	200	-	154	154	-	-	-	-	-	-	-
Stage 2	161	157	-	257	201	-	-	-	-	-	-	-
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	595	569	850	551	571	985	1380	-	-	1519	-	-
Stage 1	802	736	-	848	770	-	-	-	-	-	-	-
Stage 2	841	768	-	748	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	572	551	850	466	553	985	1380	-	-	1519	-	-
Mov Cap-2 Maneuver	572	551	-	466	553	-	-	-	-	-	-	-
Stage 1	780	734	-	824	748	-	-	-	-	-	-	-
Stage 2	804	746	-	646	733	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	12	2.6	0.2
HCM LOS	B	B		

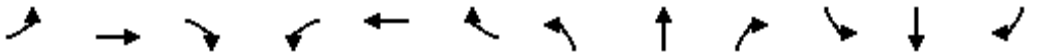
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1380	-	-	572	846	466	933	1519	-	-
HCM Lane V/C Ratio	0.028	-	-	0.017	0.135	0.075	0.016	0.003	-	-
HCM Control Delay (s)	7.7	-	-	11.4	9.9	13.3	8.9	7.4	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	360	3	83	116	188	3	226
Future Vol, veh/h	360	3	83	116	188	3	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	391	3	90	126	204	3	246
Number of Lanes	1	1	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	28.2	12.3	10.8
HCM LOS	D	B	B

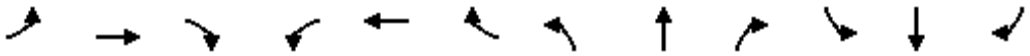
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	17%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	83%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	77	227	360	3	3	113	113
LT Vol	0	0	0	360	0	3	0	0
Through Vol	83	77	39	0	0	0	113	113
RT Vol	0	0	188	0	3	0	0	0
Lane Flow Rate	90	84	246	391	3	3	123	123
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.169	0.158	0.422	0.757	0.005	0.007	0.244	0.183
Departure Headway (Hd)	6.763	6.763	6.169	6.966	5.768	7.664	7.151	5.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	527	579	517	617	464	499	661
Service Time	4.55	4.55	3.956	4.733	3.534	5.462	4.948	3.167
HCM Lane V/C Ratio	0.171	0.159	0.425	0.756	0.005	0.006	0.246	0.186
HCM Control Delay	10.9	10.8	13.4	28.4	8.6	10.5	12.3	9.4
HCM Lane LOS	B	B	B	D	A	B	B	A
HCM 95th-tile Q	0.6	0.6	2.1	6.6	0	0	0.9	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	611	166	202	853	68	185	155	81	161	329	173
Future Volume (veh/h)	117	611	166	202	853	68	185	155	81	161	329	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	131	687	165	227	958	75	208	174	84	181	370	169
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1175	514	333	1283	561	259	842	367	278	611	265
Arrive On Green	0.07	0.33	0.33	0.10	0.36	0.36	0.15	0.24	0.24	0.08	0.17	0.17
Sat Flow, veh/h	3456	3554	1554	3456	3554	1555	1781	3554	1549	3456	3554	1542
Grp Volume(v), veh/h	131	687	165	227	958	75	208	174	84	181	370	169
Grp Sat Flow(s),veh/h/ln	1728	1777	1554	1728	1777	1555	1781	1777	1549	1728	1777	1542
Q Serve(g_s), s	2.6	11.2	5.5	4.4	16.4	2.3	7.9	2.7	3.0	3.5	6.7	7.1
Cycle Q Clear(g_c), s	2.6	11.2	5.5	4.4	16.4	2.3	7.9	2.7	3.0	3.5	6.7	7.1
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	228	1175	514	333	1283	561	259	842	367	278	611	265
V/C Ratio(X)	0.57	0.58	0.32	0.68	0.75	0.13	0.80	0.21	0.23	0.65	0.61	0.64
Avail Cap(c_a), veh/h	446	1994	872	645	2198	962	614	1785	778	551	1127	489
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	31.6	19.3	17.5	30.4	19.5	14.9	28.8	21.3	21.5	31.1	26.7	26.8
Incr Delay (d2), s/veh	2.3	0.5	0.4	2.5	0.9	0.1	5.7	0.1	0.3	2.6	1.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.0	1.7	1.8	5.8	0.7	3.5	1.0	1.0	1.5	2.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	19.8	17.8	32.9	20.4	15.1	34.5	21.5	21.8	33.6	27.6	29.4
LnGrp LOS	C	B	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		983			1260			466			720	
Approach Delay, s/veh		21.3			22.3			27.3			29.5	
Approach LOS		C			C			C			C	

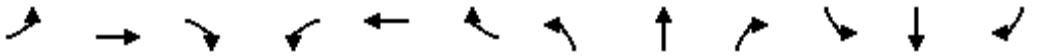
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	21.4	10.7	27.9	14.1	16.9	8.6	30.1
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.1	35.0	13.0	39.1	24.0	22.1	9.0	43.1
Max Q Clear Time (g_c+I1), s	5.5	5.0	6.4	13.2	9.9	9.1	4.6	18.4
Green Ext Time (p_c), s	0.2	1.3	0.4	4.9	0.5	2.3	0.1	6.7

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	687	187	227	958	76	208	174	91	181	370	194
v/c Ratio	0.41	0.61	0.32	0.54	0.78	0.12	0.65	0.20	0.20	0.49	0.60	0.46
Control Delay	48.1	29.7	10.7	46.2	32.1	0.8	47.5	28.9	7.4	47.0	41.2	9.9
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	48.1	29.7	10.7	46.2	32.1	0.8	47.5	28.9	7.4	47.0	41.2	9.9
Queue Length 50th (ft)	37	175	23	64	257	0	114	42	0	51	105	2
Queue Length 95th (ft)	80	278	82	124	392	4	219	77	35	104	181	63
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	355	1589	765	512	1751	830	487	1422	676	437	898	533
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	0.37	0.43	0.24	0.44	0.55	0.09	0.43	0.12	0.13	0.41	0.41	0.36

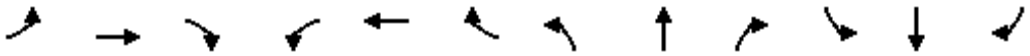
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	601	213	67	774	31	159	30	49	39	62	121
Future Volume (veh/h)	78	601	213	67	774	31	159	30	49	39	62	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	83	639	181	71	823	27	169	32	41	41	66	103
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	110	757	622	102	1423	615	213	371	302	73	224	183
Arrive On Green	0.06	0.41	0.41	0.06	0.40	0.40	0.12	0.20	0.20	0.04	0.12	0.12
Sat Flow, veh/h	1767	1856	1525	1767	3526	1524	1767	1856	1507	1767	1856	1520
Grp Volume(v), veh/h	83	639	181	71	823	27	169	32	41	41	66	103
Grp Sat Flow(s),veh/h/ln	1767	1856	1525	1767	1763	1524	1767	1856	1507	1767	1856	1520
Q Serve(g_s), s	2.8	18.9	4.8	2.4	11.0	0.7	5.6	0.9	1.4	1.4	2.0	3.9
Cycle Q Clear(g_c), s	2.8	18.9	4.8	2.4	11.0	0.7	5.6	0.9	1.4	1.4	2.0	3.9
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	110	757	622	102	1423	615	213	371	302	73	224	183
V/C Ratio(X)	0.76	0.84	0.29	0.70	0.58	0.04	0.79	0.09	0.14	0.56	0.30	0.56
Avail Cap(c_a), veh/h	288	1103	907	175	1870	808	320	724	588	186	584	478
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	28.0	16.2	12.1	28.1	14.1	11.0	26.0	19.8	20.0	28.6	24.3	25.2
Incr Delay (d2), s/veh	10.1	4.1	0.3	8.4	0.4	0.0	7.7	0.1	0.2	6.7	0.7	2.7
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	1.4	6.9	1.3	1.1	3.4	0.2	2.6	0.3	0.4	0.7	0.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	20.3	12.3	36.5	14.5	11.0	33.7	19.9	20.2	35.3	25.1	27.9
LnGrp LOS	D	C	B	D	B	B	C	B	C	D	C	C
Approach Vol, veh/h		903			921			242			210	
Approach Delay, s/veh		20.4			16.1			29.6			28.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	17.0	7.5	29.7	11.3	12.2	7.8	29.4
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	6.4	23.7	6.0	36.1	11.0	19.1	9.9	32.2
Max Q Clear Time (g_c+I1), s	3.4	3.4	4.4	20.9	7.6	5.9	4.8	13.0
Green Ext Time (p_c), s	0.0	0.2	0.0	3.9	0.1	0.5	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	83	639	227	71	823	33	169	32	52	41	66	129
v/c Ratio	0.40	0.82	0.30	0.46	0.60	0.05	0.64	0.07	0.11	0.26	0.31	0.40
Control Delay	38.3	29.1	3.3	46.2	20.1	0.1	44.8	27.4	0.5	38.9	36.0	6.6
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	38.3	29.1	3.3	46.2	20.1	0.1	44.8	27.4	0.5	38.9	36.0	6.6
Queue Length 50th (ft)	37	251	0	33	157	0	78	13	0	19	30	0
Queue Length 95th (ft)	83	#424	38	#90	231	0	#176	37	0	51	68	28
Internal Link Dist (ft)		1248			771			1086			1554	
Turn Bay Length (ft)	275		275	150		25	105		105	175		100
Base Capacity (vph)	258	993	917	157	1684	812	287	652	610	167	525	556
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	0.32	0.64	0.25	0.45	0.49	0.04	0.59	0.05	0.09	0.25	0.13	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	127.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	213	60	16	193	204	74	256	26	186	255	6
Future Vol, veh/h	3	213	60	16	193	204	74	256	26	186	255	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	245	69	18	222	234	85	294	30	214	293	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	52	135	95.8	192.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	1%	4%	42%
Vol Thru, %	72%	77%	47%	57%
Vol Right, %	7%	22%	49%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	276	413	447
LT Vol	74	3	16	186
Through Vol	256	213	193	255
RT Vol	26	60	204	6
Lane Flow Rate	409	317	475	514
Geometry Grp	1	1	1	1
Degree of Util (X)	1.046	0.835	1.175	1.324
Departure Headway (Hd)	10.702	11.239	9.986	10.047
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	344	324	366	365
Service Time	8.702	9.239	7.986	8.047
HCM Lane V/C Ratio	1.189	0.978	1.298	1.408
HCM Control Delay	95.8	52	135	192.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	12.5	7.2	17.1	22.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	364	43	13	369	26	12
Future Vol, veh/h	364	43	13	369	26	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	396	47	14	401	28	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	443	0	849	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	429	-
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	-	-	1117	-	331	633
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1117	-	326	633
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	-	-	1117	-
HCM Lane V/C Ratio	0.107	-	-	0.013	-
HCM Control Delay (s)	15.5	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	70	21	1	9	118	216	18	15	118	10
Future Vol, veh/h	6	1	70	21	1	9	118	216	18	15	118	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	76	23	1	10	128	235	20	16	128	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	673	677	134	705	672	245	139	0	0	255	0	0
Stage 1	166	166	-	501	501	-	-	-	-	-	-	-
Stage 2	507	511	-	204	171	-	-	-	-	-	-	-
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	369	375	915	351	377	794	1445	-	-	1310	-	-
Stage 1	836	761	-	552	543	-	-	-	-	-	-	-
Stage 2	548	537	-	798	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	336	338	915	297	339	794	1445	-	-	1310	-	-
Mov Cap-2 Maneuver	336	338	-	297	339	-	-	-	-	-	-	-
Stage 1	762	752	-	503	495	-	-	-	-	-	-	-
Stage 2	492	489	-	722	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	15.6	2.6	0.8
HCM LOS	A	C		

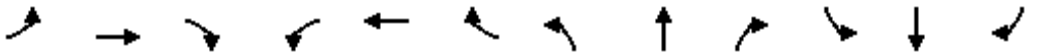
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1445	-	-	336	894	297	700	1310	-	-
HCM Lane V/C Ratio	0.089	-	-	0.019	0.086	0.077	0.016	0.012	-	-
HCM Control Delay (s)	7.7	-	-	15.9	9.4	18.1	10.2	7.8	-	-
HCM Lane LOS	A	-	-	C	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0.3	0.2	0	0	-	-

Intersection	
Intersection Delay, s/veh	37.9
Intersection LOS	E

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	312	1	30	268	447	1	196
Future Vol, veh/h	312	1	30	268	447	1	196
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	339	1	33	291	486	1	213
Number of Lanes	1	1	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	30.3	48.1	11.6
HCM LOS	D	E	B

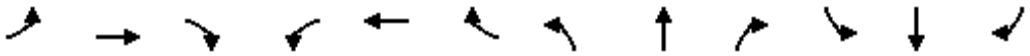
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	17%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	83%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	179	536	312	1	1	98	98
LT Vol	0	0	0	312	0	1	0	0
Through Vol	30	179	89	0	0	0	98	98
RT Vol	0	0	447	0	1	0	0	0
Lane Flow Rate	33	194	583	339	1	1	107	107
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.061	0.365	1	0.745	0.002	0.003	0.236	0.183
Departure Headway (Hd)	6.771	6.771	6.174	7.907	6.705	8.497	7.981	6.192
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	530	532	589	458	533	429	458	586
Service Time	4.504	4.504	3.907	5.639	4.449	6.098	5.596	3.856
HCM Lane V/C Ratio	0.062	0.365	0.99	0.74	0.002	0.002	0.234	0.183
HCM Control Delay	9.9	13.4	61.8	30.4	9.5	11.1	13	10.2
HCM Lane LOS	A	B	F	D	A	B	B	B
HCM 95th-tile Q	0.2	1.7	14.7	6.1	0	0	0.9	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	811	163	144	817	165	228	380	200	128	243	147
Future Volume (veh/h)	207	811	163	144	817	165	228	380	200	128	243	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	238	932	167	166	939	187	262	437	193	147	279	151
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	1316	576	253	1231	538	312	914	399	230	527	228
Arrive On Green	0.10	0.37	0.37	0.07	0.35	0.35	0.18	0.26	0.26	0.07	0.15	0.15
Sat Flow, veh/h	3456	3554	1555	3456	3554	1554	1781	3554	1550	3456	3554	1539
Grp Volume(v), veh/h	238	932	167	166	939	187	262	437	193	147	279	151
Grp Sat Flow(s),veh/h/ln	1728	1777	1555	1728	1777	1554	1781	1777	1550	1728	1777	1539
Q Serve(g_s), s	5.1	17.1	5.8	3.6	18.0	6.8	10.9	8.0	8.1	3.2	5.6	7.1
Cycle Q Clear(g_c), s	5.1	17.1	5.8	3.6	18.0	6.8	10.9	8.0	8.1	3.2	5.6	7.1
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	336	1316	576	253	1231	538	312	914	399	230	527	228
V/C Ratio(X)	0.71	0.71	0.29	0.66	0.76	0.35	0.84	0.48	0.48	0.64	0.53	0.66
Avail Cap(c_a), veh/h	587	1988	870	465	1863	815	605	1645	717	438	887	384
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	33.5	20.5	17.0	34.5	22.2	18.6	30.5	24.1	24.1	34.8	30.1	30.8
Incr Delay (d2), s/veh	2.8	0.7	0.3	2.9	1.0	0.4	6.0	0.4	0.9	2.9	0.8	3.3
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	6.2	1.8	1.5	6.6	2.2	4.8	3.1	2.7	1.3	2.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	21.3	17.3	37.4	23.2	19.0	36.5	24.5	25.0	37.7	30.9	34.0
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1337			1292			892			577	
Approach Delay, s/veh		23.4			24.4			28.1			33.5	
Approach LOS		C			C			C			C	

