CITY of CLOVIS

Agenda • City Council Meeting

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

May 4, 2026 6:00 PM Council Chamber

In compliance with the Americans with Disabilities Act, if you need special assistance to access the City Council Chamber to participate at this meeting, please contact the City Clerk at (559) 324-2060 (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 City Council meetings are open to the public at the physical address listed above. There are numerous ways to participate in the City Council 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 www.clovisca.gov/agendas.

Written Comments

- Members of the Public are encouraged to submit written comments at: www.clovisca.gov/agendas at least two (2) hours before the meeting (4:00 PM). You will be prompted to provide Council 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 City Council noting the item number. If you wish to make a verbal comment, please see 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 City Council during the meeting. However, staff cannot guarantee that written comments received after 4:00 PM will be provided to City Council during the meeting. All written comments received prior to the end of the meeting will be made part of the record of proceedings.

Campaign Contribution Prohibition and Mandatory Disclosure – Pursuant to Government Code section 84308, a Councilmember shall not accept, solicit, or direct a campaign contribution of more than $500 from any party or their agent, or from any participant or their agent, while a proceeding involving a license, permit, contract, or other entitlement for use is pending before the City or for 12 months after a final decision is rendered in that proceeding. Any Councilmember who has received a campaign contribution of more than $500 within the preceding 12 months from a party or their agent, or from a participant or their agent, must disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use their official position to influence the decision.

Pursuant to Government Code section 84308, subdivision (e), any party to a covered proceeding before the City Council 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 Councilmember. 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 Councilmember 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 - Councilmember Bessinger

Roll Call

Public Comments
This is an opportunity for the members of the public to address the City Council on any matter within the City Council'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 City Manager's office and submit correspondence at least 10 days before the desired date of appearance.

Consent Calendar
Items considered routine in nature are to be placed upon the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Councilmember requests individual consideration. A Councilmember's vote in favor of the Consent Calendar is considered and recorded as a separate affirmative vote in favor of each action listed. Motions in favor of adoption of the Consent Calendar are deemed to include a motion to waive the reading of any ordinance or resolution on the Consent Calendar. For adoption of ordinances, only those that have received a unanimous vote upon introduction are considered Consent items.

1. Administration - Approval - Minutes from the April 20, 2026, City Council, Meeting.
2. Administration - Receive and File – Business Organization of Old Town (BOOT) Third Quarter Report, January through March 2026.
3. General Services — Approval — Res. 26-__, Adopting the FY 2026-27 Consolidated Transportation Service Agency (CTSA) Operations and Program Budget (OPB) for Round Up Transit Services.
4. General Services - Approval - Res 26-____, Authorizing Amendments to the City's FY 2025-2026 Position Allocation Plan by Correcting the Fiscal Year on Resolution 26-35 that Deleted One (1) Construction Manager Position and Added One (1) Supervising Civil Engineer Position within the Planning and Development Services Department.
5. Planning and Development Services – Approval – Various actions related to the Bid Award for CIP 25-04 Teague Avenue Street Improvements to Asphalt Design by Juan Gomez in the amount of $944,000: a) Authorize the City Manager to execute the contract on behalf of the City; and b) Approval — Res. 26-___, Amending the Fiscal Year 2025-2026 Community Investment Program (CIP).

6. Planning and Development Services – Approval – Final Acceptance and Authorization to Record the Notice of Completion for CIP 25-07 ADA - Sidewalk Improvements Citywide for a Final Contract Cost of $170,077.16.
7. Planning and Development Services – Approval – Final Acceptance and Authorization to Record the Notice of Completion for Final Map for Tract 6393, located at the southeast area of Herndon Avenue and Temperance Avenue (Gill Gaheer Development, LLC).
8. Planning and Development Services – Approval – Various actions related to the purchase of an underpass structure for Capital Improvement Program (CIP) 22-04 (Shaw Avenue Widening Phase 2): a) Authorize the City Manager to sign a purchase agreement with ContechES in the amount of $2,412,549.87; and b) Approve a 4-week road closure along Shaw Avenue between De Wolf Avenue and Leonard Avenue to install the underpass structure during construction of CIP 22-04.
9. Police - Approval - Annual Review of Ordinance 22-03, Clovis Police Department Policy 706, and the Annual Military Equipment Use Report.
10. Public Utilities - Approval - Final Acceptance and Authorization to record the Notice of Completion for CIP 17-04, Sanitary Pump Station "E" Pump Addition, with a Final Contract Cost of $938,123.73.

Public Hearings
A public hearing is an open consideration within a regular or special meeting of the City Council, 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.

11. Consider Approval - Res. 26-___, Adoption of the City of Clovis 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan for expenditure of Community Development Block Grant (CDBG) Funds.
    Staff: Claudia Cázares, Housing Program Manager
    Recommendation: Approve

12. Consider various items associated with fees under the Planning and Development Services Department and find that the project is exempt from further environmental review under Section 15061(b)(3) of the California Environmental Quality Act Guidelines. City of Clovis, applicant.
    a. Consider Approval - Res. 26-___, A request to approve a resolution amending Plan Check, Inspection Services, Encroachment Permits, and Community Investment Program Rates.
    b. Consider Approval - Res. 26-___, A request to approve the 2026 City of Clovis Planning Division fee schedule.
    Staff: McKencie Perez, Deputy City Planner, Sean Smith, Deputy City Engineer
    Recommendation: Approve

13. Consider various items associated with approximately 17.41 acres of land located at the northeast corner of N. Baron and Perrin Avenues. Frances Ricchiuti and Patrick V. Ricchiuti, owners; Lennar Homes, applicant; Yamabe & Horn Engineering, Inc., representative:
    a. 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.
    b. Consider Approval — Res. 26-__, TM6543, A resolution recommending that the City

Council approve a Vesting Tentative Tract Map for a 137-lot single-family planned residential development on approximately 17.41 acres of land.
c. Consider Approval — Res. 26-__, PDP2025-001, A resolution recommending that the City Council approve a planned development permit for a 137-lot single-family planned residential development.
Staff: Tiffany Williams, Associate Planner
Recommendation: Approve

Administrative Items
Administrative Items are matters on the regular City Council Agenda other than Public Hearings.

14. Receive and File - Quail Run Annexation Update (RO313).
Staff: Marissa Parker, Associate Planner
Recommendation: Receive and File

15. Receive and File - General Plan Update, Land Use Map Check-In.
Staff: George Gonzalez, City Planner
Recommendation: Receive and File

City Manager Comments

Council Comments

Adjournment

Future Meetings
Regular City Council Meetings are held at 6:00 PM in the Council Chamber. The following are future meeting dates:

May 11, 2026 (Mon.)
May 18, 2026 (Mon.)
June 1, 2026 (Mon.)

CITY of CLOVIS

City Council Meeting • Minutes

April 20, 2026 **6:00 PM** **Council Chamber**

Call to Order
The meeting was called to order by Mayor Mouanoutoua at 6:02 PM.

Flag Salute
Flag Salute led by Councilmember Basgall.

Roll Call
Present: Councilmember Basgall, Councilmember Ashbeck, Councilmember Bessinger, Mayor Pro Tem Pearce, Mayor Mouanoutoua

Presentations/Proclamations
1. Presentation of Proclamation recognizing Helping One Woman (HOW) - Clovis Chapter.
2. Presentation of Proclamation declaring April 2026 as Donate Life Month.

Council Items
3. Consider Approval – Appointments to the Planning Commission and Personnel Commission.

Upon call, there was no public comment.

Motion by Councilmember Ashbeck, seconded by Councilmember Basgall, to reappoint Alma Antuna and Amy Hatcher to the Planning Commission. Motion carried by unanimous vote.

Motion by Councilmember Ashbeck, seconded by Councilmember Bessinger, to reappoint Scott Fetterhoff, Charlotte Gallock, and James Verros, and appoint Ani Kitsinian and Rebecca Henderson to the Personnel Commission. Motion carried by unanimous vote.

Public Comments
Dez Martinez, expressed that the current housing situation and lawsuit are the result of years of failing to meet housing obligations and urged accountability.

Brad Avery, resident, raised concerns about neglected infrastructure in his neighborhood, including poor lighting, sewer issues, water pressure problems, and lack of street improvements.

Crystal Dumas, resident, expressed concerns that the City is not adequately enforcing housing standards tied to Community Development Block Grant-funded programs, allowing unsafe conditions to persist.

Consent Calendar
Neil Mallory spoke regarding Consent Calendar item 11.

Motion by Councilmember Ashbeck, seconded by Councilmember Bessinger, that the items on the Consent Calendar be approved, except items 14-15. Motion carried by unanimous vote.

4. Minutes from the April 13, 2026, City Council Meeting.
5. Finance – Receive and File – Investment Report for the Month of October, 2025.
6. Finance – Receive and File – Treasurer's Report for the Month of October, 2025.
7. Finance – Receive and File – Investment Report for the Month of November, 2025.
8. Finance – Receive and File – Treasurer's Report for the Month of November, 2025.
9. Fire - Approval - Award Weed and Rubbish Abatement Contract to Iron Cross Tractor Services, LLC, for discing, handwork, trash hauling, grading, tire disposal, and tree stump removal and authorize the Fire Chief to enter into the agreement.
10. General Services – Approval – **Res. 26-38**, Authorizing the Execution of the Authorized Agent and Certificates and Assurances Forms for the Low Carbon Transit Operations Program (LCTOP), Recommending that the Deputy General Services Director be Authorized to Execute All Required Documents, and Submittal of One (1) Project for Fiscal Year 2025-2026 Cycle A.
11. General Services - Approval - Waive the City's Usual Purchasing Requirements and Authorize the City Manager to Approve the Purchase of Six (6) FrontRunners and Two (2) Class C – Ford E450 Cutaway Buses for $1,798,087.98 Utilizing the California Association for Cooperative Transportation (CalACT) Competitive Bid Award.
12. General Services - Approval - **Res. 26-39**, Approving a Side Letter Agreement with Clovis Public Safety Employees Association (CPSEA) to Include Recruitment Bonus Pay for Lateral Public Safety Dispatchers; and Authorizing City Manager to Execute Agreement.
13. General Services – Approval - Claim Rejection of the General Liability Claim on behalf of Penni Richey.

The following items were pulled from the Consent Calendar for further discussion:

14. Planning and Development Services – Approval – **Res. 26-40**, Final Map Tract 6332, located south of Loyola Ave., between N. Locan Ave. and N. De Wolf Ave. (Granville Homes, Inc., A California Corporation).

Mayor Pro Tem Pearce recused herself from the above item due to a potential conflict of interest, as she owns real property within 1,000 feet of the project site.

Motion for approval by Councilmember Ashbeck, seconded by Councilmember Bessinger. Motion carried by 4-0-0-1, with Mayor Pro Tem Pearce recused.

15. Planning and Development Services – Approval – **Res. 26-41,** Annexation of Proposed Tract 6332, located south of Loyola Ave., between N. Locan Ave. and N. De Wolf Ave. to the Landscape Maintenance District No. 1 of the City of Clovis. (Granville Homes, Inc., A California Corporation).

Mayor Pro Tem Pearce recused herself from the above item due to a potential conflict of interest, as she owns real property within 1,000 feet of the project site.

Motion for approval by Councilmember Ashbeck, seconded by Councilmember Bessinger. Motion carried by 4-0-0-1, with Mayor Pro Tem Pearce recused.

Public Hearings

16. Consider various actions related to the Proposed New Water Rates and Fees.

    a. Conduct a Proposition 218 Public Hearing and Majority Protest Proceeding on the proposed new Water Rates and Fees as outlined in the Draft Water Rate Study Report and the Public Hearing Notice mailed to all City water customers.
    b. Consider approval of the proposed new Water Rates and Fees, subject to no majority protest, and adoption of the Water Rate Study Report as final.

Mayor Mouanoutoua called the public hearing to order at 6:40 PM.

Public comment was opened at 7:25 PM. The following members of the public addressed the Council on the above item: Ken, Joshua Engle, Greg Little, Howard Wong, Brad Avery, Neil Mallory, Edward Stark, Mike Prandini, Gabriella, Steven Trevino, and Erin Wink. The public hearing closed at 8:11 PM.

City Clerk Parra announced that the City received a total of 76 written protests.

Motion for approval by Councilmember Ashbeck, seconded by Councilmember Bessinger. Motion carried by unanimous vote.

17. Consider Approval – **Res. 26-42**, Resolution approving a street plan line for Clovis Avenue (from Behymer to Copper Avenues), Minnewawa Avenue (from Shepherd to International Avenues), Behymer Avenue (from Willow to Sunnyside Avenues), International Avenue (from Willow to Sunnyside Avenues), and Copper Avenue (from Willow to Sunnyside Avenues) and approving associated California Environmental Quality Act Addendum to the 2014 General Plan EIR. (Heritage Grove)

Councilmember Basgall temporarily left the meeting at 8:14 PM.

Staff noted revisions to the Staff Report and Resolution, including updating the limits of Minnewawa Avenue (Shepherd Avenue to Enterprise Canal) and International Avenue (Willow Avenue to Peach Avenue), as well as edits to the subject, recommendation, resolution title, and related language.

Upon call, there was no public comment.

Motion to approve the resolution as amended by Councilmember Ashbeck, seconded by Councilmember Bessinger. Motion carried by a 4-0-1 vote, with Councilmember Basgall absent.

Administrative Items

18. Provide Direction - Update on Status of the Maintenance Community Facilities District.

Councilmember Basgall returned to the meeting at 8:29 PM.

The following members of the public addressed the Council on the above item: Mike Prandini and Neil Mallory.

Council provided direction for staff to return with a proposal illustrating how the program would function, including a localized example. This update should consider how the new Community Facilities District (CFD) will interact with the other various funding sources and measures that the

City currently uses for maintenance projects. Council requested staff provide an example development, with the proposed special tax rates, and how funding overlaps will be considered in the application of the CFD.

19. Consider Adoption – Ord. 26-03, an Ordinance of the City Council of the City of Clovis finding that the proposed ordinance amendment is exempt from CEQA pursuant to CEQA Guidelines Section 15061, Subdivision (b)(3); and amending the City's Development Code by adding Chapter 9.27 to the Clovis Municipal Code to establish a Mixed-Income Zoning Ordinance for Residential Development Projects. (Vote: 4-1 with Mayor Mouanoutoua voting no)

Upon call, there was no public comment.

Motion for approval by Councilmember Ashbeck, seconded by Councilmember Bessinger. Motion carried by 4-1 vote, with Mayor Mouanoutoua voting no.

Council Items

20. Provide Direction – Peg Bos Plaza Honoree Additions Policy.

The following member of the public addressed the Council on the above item: Steven Trevino

Council provided direction for staff to develop a recognition program that clearly defines criteria and categories, including potential “Trailblazer” designations, utilizes a flexible and expandable format allowing for more than 20 recognitions over time, incorporates input from community and historical organizations, includes consideration for staff recognition, explores alignment with events such as the Mayor’s Breakfast or annual celebrations, and establishes a nomination and selection process reflecting community values and history.

City Manager Comments

City Manager Haussler announced that it is rodeo week and encouraged the community to get out and enjoy the festivities, including the rodeo parade on Saturday, April 25th, at 9:30 a.m. He also shared that the General Plan Advisory Committee will meet on April 30th. He highlighted several upcoming community events connected to America’s 250th birthday celebration, including VFW Post 3225 Loyalty Day on May 1st, the kickoff of the farmers market with a 250th-themed focus, a patriotic-themed Trail Fest, Saturday, May 2nd, and Carry the Load on May 3rd organized by the Veterans District.

Council Comments

There was consensus of the council to bring back a proclamation honoring the Pink Heals group.

Adjournment

Mayor Mouanoutoua adjourned the meeting at 10:00 PM. The next regularly scheduled City Council meeting is May 4, 2026.

Mayor

City Clerk

CITY of CLOVIS

Report to the City Council

To: City Council

From: Administration

Date: May 4, 2026

Staff: Shawn Miller , Business Development Manager

Subject: Administration - Receive and File – Business Organization of Old Town (BOOT) Third Quarter Report, January through March 2026.

Recommendation: Receive and File

Attachments: 1. BOOT 3rd Qtr ATT 1 Report

Recommendation:
That the City Council receive and file the BOOT Third Quarter Report, January through March 2026.

Executive Summary:
According to the 2025–2027 agreement between the City of Clovis and the Business Organization of Old Town, BOOT is to submit quarterly reports to the City Manager and City Council. The amount to be funded is $18,000.

Background:
According to the 2025-2027 agreement between the City of Clovis and the Business Organization of Old Town, BOOT is to submit quarterly reports to the City Manager and City Council detailing the progress of BOOT's promotional and marketing activity. Attached is the Third Quarter Report covering January through March 2026 activities. The amount to be funded is $18,000.

Fiscal Impact:
The amount to be funded is $18,000, which is called out in the 2025-2026 Budget.

Reason for Recommendation:
The attached report meets the requirements established in the 2025-2027 agreement between the City of Clovis and the Business Organization of Old Town.

Actions Following Approval:
Staff will process payment to BOOT.

Conflict of Interest:
None.