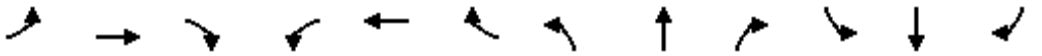
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	24.6	9.6	33.2	17.4	16.2	11.4	31.4
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	9.7	35.4	10.3	42.8	26.0	19.1	13.0	40.1
Max Q Clear Time (g_c+I1), s	5.2	10.1	5.6	19.1	12.9	9.1	7.1	20.0
Green Ext Time (p_c), s	0.2	3.3	0.2	6.8	0.6	1.5	0.4	6.5

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	238	932	187	166	939	190	262	437	230	147	279	169
v/c Ratio	0.58	0.73	0.29	0.49	0.78	0.29	0.73	0.50	0.46	0.46	0.56	0.47
Control Delay	48.7	30.8	9.4	49.7	34.1	5.0	50.3	33.2	13.6	49.9	45.0	11.3
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	48.7	30.8	9.4	49.7	34.1	5.0	50.3	33.2	13.6	49.9	45.0	11.3
Queue Length 50th (ft)	73	257	23	51	270	0	154	124	34	45	87	0
Queue Length 95th (ft)	126	368	73	94	386	44	261	176	96	86	140	55
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	487	1653	791	386	1549	782	502	1367	695	363	738	454
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	0.49	0.56	0.24	0.43	0.61	0.24	0.52	0.32	0.33	0.40	0.38	0.37

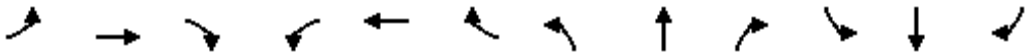
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	811	159	62	931	50	192	46	74	33	63	123
Future Volume (veh/h)	151	811	159	62	931	50	192	46	74	33	63	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	184	989	155	76	1135	49	234	56	72	40	77	120
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	211	1022	842	92	1705	739	259	410	334	54	194	159
Arrive On Green	0.12	0.55	0.55	0.05	0.48	0.48	0.15	0.22	0.22	0.03	0.10	0.10
Sat Flow, veh/h	1767	1856	1529	1767	3526	1527	1767	1856	1511	1767	1856	1515
Grp Volume(v), veh/h	184	989	155	76	1135	49	234	56	72	40	77	120
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	1763	1527	1767	1856	1511	1767	1856	1515
Q Serve(g_s), s	12.5	62.7	6.2	5.2	30.0	2.1	15.9	3.0	4.8	2.7	4.7	9.4
Cycle Q Clear(g_c), s	12.5	62.7	6.2	5.2	30.0	2.1	15.9	3.0	4.8	2.7	4.7	9.4
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	211	1022	842	92	1705	739	259	410	334	54	194	159
V/C Ratio(X)	0.87	0.97	0.18	0.82	0.67	0.07	0.90	0.14	0.22	0.75	0.40	0.76
Avail Cap(c_a), veh/h	257	1048	864	92	1705	739	260	447	364	104	284	232
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	52.9	26.4	13.7	57.4	24.0	16.8	51.3	38.3	39.0	58.8	51.2	53.2
Incr Delay (d2), s/veh	22.8	20.1	0.1	42.4	1.0	0.0	31.7	0.2	0.3	18.3	1.3	8.0
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	6.7	30.0	2.0	3.3	11.7	0.7	9.2	1.4	1.7	1.5	2.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	46.5	13.8	99.8	25.0	16.9	83.0	38.4	39.3	77.1	52.5	61.3
LnGrp LOS	E	D	B	F	C	B	F	D	D	E	D	E
Approach Vol, veh/h		1328			1260			362			237	
Approach Delay, s/veh		46.8			29.2			67.4			61.1	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	31.9	10.4	72.3	21.9	17.7	18.6	64.1
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	7.2	29.5	6.4	69.1	18.0	18.7	17.8	57.7
Max Q Clear Time (g_c+I1), s	4.7	6.8	7.2	64.7	17.9	11.4	14.5	32.0
Green Ext Time (p_c), s	0.0	0.4	0.0	2.7	0.0	0.4	0.1	8.3

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	989	194	76	1135	61	234	56	90	40	77	150
v/c Ratio	0.79	0.94	0.21	0.83	0.67	0.08	0.90	0.16	0.23	0.41	0.49	0.56
Control Delay	74.7	43.1	4.9	113.2	26.8	0.2	87.8	43.5	4.9	69.1	63.6	16.6
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	74.7	43.1	4.9	113.2	26.8	0.2	87.8	43.5	4.9	69.1	63.6	16.6
Queue Length 50th (ft)	140	690	19	60	356	0	183	38	0	31	59	0
Queue Length 95th (ft)	#205	#899	46	#136	400	0	#301	69	17	65	99	47
Internal Link Dist (ft)		1248			771			1086			1554	
Turn Bay Length (ft)	275		275	150		25	105		105	175		100
Base Capacity (vph)	256	1047	913	92	1706	808	259	447	451	103	283	360
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	0.72	0.94	0.21	0.83	0.67	0.08	0.90	0.13	0.20	0.39	0.27	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	462
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	188	98	61	529	390	133	290	14	169	594	11
Future Vol, veh/h	3	188	98	61	529	390	133	290	14	169	594	11
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	3	194	101	63	545	402	137	299	14	174	612	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	68.2	692.6	148.1	494.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	1%	6%	22%
Vol Thru, %	66%	65%	54%	77%
Vol Right, %	3%	34%	40%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	437	289	980	774
LT Vol	133	3	61	169
Through Vol	290	188	529	594
RT Vol	14	98	390	11
Lane Flow Rate	451	298	1010	798
Geometry Grp	1	1	1	1
Degree of Util (X)	1.132	0.78	2.464	2.004
Departure Headway (Hd)	17.2	19.063	11.685	13.63
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	216	194	323	279
Service Time	15.2	17.063	9.685	11.63
HCM Lane V/C Ratio	2.088	1.536	3.127	2.86
HCM Control Delay	148.1	68.2	692.6	494.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	11.3	5.3	61	38.3

Intersection	
Int Delay, s/veh	25.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	292	170	21	542	238	23
Future Vol, veh/h	292	170	21	542	238	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	317	185	23	589	259	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	502	0	1045	410
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	635	-
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	-	-	1062	-	~ 253	642
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	528	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1062	-	~ 245	642
Mov Cap-2 Maneuver	-	-	-	-	~ 245	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	125.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	259	-	-	1062	-
HCM Lane V/C Ratio	1.095	-	-	0.021	-
HCM Control Delay (s)	125.9	-	-	8.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	12	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	104	60	1	215	36	74	32	185	183	3
Future Vol, veh/h	9	1	104	60	1	215	36	74	32	185	183	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	113	65	1	234	39	80	35	201	199	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	896	796	201	836	780	98	202	0	0	115	0	0
Stage 1	603	603	-	176	176	-	-	-	-	-	-	-
Stage 2	293	193	-	660	604	-	-	-	-	-	-	-
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	261	320	840	287	327	958	1370	-	-	1474	-	-
Stage 1	486	488	-	826	753	-	-	-	-	-	-	-
Stage 2	715	741	-	452	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	269	840	217	275	958	1370	-	-	1474	-	-
Mov Cap-2 Maneuver	173	269	-	217	275	-	-	-	-	-	-	-
Stage 1	472	422	-	803	732	-	-	-	-	-	-	-
Stage 2	524	720	-	337	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	14.1	2	3.9
HCM LOS	B	B		

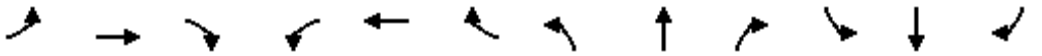
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1370	-	-	173	823	217	947	1474	-	-
HCM Lane V/C Ratio	0.029	-	-	0.057	0.139	0.301	0.248	0.136	-	-
HCM Control Delay (s)	7.7	-	-	27.1	10.1	28.6	10.1	7.8	-	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.5	1.2	1	0.5	-	-

Intersection	
Intersection Delay, s/veh	84.1
Intersection LOS	F

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	362	36	87	485	192	30	914
Future Vol, veh/h	362	36	87	485	192	30	914
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	393	39	95	527	209	33	993
Number of Lanes	1	1	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	117.1	47.5	99.9
HCM LOS	F	E	F

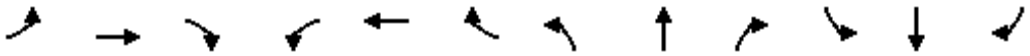
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	46%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	54%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	323	354	362	36	30	457	457
LT Vol	0	0	0	362	0	30	0	0
Through Vol	87	323	162	0	0	0	457	457
RT Vol	0	0	192	0	36	0	0	0
Lane Flow Rate	95	351	384	393	39	33	497	497
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.231	0.859	0.899	1.144	0.101	0.084	1.208	0.969
Departure Headway (Hd)	9.536	9.536	9.138	10.846	9.622	9.922	9.397	7.578
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	379	383	400	338	375	363	392	482
Service Time	7.236	7.236	6.838	8.546	7.322	7.622	7.097	5.278
HCM Lane V/C Ratio	0.251	0.916	0.96	1.163	0.104	0.091	1.268	1.031
HCM Control Delay	15.1	49	54	127.4	13.4	13.5	144.3	61.2
HCM Lane LOS	C	E	F	F	B	B	F	F
HCM 95th-tile Q	0.9	8.2	9.3	15.3	0.3	0.3	19.1	12.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	735	218	325	853	183	206	212	175	203	639	320
Future Volume (veh/h)	120	735	218	325	853	183	206	212	175	203	639	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	130	799	215	353	927	198	224	230	183	221	695	324
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	980	428	437	1228	537	262	1135	496	300	921	402
Arrive On Green	0.06	0.28	0.28	0.13	0.35	0.35	0.15	0.32	0.32	0.09	0.26	0.26
Sat Flow, veh/h	3456	3554	1551	3456	3554	1554	1781	3554	1553	3456	3554	1550
Grp Volume(v), veh/h	130	799	215	353	927	198	224	230	183	221	695	324
Grp Sat Flow(s),veh/h/ln	1728	1777	1551	1728	1777	1554	1781	1777	1553	1728	1777	1550
Q Serve(g_s), s	3.4	19.5	10.8	9.2	21.5	8.9	11.4	4.4	8.5	5.8	16.8	18.2
Cycle Q Clear(g_c), s	3.4	19.5	10.8	9.2	21.5	8.9	11.4	4.4	8.5	5.8	16.8	18.2
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	196	980	428	437	1228	537	262	1135	496	300	921	402
V/C Ratio(X)	0.66	0.81	0.50	0.81	0.75	0.37	0.85	0.20	0.37	0.74	0.75	0.81
Avail Cap(c_a), veh/h	260	1226	535	594	1569	686	383	1424	622	475	1149	501
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	43.0	31.5	28.3	39.5	27.0	22.8	38.7	23.0	24.4	41.5	31.8	32.3
Incr Delay (d2), s/veh	3.8	3.5	0.9	5.9	1.6	0.4	11.9	0.1	0.5	3.5	2.2	7.6
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	1.5	8.2	3.8	4.0	8.5	3.0	5.6	1.7	2.9	2.5	7.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	35.0	29.2	45.4	28.6	23.3	50.6	23.1	24.9	45.0	34.0	39.9
LnGrp LOS	D	D	C	D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1144			1478			637			1240	
Approach Delay, s/veh		35.3			31.9			33.3			37.5	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	34.6	15.8	30.6	17.7	29.0	9.3	37.1
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	12.8	37.3	16.0	32.1	20.0	30.1	7.0	41.1
Max Q Clear Time (g_c+I1), s	7.8	10.5	11.2	21.5	13.4	20.2	5.4	23.5
Green Ext Time (p_c), s	0.3	1.9	0.5	4.1	0.3	3.9	0.0	6.2

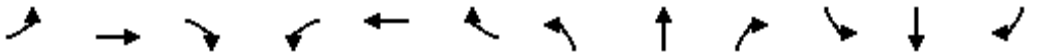
Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	799	237	353	927	199	224	230	190	221	695	348
v/c Ratio	0.57	0.83	0.44	0.74	0.76	0.30	0.77	0.21	0.31	0.59	0.78	0.65
Control Delay	61.3	45.5	13.6	55.7	36.0	4.9	62.2	28.3	5.6	54.1	44.7	21.9
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	61.3	45.5	13.6	55.7	36.0	4.9	62.2	28.3	5.6	54.1	44.7	21.9
Queue Length 50th (ft)	50	293	39	132	316	0	160	65	0	82	252	96
Queue Length 95th (ft)	#84	370	110	184	394	49	#268	97	51	123	323	201
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	233	1101	595	532	1409	734	343	1280	679	425	1032	591
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	0.56	0.73	0.40	0.66	0.66	0.27	0.65	0.18	0.28	0.52	0.67	0.59

Intersection Summary

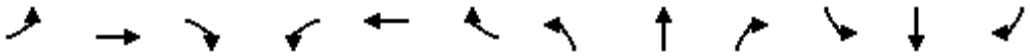
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	812	226	69	763	104	152	88	51	345	416	494
Future Volume (veh/h)	218	812	226	69	763	104	152	88	51	345	416	494
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.95	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	232	864	194	73	812	105	162	94	43	367	443	500
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	258	858	706	83	1281	553	169	271	219	367	480	398
Arrive On Green	0.15	0.46	0.46	0.05	0.36	0.36	0.10	0.15	0.15	0.21	0.26	0.26
Sat Flow, veh/h	1767	1856	1526	1767	3526	1522	1767	1856	1495	1767	1856	1538
Grp Volume(v), veh/h	232	864	194	73	812	105	162	94	43	367	443	500
Grp Sat Flow(s),veh/h/ln	1767	1856	1526	1767	1763	1522	1767	1856	1495	1767	1856	1538
Q Serve(g_s), s	16.8	60.1	10.2	5.3	24.8	6.1	11.9	5.9	3.3	27.0	30.2	33.6
Cycle Q Clear(g_c), s	16.8	60.1	10.2	5.3	24.8	6.1	11.9	5.9	3.3	27.0	30.2	33.6
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	258	858	706	83	1281	553	169	271	219	367	480	398
V/C Ratio(X)	0.90	1.01	0.27	0.88	0.63	0.19	0.96	0.35	0.20	1.00	0.92	1.26
Avail Cap(c_a), veh/h	295	858	706	83	1281	553	169	271	219	367	480	398
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	54.6	35.0	21.5	61.6	34.2	28.3	58.6	49.9	48.8	51.5	47.0	48.2
Incr Delay (d2), s/veh	26.4	32.5	0.2	60.9	1.0	0.2	57.7	0.8	0.4	47.0	23.7	135.0
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	9.1	32.7	3.5	3.7	10.3	2.2	7.9	2.8	1.2	16.5	16.8	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.0	67.4	21.7	122.5	35.2	28.5	116.2	50.7	49.2	98.5	70.6	183.2
LnGrp LOS	F	F	C	F	D	C	F	D	D	F	E	F
Approach Vol, veh/h		1290			990			299			1310	
Approach Delay, s/veh		63.0			41.0			86.0			121.4	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	23.9	10.1	65.0	16.4	38.5	23.0	52.1
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	27.0	19.0	6.1	60.1	12.4	33.6	21.7	44.5
Max Q Clear Time (g_c+I1), s	29.0	7.9	7.3	62.1	13.9	35.6	18.8	26.8
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.0	0.2	5.1

Intersection Summary	
HCM 6th Ctrl Delay	78.8
HCM 6th LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	232	864	240	73	812	111	162	94	54	367	443	526
v/c Ratio	0.85	1.01	0.30	0.89	0.65	0.18	0.96	0.36	0.16	1.01	0.95	0.95
Control Delay	80.5	67.6	7.5	132.3	38.3	2.3	119.1	54.5	1.0	99.3	77.7	55.3
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	80.5	67.6	7.5	132.3	38.3	2.3	119.1	54.5	1.0	99.3	77.7	55.3
Queue Length 50th (ft)	190	~739	32	62	306	0	138	72	0	~316	366	277
Queue Length 95th (ft)	#318	#1015	85	#159	380	18	#283	128	0	#522	#568	#508
Internal Link Dist (ft)		1248			771			1086			1554	
Turn Bay Length (ft)	275		275	150		25	105		105	175		100
Base Capacity (vph)	294	857	790	82	1249	631	168	271	346	365	479	561
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	0.79	1.01	0.30	0.89	0.65	0.18	0.96	0.35	0.16	1.01	0.92	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	295.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	377	109	22	222	245	154	442	30	216	270	7
Future Vol, veh/h	14	377	109	22	222	245	154	442	30	216	270	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	410	118	24	241	266	167	480	33	235	293	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	254.2	226.9	409.4	259.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	3%	4%	44%
Vol Thru, %	71%	75%	45%	55%
Vol Right, %	5%	22%	50%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	626	500	489	493
LT Vol	154	14	22	216
Through Vol	442	377	222	270
RT Vol	30	109	245	7
Lane Flow Rate	680	543	532	536
Geometry Grp	1	1	1	1
Degree of Util (X)	1.809	1.435	1.366	1.445
Departure Headway (Hd)	13.77	14.864	15.015	15.262
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	272	250	250	246
Service Time	11.77	12.864	13.015	13.262
HCM Lane V/C Ratio	2.5	2.172	2.128	2.179
HCM Control Delay	409.4	254.2	226.9	259.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	32	19.8	17.8	19.6

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	364	268	21	369	141	12
Future Vol, veh/h	364	268	21	369	141	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	396	291	23	401	153	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	687	0	989	542
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	447	-
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	-	-	907	-	274	540
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	907	-	265	540
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	36
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	276	-	-	907	-
HCM Lane V/C Ratio	0.603	-	-	0.025	-
HCM Control Delay (s)	36	-	-	9.1	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	3.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	70	30	1	114	118	227	107	264	126	10
Future Vol, veh/h	6	1	70	30	1	114	118	227	107	264	126	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	76	33	1	124	128	247	116	287	137	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1341	1336	143	1316	1283	305	148	0	0	363	0	0
Stage 1	717	717	-	561	561	-	-	-	-	-	-	-
Stage 2	624	619	-	755	722	-	-	-	-	-	-	-
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	129	153	905	135	165	735	1434	-	-	1196	-	-
Stage 1	421	434	-	512	510	-	-	-	-	-	-	-
Stage 2	473	480	-	401	431	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	106	905	93	114	735	1434	-	-	1196	-	-
Mov Cap-2 Maneuver	81	106	-	93	114	-	-	-	-	-	-	-
Stage 1	384	330	-	466	465	-	-	-	-	-	-	-
Stage 2	357	437	-	278	328	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	22	2	5.9
HCM LOS	B	C		

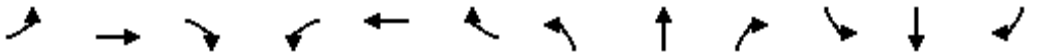
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	81	818	93	702	1196	-	-
HCM Lane V/C Ratio	0.089	-	-	0.081	0.094	0.351	0.178	0.24	-	-
HCM Control Delay (s)	7.8	-	-	53.3	9.9	63.3	11.2	9	-	-
HCM Lane LOS	A	-	-	F	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.3	1.4	0.6	0.9	-	-

Intersection	
Intersection Delay, s/veh	272.1
Intersection LOS	F

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	317	9	32	1047	452	61	598
Future Vol, veh/h	317	9	32	1047	452	61	598
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	345	10	35	1138	491	66	650
Number of Lanes	1	1	1	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	70.4	419.7	28.9
HCM LOS	F	F	D

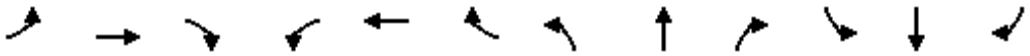
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	44%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	56%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	698	801	317	9	61	299	299
LT Vol	0	0	0	317	0	61	0	0
Through Vol	32	698	349	0	0	0	299	299
RT Vol	0	0	452	0	9	0	0	0
Lane Flow Rate	35	759	871	345	10	66	325	325
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.083	1.801	1.967	0.945	0.024	0.169	0.782	0.625
Departure Headway (Hd)	8.544	8.544	8.133	11.293	10.095	9.906	9.392	7.61
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	422	432	453	324	357	365	387	478
Service Time	6.244	6.244	5.833	8.993	7.795	7.606	7.092	5.31
HCM Lane V/C Ratio	0.083	1.757	1.923	1.065	0.028	0.181	0.84	0.68
HCM Control Delay	12	390	461.9	72	13	14.6	38.6	22.2
HCM Lane LOS	B	F	F	F	B	B	E	C
HCM 95th-tile Q	0.3	48.1	59	9.6	0.1	0.6	6.6	4.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	921	170	291	934	202	234	724	374	170	306	187
Future Volume (veh/h)	224	921	170	291	934	202	234	724	374	170	306	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	243	1001	167	316	1015	217	254	787	372	185	333	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	1193	522	394	1273	557	292	1043	455	254	722	314
Arrive On Green	0.09	0.34	0.34	0.11	0.36	0.36	0.16	0.29	0.29	0.07	0.20	0.20
Sat Flow, veh/h	3456	3554	1554	3456	3554	1555	1781	3554	1552	3456	3554	1546
Grp Volume(v), veh/h	243	1001	167	316	1015	217	254	787	372	185	333	186
Grp Sat Flow(s),veh/h/ln	1728	1777	1554	1728	1777	1555	1781	1777	1552	1728	1777	1546
Q Serve(g_s), s	6.7	25.3	7.8	8.7	24.9	10.1	13.5	19.5	21.6	5.1	8.0	10.6
Cycle Q Clear(g_c), s	6.7	25.3	7.8	8.7	24.9	10.1	13.5	19.5	21.6	5.1	8.0	10.6
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	317	1193	522	394	1273	557	292	1043	455	254	722	314
V/C Ratio(X)	0.77	0.84	0.32	0.80	0.80	0.39	0.87	0.75	0.82	0.73	0.46	0.59
Avail Cap(c_a), veh/h	427	1431	626	534	1541	674	422	1284	561	320	772	336
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	43.1	29.8	24.0	41.9	28.0	23.3	39.6	31.1	31.9	44.0	34.0	35.1
Incr Delay (d2), s/veh	5.8	4.0	0.4	6.2	2.5	0.4	12.8	2.1	7.6	6.1	0.5	2.5
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	3.0	10.5	2.7	3.8	10.1	3.5	6.7	8.1	8.4	2.3	3.3	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	33.8	24.4	48.1	30.5	23.7	52.4	33.2	39.5	50.1	34.5	37.5
LnGrp LOS	D	C	C	D	C	C	D	C	D	D	C	D
Approach Vol, veh/h		1411			1548			1413			704	
Approach Delay, s/veh		35.3			33.2			38.3			39.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	33.4	15.1	37.5	19.9	24.6	12.9	39.7
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	9.0	35.1	15.0	39.1	23.0	21.1	12.0	42.1
Max Q Clear Time (g_c+I1), s	7.1	23.6	10.7	27.3	15.5	12.6	8.7	26.9
Green Ext Time (p_c), s	0.1	4.9	0.4	5.3	0.4	1.7	0.2	6.3

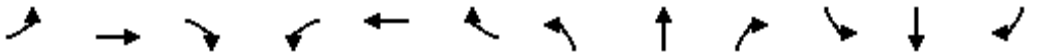
Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	243	1001	185	316	1015	220	254	787	407	185	333	203
v/c Ratio	0.67	0.85	0.31	0.72	0.81	0.32	0.79	0.77	0.73	0.65	0.50	0.45
Control Delay	57.7	42.2	10.8	56.0	37.6	4.9	60.7	41.2	29.8	61.1	43.4	9.2
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	57.7	42.2	10.8	56.0	37.6	4.9	60.7	41.2	29.8	61.1	43.4	9.2
Queue Length 50th (ft)	91	357	27	117	348	1	180	277	168	70	117	0
Queue Length 95th (ft)	135	448	82	167	437	52	#287	350	289	#117	167	65
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	393	1320	658	491	1422	751	388	1185	621	295	714	473
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	0.62	0.76	0.28	0.64	0.71	0.29	0.65	0.66	0.66	0.63	0.47	0.43

Intersection Summary

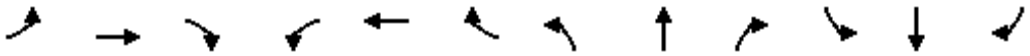
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	952	185	64	968	335	218	306	176	167	169	386
Future Volume (veh/h)	428	952	185	64	968	335	218	306	176	167	169	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	465	1035	166	70	1052	353	237	333	175	182	184	393
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	459	986	812	80	1117	482	231	343	278	179	288	237
Arrive On Green	0.26	0.53	0.53	0.05	0.32	0.32	0.13	0.18	0.18	0.10	0.16	0.16
Sat Flow, veh/h	1767	1856	1528	1767	3526	1520	1767	1856	1505	1767	1856	1528
Grp Volume(v), veh/h	465	1035	166	70	1052	353	237	333	175	182	184	393
Grp Sat Flow(s),veh/h/ln	1767	1856	1528	1767	1763	1520	1767	1856	1505	1767	1856	1528
Q Serve(g_s), s	33.8	69.1	7.4	5.1	37.8	26.9	17.0	23.2	14.0	13.2	12.1	20.2
Cycle Q Clear(g_c), s	33.8	69.1	7.4	5.1	37.8	26.9	17.0	23.2	14.0	13.2	12.1	20.2
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	459	986	812	80	1117	482	231	343	278	179	288	237
V/C Ratio(X)	1.01	1.05	0.20	0.87	0.94	0.73	1.03	0.97	0.63	1.01	0.64	1.66
Avail Cap(c_a), veh/h	459	986	812	80	1117	482	231	343	278	179	288	237
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	48.1	30.4	16.0	61.7	43.2	39.5	56.5	52.7	48.9	58.4	51.5	54.9
Incr Delay (d2), s/veh	45.0	42.5	0.1	60.1	15.0	5.7	66.0	41.0	4.5	71.0	4.6	313.1
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	20.0	39.3	2.5	3.6	18.0	10.4	11.7	14.5	5.4	9.3	5.9	28.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.1	73.0	16.1	121.8	58.2	45.2	122.5	93.7	53.4	129.4	56.1	368.0
LnGrp LOS	F	F	B	F	E	D	F	F	D	F	E	F
Approach Vol, veh/h		1666			1475			745			759	
Approach Delay, s/veh		72.9			58.1			93.4			235.1	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	28.9	9.9	74.0	21.0	25.1	37.8	46.1
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	13.2	24.0	5.9	69.1	17.0	20.2	33.8	41.2
Max Q Clear Time (g_c+I1), s	15.2	25.2	7.1	71.1	19.0	22.2	35.8	39.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	98.0
HCM 6th LOS	F



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	465	1035	201	70	1052	364	237	333	191	182	184	420
v/c Ratio	1.02	1.06	0.23	0.89	0.95	0.66	1.03	0.98	0.51	1.03	0.64	0.76
Control Delay	95.2	75.2	6.0	134.4	60.6	31.8	123.4	96.6	24.4	131.8	62.9	17.9
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	95.2	75.2	6.0	134.4	60.6	31.8	123.4	96.6	24.4	131.8	62.9	17.9
Queue Length 50th (ft)	~415	~954	25	60	455	181	~214	282	54	~163	147	34
Queue Length 95th (ft)	#629	#1211	66	#155	#593	295	#382	#476	133	#315	229	158
Internal Link Dist (ft)		1248			771			1086			1554	
Turn Bay Length (ft)	275		275	150		25	105		105	175		100
Base Capacity (vph)	455	980	863	79	1110	555	229	340	371	177	286	552
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	1.02	1.06	0.23	0.89	0.95	0.66	1.03	0.98	0.51	1.03	0.64	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Warrant 3: Peak Hour

1: Minnewawa Ave & Behymer Ave - Existing Plus Proj

Intersection Information:

	Major Street	Minor Street
Street Name	Minnewawa Ave	Behymer Ave
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	50	40