Boot Quarterly Report: Quarter 3 January 1 – March 31, 2026

In accordance with the Agreement between City of Clovis/community & Economic Development Department and the Business Organization of Old Town Clovis for the fiscal year 2025-2026, the following items have been accomplished to date.

Goal #1:

Maintain a viable organization with membership reflective of the diversity of Old Town Clovis.

Objective:

- To maintain current level of membership and seek new members each year.
- To unite the merchants of Old Town as a group of businesses working together for the betterment of the whole downtown district.

Strategy:

- Provide information on the website about B.O.O.T., B.O.O.T. membership, benefits of membership and application forms year-round.
- Personal visits to businesses in the PBIA to recruit and retain memberships.
- Contact with businesses outside the PBIA to recruit and retain Associate Memberships, AKA "Friends of B.O.O.T."
- Allow members to pay dues in full or on a payment plan based on their finances.
- Created a membership benefit package to attract both regular and associate members as well as soliciting new members.
- Design benefits that will be exclusive to B.O.O.T. membership.
- Provide information to merchants of Old Town regarding activities conducted in and around Old Town through the BOOT social media accounts & email blasts.
- Communicate information to merchants on activities at the monthly B.O.O.T. membership meetings, our exclusive Facebook member page, texting and through weekly E-Blasts. Post events for all organizations in Clovis on B.O.O.T. Website and ensure that if someone searches for an event, B.O.O.T.'s website is in the top results.
- Plan and post meeting notices via email for monthly B.O.O.T. membership meetings.
- Advertise frequently to promote Old Town Clovis on behalf of all merchants.
- Enhance existing programs to draw more people to Old Town Clovis.

Results:

- A membership and organization characteristic of Old Town Clovis.
- Created a member only page on Facebook in August 2021 and created a weekly member e-blasts in July 2022 to keep the merchants involved and active in our events. We have over 12k subscribers in our e-blast database.
- Members are sought throughout the year and new businesses are invited to join.

ATTACHMENT 1

- Members meet at American Legion on the 4th Wednesday every other month.
- Board of Directors meet monthly at Noon, on the 3rd Wednesday of each month to discuss issues pertinent to the organization, i.e. past and future events, review finances and other pertinent information to the organization.
- Board members represent our diverse merchant groups: office professional, property owners, restaurants, bars, antique, gift, and specialty stores. The 2026 Board of Directors is as follows:

    * Tom Frost, President (through 2026)
    * Ronnie Silva, Vice President (through 2027)
    * Mark Smith, Treasurer (through 2027)
    * Jennifer Green, Secretary (through 2026)
    * Cora Shipley, Director at Large (through 2026)
    * Dave Shivers, Director at Large (through 2026)
    * Michelle Roth, Director a Large (through 2026)

The Marketing, Events and Membership Committee continue to improve existing events, create new events and activities specifically designed to bring customers directly into the businesses.

Goal #2

Maintain Old Town Clovis' promotional activities

Objective:

- Successfully manage, promote, and operate events in Old Town Clovis, as well as create new events on an ongoing basis that attract visitors to Old Town Clovis. We strategized, planned, and executed our 2026 season during January and February. As well as retaining 99% of our B.O.O.T. membership for 2026. We kicked off our first event of the season which was our Craft Beer Crawl on March 15th. We had a record-breaking merchant participation as well as the breweries that attended as well. The event sold out! The next weekend we had our Vintage Market and Antique Show that included 115 vendors and a lot of attendees in attendance with picture perfect weather.
- To provide a quality event giving people a reason to visit the downtown district.
- To develop marketing strategies to keep Old Town competitive with malls and other shopping areas.
- To attract customers and visitors, both old and new to the downtown district.
- To present Old Town Clovis as an attractive, appealing, friendly and inviting business community.

Strategy:

- Develop, operate, promote, maintain, and pay for events that bring people to Old Town Clovis.
- Establish and maintain events that highlight Old Town Clovis locally, nationally, and internationally.
- Meet all requirements set by City, State and other agencies for activities, events, and attractions.

- Develop new events and activities to help bring visitors to Old Town Clovis while maintaining a safe and inviting atmosphere.
- Create and pay for multi-media advertising campaigns for general advertising such as generic "Shop Local in Old Town Clovis and "Small Town Charm with Big Time Shopping".
- Continue to evolve events so they continue to attract new people.

Results

- This quarter's events included the Year-Round Saturday Morning Farmers Market, Membership Drive, Craft Beer Crawl, Vintage Market and Antique Show.

- **Goal #3**

Maintain marketing strategies, including safety and appearance and advertising techniques to position the Image of Clovis through Old Town Clovis' unique character.

Objective:

- Create a broad awareness of Old Town Clovis.
- Establish Old Town Clovis as an immediate, intermediate and end destination.
- Retain the established customer base.
- Reach out to Central California so that more people become aware of what Clovis offers.
- Work with City Officials to maintain a safe, crime free area where people feel safe and like bringing their families to Old Town Clovis.

Strategy:

- Secure multi-media advertising campaigns to promote Old Town Clovis along with event generated promotions
- Submit calendar of events to community and online calendars
- Use Website, Instagram, Pinterest, Facebook to promote Old Town Clovis in general, as well as merchant businesses and specific events.
- Ongoing outreach to businesses outside of the PBIA to relocate to Old Town Clovis.
- Work with City of Clovis Police Department to create a safe atmosphere in Old Town Clovis.
- Work with City of Clovis staff to create a clean, well-maintained streetscape in Old Town Clovis.

Results:

- We continue to work with traditional TV opportunities with "stories" that were carried by local TV and Radio social media and Print. We work closely with the Clovis Roundup.
- Facilitated wide exposure for Old Town Clovis, it's events, character, and appeal
- Stimulated customer and visitor traffic in Old Town Clovis, as evidence as we have seen an increased number of customers in town and attendees for all our events.
- Been promoting individual B.O.O.T. Member businesses, created event pages on Facebook & Instagram for upcoming events in Old Town, thereby giving excellent exposure since August 2021.
- Communicate information to sources essential for tourism opportunities, capturing disposable money from customers who have an option to spend it elsewhere.
- Completed a complete web-site overhaul in March 2021 with new members page, event information, and Old Town Clovis resources.

Goal #4:

Provide information on activities to the Tourism Advisory Committee

Strategy:

- Participate as an active member of the Tourism Advisory Committee -
- Supply the Clovis Visitors Center with Information regarding events, activities and leads for tour groups.
- Provide event information for visitclovis.com
- Actively promote Old Town Clovis and Member Businesses on Facebook, Instagram, Pinterest and B.O.O.T.'s website.

Results:

- Ensured Old Town Clovis is recognized as a tourism destination.
- Businesses in Old Town showcased Old Town as a friendly and inviting throughout the spring and summer months.
- B.O.O.T. works directly with the Visitors Center to be sure they have current event information, including Event Cards with all street events listed

Goal #5:

Obtain and maintain Workers Compensation, State Disability and Directors and Officers Policy as well as any other insurance coverage as required by law.

Objective:

- Qualify for Workers Compensation, State Disability coverage, General Liability, and all required Insurances.

Strategy:

- To meet all requirements of renewal; indemnify, hold harmless and defend the City of Clovis, Community and Economic Development Department, its officers, agents or employees.
- Completed and submit for renewal the State Fund Compensation Insurance Fund policy information update to Valley Regional Insurance Services, Agent Ron Petersen.

Results:

- Obtained General Liability Policy coverage period April 21, 2025 to April 21, 2026.
- State Fund Compensation Policy renewed for period April 1, 2026 to March 31, 2027.
- Directors and Officers Policy will renew for period August 4, 2025 to August 4, 2026.
- Certificates of Insurance with Endorsements provided to the City of Clovis.

Goal #6:

Annual Compliance Audit

Objective

- To successfully complete a compliance audit conducted by an independent auditor - We will be providing a quarterly P&L statement and an annual complete P&L report prepared by Krikorian & Company, 1715 N. Fine Avenue, Fresno, CA 93727.

Strategy:

- Efficiently maintain and preserve all records needed to demonstrate full compliance.

Results:

Financial Status:

- Q4 2025 financial report that was prepared by CPA Firm Krikorian & Co.
- Summary:

  Old Town Clovis plays a significant role in creating a favorable image for the City of Clovis. Growth within Old Town Clovis is one of the more important priorities to ensure the future and well-being of Clovis' Redevelopment Project Area. In order to continue the economic vitality of the central trading district, considerable time and effort has been invested in an effort to encourage new businesses to locate and expand in Old Town Clovis. Old Town Clovis has seen many new businesses come into the area in the past few years and many more that are looking for space.

Updates to the PBIA:

- The Business Organization of Old Town represents many business and property owners and operators, within the central business district, who will be affected directly or indirectly by future business promotion efforts and seeks to strengthen the promotion of Old Town Clovis thereby assuring its continued influence on economic growth in both Old Town Clovis and the City as a whole.
- Garbage and recycling needs must be addressed as more people in Old Town equals more garbage and recycling. Inadequate garbage/recycling cans are having an impact on Old Town.
- There are always changes taking place in Old Town Clovis. The following details most of these changes:
    - **New Businesses within Old Town Clovis:**

      NA
    - **Business Closures within the PBIA:**

      Hogue & Associates
- **Properties that remain vacant:**
    - 339 Pollasky Avenue, the former Quilters Paradise is sitting still – no activity.

Business Organization of Old Town
Profit & Loss
January through December 2025

		Jan - Dec 25
Ordinary Income/Expense		
Income		
Day of Registration		5,168.00
Raffle		1,209.00
Shirt Sales		4,048.00
Wine Shop Sales		2,411.00
Food Vendor Fees		7,794.12
City of Clovis / PBIA Funding		48,000.00
Farmer's Market		89,294.26
FM Annual Membership		15,450.00
Membership		17,615.00
Merchandise Sales		5,102.89
Merchant Fee		3,940.00
Misc. Income		500.00
Sponsorships		74,430.00
Ticket Sales		87,560.00
Vendor Fees		53,304.00
Interest Income		329.26
Rewards & Rebates		505.49
Total Income		416,661.02
Gross Profit		416,661.02
Expense		
Advertising & Marketing		
Event Glasses	9,736.57	
Media (Radio, TV)	12,362.00	
Signs, Banners, Etc.	4,526.33	
Social Media	535.00	
Website Update	4,670.00	
Advertising & Marketing - Other	18,271.61	
Total Advertising & Marketing		50,101.51
Auto Expense		3,735.00
Bank Fees		443.00
Bucks Merchant Pmts (OTC & Res)		5,025.00
Business License & Taxes		4,444.38
Carriages		1,100.00
Computer Software		581.94
Depreciation		2,078.96
Donations		7,400.00
Dues & Subscriptions		15,204.67
Entertainment		17,825.93
Equipment Rentals		6,943.69
FM Theme Nights		412.69
Fee Refunds		135.00
Flowers		410.31
Fuel		1,943.93
Health Insurance		4,800.00
Ice		1,328.85
Insurance		9,214.20
Interest Expense		6,842.92
Legal & Professional Fees		13,430.00
Meals		867.83
Members Meetings		1,201.79
Merchandise Expense		4,489.22
Merchant Fees		9,896.39
Misc. Expense		0.00
Office Supplies		5,602.18
Outside Services		1,224.00
Payroll Fees		3,774.00
Portable Restroom Rental		1,528.54
Postage		5.55
Punch Cards		878.48
Reimbursements		328.66

No assurance is provided on these financial statements.

Business Organization of Old Town
Profit & Loss
January through December 2025

	Jan - Dec 25
Rent	
ROU Lease Expense	43,500.00
Rent - Other	0.00
Total Rent	43,500.00
Salaries & Wages	165,570.13
Security	456.00
Street Closure	9,750.00
Supplies	20,478.97
Taxes - Payroll	14,897.75
Telephone	6,812.96
Utilities	4,170.25
Website Maintenance	1,810.00
Total Expense	450,644.68
Net Ordinary Income	-33,983.66
Other Income/Expense	
Other Income	
Gain/Loss on Asset Disposal	-1,661.00
Total Other Income	-1,661.00
Net Other Income	-1,661.00
Net Income	**-35,644.66**

No assurance is provided on these financial statements.

CITY of CLOVIS

Report to the City Council

To: City Council

From: General Services Department

Date: May 4, 2026

Staff: Bethany Berube, Deputy General Services Director

Subject: General Services — Approval — Res. 26-__, Adopting the FY 2026-27 Consolidated Transportation Service Agency (CTSA) Operations and Program Budget (OPB) for Round Up Transit Services.

Recommendation: Approve

Attachments:
1. CTSA OPB FY 2026-27 ATT 1 Res. 26-___
2. CTSA OPB FY 2026-27 ATT 2 Final Report

Recommendation:
For the City Council to approve a Resolution adopting the FY 2026-27 Consolidated Transportation Service Agency (CTSA) Operations and Program Budget (OPB) for Round Up Transit services.

Executive Summary:
The Consolidated Transportation Service Agency (CTSA) Operations and Program Budget (OPB) is a planning document required to maintain compliance with Public Utilities Code regulations to secure Transportation Development Act (TDA) funds for designated CTSAs. The document is revised annually as required.

Background:
The development of the CTSA Operations and Program Budget (OPB) for the Clovis Urban Area, Fresno Metropolitan Area, Rural Fresno County, and the City of Clovis has been a collaborative effort with Fresno Council of Governments (FCOG).

The OPB is intended to serve the following purposes:

1. Provide a program of operations, including an implementation schedule for new or modified services, and a program budget for the Clovis CTSA coordinated and consolidated social service transportation services for the program year beginning July 1, 2026, through June 30, 2027.
2. Serve as a resource document for local elected officials, social service agencies, and citizens.
3. Demonstrate the CTSA's compliance with Section 99275.5 of the Public Utilities Code

concerning Transportation Development Act (TDA) Local Transportation Fund (LTF) Article 4.5 claim evaluation criteria and required findings, and with the Fresno Council of Governments Assembly Bill 120 Action Plan.

4. Document efforts to improve coordination and consolidation of social services transportation services in order to meet state regulations.

Fiscal Impact:
None.

Reason for Recommendation:
As a designated CTSA, the City of Clovis is required to prepare the OPB annually to comply with Section 99275.5 of the Public Utilities Code concerning the Transportation Development Act (TDA) Local Transportation Funds (LTF) Article 4.5 claim criteria and required productivity findings.

Actions Following Approval:
Attach a Resolution in the Clovis section of the CTSA document and file the finalized document with the Fresno Council of Governments (FCOG).

Conflict of Interest:
None.

RESOLUTION 26-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING THE ADOPTION OF THE CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA) OPERATIONS AND PROGRAM BUDGET (OPB) FOR CLOVIS TRANSIT ROUND UP SERVICES

WHEREAS, the Fresno Council of Governments (FCOG) has separately designated the Clovis Transit Round Up Service as a Consolidated Transportation Services Agency (CTSA); and

WHEREAS, the document has been prepared in cooperation with Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA); and

WHEREAS, Clovis Transit has prepared, under contract, the FY 2026-2027 "Operations Program and Budget for the Clovis CTSA"; and

WHEREAS, the document has been prepared in conjunction with the annual performance evaluation process, the Short-Range Transit Plans and Public Transit Budgets; and

WHEREAS, said document has been reviewed during the past forty-five (45) days.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis does hereby adopt the "Operations and Program Budget for the Clovis CTSA 2026-2027" as the basis for its continued responsibility as the designated CTSA for the City of Clovis.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: May 4, 2026

_____ _____
Mayor City Clerk

ATTACHMENT 1

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

OPERATIONS PROGRAM AND BUDGET

FOR FISCAL YEAR – 2026/2027

CLOVIS URBAN AREA

Date: May 2026

SUBMITTED TO
THE FRESNO COUNCIL OF GOVERNMENTS

PREPARED BY

CITY OF CLOVIS
THE CLOVIS CONSOLIDATED TRANSPORTATION SERVICE AGENCY

785 3rd Street
Clovis, CA 93612
Phone: 559-324-2760

ATTACHMENT 2

TABLE OF CONTENTS

CLOVIS URBAN CTSA INTRODUCTION..... 1

GOALS, OBJECTIVES & POLICIES FOR CTSA - STATE & REGIONAL..... 2

GOALS, OBJECTIVES & STANDARDS FOR THE LOCAL CLOVIS CTSA..... 4
GOAL 1 Service Level..... 4
GOAL 2 Service Quality..... 4
GOAL 3 Service Productivity..... 5
GOAL 4 System Image..... 6

OVERVIEW..... 7
DESCRIPTION OF EXISTING PARATRANSIT SERVICE..... 9

ANNUAL PRODUCTIVITY TRENDS..... 14
FISCAL YEAR EST. 2025-2026 BUDGET FOR THE CLOVIS CTSA..... 15
FISCAL YEAR PROJ. 2026-2027 BUDGET FOR THE CLOVIS CTSA..... 16
FOLLOW-UP ON 2021-2024 TRIENNIAL PERFORMANCE AUDIT..... 17
FOLLOW-UP ON 2025 PRODUCTIVITY EVALUATION..... 20

ATTACHMENTS

A. ORGANIZATIONAL CHART..... A-1
B. MAP-SERVICE AREA..... A-2
C. RESOLUTION..... A-3

OPERATIONS AND PROGRAM BUDGET OF THE CLOVIS URBAN CONSOLIDATED TRANSPORTATION SERVICE AGENCY

INTRODUCTION

The City of Clovis operates two (2) types of public transit service. Clovis Stageline provides general public, fixed-route service within the City limits and into the northeast area of Fresno, including California State University Fresno (CSUF) and Clovis Community College. Clovis Round Up operates a specialized demand-responsive service for disabled residents with scheduled trips within the Clovis/ Fresno metropolitan area. The City of Clovis has designated Round Up services as the Consolidated Transportation Service Agency (CTSA) for the Clovis Transit service area.

The Consolidated Transportation Service Agency (CTSA) Operations Program and Budget (OPB) for the Clovis Urban Area has been developed in cooperation with the Fresno Council of Governments (Fresno COG). The OPB is intended to:

1. Provide a program of operations, including an implementation schedule for new or modified services, and a program budget for CTSA coordinated and consolidated social service transportation services for the program year, July 1, 2026 through June 30, 2027.

2. Serve as a resource document for local elected officials, social service agencies, and citizens.

3. Demonstrate the CTSA's compliance with Section 99275.5 of the Public Utilities Code concerning Article 4.5 claim evaluation criteria and required findings, and with the Fresno COG Assembly Bill 120 Action Plan (adopted February 1982).

4. Document efforts to improve coordination and consolidation of social service transportation services in order to:

    a. Demonstrate compliance with Chapter 1120 of the 1979 California Statutes by addressing and substantiating which of the coordination benefits specifically listing in the legislation should be pursued by the CTSA.

    b. Create additional opportunities to utilize supplemental grant funding available from federal and state assistance programs to support social service transportation services by demonstrating that "coordination criteria" have been met.

Operational concerns for FY2026/27 include:

- Monitor demand for service to newly expanded city areas to the northeast and southeast, including Loma Vista and Heritage Grove;

- Continue to monitor impacts of VMT and maximize any potential mitigation resulting from route changes;

- Continue to assess the commercial driver shortage and make necessary adjustments to continue to meet service levels;

- Continue to adjust and adapt operations to incorporate the second transit location (Transit Hub at Landmark Square);

- Continue to research and evaluate zero-emission vehicles to ensure compliance with the California Air Resources Board (CARB) mandate, which requires public transit agencies to convert to zero-emission vehicles by 2029;

- Utilize the feasibility electrification study to begin planning efforts for ICT Compliance through fleet conversion;

- Continue coordination efforts with other transit agencies in the region including Fresno Area Express, Fresno County Rural Transit Agency, and Fresno Council of Governments;

- Monitor and review all local, state, and federal funding opportunities for transit requirements and future transportation developments.

GOALS, OBJECTIVES, AND POLICIES FOR CONSOLIDATED TRANSPORTATION SERVICE AGENCIES (STATE AND REGIONAL MANDATES)

In 1985 the Clovis City Council adopted the following goals, objectives, and standards for Clovis Transit as part of the transit planning process. Annually, the Council reviews and amends these standards as needed.

Chapter 1120 of the 1979 California Statutes and the Assembly Bill 120 Action Plan declare goals, objectives and policies which apply "generally" to CTSA services. These are as follows:

GOAL

Improve transportation service required by social service fund recipients by promoting the improved coordination and consolidation of transportation services.

Objectives Which May Apply

1. Centralized administration for the elimination of duplicated administrative requirements.

2. Identification and consolidation of all sources of funding for the provision of more effective and cost-efficient services.

3. Centralized dispatching for more efficient vehicle use.

4. Centralized maintenance for adequate, regular, and more cost-effective vehicle maintenance.

5. Adequate driver training programs for safer vehicle operation and lower insurance costs.

6. Combined purchasing for more effective cost savings.

Policies

1. Any centralized administration shall utilize, to the maximum extent possible, existing public and private administrative capabilities and expertise to achieve the system goals.

2. Existing sources of funding utilized prior to the Social Service Transportation Improvement Act (Assembly Bill 120) shall, to the maximum extent possible, be continued.

3. The consolidation of services shall, to the maximum extent possible, utilize existing agency operating and maintenance personnel and expertise.

4. The Fresno Council of Government (COG) shall utilize its regulatory role over Transportation Development Act (TDA) monies by monitoring and evaluating the performance of the CTSAs through the TDA claim process, an annual financial audit, and annual productivity evaluation, a triennial performance audit, and the CTSAs compliance with the Action Plan.

5. The Fresno COG, as part of its ongoing transportation planning process, which includes review by various technical committees, shall review CTSA designees' compliance with the Action Plan at least annually.

6. The Fresno COG shall review, through the Executive Order 12372 review process, the transportation services offered by social service agencies and their consistency with the Action Plan and make appropriate comments and findings encouraging their participation with the CTSA, as part of the final Clearinghouse commentary.

7. The Fresno COG shall encourage members to evaluate their financial commitments to local social service projects (which either in full or part provide transportation services) and make appropriate recommendations for proper coordination with the CTSA in order to maximize the effective use of local transportation dollars.

8. Transportation Development Act/Local Transportation Fund (TDA/LTF) Article 4.5 monies shall not be expended without a minimum dollar for dollar match with other available funds to the CTSA.

9. The CTSA shall be required to maintain, at a minimum, an overall farebox revenue to operating cost ratio of 10% for all CTSA transportation services. The 10% farebox recovery may also be provided for by CTSA contractual arrangements or donations. The funding formula would then be 45% TDA/LTF Article 4.5 funds and 55% local match. *(This specific efficiency requirement was suspended by the California Legislature under AB149 for FY19/20 – FY25/26 due to impacts of the coronavirus pandemic on public transit.)*

GOALS, OBJECTIVES, AND STANDARDS FOR THE CLOVIS CONSOLIDATED TRANSPORTATION SERVICE AGENCY (LOCAL MANDATES)

In 1985, the Clovis City Council adopted the following goals, objectives, and standards for Clovis Transit as part of the transit planning process. Annually the Council reviews and amends these standards as needed.

GOAL 1. **SERVICE LEVELS: CLOVIS TRANSIT WILL PROVIDE PUBLIC TRANSPORTATION SERVICE TO A MAXIMUM NUMBER OF PEOPLE IN THE CLOVIS AREA**.

Objective A.: Provide a transit system that meets the public transportation needs of the service area.

Standard 1: Clovis Transit's demand-responsive service (Round Up) will operate seven (7) days a week, excluding City-observed holidays. Operational hours for demand-responsive service in Clovis are 6:00 A.M. to 7:00 P.M. Monday through Friday, and 7:30 A.M. to 3:30 P.M on Saturday and Sunday.

Standard 2: Clovis Transit's CTSA Round Up services shall continue real-time dispatching for demand responsive service to enhance operational efficiency and increase ridership.

Objective B: Provide CTSA Round Up transit services that adequately serves elderly and disabled residents.

Standard 1: Clovis Transit shall maintain fare-free service for riders who qualify for ADA paratransit service.

Standard 2: In accordance with the Americans with Disabilities Act of 1990 (ADA) all new vehicles purchased shall have ADA compliant lifts or ramps. All vehicles are ADA compliant. Full compliance was achieved as of March 16, 1997.

Objective C: Secure stable and sufficient funding mechanisms.

Standard 1: Clovis Transit shall identify and coordinate funding mechanisms that will address all transportation funding needs within the Clovis area.

Standard 2: Clovis Transit shall identify short- and long-range needs and maximize revenue resources by utilizing all funding mechanisms including local funding sources, state-enabling legislation, and federal grants.

GOAL 2. **SERVICE QUALITY: CLOVIS TRANSIT SHALL PROVIDE A QUALITY SERVICE.**

Objective A: Provide reliable and convenient public transit service.

Standard 1: Clovis Transit's CTSA Round Up Services should operate its demand-response service within 30-minute pickup windows. Drivers shall not wait for passengers for more than five (5) minutes after arrival at the designated pick-up time. Passengers must be ready for their pickup as directed by transit staff or through information provided by the ride application.

Objective B: Provide safe, clean, attractive, and comfortable vehicles and facilities.

Standard 1: All CTSA Round Up vehicles returning to the yard after revenue service shall be swept and dusted before being assigned for service the following day.

Standard 2: The exteriors of Clovis Transit vehicles should be cleaned at least once a week.

Standard 3: In winter, the heaters on Clovis Transit vehicles should work 100% of the time.

Standard 4: In summer, at least 95% of all vehicles on the street should have operable air-conditioners.

Objective C: To provide a safe transit system.

Standard 1: Clovis Transit vehicles should operate in excess of 150,000 miles between preventable accidents, and drivers should be formally recognized for their safe driving.

Standard 2: Vehicles should be checked daily for proper operation and condition of lights, mirrors, radios, and fluids; detailed mechanical inspections should be completed every 3,000 miles/45 days. Operations, maintenance, and other employees will be provided safety training at the beginning of their employment and such training will be updated on a regularly scheduled basis.

Objective D: Record and respond to all public comments.

Standard 1: Clovis Transit shall continue to track and evaluate all compliments, complaints, and inquiries from the public, in accordance with the City's Title VI Policy.

GOAL 3: SERVICE PRODUCTIVITY: CLOVIS TRANSIT WILL OPERATE AN EFFICIENT AND EFFECTIVE BUS SYSTEM.

Objective A: Establish and maintain system-wide productivity indicators.

Standard 1: Clovis Transit should achieve a 10% farebox recovery ratio for demand-responsive (CTSA Round Up Service) and 20% farebox recovery for fixed-route services (Stageline Services).

(Note: As of October 2020, the Clovis City Council made permanent an earlier fare suspension implemented under an Emergency Order by the City Manager. All productivity indicators will continue to be measured to ensure efficient and

adequate service. The farebox ratio has been suspended until July 1, 2026, through legislation AB149. AB149 is currently under review for possible extension.)

Standard 2: Clovis Transit shall record and report the following performance indicators at least monthly to ensure operational efficiency and effectiveness:

- Total Monthly Ridership
- Total Monthly Revenue
- Total Monthly Expenses
- Total Revenue Hours
- Passengers Per Revenue Mile
- Total Revenue Miles
- Total Non-Revenue Miles
- Average Weekday Ridership
- Farebox Ratio (Suspended until July 1, 2026, AB149)
- Total Road Calls
- Total Operating Expense Per Passenger
- Total Operating Expense Per Revenue Hour
- Total Operating Expense Per Revenue Mile
- Total Revenue Per Revenue Hour
- Total Revenue Per Revenue Mile
- Passengers Per Revenue Hour
- Equivalent Full-Time Employees
- On-Time Performance
- Average Saturday Ridership
- Average Sunday Ridership
- Percentage of Scheduled Trips Completed

GOAL 4 SYSTEM IMAGE: CLOVIS TRANSIT SHALL STRIVE TO PROMOTE ITS SERVICE AND IMPROVE ITS IMAGE.

Objective A: Develop and implement a comprehensive Clovis Transit Marketing Program.

Standard 1: Clovis Transit shall continually review and update its marketing efforts to ensure effectiveness and relevance.

Standard 2: Clovis Transit shall promote its positive impact on the community through press releases, speeches, and involvement in community activities at least once a month.

Standard 3: Through effective marketing, Clovis Transit shall aim to increase overall system ridership by at least 5% during the fiscal year.

Objective B: Provide clear, consistent, and accurate public transit information to passengers.

Standard 1: Current bus schedules and system information shall be available to the public at all major public facilities and on the internet.

Standard 2: Telephone service information should be available to the public at all times.

Objective C: Ensure community involvement in transit system affairs.

Standard 1: Clovis Transit shall engage with citizen groups, the Chamber of Commerce, the Old Town Association, and other area merchant associations to communicate the services and benefits of Clovis Transit.

Standard 2: Clovis Transit shall maintain a positive presence on the City's social media channels, regularly disseminating useful information to passengers and the community.

OVERVIEW

Clovis Round Up provides demand-responsive, door-to-door transportation services for disabled residents within the City's existing Sphere of Influence. Round Up operates within Clovis, Monday through Friday, 6:00 A.M. to 7:00 P.M., and on weekends from 7:30 A.M. to 3:30 P.M. Service to Fresno is available Monday through Friday from 6:00 A.M. to 5:00 P.M. and on a limited basis on Saturday in accordance with the ADA three-quarters of a mile rule.

Reservations for paratransit service can be made at least one day in advance (next-day service), as required by the Americans with Disabilities Act (ADA), or up to fourteen (14) days in advance. Requests for next-day service can be made during normal business hours on all days preceding a service day, including weekends and holidays.

While Clovis Transit offers same-day service as an additional convenience, all next-day service requests are guaranteed under ADA regulations, regardless of how the scheduling system processes requests.

The "Assembly Bill 120 Action Plan for Fresno County" (February 1982), developed by the Fresno COG, designated the City of Clovis as the CTSA for the Clovis Urbanized Area. The Clovis CTSA is coordinated by the Transit Manager and Deputy General Services Director.

The program was initially funded through an Older Americans Act Grant, but is now supported by Federal Transportation Administration (FTA), City, and TDA/Local Transportation Funds (LTF). While the Clovis Senior Activity Center remains a significant social service provider in Clovis, the Fresno County Department of Social Services (DSS) has also established a presence in the area and offers essential services to the community. Clovis Transit continues to collaborate with the Clovis Senior Activity Center, Clovis Unified School District and various County departments.

In FY 88, the Clovis City Council designated its Round Up service solely as a Consolidated Transportation Service Agency (CTSA) function. Local Measure "C" dollars are used to provide the necessary match of TDA/LTF Article 4.5 funds.

Clovis Transit remains committed to providing free fixed-route and paratransit services. Removing fares reduces financial burdens for passengers and enhances opportunities for upward mobility. Since the Clovis City Council approved the zero-fare model in October 2020, ridership has steadily increased, surpassing pre-pandemic levels. Fixed-route ridership increased from 112,478 in 2020 to 180,420 in 2025 (60.40%). Paratransit ridership increased from 50,384 in 2020 to 120,405 in 2025 (138.97%).

In August 2022, Clovis Transit transitioned to an automated paratransit dispatch system. The transition has allowed Clovis Transit to offer enhanced service through a phone app that allows passengers access to 24/7 trip bookings, same-day bookings, real-time trip information, and passenger notifications. Ridership has increased by 128.95% since the transition.

On January 25, 2024, Clovis Transit celebrated the ribbon-cutting of the William H. “Harry” Armstrong Transit Center, located in Landmark Square, adjacent to the newly constructed Clovis Activity Senior Center. The new facility houses dispatch and administration staff and features a public lobby open seven days a week for information and assistance. It includes new office spaces, a break room for staff and drivers, and a training room fully equipped for events, seminars, and training. The training room has been utilized for regional, state, and federal training courses, as well as serving as a local voting center. The Transit Center bus stop serves as a hub for the fixed-route system. An interactive trip-planning kiosk providing real-time trip information and trip-planning capabilities will be installed in 2026.

For the majority of 2025, the route redesign project was the focus of fixed-route planning. Community engagement began in 2021 with a survey, followed by the acquisition of route planning software in 2022**.** Routes were then shared online and at the Old Town Farmer’s Market for additional public feedback. Bus stop locations were reviewed for ADA compliance, connectivity with other systems, and functionality. Construction of new bus stops was split into two phases and completed in the summer of 2025.

In a departure from the two (2) routes that served residents for over 25 years, the new routes are identified by color rather than number. The redesigned bus stop signs include route colors and a new text-back service that allows passengers at each stop to enter a unique three-digit code and receive a text message with the estimated arrival time of the next bus. Fixed-route also transitioned from time points to a frequency-based system to reduce vehicle idle time and improve service efficiency. To ensure proper spacing of the vehicles on the new routes, new fixed route dispatching software was installed. This software tracks real-time vehicle locations, helps improve on-time performance, and provides drivers with notifications of their spacing. Fixed-route vehicles feature Automated Passenger Counters (APCs), Passenger Infotainment, Active Route Management, and Automated Voice Annunciation (AVA) systems.

To initiate the new system, the Green Route, which services Shaw Avenue between Fresno State and the Reagan Educational Complex, was launched in July 2025. This was followed by the launch of the remaining seven (7) routes on November 17, 2025. In addition to Green, the fixed-route system includes Teal, Red, Orange, Blue, Yellow, Purple, and Pink.

The new routes service the following areas:

- Green – Shaw Avenue between Fresno State and the Reagan Educational Complex.
- Teal – Herndon Avenue between Willow Avenue and Temperance Avenue (Fire Station 5).
- Red – Shaw Avenue from Campus Point to Bullard Avenue and Temperance Avenue.
- Orange – Ashlan Avenue from the Department of Social Services to the Reagan Educational Complex.
- Blue – Willow Avenue from the Department of Social Services to International Avenue (Clovis Community College)
- Yellow - Ashlan Avenue from the Department of Social Services (Peach and Dakota Avenues) to the Buchanan Educational Complex.
- Purple – Sunnyside Avenue from Nees Avenue to Shaw Avenue at Sierra Vista Mall.
- Pink – Temperance Avenue (Fire Station 5) to Ashlan Avenue and Armstrong Avenue.