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

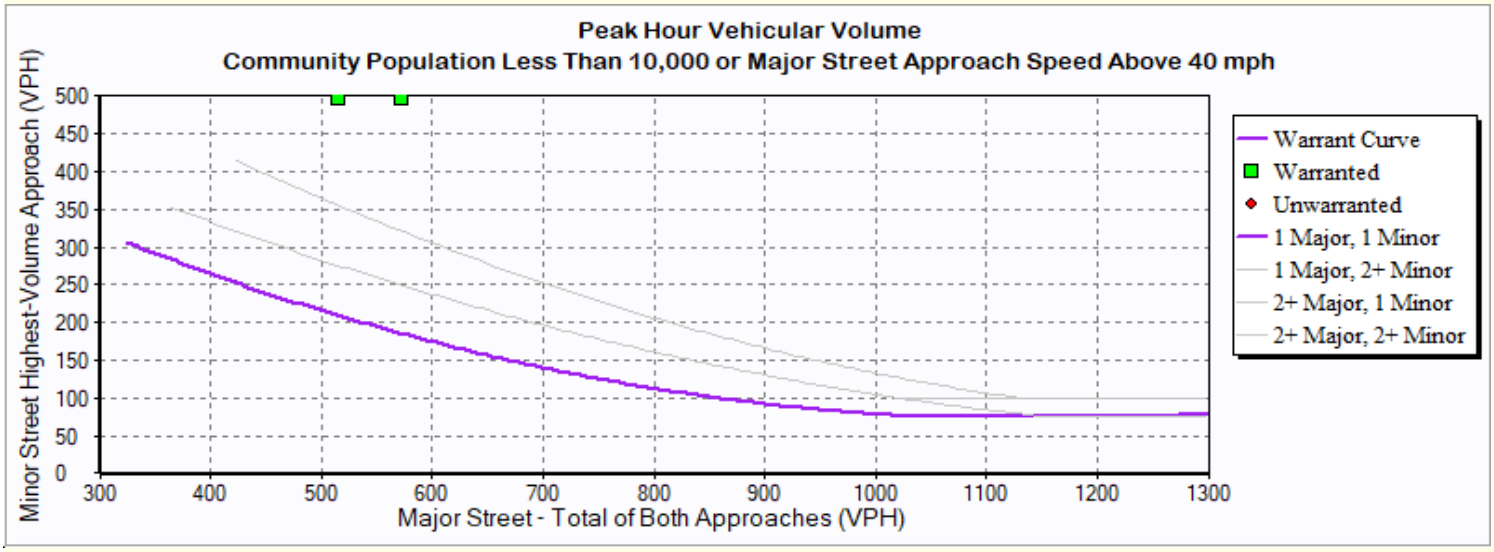
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Warrant 3: Peak Hour

1: Minnewawa Ave & Behymer Ave - Existing Plus Proj

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:45	573	580
17:00	515	531

Warrant 3: Peak Hour

1: Minnewawa Ave & Behymer Ave - Near-Term With Proj

Intersection Information:

	Major Street	Minor Street
Street Name	Minnewawa Ave	Behymer Ave
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	50	40

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

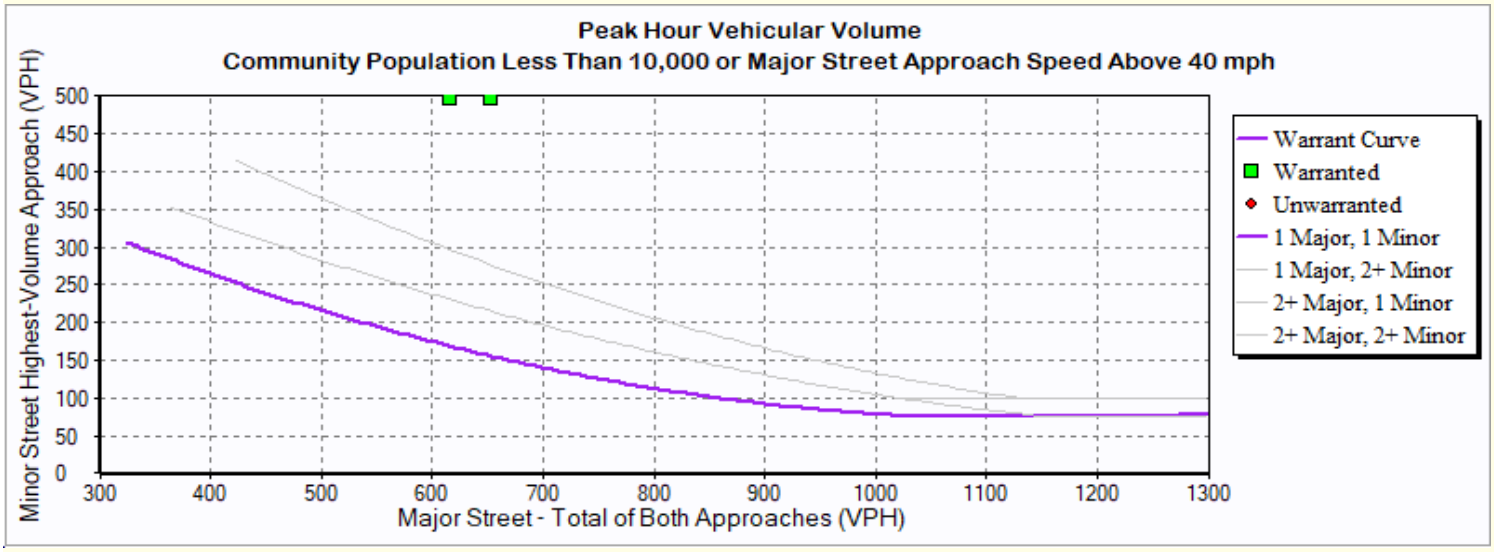
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Warrant 3: Peak Hour

1: Minnewawa Ave & Behymer Ave - Near-Term With Proj

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:45	653	695
17:00	617	599

Warrant 3: Peak Hour

4: Clovis Ave & Baron Ave - Near-Term With Proj

Intersection Information:

	Major Street	Minor Street
Street Name	Clovis Ave	Baron Ave
Direction	NB/SB	WB
Number of Lanes	2	2
Approach Speed	45	40

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

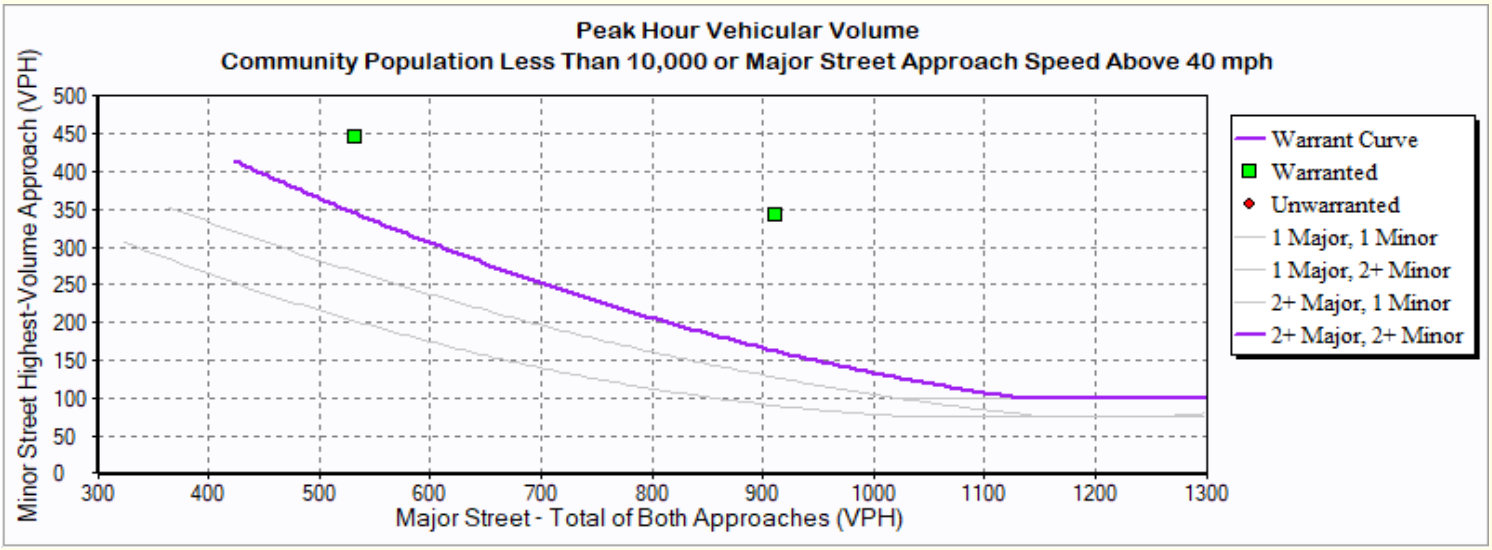
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Warrant 3: Peak Hour

4: Clovis Ave & Baron Ave - Near-Term With Proj

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
0:00	0	0
7:15	533	446
17:00	912	343

Warrant 3: Peak Hour

1: Minnewawa Ave & Behymer Ave - 2045 With Proj

Intersection Information:

	Major Street	Minor Street
Street Name	Minnewawa Ave	Behymer Ave
Direction	NB/SB	EB/WB
Number of Lanes	1	1
Approach Speed	50	40

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

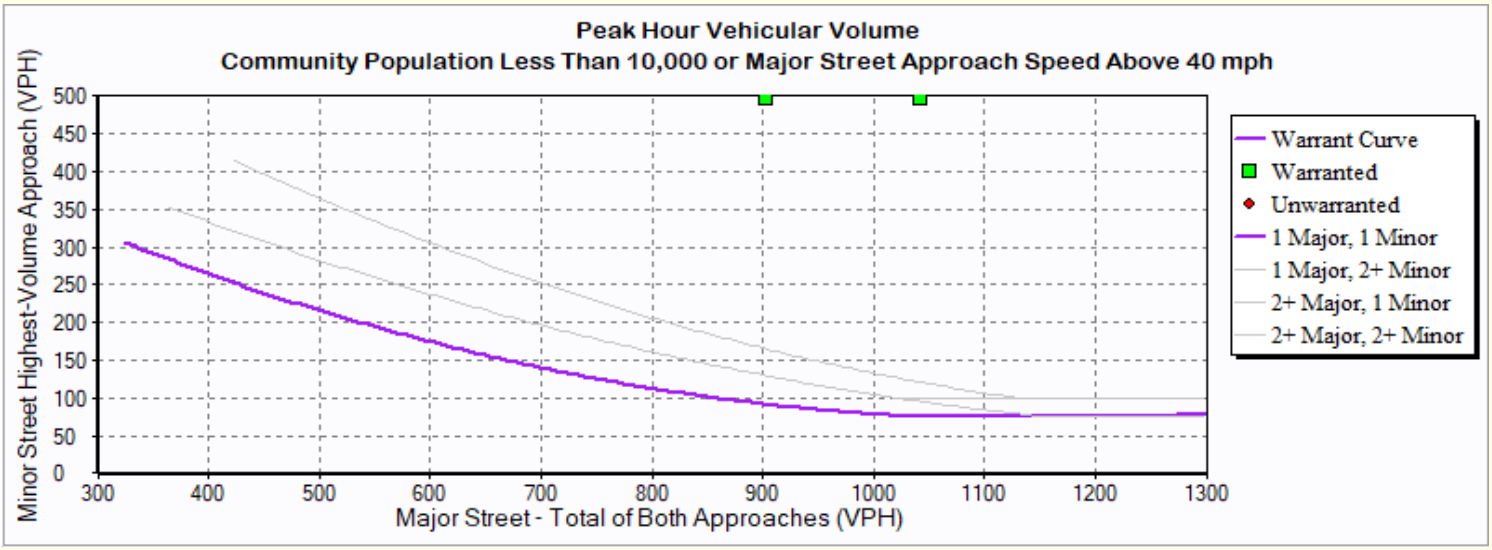
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Warrant 3: Peak Hour

1: Minnewawa Ave & Behymer Ave - 2045 With Proj

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:45	1,042	1,149
17:00	903	716

Warrant 3: Peak Hour

2: Baron Ave & Behymer Ave - 2045 With Proj

Intersection Information:

	Major Street	Minor Street
Street Name	Behymer Ave	Baron Ave
Direction	EB/WB	NB
Number of Lanes	1	1
Approach Speed	45	40

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

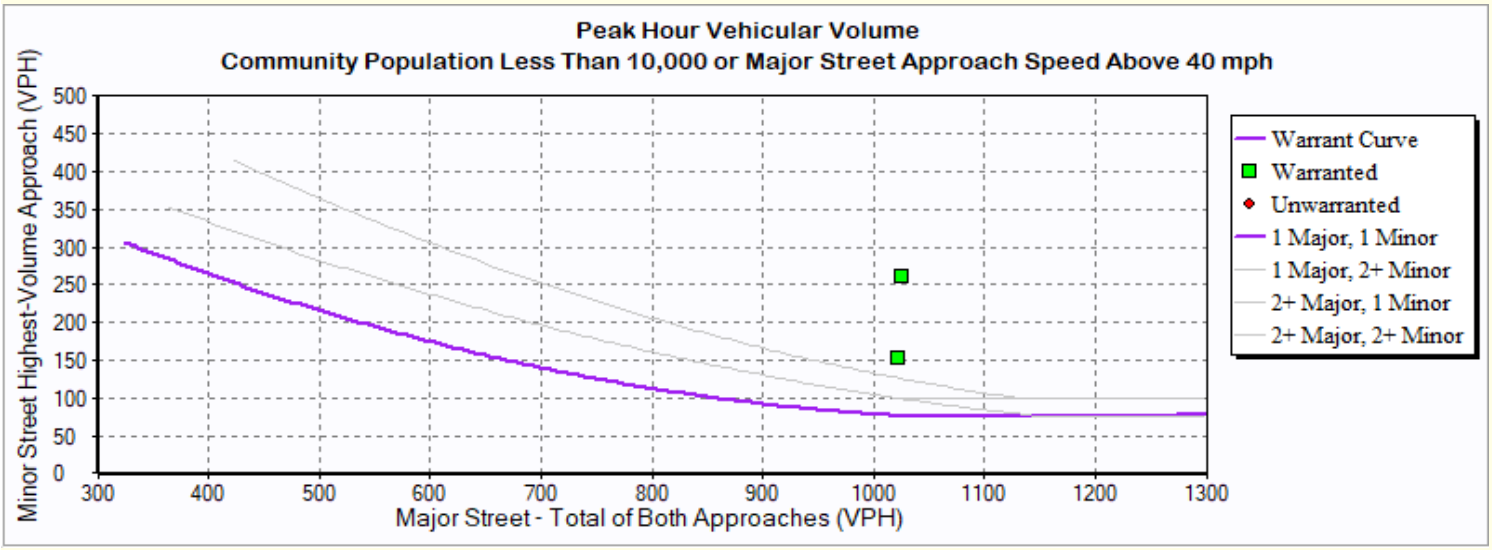
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Warrant 3: Peak Hour

2: Baron Ave & Behymer Ave - 2045 With Proj

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:15	1,025	261
17:15	1,022	153

Warrant 3: Peak Hour

4: Clovis Ave & Baron Ave - 2045 With Proj

Intersection Information:

	Major Street	Minor Street
Street Name	Clovis Ave	Baron Ave
Direction	NB/SB	WB
Number of Lanes	2	2
Approach Speed	45	40

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

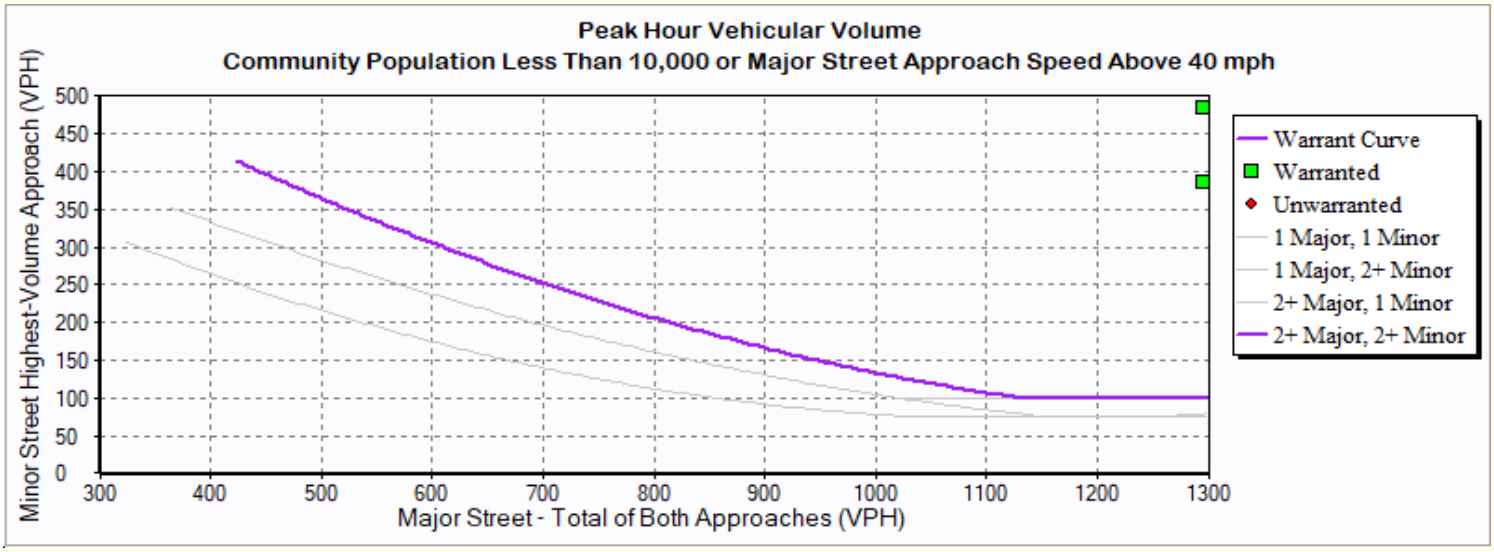
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Warrant 3: Peak Hour

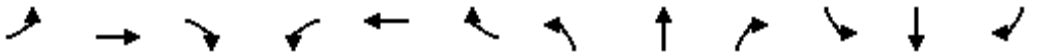
4: Clovis Ave & Baron Ave - 2045 With Proj

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
0:00	0	0
7:15	1,621	485
17:00	2,129	387

APPENDIX D

IMPROVED 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)	2	150	69	5	198	244	105	232	7	133	228	1
Future Volume (veh/h)	2	150	69	5	198	244	105	232	7	133	228	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
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	2	155	71	5	204	252	108	239	7	137	235	1
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	92	416	189	93	260	316	156	375	11	177	409	2
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.09	0.21	0.21	0.10	0.22	0.22
Sat Flow, veh/h	3	1200	544	5	751	911	1781	1805	53	1781	1861	8
Grp Volume(v), veh/h	228	0	0	461	0	0	108	0	246	137	0	236
Grp Sat Flow(s),veh/h/ln	1748	0	0	1667	0	0	1781	0	1858	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	4.8	3.0	0.0	4.5
Cycle Q Clear(g_c), s	3.9	0.0	0.0	9.9	0.0	0.0	2.3	0.0	4.8	3.0	0.0	4.5
Prop In Lane	0.01		0.31	0.01		0.55	1.00		0.03	1.00		0.00
Lane Grp Cap(c), veh/h	697	0	0	669	0	0	156	0	386	177	0	410
V/C Ratio(X)	0.33	0.00	0.00	0.69	0.00	0.00	0.69	0.00	0.64	0.77	0.00	0.58
Avail Cap(c_a), veh/h	927	0	0	889	0	0	313	0	890	357	0	942
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	11.7	0.0	0.0	17.7	0.0	14.4	17.5	0.0	13.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.4	0.0	0.0	5.4	0.0	1.8	7.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	2.7	0.0	0.0	1.0	0.0	1.6	1.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	13.2	0.0	0.0	23.1	0.0	16.2	24.6	0.0	15.2
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		228			461			354			373	
Approach Delay, s/veh		10.1			13.2			18.3			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	13.2		18.7	7.5	13.7		18.7				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	8.0	19.1		19.1	7.0	20.1		19.1				
Max Q Clear Time (g_c+I1), s	5.0	6.8		5.9	4.3	6.5		11.9				
Green Ext Time (p_c), s	0.1	0.9		1.0	0.1	0.9		1.7				

Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	461	108	246	137	236
v/c Ratio	0.38	0.74	0.40	0.52	0.45	0.47
Control Delay	13.5	21.0	27.0	20.8	27.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	21.0	27.0	20.8	27.5	19.2
Queue Length 50th (ft)	41	88	30	63	38	59
Queue Length 95th (ft)	99	#239	#81	124	#104	117
Internal Link Dist (ft)	2658	1520		2614		1226
Turn Bay Length (ft)						
Base Capacity (vph)	817	820	293	840	335	885
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.56	0.37	0.29	0.41	0.27

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)	3	184	53	3	173	191	69	221	14	164	205	6
Future Volume (veh/h)	3	184	53	3	173	191	69	221	14	164	205	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
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	3	211	61	3	199	220	79	254	16	189	236	7
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	437	125	87	253	277	128	378	24	243	510	15
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.22	0.22	0.14	0.28	0.28
Sat Flow, veh/h	5	1379	395	3	799	873	1781	1736	109	1781	1805	54
Grp Volume(v), veh/h	275	0	0	422	0	0	79	0	270	189	0	243
Grp Sat Flow(s),veh/h/ln	1779	0	0	1675	0	0	1781	0	1845	1781	0	1858
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	5.6	4.3	0.0	4.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	9.6	0.0	0.0	1.8	0.0	5.6	4.3	0.0	4.5
Prop In Lane	0.01		0.22	0.01		0.52	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	650	0	0	617	0	0	128	0	401	243	0	525
V/C Ratio(X)	0.42	0.00	0.00	0.68	0.00	0.00	0.62	0.00	0.67	0.78	0.00	0.46
Avail Cap(c_a), veh/h	853	0	0	809	0	0	293	0	818	403	0	939
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	13.1	0.0	0.0	18.9	0.0	15.0	17.5	0.0	12.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.6	0.0	0.0	4.8	0.0	2.0	5.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.9	0.0	0.0	0.7	0.0	1.9	1.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	14.6	0.0	0.0	23.7	0.0	17.0	22.8	0.0	13.1
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		275			422			349			432	
Approach Delay, s/veh		12.0			14.6			18.5			17.3	
Approach LOS		B			B			B			B	

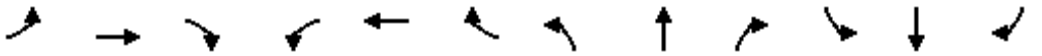
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	14.0		18.2	7.0	16.7		18.2				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	9.5	18.6		18.1	6.9	21.2		18.1				
Max Q Clear Time (g_c+I1), s	6.3	7.6		7.2	3.8	6.5		11.6				
Green Ext Time (p_c), s	0.1	1.0		1.1	0.0	1.0		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	275	422	79	270	189	243
v/c Ratio	0.49	0.72	0.31	0.55	0.55	0.37
Control Delay	17.5	21.7	26.4	21.2	29.5	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	21.7	26.4	21.2	29.5	15.3
Queue Length 50th (ft)	61	86	22	72	54	59
Queue Length 95th (ft)	129	#198	60	131	#138	110
Internal Link Dist (ft)	2658	1520		2614		1226
Turn Bay Length (ft)						
Base Capacity (vph)	751	755	278	785	383	917
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.56	0.28	0.34	0.49	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)	3	162	72	18	222	316	111	271	13	139	255	3
Future Volume (veh/h)	3	162	72	18	222	316	111	271	13	139	255	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
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	3	167	74	19	229	326	114	279	13	143	263	3
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	472	206	87	268	363	146	391	18	182	445	5
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	5	1219	533	22	691	938	1781	1769	82	1781	1845	21
Grp Volume(v), veh/h	244	0	0	574	0	0	114	0	292	143	0	266
Grp Sat Flow(s),veh/h/ln	1757	0	0	1652	0	0	1781	0	1852	1781	0	1866
Q Serve(g_s), s	0.0	0.0	0.0	4.6	0.0	0.0	3.0	0.0	7.0	3.7	0.0	6.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	15.5	0.0	0.0	3.0	0.0	7.0	3.7	0.0	6.0
Prop In Lane	0.01		0.30	0.03		0.57	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	757	0	0	718	0	0	146	0	409	182	0	450
V/C Ratio(X)	0.32	0.00	0.00	0.80	0.00	0.00	0.78	0.00	0.71	0.78	0.00	0.59
Avail Cap(c_a), veh/h	816	0	0	773	0	0	224	0	780	224	0	786
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	0.0	13.7	0.0	0.0	21.5	0.0	17.2	20.9	0.0	16.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	5.6	0.0	0.0	9.2	0.0	2.3	13.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	5.3	0.0	0.0	1.4	0.0	2.5	2.0	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	0.0	19.3	0.0	0.0	30.7	0.0	19.5	34.5	0.0	17.2
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		244			574			406			409	
Approach Delay, s/veh		10.6			19.3			22.7			23.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	15.4		23.4	7.9	16.4		23.4				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.0	20.1		20.1	6.0	20.1		20.1				
Max Q Clear Time (g_c+I1), s	5.7	9.0		6.7	5.0	8.0		17.5				
Green Ext Time (p_c), s	0.0	1.1		1.1	0.0	1.0		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			19.8									
HCM 6th LOS			B									

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	244	574	114	292	143	266
v/c Ratio	0.37	0.85	0.55	0.62	0.69	0.47
Control Delay	13.0	28.4	37.1	23.1	46.2	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	28.4	37.1	23.1	46.2	19.6
Queue Length 50th (ft)	44	124	35	80	45	73
Queue Length 95th (ft)	106	#336	#105	143	#136	131
Internal Link Dist (ft)	2658	1520		2614		1226
Turn Bay Length (ft)						
Base Capacity (vph)	711	722	206	725	206	728
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.80	0.55	0.40	0.69	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	360	3	83	116	188	3	226
Future Volume (veh/h)	360	3	83	116	188	3	226
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	391	3		126	163	3	246
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	515	458		363	324	7	1336
Arrive On Green	0.29	0.29		0.20	0.20	0.00	0.38
Sat Flow, veh/h	1781	1585		1870	1585	1781	3647
Grp Volume(v), veh/h	391	3		126	163	3	246
Grp Sat Flow(s),veh/h/ln	1781	1585		1777	1585	1781	1777
Q Serve(g_s), s	5.9	0.0		1.8	2.7	0.0	1.4
Cycle Q Clear(g_c), s	5.9	0.0		1.8	2.7	0.0	1.4
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	515	458		363	324	7	1336
V/C Ratio(X)	0.76	0.01		0.35	0.50	0.41	0.18
Avail Cap(c_a), veh/h	1223	1088		1226	1094	304	2319
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	9.5	7.4		10.0	10.3	14.5	6.1
Incr Delay (d2), s/veh	2.3	0.0		0.6	1.2	32.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0		0.5	0.6	0.1	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.8	7.4		10.5	11.5	47.2	6.2
LnGrp LOS	B	A		B	B	D	A
Approach Vol, veh/h	394			289			249
Approach Delay, s/veh	11.8			11.1			6.7
Approach LOS	B			B			A

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.0	10.9				15.9		13.4
Change Period (Y+Rc), s	4.9	4.9				4.9		4.9
Max Green Setting (Gmax), s	5.0	20.2				19.1		20.1
Max Q Clear Time (g_c+I1), s	2.0	4.7				3.4		7.9
Green Ext Time (p_c), s	0.0	1.3				1.2		1.0

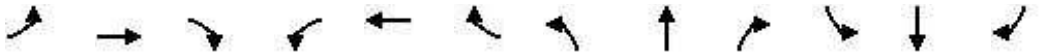
Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

Lane Group	WBL	WBR	NBU	NBT	SBL	SBT
Lane Group Flow (vph)	391	3	90	330	3	246
v/c Ratio	0.61	0.01	0.32	0.27	0.01	0.29
Control Delay	16.4	7.3	22.4	5.7	20.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	7.3	22.4	5.7	20.3	16.2
Queue Length 50th (ft)	81	0	21	8	1	28
Queue Length 95th (ft)	161	4	62	43	7	60
Internal Link Dist (ft)	681			390		811
Turn Bay Length (ft)						
Base Capacity (vph)	959	859	291	1845	238	1822
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.00	0.31	0.18	0.01	0.14

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	611	166	202	853	68	185	155	81	161	329	173
Future Volume (veh/h)	117	611	166	202	853	68	185	155	81	161	329	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
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	131	687	165	227	958	75	208	174	84	181	370	169
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	1219	533	344	1317	576	321	671	292	287	636	276
Arrive On Green	0.07	0.34	0.34	0.10	0.37	0.37	0.09	0.19	0.19	0.08	0.18	0.18
Sat Flow, veh/h	3456	3554	1554	3456	3554	1555	3456	3554	1544	3456	3554	1543
Grp Volume(v), veh/h	131	687	165	227	958	75	208	174	84	181	370	169
Grp Sat Flow(s),veh/h/ln	1728	1777	1554	1728	1777	1555	1728	1777	1544	1728	1777	1543
Q Serve(g_s), s	2.3	9.8	4.9	3.9	14.5	2.0	3.6	2.6	2.9	3.2	5.9	6.3
Cycle Q Clear(g_c), s	2.3	9.8	4.9	3.9	14.5	2.0	3.6	2.6	2.9	3.2	5.9	6.3
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	248	1219	533	344	1317	576	321	671	292	287	636	276
V/C Ratio(X)	0.53	0.56	0.31	0.66	0.73	0.13	0.65	0.26	0.29	0.63	0.58	0.61
Avail Cap(c_a), veh/h	499	2058	900	721	2286	1000	665	1260	547	610	1203	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	27.9	16.7	15.1	27.0	16.9	13.0	27.3	21.6	21.7	27.7	23.5	23.6
Incr Delay (d2), s/veh	1.7	0.4	0.3	2.2	0.8	0.1	2.2	0.2	0.5	2.3	0.8	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	0.9	3.3	1.4	1.5	4.8	0.6	1.4	1.0	1.0	1.3	2.3	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	17.1	15.4	29.2	17.7	13.1	29.5	21.8	22.2	29.9	24.3	25.8
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		983			1260			466			720	
Approach Delay, s/veh		18.5			19.5			25.3			26.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	16.7	10.2	26.3	9.8	16.1	8.5	28.0
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	11.0	22.1	13.0	36.1	12.0	21.1	9.0	40.1
Max Q Clear Time (g_c+I1), s	5.2	4.9	5.9	11.8	5.6	8.3	4.3	16.5
Green Ext Time (p_c), s	0.3	1.1	0.4	4.9	0.3	2.2	0.1	6.6