As part of the route redesign project, Clovis Transit will launch a new microtransit service featuring three (3) stops in underserved areas to connect passengers to the fixed-route system. The microtransit service aims to enhance mobility, reduce congestion, and lower emissions by optimizing shared rides and reducing reliance on single-occupancy vehicles.

Marketing efforts in FY 2025/26 include social media, vehicle infotainment screens, bus shelter posters, and community events. Clovis Transit is developing new vehicle wraps to promote the redesigned routes through rebranding. The new routes are displayed in Google Transit for passenger trip planning and bus arrival information.

Clovis Transit completed the Federal Transit Administration (FTA) new recipient requirements and as of July 2025 has access to funds. In March 2024, Clovis Transit applied for funding through the FTA program, Congestion Mitigation and Air Quality Program (CMAQ), and was awarded funds for two (2) projects: service expansion operations and the purchase of zero emission vehicles.

Clovis Transit continues to roll multiple years of funding allocations to purchase replacement vehicles and a zero-emissions bus. In FY 2024/25, four (4) Ram ProMaster transit vans and three (3) Freightliner buses were purchased to support the increase in ridership. The ProMasters have proven to be the ideal paratransit vehicle with a capacity of six (6) seats and two (2) mobility devices. In FY 2025/26, Clovis Transit purchased four (4) Ford E450 Turtle Top buses to ensure consistent service on the new fixed route system. Two (2) additional Ford E450 Turtle Top buses and six (6) FrontRunners are set for purchase. Clovis Transit also expects to purchase electric ProMaster vans in 2026/2027 with CMAQ funds. Clovis Transit demoed zero-emission transit vans in preparation to comply with the California Air Resources Board (CARB) mandate, which requires public transit agencies to begin purchasing zero-emission vehicles.

DESCRIPTION OF EXISTING PARATRANSIT SERVICES

A. CITY OF CLOVIS – ROUND UP

1. Background

Round Up is a demand-responsive, door-to-door transportation service available to qualified riders within the service area. It provides essential transportation for both ambulatory and

non-ambulatory passengers. Service is currently provided by lift- or ramp-equipped buses and wheelchair accessible passenger vans.

2. Service Area

Round Up, operated by the City of Clovis, provides door-to-door, demand-responsive service to disabled residents within its existing boundaries. The primary service area is generally defined by Shepherd Avenue to the north, Dakota and Ashlan Avenues to the south, Locan, DeWolf, Leonard, and Thompson Avenues to the east, and Willow Avenue to the west. Service is also extended to residents of the Fresno County Island, Tarpey Village, with reimbursement from the County of Fresno. Additionally, zonal service is provided within the City of Fresno as far north as Shepherd Avenue (including service to Clovis Community College), west to West Avenue, and south to Kings Canyon Avenue and Downtown Fresno.

3. Days and Hours of Operation

Currently, Round Up operates within Clovis' Sphere of Influence Monday through Friday from 6:00 A.M. to 7:00 P.M., and on Saturday and Sunday from 7:30 A.M. to 3:30 P.M., as demand requires. Service to Fresno operates Monday through Friday 6:00 A.M. to 5:00 P.M, and on Saturdays in accordance with the ADA ¾ mile rule.

4. Response Time

Reservations for paratransit service can be made at least one day in advance (next-day service), as required by the Americans with Disabilities Act (ADA), or up to fourteen (14) days in advance. Requests for next-day service can be made during normal business hours on all days preceding a service day, including weekends and holidays.

While Clovis Transit offers same-day service as an additional convenience, all next-day service requests are **guaranteed** under ADA regulations, regardless of how the scheduling system processes requests.

5. Eligibility/Accommodations

Service is available to individuals who have been certified as ADA-eligible. To become certified, applicants must complete an ADA application, which includes verification of their disability by a medical or other professional. Completed applications should be returned to the administrative offices located at 785 3rd Street, Clovis, CA 93612. Applications are reviewed by Clovis Transit Staff. If further evaluation is required, applications will be referred to the Transit Supervisor or Fresno Area Express (FAX) for assessment and determination by qualified medical personnel. An appeals process is available for individuals who are found ineligible for ADA paratransit service, ensuring that all applicants have the opportunity to seek reconsideration of their eligibility status.

To comply with ADA requirements for origin-to-destination service, drivers will provide assistance to passengers who require help to or from the door of their origin or destination. For safety purposes, drivers are generally required to remain in sight of the vehicle and may travel up to 100 feet to provide assistance. Drivers will enter a foyer or lobby area to collect a passenger, but will not enter private residences or individual rooms within buildings. Drivers will assist passengers using a wheelchair over one curb or step if necessary.

Reasonable modifications will be made on a case-by-case basis to ensure that the origin-to-destination requirement is met. If a passenger's needs cannot be accommodated within the general safety guidelines, Clovis Transit will work with the passenger to provide appropriate assistance that ensures accessible service.

6. Fares

All rides on Clovis Transit are fare-free for the passenger, one Personal Care Attendant (PCA), and all guests. A passenger may be accompanied by one PCA and one guest. Additional guests may accompany the passenger on a space-available basis, and all guests ride free of charge.

7. Restriction on Trip Purpose and Capacity Constraints

Round Up does not restrict trips based on trip purpose and schedules all trips in accordance with ADA requirements. Dispatchers schedule trips based on reservation requests, including next-day service, subscription trips, and same-day requests when available. Pre-scheduled subscription trips account for less than 50% of total service capacity to ensure availability for other trips.

Round Up policies do not restrict the number of trips provided to an individual, nor is a waiting list maintained. Operational practices are designed to avoid capacity constraints, ensuring that service is provided without substantial numbers of untimely pickups, trip denials, missed trips, or excessively long trips that would limit the availability of service.

To improve efficiency, a No-Show Policy is enforced. Passengers who miss four or more trips in a month or whose no-shows constitute at least 3% of their monthly trips will receive a warning letter. Additional no-shows may lead to suspension from the Round Up service.

Exceptions are made for no-shows resulting from circumstances beyond the passenger's control, such as medical emergencies, inclement weather, or scheduling errors. Passengers have the right to appeal any proposed suspension under the No-Show Policy. See the full policy for more details.

8. Automated Dispatching

Clovis Transit successfully implemented new transit dispatching software in August 2022. The system automates all dispatching, routing, and scheduling functions, while also generating reports related to ridership, fares, and operating costs. Drivers use a tablet for their manifest and report trips.

The software upgrade has enabled Clovis Transit to revise the no-show policy to be based on a percentage of scheduled trips rather than a fixed number of trips per month, enhancing fairness and flexibility. Additionally, passengers can now book trips through the Clovis Transit mobile app, or online through the City's transit website at https://clovisca.gov/transit/

9. Vehicle Fleet

Round Up operates a fleet consisting of fifteen (15) lift- and ramp-equipped mid-size buses, fourteen (14) ProMaster passenger vans, and eight (8) wheelchair minivans. Clovis Transit plans to add four (4) electric ProMaster passenger vans in 2027.

Vehicle Profile – Round Up Fleet

Year	Model	Number	Lift/Ramp Equipped
2007	Glaval Cutaway	1	Yes
2008	Glaval Cutaway	6	Yes
2011	Dodge Caravan	2	Yes
2012	Arboc Low-Floor	6	Yes
2013	Dodge Caravan	1	Yes
2018	Dodge Caravan	2	Yes
2019	Zeus Electric Bus	2	Yes
2019	Dodge Caravan	3	Yes
2021	Dodge ProMaster	2	Yes
2023	Dodge ProMaster	8	Yes
2024	Dodge ProMaster	1	Yes
2025	Dodge ProMaster	3	Yes
2027	Dodge ProMaster (Electric)	4	Yes
	Total	**41**	

10. Round Up Ridership

Year	Inter-City Trips to Fresno	Trips within Clovis	Total
FY 20/21	11,540	21,861	33,401
FY 21/22	14,762	30,790	45,552
FY 22/23	22,666	50,652	73,318
FY 23/24	31,837	69,810	101,647
FY 24/25	39,408	80,997	120,405
Estimated FY 25/26	37,615	87,744	125,359
Projected FY 26/27	39,496	92,131	131,627

CLOVIS ROUND UP ANNUAL PRODUCTIVITY TRENDS FY 2023-2027

INDICATOR	Fiscal Year 2022/2023	2023/2024	2024/2025	ESTIMATED 2025/2026	PROJECTED 2026/2027	Percentage Change 2022/23-2023/24	2023/24-2024/25	2024/25-2025/26	2025/26-2026/27
Total Passengers	73,318	101,647	120,405	125,359	131,627	38.6	18.5	4.1	5.0
Vehicle Hours	33,506	41,012	44,536	44,780	47,019	22.4	8.6	0.5	5.0
Vehicle Miles	459,078	545,015	597,875	611,696	642,280	18.7	9.7	2.3	5.0
Operating Costs**	$4,384,842	$5,169,258	$5,938,947	$6,874,737	$7,419,400	17.9	14.9	15.8	7.9
Fares*	$0	$0	$0	$0	$0	0.0	0.0	0.0	0.0
Employees	27	40	42	44	46	48.1	5.0	4.8	4.6
Passengers/Hour	2.19	2.48	2.70	2.80	2.80	13.2	8.9	3.7	0.0
Passengers/Mile	0.16	0.19	0.20	0.20	0.20	18.8	5.3	0.0	0.0
Cost/Vehicle Hour	$130.87	$126.04	$133.35	$153.52	$157.80	-3.7	5.8	15.1	2.8
Cost/Vehicle Mile	$9.55	$9.48	$9.93	$11.24	$11.55	-0.73	4.7	13.2	2.8
Vehicle Hours/Employee	1,241	1,025	1,060	1,018	1,022	-17.4	3.4	-4.0	0.4
Operation Subsidy/Passenger	$59.81	$50.85	$49.32	$54.84	$56.37	-15.0	-3.0	11.2	2.8
Farebox Ratio*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Farebox Ratio w/out Measure C	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*FY21 Farebox Ratio to be waived until FY 2026 - AB149

**FY23/24 Additional Staff Hired - Increase in Operational Costs. Capital costs were removed from totals per PUC § 99247.

ROUND UP TRANSIT PROJECTED CTSA BUDGET FISCAL YEAR 2025/2026

	FARES/ MISC	TDA ARTICLE 4	TDA ARTICLE 4.5	STA FUNDS	FTA FUNDS	MEASURE C		TOTAL EXPENDITURES
OPERATING EXPENSES - PERSONNEL								
Personnel (Salaries and Overtime)		631,800			1,200,000			**1,831,800**
Extra Help		1,510,200						**1,510,200**
Benefit Package		980,600	374,000					**1,354,600**
OPERATING EXPENSES - SERVICES, MATERIALS, & SUPPLIES								
Vehicle Charges		1,047,000						**1,047,000**
Admin/Misc. Supplies		98,100						**98,100**
Communications		160,000						**160,000**
Marketing & Promotion		40,000						**40,000**
General Services/Admin Charges		958,600						**958,600**
Training & Membership Dues		6,600						**6,600**
Travel & Meeting Expenses		11,600						**11,600**
Insurance		251,000						**251,000**
CAPITAL EXPENSES/GRANTS								
TOTALS		**5,695,500**	**374,000**		**1,200,000**			**7,269,500**

***NOTE: THESE FUNDS WERE ROLLED OVER FROM PRIOR YEARS**

ROUND UP TRANSIT PROJECTED CTSA BUDGET FISCAL YEAR 2026/2027

	FARES/ MISC	TDA ARTICLE 4	TDA ARTICLE 4.5	STA FUNDS	FTA FUNDS	MEASURE C		TOTAL EXPENDITURES
OPERATING EXPENSES - PERSONNEL								
Personnel (Salaries and Overtime)					1,832,300			**1,832,300**
Extra Help		1,104,700			465,300			**1,570,000**
Benefit Package		809,200	374,000	136,000				**1,319,200**
OPERATING EXPENSES - SERVICES, MATERIALS, & SUPPLIES								
Vehicle Charges		4,300				1,095,000		**1,099,300**
Admin/Misc. Supplies		100,400						**100,400**
Communications		168,000						**168,000**
Marketing & Promotion		42,000						**42,000**
General Services/Admin Charges		1,006,500						**1,006,500**
Training & Membership Dues		5,900						**5,900**
Travel & Meeting Expenses		12,200						**12,200**
Insurance		263,600						**263,600**
CAPITAL EXPENSES/GRANTS								
FTA					680,000			**680,000**
TOTALS		**3,516,800**	**374,000**	**136,000**	**2,977,600**	**1,095,000**		**8,099,400**

***NOTE: THESE FUNDS WERE ROLLED OVER FROM PRIOR YEARS**

FOLLOW-UP ACTIONS ON THE TRIENNIAL PERFORMANCE AUDIT FISCAL YEARS FY2021/22 – FY 2023/24

The latest Triennial Performance Audit of the City of Clovis Transit System was completed by Moore and Associates in June 2025. With one exception, Moore & Associates, Inc. finds the City of Clovis to be in compliance with the requirements of the Transportation Development Act. In addition, the entity generally functions in an efficient, effective, and economical manner.

FUNCTIONAL REVIEW, FINDINGS AND RECOMMENDATIONS

Triennial Functional Review

1. General Management and Organization

The City's transit program is operated in-house. Management monitors performance regularly through key performance indicators, regular reporting, and feedback mechanisms. The program is currently structured and staffed appropriately with respect to management, but additional staff will be required for the upcoming service expansion. The internal organization structure is appropriate, effective, and efficient.

2. Service Planning

The only service change occurring during the audit period was the addition of a stop at the Landmark transit center that is served by Route 10 and Route 50. The most recent Short Range Transit Plan (SRTP) for the Fresno-Clovis Metropolitan Area was completed in 2022. For the past several years, the City has been working on a significant service expansion that will better serve the Clovis community.

3. Administration

The Transit Manager and the City Finance Department are responsible for annual budgeting. The budget process is initiated in December, with forecasting and reviewing anticipated revenues, projects, and grant opportunities beginning in January. The budget is a year-round focus as management projects and recalculates throughout the year.

4. Marketing and Public Information

Marketing is handled in-house. The City's transit program marketing is tied into the Communications Department. Marketing activities include social media (via city-wide accounts), community events, public outreach, bus stop signage, infotainment displays onboard the vehicles, and transit information on the City and Transit websites.

5. Scheduling, Dispatch, and Operations

Full-time drivers and dispatchers are represented by the Clovis Transit Employees Bargaining Unit (TEBU) through the Operating Engineers (OE) Local 3, which represents Public Utilities employees. All bus drivers are cross-utilized between Stageline and Round Up. There are 29 full-time drivers and 51 part-time drivers. Vehicle assignments are based on the needs of the operation. Higher-capacity buses are assigned to the higher-ridership routes

6. Personnel Management and Training

Recruitment is ongoing. While all drivers are required to have a commercial license, the City will provide comprehensive training through licensing through its in-house trainers. Regardless of experience, all drivers receive the same training curriculum following initial hire.

7. Maintenance

Fleet maintenance is primarily conducted in-house. Maintenance may conflict with regular vehicle use, but does not disrupt service. The number of bays and lifts is sufficient to support the current transit fleet. A schedule is in place for vehicle replacement.

Triennial Audit Findings

Based on discussions with City of Clovis staff, analysis of program performance, and an audit of program compliance and function, the audit team presents one compliance finding:

1. In FY 2021/22 and FY 2022/23 the TDA fiscal audit was completed after the March 31 deadline.

The audit team has identified no functional findings.

Triennial Audit Recommendations

1. **In FY 2021/22 and FY 2022/23 the TDA fiscal audit was completed after the March 31 deadline.**

   Recommendation: Continue to work with City and TDA auditors to ensure the TDA fiscal audit can be completed no later than March 31.

   Recommended Action: Given the TDA audit for the year subsequent to the late submittal was completed on time, no further action is likely required. Staff should continue to be mindful of the timeframe for submittal and monitor the TDA auditor's progress.

   Timeline: Already addressed/Ongoing.

Clovis Stageline/Round Up FY 2025 SSTAC Committee Recommendations

A. Conduct a “transit needs finding” in alignment with SB-498. SB-498 mandates that the lack of available resources shall not be the sole reason for disregarding the identification of transit needs deemed necessary for meeting community requirements.

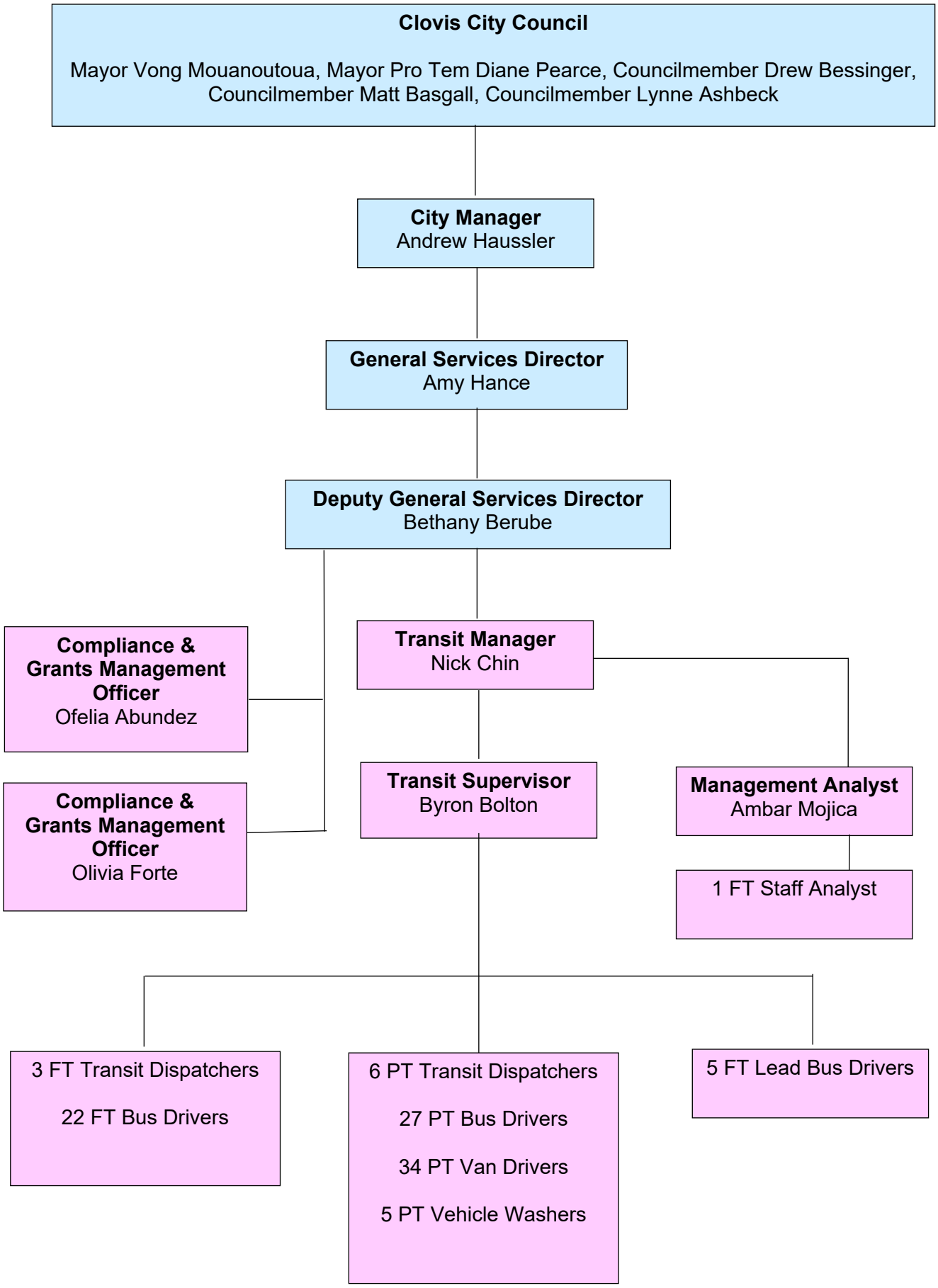
B. Work with the Fresno COG Policy Board to find that there is an unmet transit shared with the City of Fresno that is not reasonable to meet and to find that public transportation needs within the City of Clovis will be reasonably met.

C. Approve and forward the City of Clovis CTSA OPB for fiscal year 2025/26 to the Fresno COG Policy Advisory and Transportation Technical Committees.

D. Approve and forward the draft FCMA SRTP for 2026-2030 to the Fresno COG Policy Advisory and Transportation Technical Committees.

AMERICANS WITH DISABILITIES ACT OF 1990
ADA PARATRANSIT PLAN

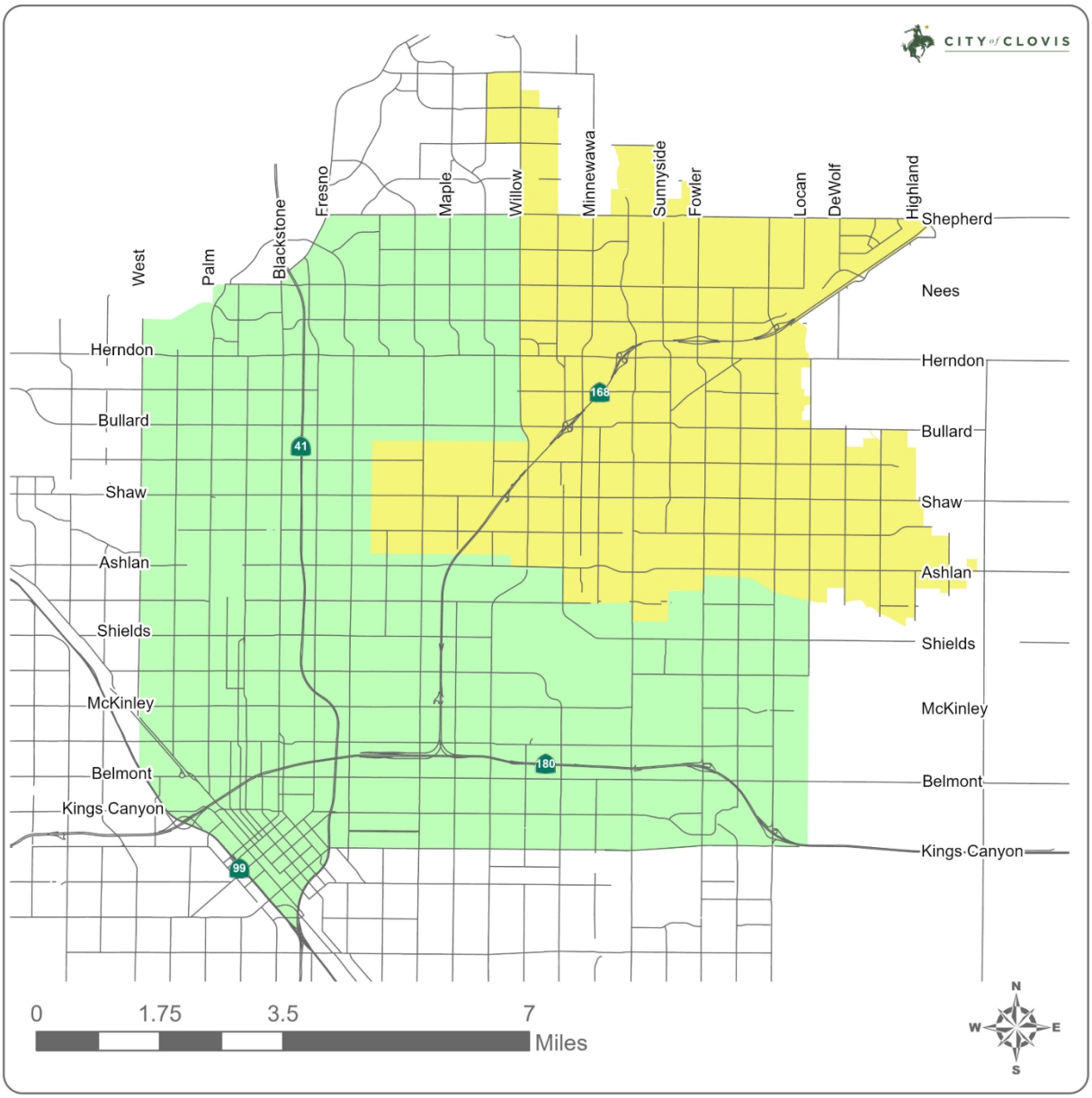
As of 1996, the City of Clovis has been in full compliance with the ADA. Clovis Transit’s entire fleet is lift-equipped. ADA reports have been completed until 1996, and letters of compliance have been completed for each year thereafter.


Clovis City Council
Mayor Vong Mouanoutoua, Mayor Pro Tem Diane Pearce, Councilmember Drew Bessinger, Councilmember Matt Basgall, Councilmember Lynne Ashbeck
City Manager
Andrew Haussler
General Services Director
Amy Hance
Deputy General Services Director
Bethany Berube
Compliance & Grants Management Officer
Ofelia Abundez
Compliance & Grants Management Officer
Olivia Forte
Transit Manager
Nick Chin
Transit Supervisor
Byron Bolton
Management Analyst
Ambar Mojica
1 FT Staff Analyst
3 FT Transit Dispatchers
22 FT Bus Drivers
6 PT Transit Dispatchers
27 PT Bus Drivers
34 PT Van Drivers
5 PT Vehicle Washers
5 FT Lead Bus Drivers

Clovis Transit Paratransit Service Areas
November 2025

Clovis Residents Eligible for Rides

Area Served by Clovis Round Up



RESOLUTION 26-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING THE ADOPTION OF THE CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) OPERATIONS AND PROGRAM BUDGET (OPB) FOR CLOVIS TRANSIT ROUND UP SERVICES

WHEREAS, the Fresno Council of Governments (FCOG) has separately designated the Clovis Transit Round Up Service as a Consolidated Transportation Services Agency (CTSA); and

WHEREAS, the document has been prepared in cooperation with Fresno Area Express (FAX), Clovis Transit, and the Fresno County Rural Transit Agency (FCRTA); and

WHEREAS, Clovis Transit has prepared, under contract, the FY 2026/2027 "Operations Program and Budget for the Clovis CTSA"; and

WHEREAS, the document has been prepared in conjunction with the annual performance evaluation process, the Short-Range Transit Plans and Public Transit Budgets; and

WHEREAS, said document has been reviewed during the past forty-five (45) days.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis does hereby adopt the "Operations and Program Budget for the Clovis CTSA 2026/2027" as the basis for its continued responsibility as the designated CTSA for the City of Clovis.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: May 4, 2026

_____ _____
Mayor City Clerk

CITY of CLOVIS

Report to the City Council

To: City Council

From: General Services Department

Date: May 4, 2026

Staff: Lori Shively, Deputy General Services Director

Subject: General Services - Approval - Res 26-____, Authorizing Amendments to the City's FY 2025-2026 Position Allocation Plan by Correcting the Fiscal Year on Resolution 26-35 that Deleted One (1) Construction Manager Position and Added One (1) Supervising Civil Engineer Position within the Planning and Development Services Department.

Recommendation: Approve

Attachments:
1. Position Allocation FY 2025-2026 ATT 1 Res. 26

Recommendation:
For the City Council to approve the Resolution authorizing amendments to the City's FY 2025-2026 Position Allocation plan in order to correct the fiscal year for the deletion of One (1) Construction Manager position and addition of One (1) Supervising Civil Engineer position within the Planning and Development Services Department that was incorrectly reported for FY 2026-2027 on Resolution 26-35.

Executive Summary:
It is necessary to correct the fiscal year for the deletion of one (1) Construction Manager position and the addition of one (1) Supervising Civil Engineer position within the Planning and Development Services Department, as the original resolution on April 20, 2026, stated the incorrect fiscal year. The correct fiscal year is 2025-2026 and modifications to the City's FY 2025-2026 Position Allocation plan require approval by the City Council.

Background:
It was recently discovered that the fiscal year of Resolution 26-35 approved by Council on April 20, 2026, was incorrect. The deletion of one (1) Construction Manager position and the addition of one (1) Supervising Civil Engineer position in the Planning and Development Services Department is requested for FY 2025-2026. The resolution submitted on April 20, 2026, incorrectly stated the fiscal year as 2026-2027.

Fiscal Impact:

The fiscal impact of salary and benefits for this conversion would be an increase of approximately $2,200 for FY 2025-2026. There are adequate funds in the Planning and Development Services Department budget to cover the cost of the change in positions.

Reason for Recommendation:
The deletion of one (1) Construction Manager position and the addition of one (1) Supervising Civil Engineer position must be reflected in the authorized FY 2025-2026 Planning and Development Services Department position allocation. Modification of the Position Allocation Plan requires Council Approval.

Actions Following Approval:
The City's FY 2025-2026 Position Allocation Plan for the Planning and Development Services Department will be modified as noted in Attachment A of Attachment 1.

Conflict of Interest:
None.

RESOLUTION 26-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING AMENDMENTS TO THE CITY'S FY 2025-2026 POSITION ALLOCATION PLAN IN THE PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

WHEREAS, it has been determined that amendments to the City's FY 2025-2026 Position Allocation plan are needed as the original resolution submitted on April 20, 2026, incorrectly stated the fiscal year as 2026-2027; and

WHEREAS, the correct fiscal year for the deletion of one (1) Construction Manager and the addition of one (1) Supervising Civil Engineer in the Planning and Development Services Department is for FY 2025-2026; and

WHEREAS, modification of the City's FY 2025-2026 Position Allocation Plan requires authorization by the City Council.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis will modify the City's FY 2025-2026 Position Allocation plan to include the deletion of one (1) Construction Manager position and the addition of one (1) Supervising Civil Engineer position in the Planning and Development Services Department.

* * * * *

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

Dated: May 4, 2026

_____ _____

Mayor City Clerk

ATTACHMENT 1

POSITION ALLOCATION ADJUSTMENT BY DEPARTMENT FY 2025-2026

DEPARTMENT	NUMBER OF POSITIONS
Planning and Development Services Department	
Add: Supervising Civil Engineer	1.0
Delete: Construction Manager	1.0

ATTACHMENT A

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: Thad Avery, City Engineer

Subject: Planning and Development Services – Approval – Various actions related to the Bid Award for CIP 25-04 Teague Avenue Street Improvements to Asphalt Design by Juan Gomez in the amount of $944,000: a) Authorize the City Manager to execute the contract on behalf of the City; and b) Approval — Res. 26-___, Amending the Fiscal Year 2025-2026 Community Investment Program (CIP).

Recommendation: Approve

Attachments:
1. CIP 25-04 Bid Award ATT 1 Res. 26-___
2. CIP 25-04 Bid Award ATT 2 Vicinity Map

Recommendation:
For the City Council to:

1. Award a contract for CIP 25-04 Teague Avenue Street Improvements to Asphalt Design by Juan Gomez in the amount of $944,000; and
2. Authorize the City Manager to execute the contract on behalf of the City; and
3. Approve a resolution amending the 2025-2026 Community Investment Program (CIP) to include the Teague Avenue Street Improvements Project and authorize expenditures from the SB1 fund in the amount of $1,000,000 which includes construction management staff time.

Executive Summary:
Staff is recommending that City Council award the contract to Asphalt Design by Juan Gomez, who was the lowest responsible bidder from a bid opening that took place on April 7, 2026, and authorize the City Manager to execute the project contract on behalf of the City. The project is currently funded for the 2026-2027 fiscal year. Staff is proposing to reallocate the funding for this project from the 2026-2027 fiscal year to the 2025-2026 fiscal year.

The project involves ±0.5 miles of street improvements on West Teague Avenue from North Willow Avenue to North Peach Avenue including removing and replacing existing asphalt pavement,

replacement of curb returns, adjustment of utility boxes, manholes and utility valve boxes to finished grade, replacement of traffic striping, markings, and signage, traffic signal modification, and reinstallation of traffic loops detectors.

Background:
The following is a summary of the bids received on April 7, 2026:

Bidders	Base Bid
Asphalt Design by Juan Gomez	$ 944,000.00
Terra West Construction, Inc.	$ 995,715.16
Dave Christian Construction Co., Inc.	$ 1,002,953.50
Avison Construction, Inc.	$ 1,007,772.00
Juarez Brothers General Engineering, Inc.	$ 1,089,225.86
Cal Valley Construction, Inc.	$ 1,129,919.00
Engineer's Estimate	**$ 1,131,559.00**

All bids were examined, and the bidder’s submittals were found to be in order, except for a few arithmetic and clerical errors that did not affect the order of the bid results. Asphalt Design by Juan Gomez, is the lowest responsible bidder. Staff has validated the lowest bidder contractor’s license status and bid bond.

Fiscal Impact:
A budget amendment will add $1,000,000 to the 2025-2026 Community Investment Program. $56,000 has been added to the $944,000 bid award for construction management staff time and a 2% construction contingency if needed. The project is supported by SB1 through the City Community Investment Program.

Reason for Recommendation:
Asphalt Design by Juan Gomez is the lowest responsible bidder. There are sufficient funds available for the anticipated cost of this project.

Actions Following Approval:

1. The contract will be prepared and executed, subject to the Contractor providing performance security that is satisfactory to the City.
2. Construction will begin approximately two (2) weeks after the contract execution and be completed in thirty (30) working days thereafter.

Conflict of Interest:
None.