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	687	187	227	958	76	208	174	91	181	370	194
v/c Ratio	0.38	0.59	0.32	0.50	0.75	0.12	0.48	0.26	0.24	0.45	0.57	0.44
Control Delay	40.8	25.3	11.4	38.9	27.1	2.1	39.4	30.4	6.6	39.8	35.1	8.6
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	40.8	25.3	11.4	38.9	27.1	2.1	39.4	30.4	6.6	39.8	35.1	8.6
Queue Length 50th (ft)	32	150	28	56	219	0	51	40	0	44	91	0
Queue Length 95th (ft)	70	233	83	107	324	14	100	77	30	90	154	55
Internal Link Dist (ft)		1234			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	399	1652	780	577	1836	854	532	1012	518	488	966	562
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	0.33	0.42	0.24	0.39	0.52	0.09	0.39	0.17	0.18	0.37	0.38	0.35

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	213	60	16	193	204	74	256	26	186	255	6
Future Volume (veh/h)	3	213	60	16	193	204	74	256	26	186	255	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.96	1.00		0.97
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	3	245	69	18	222	234	85	294	30	214	293	7
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	458	128	86	269	270	125	394	40	267	576	14
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.07	0.24	0.24	0.15	0.32	0.32
Sat Flow, veh/h	4	1397	390	26	819	824	1781	1662	170	1781	1817	43
Grp Volume(v), veh/h	317	0	0	474	0	0	85	0	324	214	0	300
Grp Sat Flow(s),veh/h/ln	1791	0	0	1669	0	0	1781	0	1832	1781	0	1861
Q Serve(g_s), s	0.0	0.0	0.0	3.7	0.0	0.0	2.3	0.0	7.9	5.6	0.0	6.4
Cycle Q Clear(g_c), s	7.0	0.0	0.0	12.9	0.0	0.0	2.3	0.0	7.9	5.6	0.0	6.4
Prop In Lane	0.01		0.22	0.04		0.49	1.00		0.09	1.00		0.02
Lane Grp Cap(c), veh/h	663	0	0	625	0	0	125	0	435	267	0	590
V/C Ratio(X)	0.48	0.00	0.00	0.76	0.00	0.00	0.68	0.00	0.75	0.80	0.00	0.51
Avail Cap(c_a), veh/h	743	0	0	699	0	0	261	0	722	331	0	806
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	15.2	0.0	0.0	22.0	0.0	17.1	19.9	0.0	13.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	4.3	0.0	0.0	6.3	0.0	2.6	10.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	4.4	0.0	0.0	1.0	0.0	2.9	2.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	0.0	19.6	0.0	0.0	28.3	0.0	19.7	30.7	0.0	14.2
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		317			474			409			514	
Approach Delay, s/veh		13.8			19.6			21.5			21.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	16.4		20.8	7.4	20.3		20.8				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	9.0	19.1		18.1	7.1	21.0		18.1				
Max Q Clear Time (g_c+I1), s	7.6	9.9		9.0	4.3	8.4		14.9				
Green Ext Time (p_c), s	0.1	1.1		1.1	0.0	1.2		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	317	474	85	324	214	300
v/c Ratio	0.56	0.83	0.38	0.66	0.72	0.41
Control Delay	19.5	30.3	28.8	24.5	40.4	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	30.3	28.8	24.5	40.4	16.1
Queue Length 50th (ft)	76	113	26	92	68	81
Queue Length 95th (ft)	151	#267	64	155	#168	137
Internal Link Dist (ft)	5395	1520		2614		2532
Turn Bay Length (ft)						
Base Capacity (vph)	634	632	239	672	303	773
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.75	0.36	0.48	0.71	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	312	1	30	268	447	1	196
Future Volume (veh/h)	312	1	30	268	447	1	196
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	339	1		291	389	1	213
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	443	394		624	556	5	1663
Arrive On Green	0.25	0.25		0.35	0.35	0.00	0.47
Sat Flow, veh/h	1781	1585		1870	1585	1781	3647
Grp Volume(v), veh/h	339	1		291	389	1	213
Grp Sat Flow(s),veh/h/ln	1781	1585		1777	1585	1781	1777
Q Serve(g_s), s	6.1	0.0		4.4	7.3	0.0	1.2
Cycle Q Clear(g_c), s	6.1	0.0		4.4	7.3	0.0	1.2
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	443	394		624	556	5	1663
V/C Ratio(X)	0.77	0.00		0.47	0.70	0.19	0.13
Avail Cap(c_a), veh/h	1087	967		982	876	309	1963
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.1	9.8		8.7	9.7	17.2	5.2
Incr Delay (d2), s/veh	2.8	0.0		0.5	1.6	17.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0		1.0	1.6	0.0	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	14.9	9.8		9.3	11.3	34.6	5.2
LnGrp LOS	B	A		A	B	C	A
Approach Vol, veh/h	340			680			214
Approach Delay, s/veh	14.8			10.4			5.4
Approach LOS	B			B			A

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.0	17.0				21.1		13.5
Change Period (Y+Rc), s	4.0	4.9				4.9		4.9
Max Green Setting (Gmax), s	6.0	19.1				19.1		21.1
Max Q Clear Time (g_c+I1), s	2.0	9.3				3.2		8.1
Green Ext Time (p_c), s	0.0	2.8				1.0		0.8

Intersection Summary		
HCM 6th Ctrl Delay	10.8	
HCM 6th LOS	B	

Notes

User approved ignoring U-Turning movement.

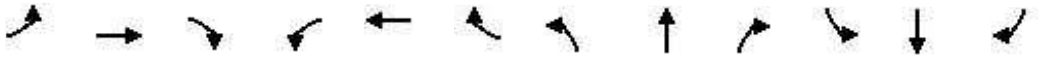
Lane Group	WBL	WBR	NBU	NBT	SBL	SBT
Lane Group Flow (vph)	339	1	33	777	1	213
v/c Ratio	0.56	0.00	0.11	0.55	0.00	0.18
Control Delay	14.9	9.0	19.4	6.1	20.0	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	9.0	19.4	6.1	20.0	10.8
Queue Length 50th (ft)	42	0	5	17	0	12
Queue Length 95th (ft)	166	3	33	83	4	51
Internal Link Dist (ft)	681			390		811
Turn Bay Length (ft)						
Base Capacity (vph)	1087	972	309	1998	309	1967
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.00	0.11	0.39	0.00	0.11

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	811	163	144	817	165	228	380	200	128	243	147
Future Volume (veh/h)	207	811	163	144	817	165	228	380	200	128	243	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	238	932	167	166	939	187	262	437	193	147	279	151
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	1390	609	263	1298	568	381	707	308	240	562	244
Arrive On Green	0.10	0.39	0.39	0.08	0.37	0.37	0.11	0.20	0.20	0.07	0.16	0.16
Sat Flow, veh/h	3456	3554	1556	3456	3554	1555	3456	3554	1546	3456	3554	1540
Grp Volume(v), veh/h	238	932	167	166	939	187	262	437	193	147	279	151
Grp Sat Flow(s),veh/h/ln	1728	1777	1556	1728	1777	1555	1728	1777	1546	1728	1777	1540
Q Serve(g_s), s	4.5	14.6	4.9	3.1	15.4	5.8	4.9	7.6	7.7	2.8	4.8	6.2
Cycle Q Clear(g_c), s	4.5	14.6	4.9	3.1	15.4	5.8	4.9	7.6	7.7	2.8	4.8	6.2
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	352	1390	609	263	1298	568	381	707	308	240	562	244
V/C Ratio(X)	0.68	0.67	0.27	0.63	0.72	0.33	0.69	0.62	0.63	0.61	0.50	0.62
Avail Cap(c_a), veh/h	769	2590	1134	564	2379	1041	821	1430	622	564	1166	505
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	29.2	16.9	14.0	30.2	18.4	15.4	28.9	24.6	24.7	30.5	25.9	26.5
Incr Delay (d2), s/veh	2.3	0.6	0.2	2.5	0.8	0.3	2.2	0.9	2.1	2.5	0.7	2.6
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	1.8	4.9	1.5	1.3	5.3	1.8	2.0	2.9	2.6	1.1	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	17.5	14.2	32.7	19.2	15.8	31.1	25.5	26.8	33.0	26.6	29.0
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1337			1292			892			577	
Approach Delay, s/veh		19.6			20.4			27.4			28.8	
Approach LOS		B			C			C			C	

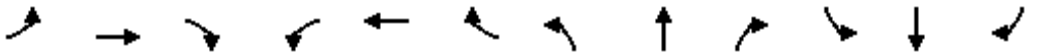
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	18.3	9.1	31.3	11.4	15.6	10.9	29.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	27.1	11.0	49.1	16.0	22.1	15.0	45.1
Max Q Clear Time (g_c+I1), s	4.8	9.7	5.1	16.6	6.9	8.2	6.5	17.4
Green Ext Time (p_c), s	0.2	3.0	0.2	7.4	0.6	1.8	0.5	7.3

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	238	932	187	166	939	190	262	437	230	147	279	169
v/c Ratio	0.53	0.69	0.28	0.45	0.74	0.28	0.56	0.61	0.54	0.42	0.47	0.43
Control Delay	44.1	26.6	8.1	45.9	29.8	4.5	43.8	38.2	18.9	45.6	38.8	9.8
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	44.1	26.6	8.1	45.9	29.8	4.5	43.8	38.2	18.9	45.6	38.8	9.8
Queue Length 50th (ft)	64	225	20	45	236	0	71	118	40	40	75	0
Queue Length 95th (ft)	124	331	65	93	356	41	133	195	120	84	135	53
Internal Link Dist (ft)		1234			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	597	2017	937	438	1852	899	637	1113	585	438	908	520
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	0.40	0.46	0.20	0.38	0.51	0.21	0.41	0.39	0.39	0.34	0.31	0.33

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	188	98	61	529	390	133	290	14	169	594	11
Future Volume (veh/h)	3	188	98	61	529	390	133	290	14	169	594	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		0.97
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	3	194	71	63	545	281	137	299	14	174	612	11
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	7	356	130	84	596	488	170	597	28	212	661	12
Arrive On Green	0.00	0.28	0.28	0.05	0.32	0.32	0.10	0.34	0.34	0.12	0.36	0.36
Sat Flow, veh/h	1781	1292	473	1781	1870	1532	1781	1769	83	1781	1830	33
Grp Volume(v), veh/h	3	0	265	63	545	281	137	0	313	174	0	623
Grp Sat Flow(s),veh/h/ln	1781	0	1765	1781	1870	1532	1781	0	1852	1781	0	1863
Q Serve(g_s), s	0.1	0.0	10.3	2.8	22.6	12.3	6.1	0.0	10.9	7.7	0.0	25.9
Cycle Q Clear(g_c), s	0.1	0.0	10.3	2.8	22.6	12.3	6.1	0.0	10.9	7.7	0.0	25.9
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	7	0	487	84	596	488	170	0	625	212	0	673
V/C Ratio(X)	0.42	0.00	0.54	0.75	0.91	0.58	0.81	0.00	0.50	0.82	0.00	0.93
Avail Cap(c_a), veh/h	130	0	554	170	629	515	172	0	625	274	0	725
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	40.1	0.0	24.9	38.0	26.4	22.9	35.7	0.0	21.3	34.7	0.0	24.7
Incr Delay (d2), s/veh	34.4	0.0	0.9	12.8	17.5	1.4	23.4	0.0	0.6	14.1	0.0	17.2
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	0.1	0.0	4.1	1.5	12.1	4.3	3.6	0.0	4.3	3.9	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	0.0	25.8	50.8	43.9	24.3	59.2	0.0	21.9	48.8	0.0	42.0
LnGrp LOS	E	A	C	D	D	C	E	A	C	D	A	D
Approach Vol, veh/h		268			889			450			797	
Approach Delay, s/veh		26.4			38.2			33.3			43.5	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	32.1	7.8	27.2	11.7	34.0	4.3	30.6
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	12.4	26.8	7.7	25.3	7.8	31.4	5.9	27.1
Max Q Clear Time (g_c+I1), s	9.7	12.9	4.8	12.3	8.1	27.9	2.1	24.6
Green Ext Time (p_c), s	0.1	1.3	0.0	1.1	0.0	1.2	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	295	63	545	402	137	313	174	623
v/c Ratio	0.02	0.62	0.41	0.84	0.56	0.82	0.52	0.71	0.91
Control Delay	39.0	32.0	46.0	40.0	9.9	75.4	27.3	52.2	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	32.0	46.0	40.0	9.9	75.4	27.3	52.2	45.2
Queue Length 50th (ft)	2	129	31	252	37	71	129	86	293
Queue Length 95th (ft)	10	213	75	#512	138	#187	233	#189	#566
Internal Link Dist (ft)		2658		1520			2614		1226
Turn Bay Length (ft)	250		250		150	250		250	
Base Capacity (vph)	126	562	165	647	722	167	606	266	707
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	0.02	0.52	0.38	0.84	0.56	0.82	0.52	0.65	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