RESOLUTION 26-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING AN AMENDMENT TO THE FY 2025-2026 CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET

WHEREAS, the City Council adopted the FY 2025-2026 City budget on June 9, 2025; and

WHEREAS, the City Council approved the expenditure of funds for the 2025-2026 Community Investment Program – Street Fund; and

WHEREAS, the additional expenditures needed for the Teague Avenue Street Improvements Project were not included in the 2025-2026 Community Investment Program – Street Fund; and

WHEREAS, it has been determined that the funds for the costs can be allocated from the Street Fund in the amount of $1,000,000.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis hereby approves the budget amendment as shown in the "Summary of Expenditures by Section" and the "Summary of Expenditures by Fund" as shown in Attachment A

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN

DATED: May 4, 2026

_____ Mayor

_____ City Clerk

Attachment 1

SUMMARY OF EXPENDITURES BY SECTION

STREET FUND $1,000,000

TOTAL SECTION $1,000,000

SUMMARY OF EXPENDITURES BY FUND

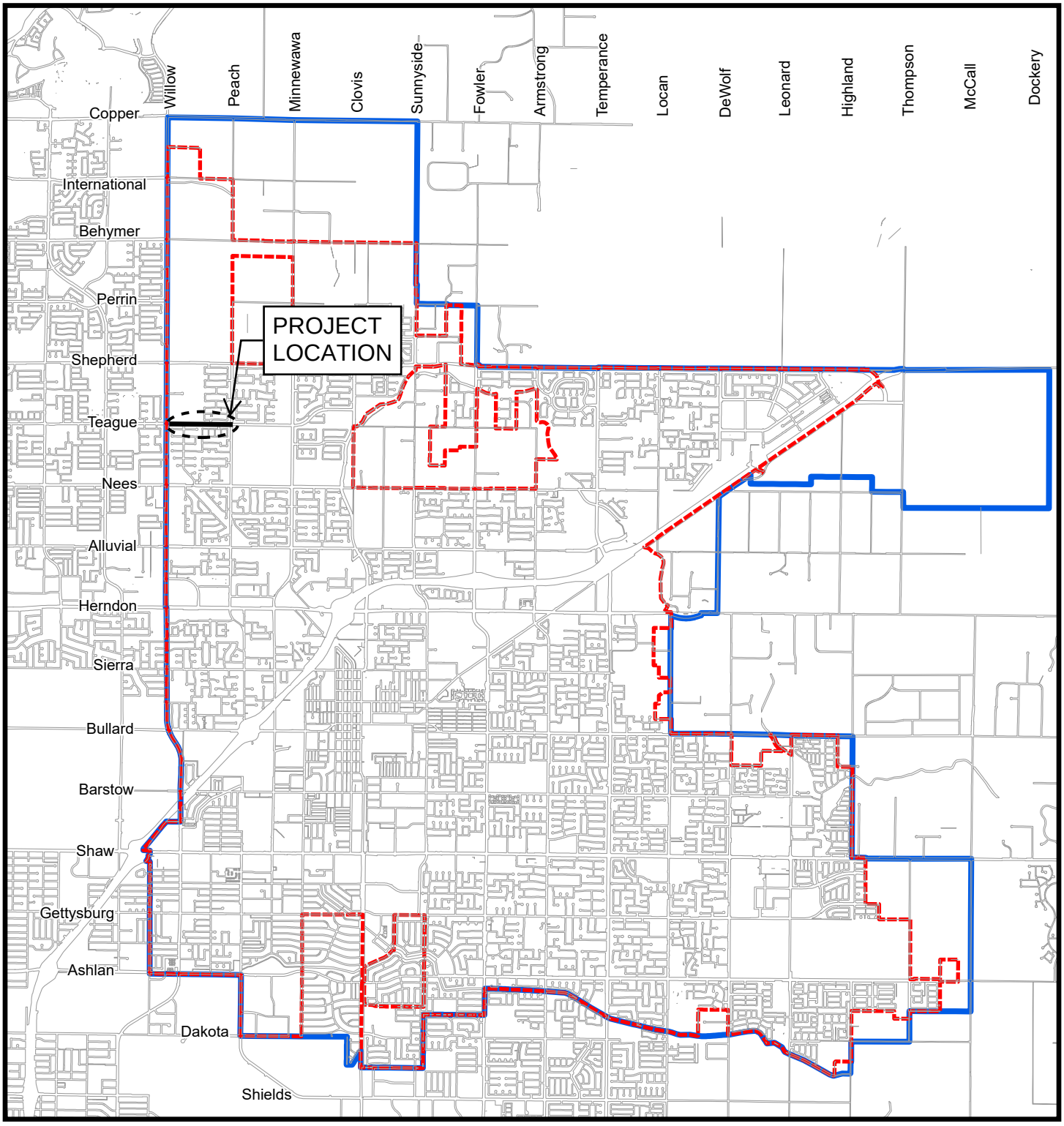
STREET FUND $1,000,000

TOTAL FUND $1,000,000

Attachment A

VICINITY MAP

CIP 25-04 Teague Avenue Street Improvements



Attachment 2

City Limits

Sphere of Influence

0 0.5 1 2

Miles

N

W E

S

Print Date: April 8, 2026

Matthew Morillas

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: Thad Avery, City Engineer

Subject: Planning and Development Services – Approval – Final Acceptance and Authorization to Record the Notice of Completion for CIP 25-07 ADA - Sidewalk Improvements Citywide for a Final Contract Cost of $170,077.16.

Recommendation: Approve

Attachments:
1. CIP 25-07 Final Acceptance ATT 1 Vicinity Map

Recommendation:
For the City Council to accept the work performed as complete and authorize the recording of the notice of completion for this project.

Executive Summary:
This project involved installing missing segments of concrete sidewalk and concrete drive approaches, concrete retaining curbs, reinstalling mailboxes, and the removal of three small trees. All work was performed within the City of Clovis in the street right-of-way along the south side of Sierra Avenue, east of Willow Avenue, and on the east side of Adler Avenue, south of Sierra Avenue.

Background:
Bids were received on January 13, 2026, and the project was awarded by the City Council to the lowest responsible bidder, Platinum General Engineering, LLC, on January 20, 2026. The project was completed in accordance with the construction documents and the contractor has submitted a request for acceptance of the project.

Fiscal Impact:

Award	$125,422.79
Cost increase/decrease resulting from differences between estimated quantities used for award and actual quantities installed.	$0.00
Contract Change Orders	$44,654.37
Final Contract Cost	**$170,077.16**

The Contract Change Orders consisted of a combination of various items that were unforeseen for the project to be completed, but were primarily driven by the request from City staff to add approximately 260 lineal feet of concrete sidewalk that was not included in the original scope of work. This request was made because the City received lower-than-expected bids, allowing additional work to be incorporated into the project. The project including the contract change orders, is fully supported by Community Development Block Grant (CDBG) through the City Community Investment Program.

Reason for Recommendation:
The Public Utilities Department, the City Engineer, the Engineering Inspector, and the Project Engineer agree that the work performed by the contractor is in accordance with the project plans and specifications and has been deemed acceptable. The contractor, Platinum General Engineering, LLC, has requested final acceptance from the City Council.

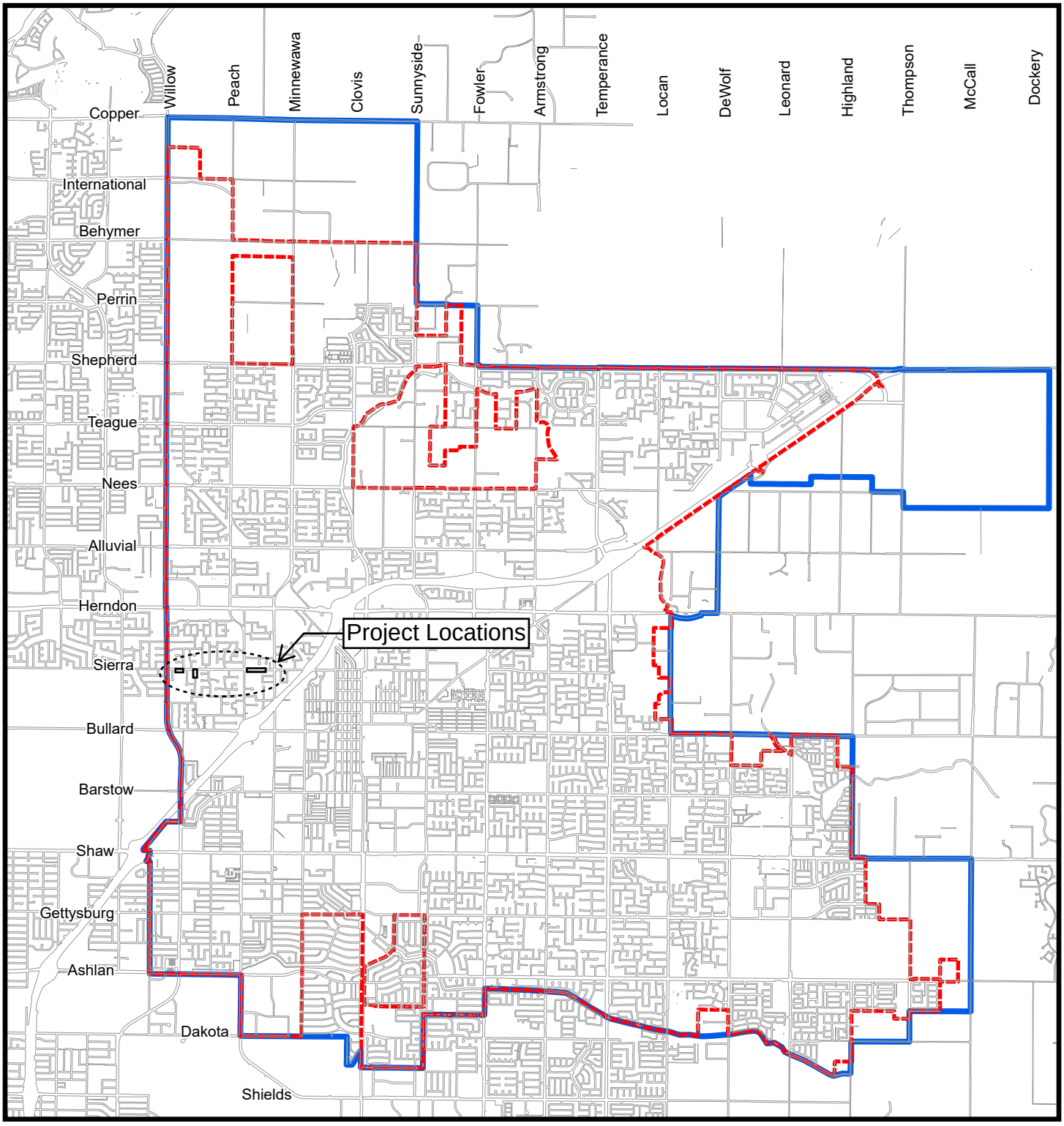
Actions Following Approval:

1. The Notice of Completion will be recorded; and
2. All remaining retention funds will be released no later than 35 calendar days following the recording of the notice of completion, provided no liens have been filed. Retention funds may be released within 60 days after the date of completion, provided no liens have been filed, with "completion" defined as the earlier of either (a) beneficial use and occupancy and cessation of labor, or (b) acceptance by the City Council per Public Contract Code Section 7107(c)(2).

Conflict of Interest:
None.

VICINITY MAP

CIP 25-07 ADA - Sidewalk Improvements Citywide



Attachment 1

City Limits

Sphere of Influence

0 0.5 1 2

Miles

N

W E

S

Print Date: January 14, 2026

Gerry Villalobos

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: Thad Avery, City Engineer

Subject: Planning and Development Services – Approval – Final Acceptance and Authorization to Record the Notice of Completion for Final Map for Tract 6393, located at the southeast area of Herndon Avenue and Temperance Avenue (Gill Gaheer Development, LLC).

Recommendation: Approve

Attachments:
1. TM 6393 Final Acceptance ATT 1 Vicinity Map

Recommendation:
For the City Council to:

1. Accept the public improvements for Tract 6393; and authorize recording of the Notice of Completion; and
2. Authorize the release of the Performance Surety immediately and then release of the Labor and Materials Surety ninety (90) days after the recordation of the Notice of Completion (provided no lien has been filed) and release of Public Improvements Maintenance Surety upon the expiration of the one-year warranty period and provided any defective work has been repaired to the City's satisfaction.

Executive Summary:
The owner, Gill Gaheer Development, LLC, has requested final acceptance of the public improvements constructed or installed in conjunction with this tract. The public improvements include all those shown on the subdivision improvement plans approved by the City Engineer. The construction or installation of the public improvements is complete. The owner has requested final acceptance. Staff is recommending approval of their request.

All landscaping, including sidewalks along the side yards of lots, has been constructed. The construction or installation of the public improvements is complete. The owner has requested final acceptance. Staff is recommending approval of their request.

Background:
City inspection staff, including those of the various affected departments, has certified that all the public improvements requested for acceptance has been constructed or installed in accordance with the approved plans, specifications and standards, and to the satisfaction of the City Engineer. The developer has furnished the required Maintenance Surety to guarantee the accepted public improvements for a period of one year from the date of Council acceptance.

Fiscal Impact:
The costs for periodic routine maintenance, as well as repairs needed as the improvements deteriorate with age and usage, will be incorporated into the annual maintenance budget of the Public Utilities Department as these costs are identified.

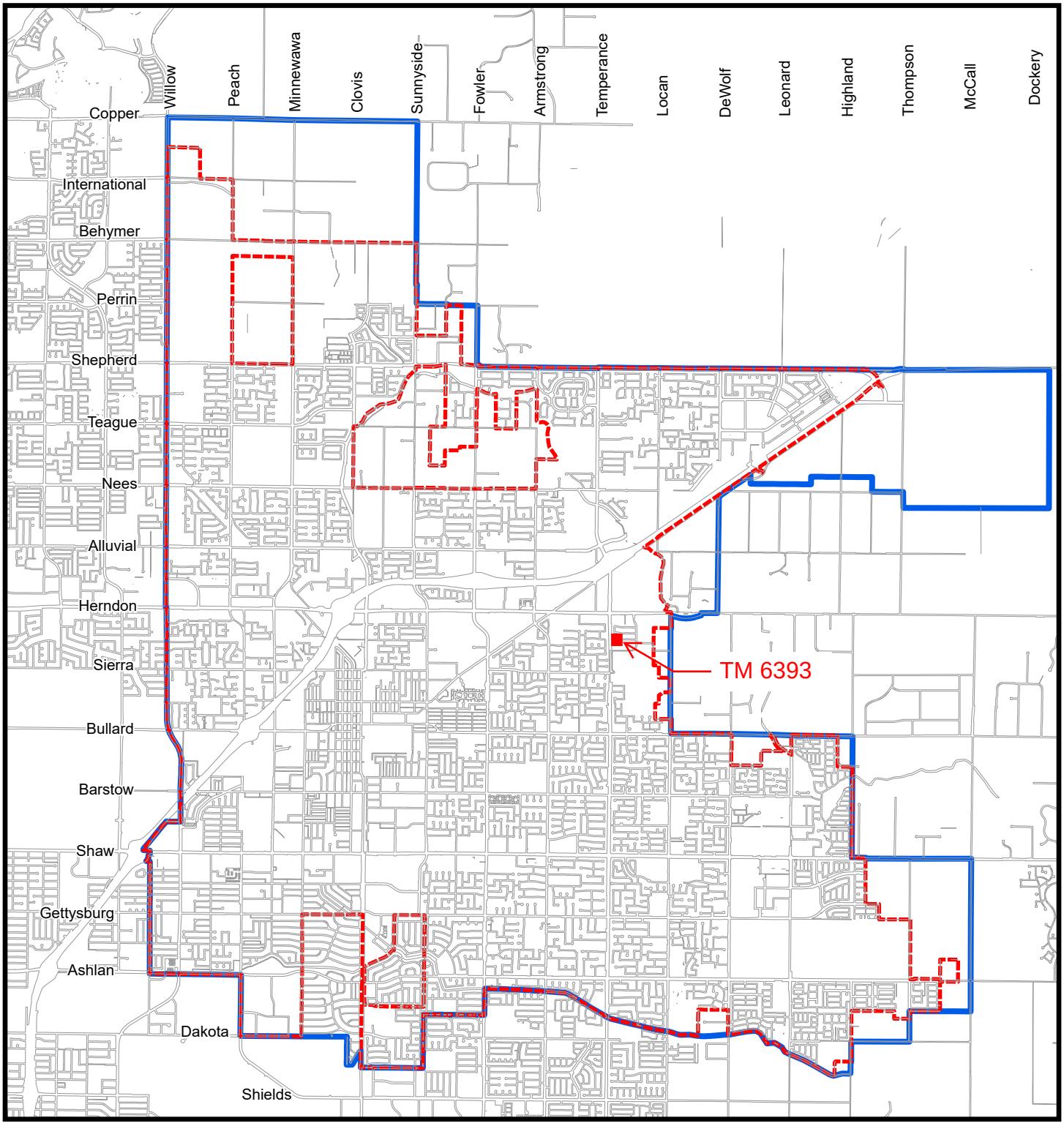
Reason for Recommendation:
The Subdivision Map Act requires that once construction of the required improvements has been completed in compliance with all codes, plans and specifications, and all other required documents have been completed and submitted, final acceptance is required and the appropriate sureties are released.

Actions Following Approval:
Record the Notice of Completion and release the Performance, Labor and Materials, and Maintenance Sureties as appropriate.

Conflict of Interest:
None.

VICINITY MAP

TM 6393



Legend

City Limits

Sphere of Influence

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Attachment 1

Print Date: April 22, 2026

Daniel Negrete

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: Thad Avery, City Engineer

Subject: Planning and Development Services – Approval – Various actions related to the purchase of an underpass structure for Capital Improvement Program (CIP) 22-04 (Shaw Avenue Widening Phase 2): a) Authorize the City Manager to sign a purchase agreement with ContechES in the amount of $2,412,549.87; and b) Approve a 4-week road closure along Shaw Avenue between De Wolf Avenue and Leonard Avenue to install the underpass structure during construction of CIP 22-04.

Recommendation: Approve

Attachments:

1. CIP 22-04 Underpass Structure and Construction Approval ATT 1 Vicinity Map
2. CIP 22-04 Underpass Structure and Construction Approval ATT 2 ContechES Agreement
3. CIP 22-04 Underpass Structure and Construction Approval ATT 3 Underpass Structure Quotation
4. CIP 22-04 Underpass Structure and Construction Approval ATT 4 LVM Support Letter

Recommendation:
For the City Council to:

1. Approve the purchase of an underpass structure for CIP 22-04 (Shaw Avenue Widening Phase 2) and authorize the City Manager to sign a purchase agreement with ContechES in the amount of $2,412,549.87; and
2. Approve a 4-week road closure along Shaw Avenue between De Wolf Avenue and Leonard Avenue to install the underpass structure during construction of CIP 22-04.

Executive Summary:
The City of Clovis began designing the Shaw Avenue Widening project in 2014 from De Wolf Avenue to McCall Avenue. Due to right-of-way complexities, the project was split into two phases.

Construction of Phase 1 of the project from Leonard Avenue to McCall Avenue was completed and accepted by Council on March 16, 2026.

Phase 2 of the project from De Wolf Avenue to Leonard Avenue has resolved the right-of-way and PG&E pole relocation issues and is ready to begin construction in 2026. The underpass structure, designed and supplied by ContechES, will be installed by the Contractor as part of the Phase 2 improvements.

The design and commitment for the future fabrication and purchase of the completed structure from ContechES was approved in the original agreement signed in November 2022. This agreement was established by a formal Request for Qualifications published in December 2020 for the design and procurement of the structure knowing that the structure would need to be designed specifically for this project.

Additionally, the staff is requesting a 4-week road closure on Shaw Avenue between De Wolf Avenue and Leonard Avenue during the construction of CIP 22-04 due to public safety concerns while constructing the underpass structure.

Background:
The City of Clovis initiated design of the Shaw Avenue Widening Project, from De Wolf Avenue to McCall Avenue, in 2014 under Capital Improvement Program (CIP) Project No. 14-30. The ultimate project scope included widening Shaw Avenue to three lanes in each direction and constructing an underpass structure at Sanders Avenue.

Due to complexities associated with right-of-way acquisition, the project was divided into two construction phases. Phase 1, which extends from Leonard Avenue to McCall Avenue, was advertised for bid in August of 2021, with construction commencing in September 2021. Phase 1 was completed and accepted by Council on March 16, 2026. Phase 2, from De Wolf Avenue to Leonard Avenue, remained in the design phase while the City proceeded through the eminent domain process to acquire the necessary right-of-way. The City delayed the fabrication of the underpass structure until all required right-of-way for Phase 2 was secured and relocation of existing PG&E utility poles along the corridor was completed. All right-of-way needed for the project has been acquired and PG&E is expected to complete the pole relocation by the end of May 2026.

To advance the underpass component for Phase 2, the City released a Request for Qualification (RFQ) in December 2020 seeking a qualified manufacturer to design and supply the underpass structure. In January 2021, proposals were received from Blair, Church & Flynn Consulting Engineers and Contech Engineered Solutions (ContechES). Following evaluation, the City issued a qualification letter to ContechES and a non-qualification letter to Blair, Church & Flynn. Subsequently, in October 2022, the City entered into an agreement with ContechES to initiate the design of the underpass structure and the future fabrication and purchase of the completed structure with Phase 2 of the project.

At this time, the design for the underpass structure has been complete and the remaining project design documents incorporate the ContechES design to finalize the construction documents related to CIP 22-04. The City needs to move forward with the purchase of the structure prior to construction of the remaining Shaw Avenue project so that ContechES can begin fabrication of the underpass structure and foundations that will be installed by the contractor as part of CIP 22-04. CIP 22-04 is tentatively planned to go out for bid in the summer of 2026 and is set to begin construction in October 2026.

On January 8, 2024, the staff presented to the City Council a request from the Loma Vista Marketplace to maintain traffic on Shaw Avenue between De Wolf Avenue and Leonard Avenue during construction of CIP 22-04. Following discussion, the City Council reached a consensus directing staff to identify a feasible solution to keep Shaw Avenue open during construction. Following Council direction, staff evaluated multiple construction phasing alternatives and coordinated with ContechES to assess potential methods for maintaining traffic through the project limits. These evaluations considered available right-of-way, construction constraints, and overall public safety.

Based on this analysis, staff determined that maintaining traffic on Shaw Avenue during construction of the underpass structure presents significant public safety concerns. These concerns include, but are not limited to, traffic operations along a constrained roadway adjacent to a 20-foot-deep excavation, proximity to existing PG&E power poles, the operation of heavy construction equipment and cranes, and the delivery and placement of large structural components via semi-trucks.

In consideration of these factors, staff is requesting approval for a temporary four-week road closure on Shaw Avenue between De Wolf Avenue and Leonard Avenue during the construction of CIP 22-04. Staff has coordinated with ContechES to expedite fabrication of the underpass structure and associated foundations to minimize the duration of the road closure and reduce impacts to the public. Additionally, staff contacted the Loma Vista Marketplace and received support for the proposed 4-week road closure.

After completion of the four-week closure to install the underpass structure and related project construction, Shaw Avenue will reopen and continue with phased construction. The first phase will complete the north side of the ultimate roadway while maintaining through traffic on the existing road. Once the north side of the road is complete, the contractor will shift traffic to the newly constructed road and complete the south side of the roadway. This phased approach will allow continued through traffic along Shaw Avenue while completing the remaining improvements associated with the project.

Fiscal Impact:
The City secured Measure C Regional money in 2013 for the entire Shaw Avenue widening project. At that time, the underpass structure was identified in the project scope and this cost for the purchase of the structure was included in the original funding request.

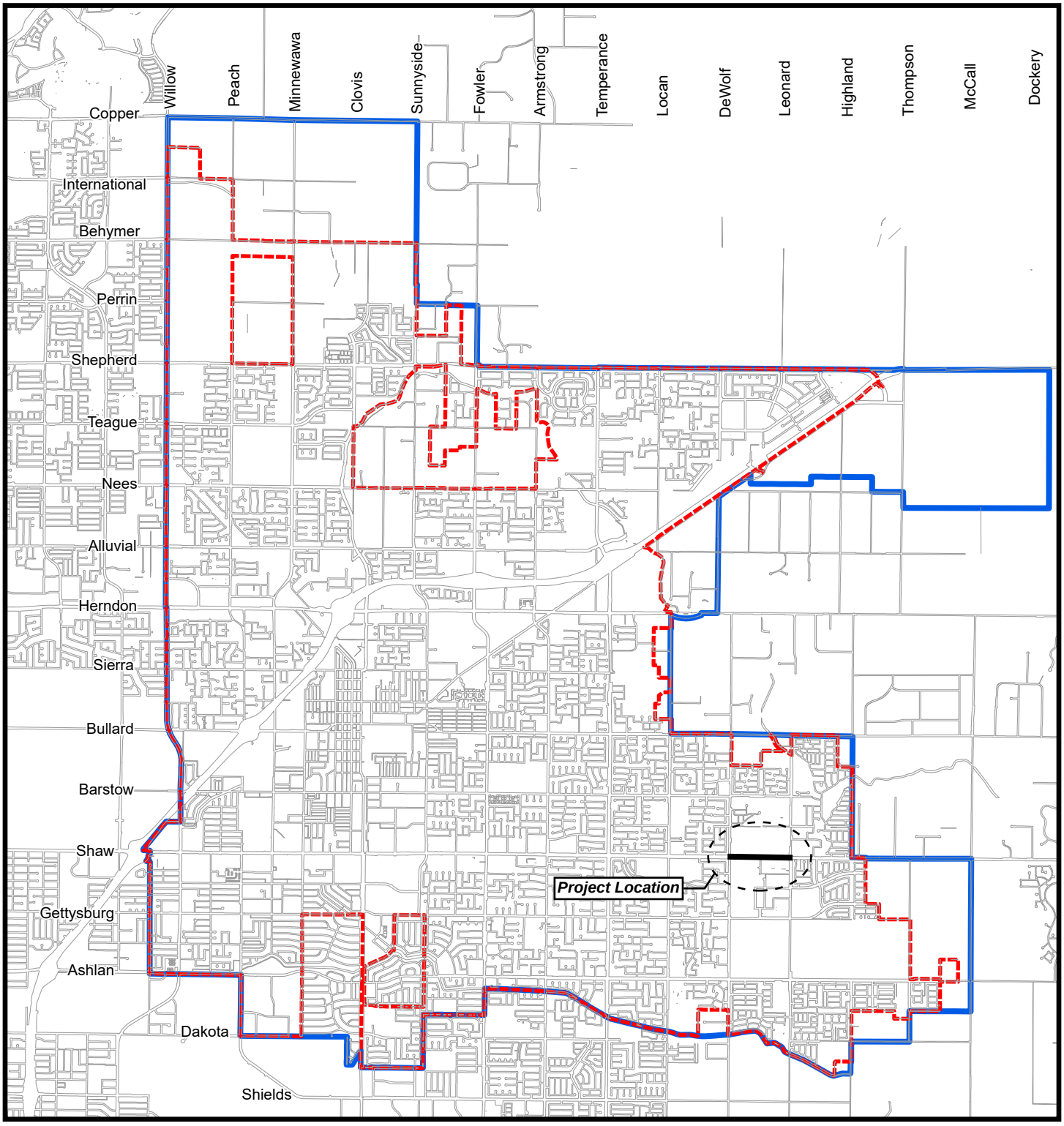
Reason for Recommendation:
There are sufficient funds available for the anticipated cost of this project.

Actions Following Approval:
The City Manager will sign a purchase agreement with ContechES to begin fabrication of the underpass structure associated with CIP 22-04.

Conflict of Interest:
None.

VICINITY MAP

CIP 22-04 Shaw Avenue Widening Phase 2



Attachment 1

City Limits

Sphere of Influence

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Print Date: April 21, 2026

Jacob Redelfs

CITY OF CLOVIS
CONSULTANT SERVICE AGREEMENT

This Consultant Services Agreement ("Agreement") is entered into between the City of Clovis, a California general law city ("City") and Contech Engineered Solutions LLC ("Consultant") with respect to the following recitals, which are a substantive part of this Agreement. This Agreement shall be effective on October 24, 2022 ("Effective Date").

RECITALS

A. City desires to obtain Plans and Specifications for the future undercrossing for the CIP 22-04 Shaw Avenue widening Project ("Services") more fully described in **Exhibit A**, which are incorporated herein by reference.

B. Consultant is engaged in the business of furnishing the Services and hereby warrants and represents that Consultant is qualified, experienced, and capable of performing the Services, and possesses any required licenses, certifications, security/bonding, and/or training necessary to perform the Services.

C. City desires to retain Consultant, and Consultant desires to provide the City with the Services, on the terms and conditions as set forth in this Agreement.

NOW, THEREFORE, in consideration of the promises and mutual agreements herein, City and Consultant agree as follows:

AGREEMENT

1. Scope of Services. Consultant shall perform the Services described in the Recitals and detailed in **Exhibits A & B**. Changes in the scope of Services, including the work performed and/or deliverables produced, shall be made in writing and particularly describe the changes in Services, including payment/costs and schedule/term, as applicable.

2. Priority and Conflicts; Exclusions. If the terms and requirements of this Agreement conflict with **Exhibit A**, this Agreement shall control. No contractual terms and/or conditions found in **Exhibit A** shall purport to waive, disclaim, or limit Consultant's liability, indemnification obligations, warranties, damages for breach or delay, or any security, bonding, or insurance requirements, and any such provisions shall have no force or effect with respect to this Agreement and the Services performed by Consultant.

3. Term of Agreement; Commencement of Services; Schedule. Consultant shall begin performing the Services on October 24th, 2022, unless otherwise instructed by City, and continue with the Services until satisfactorily completed, as determined by City. Consultant shall complete the Services not later than January 13th, 2022 ("Completion Date"), unless extended beyond this date by mutual consent of the Parties. This Agreement may be terminated prior to the Completion Date pursuant to Section 17 herein.

Consultant shall perform the Services according to the schedule set forth in **Exhibits A**, if applicable. If no schedule is set forth in **Exhibits A**, City and Consultant shall mutually agree on a schedule for performance of the Services and completion of any deliverables. The schedule shall be subject to modification based on the City's operational needs. City will notify Consultant in advance of any modification to the schedule.

4. Payment for Services. City shall pay Consultant for the Services performed pursuant to this Agreement according to the rate(s) stated in **Exhibit A**. The total amount paid by City to Consultant shall not exceed One Hundred Fifty-Three Thousand One Hundred Twenty-Six Dollars and Twenty-Two Cents

Attachment 2

($153,126.22).

The foregoing is inclusive of all labor, equipment, materials, costs and expenses, taxes, and overhead. City shall pay Consultant for Services satisfactorily performed pursuant to this Agreement. Consultant shall submit monthly invoices to City containing detailed billing information regarding the Services provided and City shall tender payment to Consultant within thirty (30) days after receipt of invoice.

5. Independent Contractor Status. Consultant and its subcontractors shall perform the Services as independent contractors and not as officers, employees, agents or volunteers of City. Consultant is engaged in an independently established trade, occupation, or business to perform the Services required by this Agreement and is hereby retained to perform work that is outside the usual course of City's business. Consultant is free from the control and direction of City in connection with the manner of performance of the work. Nothing contained in this Agreement shall be deemed to create any contractual relationship between City and Consultant's employees or subcontractors, nor shall anything contained in this Agreement be deemed to give any third party, including but not limited to Consultant's employees or subcontractors, any claim or right of action against City.

6. Consultant Representations; Standard of Care; Compliance with Law. Consultant represents that Consultant and any subcontractors utilized by Consultant are and will be qualified in the field for which Services are being provided under this Agreement and Consultant and any subcontractors are now, and will be throughout their performance of the Services under this Agreement, properly licensed, certified, secured/bonded, trained, and/or otherwise qualified and authorized to perform the Services required and contemplated by this Agreement, as may be required by law. Consultant and its subcontractors shall utilize the standard of care and skill customarily exercised by members of their profession, shall use reasonable diligence and best judgment while performing the Services, and shall comply with all applicable laws, regulations, and industry standards. Consultant shall comply with all Labor Code requirements for public works projects if applicable to Consultant's work under this Agreement.

7. Identity of Subcontractors and Sub-Consultants. Consultant shall, before commencing any work under this Agreement, provide to City in writing: (a) the identity of all subcontractors and sub-consultants (collectively referred to as "subcontractors"), if any, Consultant intends to utilize in Consultant's performance of this Agreement; and (b) a detailed description of the full scope of work to be provided by such subcontractors. Consultant shall only employ subcontractors pre-approved by City and in no event shall Consultant replace an approved subcontractor without the advance written permission of City, with the understanding that City's permission will not be unreasonably withheld. Notwithstanding any other provisions in this Agreement, Consultant shall be liable to City for the performance of Consultant's subcontractors.

8. Subcontractor Provisions. Consultant shall include in its written agreements with its subcontractors, if any, provisions which: (a) impose upon the subcontractors the obligation to provide to City the same insurance and indemnity obligations that Consultant owes to City; (b) make clear that City intends to rely upon the reports, opinions, conclusions and other work product prepared and performed by subcontractors for Consultant; and (c) entitle City to impose upon subcontractors the assignment rights found elsewhere in this Agreement.

9. Power to Act on Behalf of City. Consultant is not acting as an agent of City and shall not have any right, power, or authority to create any obligation, express or implied, or make representations on behalf of City except as may be expressly authorized in advance in writing from time to time by City and then only to the extent of such authorization.

10. Record Keeping; Reports. Consultant shall keep complete records showing the type of Services

Attachment 2

performed. Consultant shall be responsible and shall require its subcontractors to keep similar records. City shall be given reasonable access to the records of Consultant and its subcontractors for inspection and audit purposes. Consultant shall provide City with a working draft of all reports upon reasonable request by City and of all final reports prepared by Consultant under this Agreement.

11. Ownership and Inspection of Documents. All data, tests, reports, analyses, documents, records, conclusions, opinions, recommendations and other work product generated by or produced for Consultant or its subcontractors in connection with the Services, regardless of the medium, including physical drawings and materials recorded on computer discs or other electronic devices ("Work Product"), shall be and remain the property of City. City shall have the right to use, copy, modify, and reuse the Work Product for the Project specific to Consultant's scope of work. Upon City's request, Consultant shall make available for inspection and copying all such Work Product and all Work product shall be turned over to City promptly at City's request or upon termination of this Agreement, whichever occurs first. Consultant shall not release any Work Product to third parties without prior written approval of City. This obligation shall survive termination of this Agreement and shall survive for four (4) years from the date of expiration or termination of this Agreement.

a. Notwithstanding the above, the Services provided pursuant to this Agreement are provided for the express purpose of gaining approval of the use of Consultant's Product(s) described in Exhibit A attached hereto from any required permitting agencies and City, and in the interest of Consultant ultimately supplying the Product. Use of the Services with any other structure, manufacturer or project is strictly prohibited and voids any and all representations and warranties, express or implied, related to the Services. Consultant expressly disclaims any and all liability related to use of the Services with any other structure, manufacturer or project. To the fullest extent permitted by applicable law, City agrees to indemnify, defend and hold harmless Consultant along with its respective officers, directors, owners, employees and agents from and against all claims, damages, losses, causes of action, suits, judgments and expenses (including but not limited to reasonable attorney's fees) of any person or entity, to the extent arising out of City's use of the Services with any other structure, manufacturer or project.