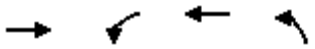
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	292	170	21	542	238	23
Future Volume (veh/h)	292	170	21	542	238	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	317	148	23	589	259	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	415	194	51	949	357	34
Arrive On Green	0.34	0.34	0.03	0.51	0.22	0.22
Sat Flow, veh/h	1206	563	1781	1870	1602	155
Grp Volume(v), veh/h	0	465	23	589	285	0
Grp Sat Flow(s),veh/h/ln	0	1769	1781	1870	1762	0
Q Serve(g_s), s	0.0	8.5	0.5	8.2	5.4	0.0
Cycle Q Clear(g_c), s	0.0	8.5	0.5	8.2	5.4	0.0
Prop In Lane		0.32	1.00		0.91	0.09
Lane Grp Cap(c), veh/h	0	608	51	949	392	0
V/C Ratio(X)	0.00	0.76	0.45	0.62	0.73	0.00
Avail Cap(c_a), veh/h	0	1028	250	1602	927	0
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	0.00
Uniform Delay (d), s/veh	0.0	10.6	17.4	6.4	13.1	0.0
Incr Delay (d2), s/veh	0.0	2.0	6.2	0.7	2.6	0.0
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	2.3	0.2	1.4	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	12.6	23.5	7.1	15.7	0.0
LnGrp LOS	A	B	C	A	B	A
Approach Vol, veh/h	465			612	285	
Approach Delay, s/veh	12.6			7.7	15.7	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.0	5.9	17.4		23.3
Change Period (Y+Rc), s		4.9	4.9	4.9		4.9
Max Green Setting (Gmax), s		19.1	5.1	21.1		31.1
Max Q Clear Time (g_c+I1), s		7.4	2.5	10.5		10.2
Green Ext Time (p_c), s		0.6	0.0	2.0		3.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	502	23	589	284
v/c Ratio	0.65	0.10	0.70	0.55
Control Delay	15.5	23.0	14.4	17.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.5	23.0	14.4	17.8
Queue Length 50th (ft)	65	5	93	51
Queue Length 95th (ft)	#282	27	228	143
Internal Link Dist (ft)	1543		1999	1602
Turn Bay Length (ft)				
Base Capacity (vph)	1009	234	1450	877
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.10	0.41	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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	9	1	104	60	1	215	36	74	32	185	183	3
Future Vol, veh/h	9	1	104	60	1	215	36	74	32	185	183	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	113	65	1	234	39	80	35	201	199	3
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10	11.4	10.3	12.3
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	70%	0%	1%	0%	0%	0%	98%
Vol Right, %	0%	30%	0%	99%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	106	9	105	60	216	185	186
LT Vol	36	0	9	0	60	0	185	0
Through Vol	0	74	0	1	0	1	0	183
RT Vol	0	32	0	104	0	215	0	3
Lane Flow Rate	39	115	10	114	65	235	201	202
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.075	0.197	0.019	0.187	0.124	0.366	0.363	0.336
Departure Headway (Hd)	6.876	6.154	7.113	5.899	6.824	5.611	6.492	5.975
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	582	502	606	525	639	555	600
Service Time	4.631	3.908	4.871	3.656	4.572	3.359	4.233	3.716
HCM Lane V/C Ratio	0.075	0.198	0.02	0.188	0.124	0.368	0.362	0.337
HCM Control Delay	10.2	10.4	10	10	10.5	11.6	12.9	11.7
HCM Lane LOS	B	B	A	A	B	B	B	B
HCM 95th-tile Q	0.2	0.7	0.1	0.7	0.4	1.7	1.6	1.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	362	36	87	485	192	30	914
Future Volume (veh/h)	362	36	87	485	192	30	914
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	393	31		527	168	33	993
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	496	441		833	264	69	1633
Arrive On Green	0.28	0.28		0.31	0.31	0.04	0.46
Sat Flow, veh/h	1781	1585		2747	842	1781	3647
Grp Volume(v), veh/h	393	31		352	343	33	993
Grp Sat Flow(s),veh/h/ln	1781	1585		1777	1719	1781	1777
Q Serve(g_s), s	7.6	0.5		6.3	6.4	0.7	7.8
Cycle Q Clear(g_c), s	7.6	0.5		6.3	6.4	0.7	7.8
Prop In Lane	1.00	1.00			0.49	1.00	
Lane Grp Cap(c), veh/h	496	441		558	539	69	1633
V/C Ratio(X)	0.79	0.07		0.63	0.64	0.48	0.61
Avail Cap(c_a), veh/h	862	767		1055	1021	281	2101
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.5	9.9		11.0	11.0	17.6	7.6
Incr Delay (d2), s/veh	2.9	0.1		1.2	1.2	5.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.1		1.7	1.7	0.3	1.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	15.4	10.0		12.2	12.2	22.6	7.9
LnGrp LOS	B	A		B	B	C	A
Approach Vol, veh/h	424			695			1026
Approach Delay, s/veh	15.0			12.2			8.4
Approach LOS	B			B			A

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.5	16.6				22.1		15.3
Change Period (Y+Rc), s	4.0	4.9				4.9		4.9
Max Green Setting (Gmax), s	5.9	22.2				22.1		18.1
Max Q Clear Time (g_c+I1), s	2.7	8.4				9.8		9.6
Green Ext Time (p_c), s	0.0	3.3				5.1		0.9

Intersection Summary		
HCM 6th Ctrl Delay	10.9	
HCM 6th LOS	B	

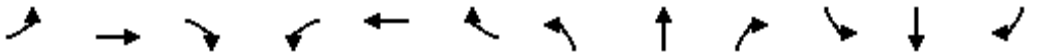
Notes

User approved ignoring U-Turning movement.

Lane Group	WBL	WBR	NBU	NBT	SBL	SBT
Lane Group Flow (vph)	393	39	95	736	33	993
v/c Ratio	0.76	0.08	0.47	0.47	0.17	0.74
Control Delay	29.8	6.4	34.6	11.0	27.0	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	6.4	34.6	11.0	27.0	19.7
Queue Length 50th (ft)	126	0	34	61	11	161
Queue Length 95th (ft)	#244	18	#85	137	34	226
Internal Link Dist (ft)	681			390		811
Turn Bay Length (ft)						
Base Capacity (vph)	625	584	207	1729	204	1526
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.07	0.46	0.43	0.16	0.65

Intersection Summary

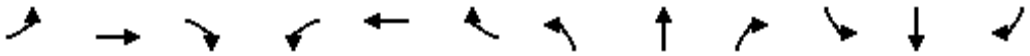
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	735	218	325	853	183	206	212	175	203	639	320
Future Volume (veh/h)	120	735	218	325	853	183	206	212	175	203	639	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	130	799	189	353	927	159	224	230	152	221	695	278
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	1040	454	458	1301	569	314	941	410	312	939	410
Arrive On Green	0.06	0.29	0.29	0.13	0.37	0.37	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	3456	3554	1552	3456	3554	1555	3456	3554	1551	3456	3554	1551
Grp Volume(v), veh/h	130	799	189	353	927	159	224	230	152	221	695	278
Grp Sat Flow(s),veh/h/ln	1728	1777	1552	1728	1777	1555	1728	1777	1551	1728	1777	1551
Q Serve(g_s), s	3.0	16.6	7.9	8.0	18.1	5.9	5.1	4.1	6.5	5.0	14.5	13.0
Cycle Q Clear(g_c), s	3.0	16.6	7.9	8.0	18.1	5.9	5.1	4.1	6.5	5.0	14.5	13.0
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	205	1040	454	458	1301	569	314	941	410	312	939	410
V/C Ratio(X)	0.63	0.77	0.42	0.77	0.71	0.28	0.71	0.24	0.37	0.71	0.74	0.68
Avail Cap(c_a), veh/h	371	1539	672	767	1947	852	512	1416	618	546	1451	633
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	37.3	26.1	23.1	34.0	22.0	18.1	35.8	23.4	24.3	35.8	27.3	26.7
Incr Delay (d2), s/veh	3.2	1.4	0.6	2.8	0.7	0.3	3.0	0.1	0.6	3.0	1.2	2.0
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	1.3	6.5	2.7	3.3	6.7	1.9	2.2	1.6	2.2	2.1	5.8	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	27.5	23.7	36.7	22.8	18.4	38.8	23.6	24.8	38.8	28.4	28.7
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1118			1439			606			1194	
Approach Delay, s/veh		28.4			25.7			29.5			30.4	
Approach LOS		C			C			C			C	

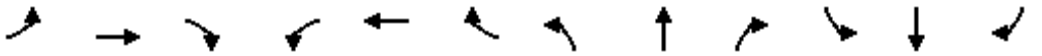
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	26.4	14.7	28.6	11.4	26.3	8.8	34.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	12.8	32.3	18.0	35.1	12.0	33.1	8.7	44.4
Max Q Clear Time (g_c+I1), s	7.0	8.5	10.0	18.6	7.1	16.5	5.0	20.1
Green Ext Time (p_c), s	0.3	1.8	0.8	5.1	0.3	4.9	0.1	6.8

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	799	237	353	927	199	224	230	190	221	695	348
v/c Ratio	0.46	0.78	0.44	0.68	0.73	0.29	0.60	0.25	0.35	0.58	0.74	0.63
Control Delay	53.6	39.7	16.8	49.5	32.3	4.6	52.7	31.1	6.6	51.5	39.7	20.4
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	53.6	39.7	16.8	49.5	32.3	4.6	52.7	31.1	6.6	51.5	39.7	20.4
Queue Length 50th (ft)	44	258	54	118	280	0	75	64	0	74	225	88
Queue Length 95th (ft)	81	356	132	180	375	47	125	104	54	123	311	198
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	306	1276	640	634	1614	813	423	1174	638	451	1203	652
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	0.42	0.63	0.37	0.56	0.57	0.24	0.53	0.20	0.30	0.49	0.58	0.53

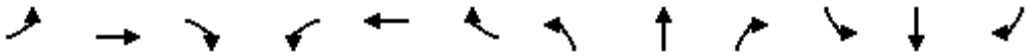
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	812	226	69	763	104	152	88	51	345	416	494
Future Volume (veh/h)	218	812	226	69	763	104	152	88	51	345	416	494
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	232	864	192	73	812	89	162	94	43	367	443	409
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	312	1073	462	93	938	409	198	527	438	468	572	475
Arrive On Green	0.09	0.30	0.30	0.05	0.27	0.27	0.11	0.28	0.28	0.14	0.31	0.31
Sat Flow, veh/h	3428	3526	1519	1767	3526	1538	1767	1856	1539	3428	1856	1541
Grp Volume(v), veh/h	232	864	192	73	812	89	162	94	43	367	443	409
Grp Sat Flow(s),veh/h/ln	1714	1763	1519	1767	1763	1538	1767	1856	1539	1714	1856	1541
Q Serve(g_s), s	5.3	18.1	8.1	3.3	17.6	3.6	7.2	3.1	1.6	8.3	17.4	20.0
Cycle Q Clear(g_c), s	5.3	18.1	8.1	3.3	17.6	3.6	7.2	3.1	1.6	8.3	17.4	20.0
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	312	1073	462	93	938	409	198	527	438	468	572	475
V/C Ratio(X)	0.74	0.81	0.42	0.78	0.87	0.22	0.82	0.18	0.10	0.78	0.77	0.86
Avail Cap(c_a), veh/h	342	1105	476	132	1017	444	243	586	486	676	697	579
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	35.5	25.7	22.2	37.5	28.0	22.9	34.7	21.6	21.1	33.4	25.2	26.1
Incr Delay (d2), s/veh	7.7	4.4	0.6	17.3	7.5	0.3	16.1	0.2	0.1	3.8	4.4	10.8
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	2.4	7.3	2.6	1.8	7.6	1.2	3.8	1.3	0.5	3.5	7.7	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	30.0	22.8	54.8	35.6	23.2	50.9	21.8	21.2	37.3	29.6	36.9
LnGrp LOS	D	C	C	D	D	C	D	C	C	D	C	D
Approach Vol, veh/h		1288			974			299			1219	
Approach Delay, s/veh		31.3			35.9			37.5			34.4	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	27.7	8.2	29.3	13.0	29.6	11.3	26.2
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	15.8	25.3	6.0	25.1	11.0	30.1	8.0	23.1
Max Q Clear Time (g_c+I1), s	10.3	5.1	5.3	20.1	9.2	22.0	7.3	19.6
Green Ext Time (p_c), s	0.6	0.5	0.0	2.6	0.1	2.7	0.1	1.7

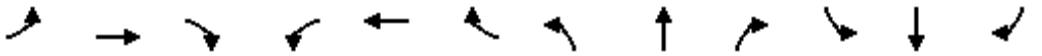
Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	232	864	240	73	812	111	162	94	54	367	443	526
v/c Ratio	0.71	0.78	0.37	0.58	0.88	0.21	0.74	0.19	0.10	0.67	0.80	0.85
Control Delay	52.1	34.2	5.5	60.5	42.8	2.2	59.0	25.7	0.4	40.4	38.7	30.1
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	52.1	34.2	5.5	60.5	42.8	2.2	59.0	25.7	0.4	40.4	38.7	30.1
Queue Length 50th (ft)	65	239	0	40	228	0	88	40	0	99	218	158
Queue Length 95th (ft)	#123	#354	54	#105	#344	13	#189	79	0	146	330	#336
Internal Link Dist (ft)		1248			771			1086			1554	
Turn Bay Length (ft)	275		275	150		25	105		105	175		100
Base Capacity (vph)	325	1111	641	125	969	545	231	559	581	643	665	695
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	0.71	0.78	0.37	0.58	0.84	0.20	0.70	0.17	0.09	0.57	0.67	0.76

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)	14	377	109	22	222	245	154	442	30	216	270	7
Future Volume (veh/h)	14	377	109	22	222	245	154	442	30	216	270	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
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	15	410	82	24	241	186	167	480	23	235	293	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	451	90	46	577	472	205	526	25	274	611	15
Arrive On Green	0.02	0.30	0.30	0.03	0.31	0.31	0.12	0.30	0.30	0.15	0.34	0.34
Sat Flow, veh/h	1781	1503	301	1781	1870	1531	1781	1767	85	1781	1817	43
Grp Volume(v), veh/h	15	0	492	24	241	186	167	0	503	235	0	300
Grp Sat Flow(s),veh/h/ln	1781	0	1804	1781	1870	1531	1781	0	1852	1781	0	1861
Q Serve(g_s), s	0.7	0.0	21.0	1.1	8.2	7.7	7.3	0.0	21.0	10.3	0.0	10.2
Cycle Q Clear(g_c), s	0.7	0.0	21.0	1.1	8.2	7.7	7.3	0.0	21.0	10.3	0.0	10.2
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	32	0	542	46	577	472	205	0	551	274	0	626
V/C Ratio(X)	0.48	0.00	0.91	0.52	0.42	0.39	0.82	0.00	0.91	0.86	0.00	0.48
Avail Cap(c_a), veh/h	134	0	602	134	624	511	272	0	604	298	0	635
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	38.9	0.0	26.9	38.5	22.0	21.8	34.6	0.0	27.1	33.0	0.0	21.0
Incr Delay (d2), s/veh	10.7	0.0	16.7	8.8	0.5	0.5	13.2	0.0	17.4	20.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	10.8	0.6	3.4	2.6	3.7	0.0	10.8	5.6	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	0.0	43.7	47.3	22.4	22.3	47.8	0.0	44.5	53.2	0.0	21.6
LnGrp LOS	D	A	D	D	C	C	D	A	D	D	A	C
Approach Vol, veh/h		507			451			670			535	
Approach Delay, s/veh		43.8			23.7			45.3			35.5	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	28.7	6.1	28.9	13.2	31.8	5.4	29.6
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	13.4	26.1	6.0	26.7	12.2	27.3	6.0	26.7
Max Q Clear Time (g_c+I1), s	12.3	23.0	3.1	23.0	9.3	12.2	2.7	10.2
Green Ext Time (p_c), s	0.1	0.9	0.0	1.0	0.1	1.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	528	24	241	266	167	513	235	301
v/c Ratio	0.12	0.90	0.19	0.38	0.38	0.70	0.90	0.83	0.49
Control Delay	41.1	48.9	42.5	23.5	4.8	52.4	50.3	61.4	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	48.9	42.5	23.5	4.8	52.4	50.3	61.4	26.6
Queue Length 50th (ft)	7	238	12	91	0	79	235	114	116
Queue Length 95th (ft)	28	#499	38	180	55	#181	#487	#267	222
Internal Link Dist (ft)		2658		1520			2614		1226
Turn Bay Length (ft)	250		250		150	250		250	
Base Capacity (vph)	128	586	128	641	699	260	582	286	616
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	0.12	0.90	0.19	0.38	0.38	0.64	0.88	0.82	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

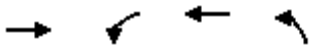
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	364	268	21	369	141	12
Future Volume (veh/h)	364	268	21	369	141	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	396	232	23	401	153	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	496	290	51	1093	245	21
Arrive On Green	0.45	0.45	0.03	0.58	0.15	0.15
Sat Flow, veh/h	1106	648	1781	1870	1617	137
Grp Volume(v), veh/h	0	628	23	401	167	0
Grp Sat Flow(s),veh/h/ln	0	1754	1781	1870	1765	0
Q Serve(g_s), s	0.0	11.4	0.5	4.2	3.3	0.0
Cycle Q Clear(g_c), s	0.0	11.4	0.5	4.2	3.3	0.0
Prop In Lane		0.37	1.00		0.92	0.08
Lane Grp Cap(c), veh/h	0	786	51	1093	268	0
V/C Ratio(X)	0.00	0.80	0.45	0.37	0.62	0.00
Avail Cap(c_a), veh/h	0	1232	288	1817	907	0
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	0.00
Uniform Delay (d), s/veh	0.0	8.8	17.8	4.1	14.8	0.0
Incr Delay (d2), s/veh	0.0	2.1	6.2	0.2	2.4	0.0
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	2.5	0.2	0.4	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	10.9	24.0	4.3	17.1	0.0
LnGrp LOS	A	B	C	A	B	A
Approach Vol, veh/h	628			424	167	
Approach Delay, s/veh	10.9			5.4	17.1	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.5	5.1	21.6		26.6
Change Period (Y+Rc), s		4.9	4.0	4.9		4.9
Max Green Setting (Gmax), s		19.1	6.0	26.1		36.1
Max Q Clear Time (g_c+I1), s		5.3	2.5	13.4		6.2
Green Ext Time (p_c), s		0.3	0.0	3.2		2.3

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	687	23	401	166
v/c Ratio	0.74	0.10	0.40	0.42
Control Delay	16.1	22.6	7.3	19.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.1	22.6	7.3	19.4
Queue Length 50th (ft)	88	5	47	34
Queue Length 95th (ft)	#396	27	111	96
Internal Link Dist (ft)	1543		1999	1602
Turn Bay Length (ft)				
Base Capacity (vph)	1168	252	1535	802
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.59	0.09	0.26	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	70	30	1	114	118	227	107	264	126	10
Future Vol, veh/h	6	1	70	30	1	114	118	227	107	264	126	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	76	33	1	124	128	247	116	287	137	11
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.4	10.9	14.7	14.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	68%	0%	1%	0%	1%	0%	93%
Vol Right, %	0%	32%	0%	99%	0%	99%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	334	6	71	30	115	264	136
LT Vol	118	0	6	0	30	0	264	0
Through Vol	0	227	0	1	0	1	0	126
RT Vol	0	107	0	70	0	114	0	10
Lane Flow Rate	128	363	7	77	33	125	287	148
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.23	0.576	0.014	0.14	0.069	0.221	0.516	0.243
Departure Headway (Hd)	6.443	5.71	7.765	6.547	7.582	6.363	6.479	5.921
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	557	632	460	545	471	562	557	605
Service Time	4.19	3.457	5.536	4.317	5.346	4.126	4.23	3.672
HCM Lane V/C Ratio	0.23	0.574	0.015	0.141	0.07	0.222	0.515	0.245
HCM Control Delay	11.1	16	10.6	10.4	10.9	10.9	16	10.6
HCM Lane LOS	B	C	B	B	B	B	C	B
HCM 95th-tile Q	0.9	3.7	0	0.5	0.2	0.8	2.9	0.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	317	9	32	1047	452	61	598
Future Volume (veh/h)	317	9	32	1047	452	61	598
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	345	10		1138	393	66	650
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	396	352		1368	463	93	2258
Arrive On Green	0.22	0.22		0.53	0.53	0.05	0.64
Sat Flow, veh/h	1781	1585		2699	883	1781	3647
Grp Volume(v), veh/h	345	10		769	762	66	650
Grp Sat Flow(s),veh/h/ln	1781	1585		1777	1711	1781	1777
Q Serve(g_s), s	12.8	0.3		24.9	26.2	2.5	5.6
Cycle Q Clear(g_c), s	12.8	0.3		24.9	26.2	2.5	5.6
Prop In Lane	1.00	1.00			0.52	1.00	
Lane Grp Cap(c), veh/h	396	352		933	899	93	2258
V/C Ratio(X)	0.87	0.03		0.82	0.85	0.71	0.29
Avail Cap(c_a), veh/h	495	440		1062	1023	155	2258
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.8	20.9		13.7	14.0	32.1	5.6
Incr Delay (d2), s/veh	13.2	0.0		4.8	6.2	9.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.1		8.7	9.1	1.2	1.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	39.0	21.0		18.5	20.1	41.7	5.7
LnGrp LOS	D	C		B	C	D	A
Approach Vol, veh/h	355			1531			716
Approach Delay, s/veh	38.5			19.3			9.0
Approach LOS	D			B			A

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.6	41.0				48.6		20.2
Change Period (Y+Rc), s	4.0	4.9				4.9		4.9
Max Green Setting (Gmax), s	6.0	41.1				41.1		19.1
Max Q Clear Time (g_c+I1), s	4.5	28.2				7.6		14.8
Green Ext Time (p_c), s	0.0	7.9				4.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

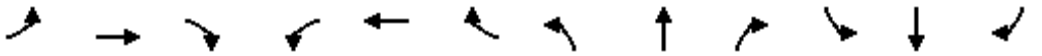
Notes

User approved ignoring U-Turning movement.

Lane Group	WBL	WBR	NBU	NBT	SBL	SBT
Lane Group Flow (vph)	345	10	35	1629	66	650
v/c Ratio	0.82	0.03	0.24	0.89	0.46	0.33
Control Delay	46.0	13.2	39.5	23.0	46.9	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	13.2	39.5	23.0	46.9	10.7
Queue Length 50th (ft)	164	0	17	344	32	95
Queue Length 95th (ft)	#300	12	45	#522	#78	132
Internal Link Dist (ft)	681			390		811
Turn Bay Length (ft)						
Base Capacity (vph)	467	425	146	1973	146	2100
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.02	0.24	0.83	0.45	0.31

Intersection Summary

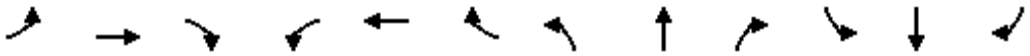
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	921	170	291	934	202	234	724	374	170	306	187
Future Volume (veh/h)	224	921	170	291	934	202	234	724	374	170	306	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	243	1001	148	316	1015	177	254	787	325	185	333	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	1205	527	398	1286	562	335	1001	437	257	920	401
Arrive On Green	0.09	0.34	0.34	0.12	0.36	0.36	0.10	0.28	0.28	0.07	0.26	0.26
Sat Flow, veh/h	3456	3554	1554	3456	3554	1555	3456	3554	1552	3456	3554	1550
Grp Volume(v), veh/h	243	1001	148	316	1015	177	254	787	325	185	333	163
Grp Sat Flow(s),veh/h/ln	1728	1777	1554	1728	1777	1555	1728	1777	1552	1728	1777	1550
Q Serve(g_s), s	6.4	24.3	6.5	8.4	23.9	7.7	6.7	19.2	17.9	4.9	7.2	8.2
Cycle Q Clear(g_c), s	6.4	24.3	6.5	8.4	23.9	7.7	6.7	19.2	17.9	4.9	7.2	8.2
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	320	1205	527	398	1286	562	335	1001	437	257	920	401
V/C Ratio(X)	0.76	0.83	0.28	0.79	0.79	0.31	0.76	0.79	0.74	0.72	0.36	0.41
Avail Cap(c_a), veh/h	442	1482	648	553	1595	698	527	1330	581	332	1129	493
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	41.5	28.5	22.6	40.4	26.7	21.6	41.3	31.1	30.6	42.5	28.4	28.8
Incr Delay (d2), s/veh	5.0	3.4	0.3	5.4	2.2	0.3	3.5	2.3	3.6	5.3	0.2	0.7
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	2.8	9.9	2.2	3.6	9.5	2.6	2.9	8.0	6.6	2.2	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	32.0	22.9	45.8	28.9	21.9	44.8	33.4	34.2	47.8	28.7	29.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1392			1508			1366			681	
Approach Delay, s/veh		33.5			31.6			35.7			34.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	31.3	14.8	36.7	13.1	29.2	12.7	38.8
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	9.0	35.1	15.0	39.1	14.3	29.8	12.0	42.1
Max Q Clear Time (g_c+I1), s	6.9	21.2	10.4	26.3	8.7	10.2	8.4	25.9
Green Ext Time (p_c), s	0.1	5.2	0.5	5.5	0.4	2.4	0.3	6.4

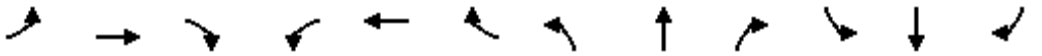
Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	243	1001	185	316	1015	220	254	787	407	185	333	203
v/c Ratio	0.67	0.85	0.31	0.72	0.81	0.32	0.63	0.77	0.73	0.65	0.37	0.38
Control Delay	57.7	42.2	10.8	56.0	37.6	4.9	53.8	41.2	29.8	61.1	35.2	6.9
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	57.7	42.2	10.8	56.0	37.6	4.9	53.8	41.2	29.8	61.1	35.2	6.9
Queue Length 50th (ft)	91	357	27	117	348	1	93	277	168	70	107	0
Queue Length 95th (ft)	135	448	82	167	437	52	137	350	289	#117	151	58
Internal Link Dist (ft)		1249			1233			1070			873	
Turn Bay Length (ft)	250		50	250		255	235		65	255		100
Base Capacity (vph)	393	1320	658	491	1422	751	468	1185	621	295	1006	584
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	0.62	0.76	0.28	0.64	0.71	0.29	0.54	0.66	0.66	0.63	0.33	0.35

Intersection Summary

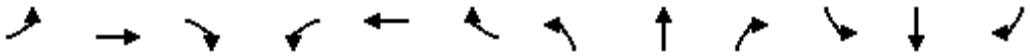
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	952	185	64	968	335	218	306	176	167	169	386
Future Volume (veh/h)	428	952	185	64	968	335	218	306	176	167	169	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	465	1035	158	70	1052	277	237	333	148	182	184	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	498	1399	605	90	1067	466	257	519	431	253	387	320
Arrive On Green	0.15	0.40	0.40	0.05	0.30	0.30	0.15	0.28	0.28	0.07	0.21	0.21
Sat Flow, veh/h	3428	3526	1524	1767	3526	1540	1767	1856	1539	3428	1856	1534
Grp Volume(v), veh/h	465	1035	158	70	1052	277	237	333	148	182	184	290
Grp Sat Flow(s),veh/h/ln	1714	1763	1524	1767	1763	1540	1767	1856	1539	1714	1856	1534
Q Serve(g_s), s	12.0	22.4	6.2	3.5	26.6	13.7	11.9	14.1	6.9	4.7	7.8	16.5
Cycle Q Clear(g_c), s	12.0	22.4	6.2	3.5	26.6	13.7	11.9	14.1	6.9	4.7	7.8	16.5
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	498	1399	605	90	1067	466	257	519	431	253	387	320
V/C Ratio(X)	0.93	0.74	0.26	0.78	0.99	0.59	0.92	0.64	0.34	0.72	0.48	0.91
Avail Cap(c_a), veh/h	498	1399	605	124	1067	466	257	519	431	276	396	327
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	37.9	23.1	18.2	42.0	31.0	26.6	37.8	28.3	25.7	40.6	31.2	34.6
Incr Delay (d2), s/veh	25.0	2.1	0.2	18.8	24.1	2.0	36.4	2.7	0.5	8.0	0.9	27.3
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	6.4	8.6	2.0	1.9	13.7	4.8	7.5	6.3	2.4	2.2	3.4	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	25.2	18.4	60.8	55.2	28.6	74.2	31.0	26.2	48.6	32.1	61.9
LnGrp LOS	E	C	B	E	E	C	E	C	C	D	C	E
Approach Vol, veh/h		1658			1399			718			656	
Approach Delay, s/veh		35.1			50.2			44.3			49.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	30.0	8.5	40.5	17.0	23.6	17.0	32.0
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	7.2	24.9	6.3	33.8	13.0	19.1	13.0	27.1
Max Q Clear Time (g_c+I1), s	6.7	16.1	5.5	24.4	13.9	18.5	14.0	28.6
Green Ext Time (p_c), s	0.0	1.6	0.0	4.7	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	465	1035	201	70	1052	364	237	333	191	182	184	420
v/c Ratio	0.91	0.71	0.27	0.56	0.96	0.58	0.90	0.73	0.38	0.64	0.55	0.88
Control Delay	61.3	25.8	4.0	58.8	49.9	14.6	74.4	40.0	8.3	50.8	38.8	34.5
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	61.3	25.8	4.0	58.8	49.9	14.6	74.4	40.0	8.3	50.8	38.8	34.5
Queue Length 50th (ft)	137	269	0	39	312	64	135	167	10	53	92	93
Queue Length 95th (ft)	#230	348	43	#95	#454	157	#275	260	60	#94	157	#250
Internal Link Dist (ft)		1248			771			1086			1554	
Turn Bay Length (ft)	275		275	150		25	105		105	175		100
Base Capacity (vph)	511	1460	746	127	1098	628	263	531	560	283	407	531
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	0.91	0.71	0.27	0.55	0.96	0.58	0.90	0.63	0.34	0.64	0.45	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.