12. Confidentiality. All Work Product prepared and performed by and on behalf of Consultant in connection with the Services performed pursuant to this Agreement shall be kept confidential and shall be disclosed only to City, unless otherwise provided by law or expressly authorized by City. Consultant shall not disclose or permit the disclosure of any confidential information acquired during performance of the Services, except to its agents, employees and subcontractors who need such confidential information in order to properly perform their duties relative to this Agreement. Consultant shall also require its subcontractors to be bound to these confidentiality provisions.

13. City Name and Logo. Consultant shall not use City's name or insignia, photographs relating to the City projects or work for which Consultant's services are rendered, or any publicity pertaining to the Consultant's Services under this Agreement in any magazine, trade paper, newspaper, television or radio production, internet website, social media, or other similar medium without the prior written consent of City.

14. Conflicts of Interest. Consultant warrants that neither Consultant nor any of its employees have an improper interest, present or contemplated, in the Services which would affect Consultant's or its employees' performance of the Services and the Work Product produced. Consultant further warrants that neither Consultant nor any of its employees have real property, business interests or income that will be affected by the Services. Consultant covenants that no person having any such interest, whether an employee or subcontractor shall perform the Services under this Agreement. During the performance of the Services, Consultant shall not employ or retain the services of any person who is employed by the City or a member of any City Board or Commission.

Attachment 2

15. Non-liability of Officers and Employees. No officer or employee of City shall be personally liable to Consultant, or any successors in interest, in the event of a default or breach by City for any amount which may become due Consultant or its successor, or for any breach of any obligation under the terms of this Agreement.

16. City Right to Employ Other Consultants. This Agreement and performance of the Services are non-exclusive and City reserves the right to employ other consultants in connection with the Services while this Agreement is in effect.

17. Termination of Agreement. This Agreement shall terminate as provided in Section 3, unless terminated earlier pursuant to the following:

a. Termination by City: For Convenience. City may at its discretion terminate this Agreement for convenience and without cause upon fourteen (14) days prior written notice to Consultant. Upon receipt of a termination notice pursuant to this subsection, Consultant shall promptly discontinue all Services affected, unless the notice directs otherwise.

b. Termination by City or Consultant: For Cause. Either party may terminate this Agreement upon ten (10) days prior written notice to the other party of a material breach, and a failure within that time period to cure or commence reasonable steps to cure the breach.

c. Compensation to Consultant Upon Termination. Consultant shall be paid compensation for Services satisfactorily performed prior to notice of termination. As to any phase partially performed but for which the applicable portion of Consultant's compensation has not become due, Consultant shall be paid the reasonable value of its Services provided. However, in no event shall such payment when added to any other payment due under the applicable part of the work exceed the total compensation of such part as specified Section 4. In the event of termination due to Consultant's failure to perform in accordance with the terms of this Agreement through no fault of City, City may withhold an amount that would otherwise be payable as an offset to City's damages caused by such failure.

d. Effect of Termination. Upon termination of this Agreement, Consultant shall: (i) promptly discontinue all Services affected, unless the notice of termination directs otherwise; and (ii) deliver or otherwise make available to the City, without additional compensation, all Work Product and/or deliverables accumulated by the Consultant in performing this Agreement, whether completed or in process. Consultant may not refuse to provide such Work Product for any reason whatsoever.

18. Insurance. Consultant shall satisfy the insurance requirements set forth in **Exhibit B**.

19. Indemnity and Defense. Consultant hereby agrees to indemnify, defend and hold the City, its officials, officers, employees, agents, and volunteers harmless from and against all claims, demands, causes of action, actions, damages, losses, expenses, and other liabilities, (including without limitation reasonable attorney fees and costs of litigation) of every nature arising out of and to the extent caused by errors, omissions or negligence of Consultant or its subcontractors relating to the performance of Services described herein to the fullest extent permitted by law, unless the injuries or damages are the result of City's sole negligence or willful misconduct, subject to any limitations imposed by law. Consultant and City agree that said indemnity and defense obligations shall survive the expiration or termination of this Agreement for any items specified herein that arose or occurred during the term of this Agreement.

20. Taxes. Consultant agrees to pay all taxes, licenses, and fees levied or assessed by any governmental agency on Consultant incident to the performance of Services under this Agreement, and unemployment and workers' compensation insurance, social security, or any other taxes upon the wages of Consultant, its

Attachment 2

employees, agents, and representatives. Consultant agrees to obtain and renew an annual business tax certificate from City and pay the applicable annual business registration tax to City during the term of this Agreement.

21. Assignment. Neither this Agreement nor any duties or obligations hereunder shall be assignable by Consultant without the prior written consent of City. In the event of an assignment to which City has consented, the assignee shall agree in writing to personally assume and perform the covenants, obligations, and agreements herein contained. In addition, Consultant shall not assign the payment of any monies due Consultant from City under the terms of this Agreement to any other individual, corporation or entity. City retains the right to pay any and all monies due Consultant directly to Consultant.

22. Form and Service of Notices. Any and all notices or other communications required or permitted by this Agreement or by law to be delivered to, served upon, or given to either party to this Agreement by the other party shall be in writing and shall be deemed properly delivered, served or given by one of the following methods:

a. Personally delivered to the party to whom it is directed. Service shall be deemed the date of delivery.

b. Delivered by e-mail to a known address of the party to whom it is directed provided the e-mail is accompanied by an acknowledgment of receipt by the other party. Service shall be deemed the date of acknowledgement.

c. Delivery by a reliable overnight delivery service, ex., Federal Express, receipted, addressed to the addressees set forth below the signatories to this Agreement. Service shall be deemed the date of delivery.

d. Delivery by deposit in the United States mail, first class, postage prepaid. Service shall be deemed delivered ninety-six (96) hours after deposit.

23. Entire Agreement. This Agreement, including the Exhibits and any other attachments, represents the entire Agreement between City and Consultant and supersedes all prior negotiations, representations or agreements, either written or oral with respect to the subject matter herein. This Agreement may be amended only by written instrument signed by both City and Consultant.

24. Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns.

25. Authority. The signatories to this Agreement warrant and represent that they have the legal right, power, and authority to execute this Agreement and bind their respective entities. Evidence of Consultant's authority is attached as **Exhibit C**.

26. Severability. In the event any term or provision of this Agreement is declared to be invalid or illegal for any reason, this Agreement will remain in full force and effect and will be interpreted as though such invalid or illegal provision were not a part of this Agreement. The remaining provisions will be construed to preserve the intent and purpose of this Agreement and the parties will negotiate in good faith to modify any invalidated provisions to preserve each party's anticipated benefits.

27. Applicable Law and Interpretation and Venue. This Agreement shall be interpreted in accordance with the laws of the State of California. The language of all parts of this Agreement shall, in all cases, be construed as a whole, according to its fair meaning, and not strictly for or against either party. This

Attachment 2

Agreement is entered into by City and Consultant in the County of Fresno, California. Consultant shall perform the Services required under this Agreement in the County of Fresno, California. Thus, in the event of litigation, venue shall only lie with the appropriate state or federal court in Fresno County.

28. Amendments and Waiver. This Agreement shall not be modified or amended in any way, and no provision shall be waived, except in writing signed by the parties hereto. No waiver of any provision of this Agreement shall be deemed, or shall constitute, a waiver of any other provision, whether or not similar, nor shall any such waiver constitute a continuing or subsequent waiver of the same provision. Failure of either party to enforce any provision of this Agreement shall not constitute a waiver of the right to compel enforcement of the remaining provisions of this Agreement.

29. Third Party Beneficiaries. Nothing in this Agreement shall be construed to confer any rights upon any party not a signatory to this Agreement.

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

31. Alternative Dispute Resolution. If a dispute arises out of or relating to this Agreement, or the alleged breach thereof, and if said dispute cannot be settled through negotiation, the parties agree first to try in good faith to settle the dispute by non-binding mediation before resorting to litigation. The mediator shall be mutually selected by the parties, but in case of disagreement, the mediator shall be selected by lot from among two nominations provided by each party. All costs and fees required by the mediator shall be split equally by the parties, otherwise each party shall bear its own costs of mediation. If mediation fails to resolve the dispute within thirty (30) days, either party may pursue litigation to resolve the dispute.

Demand for mediation shall be in writing and delivered to the other party to this Agreement. A demand for mediation shall be made within reasonable time after the claim, dispute or other matter in question has arisen. In no event shall the demand for mediation be made after the date when institution of legal or equitable proceedings based on such a claim, dispute or other matter in question would be barred by California statues of limitations.

32. Non-Discrimination. Consultant shall not discriminate on the basis of any protected class under federal or State law in the provision of the Services or with respect to any Consultant employees or applicants for employment. Consultant shall ensure that any subcontractors are bound to this provision. A protected class, includes, but is not necessarily limited to race, color, national origin, ancestry, religion, age, sex, sexual orientation, marital status, and disability.

[Signature Page Follows]

Attachment 2

Now, therefore, the City and Consultant have executed this Agreement on the date(s) set forth below.

CONSULTANT

By: Brent E. Flom

Digitally signed by Brent E. Flom
DN: cn=Brent E. Flom, c=US, o=Contech Engineered Solutions LLC, ou=Contech Structures, email=brent.flom@contechllc.com
Date: 2022. 11. 07 :2 :9 -06'00'

Date: November 1, 2022

CITY OF CLOVIS

By: _____
John Holt, City Manager

Date: 11/28/22

Party Identification and Contact Information:

Consultant
Contech Engineered Solutions LLC
Attn: Alex Keenan
Regional Bridge Consultant
Address
Roseville, CA 95678
Alex.Keenan@ContechLLC.com
(303) 817-4198

City of Clovis
Planning and Development Services Department
Michael Harrison
City Engineer
1033 Fifth Street
Clovis, CA 93612
mikeh@cityofclovis.com
(559) 324-2350

ATTEST

_____
Karey Cha, City Clerk

APPROVED AS TO FORM

_____
Scott G. Cross, City Attorney

Attachment 2

EXHIBIT A

DESCRIPTION OF SERVICES

SCOPE OF SERVICES

Contech shall provide the following professional services signed and sealed by a Professional Engineer registered in the State of CALIFORNIA:

- *Prepare Contech Construction Drawings (CCD) for the CON/SPAN® Bridge Systems – B-Series and associated walls, including foundation details in accordance with the project drawings and information provided by City of Clovis.*
- *Prepare engineering calculations for the CON/SPAN® Bridge Systems – B-Series and associated walls, including foundation design in accordance with recommendations from the project geotechnical report.*

The material cost for the structure product associated with the proposed engineering services is estimated to be $1,020,841.47. At time of material purchase, this engineering amount will be deducted from final material cost description of Services and work product desired.

Description of Structure Product:
The structure includes the following:

- *CONTECH CON/SPAN B-Series*
- *(32) - 54' Span x 11'" Rise Precast Arch Units - (32 - 4' Standard Lay Length)*
- *(2) - Precast Detached Headwalls (1.25' Tall x 12" Thick) - Precast headwall not impact rated - to be designed to interact with CIP moment slab barrier (assumed TL2 impact rating or less). CIP materials provided and performed by others*
- *(4) – Precast Anchor Wingwalls (75 Degree x 25' Long x 13.17' to 13.17' Tall x 12" Thick)*
- *HL93 Vehicular Loading*
- *Min/Max Design Cover: 1'/2'*
- *This material estimate is preliminary and may change upon further refinement of the design and review of site parameters. The material estimate is based on material costs as of 6/16/2022 and is subject to change at the time of final quote or order.*

SCHEDULE

Contract Execution: October 28, 2022
Notice to Proceed: October 31, 2022
Contract Start Date: November 1, 2022
1st Round of plans and Specs review by City of Clovis: December 9, 2022
Comments from City of Clovis: January 13, 2023
Contract End Date: January 27, 2023

Attachment 2

COMPENSATION AND RATES

Consultant shall be compensated according to the following rates/fees:

The total amount paid by City to Consultant shall not exceed One Hundred Fifty-Three Thousand One Hundred Twenty-Six Dollars and Twenty-Two Cents ($153,126.22).

CONTRACT TOTAL: $153,126.22

Attachment 2

EXHIBIT B
CONSULTANT PROPOSAL

Attachment 2

Contech Engineered Solutions LLC
9025 Centre Pointe Drive, Suite 400
West Chester, OH 45069
Phone: (513) 645-7000
Fax: (513) 645-7993
www.ContechES.com

PROPOSAL FOR PROFESSIONAL SERVICES WITH PURCHASE COMMITMENT

To: City of Clovis
1033 Fifth Street
Clovis, CA 93612
559-324-2394

Date: 6/17/22
Project: CIP 22-04 Shaw Avenue Phase 2 - Underpass
Location: Clovis, CA

Contech Engineered Solutions, LLC ("Contech") ") is pleased to provide the following professional services proposal for the CON/SPAN® Bridge Systems – B-Series ("Product") for the above referenced project ("Project"). This proposal, if accepted by City of Clovis("Agency") within thirty (30) days of the date hereof, shall constitute a binding contract and incorporates by reference Contech's Standard Terms and Conditions for Professional Services. Any different or additional terms or conditions contained in Company's acceptance of this proposal are hereby objected to by Contech and shall have no effect on, and not become part of, the terms and conditions of this Agreement. Additional terms, changes, and alleged subsequent agreements shall not be effective unless signed by Contech's authorized representative.

I. PROFESSIONAL SERVICES

Description of Professional Services:
Contech proposes to provide Company the following professional services ("Services") signed and sealed by a Professional Engineer registered in the State of CALIFORNIA.

- Prepare Contech Construction Drawings (CCD) for the CON/SPAN® Bridge Systems – B-Series and associated walls, including foundation details in accordance with the project drawings and information provided by City of Clovis.
- Prepare engineering calculations for the CON/SPAN® Bridge Systems – B-Series and associated walls, including foundation design in accordance with recommendations from the project geotechnical report.

Description of Structure Product:
The material cost for the structure product associated with the proposed engineering services is estimated to be **$1,020,841.47**. This includes the following:

- CONTECH CON/SPAN B-Series
- (32) - 54' Span x 11'" Rise Precast Arch Units
  - (32 - 4' Standard Lay Length)
- (2) - Precast Detached Headwalls (1.25' Tall x 12" Thick)*
  - *Precast headwall not impact rated - to be designed to interact with CIP moment slab barrier (assumed TL2 impact rating or less). CIP materials provided and performed by others.
- (4) – Precast Anchor Wingwalls (75 Degree x 25' Long x 13.17' to 13.17' Tall x 12" Thick)
- HL93 Vehicular Loading
- Min/Max Design Cover: 1'/2'

This material estimate is preliminary and may change upon further refinement of the design and review of site parameters. The material estimate is based on material costs as of 6/16/2022 and is subject to change at the time of final quote or order.

Exclusions/Work Provided by Others
Company shall provide Contech with full information regarding the Project's design requirements, including but not limited to project plans (including drainage, grading, and utility plans) and specifications, site topography data, special structural or loading requirements, geotechnical report and soil boring data, hydrological and flood plain data, hydraulic sizing, scour analysis, and any special owner/governing agency requirements.

Contech shall have no responsibility for any permitting, installation or construction activities or services of any kind, shoring design, shoring means and methods, inspections, investigations, reports, or data unless specifically provided in Contech's scope of work above.

Anticipated Schedule

It is anticipated that design will commence upon acceptance of this proposal and receipt of the project information listed above. Contech anticipates design services and deliverables will be provided 6-8 weeks from commencement of work. The drawings will be subject to one review by City of Clovis. Revisions required due to errors on Contech plans or omissions from Contech plans will be completed under this scope of services. Any further revisions or changes to the scope of services described will be subject to additional fees.
Fees for Professional Services

☐ The Professional Services described are included in the price of the quoted Product, if purchased. Contech will provide the services outlined above for a lump sum fee of $153,126.22 to be billed upon the completion of services. Payment terms are net 30

Attachment 2

days from date of invoice. This engineering cost is consistent with the quote provided at initial bid. At time of material purchase, this engineering amount will be deducted from final material cost.

The professional services provided pursuant to Article I are provided for the express purpose of gaining approval of the use of these Contech Products from the permitting agencies/owners and in the interest of Contech ultimately supplying the Product. Contech will grant a limited, non-exclusive license to copy and/or implement such drawings, designs, calculations and deliverables only upon the purchase of the Product from Contech in connection with this Project. Use of the Services with any other structure, manufacturer or project is strictly prohibited and voids any and all representations and warranties, express or implied, related to the Services. Contech expressly disclaims any and all liability related to use of the Services with any other structure, manufacturer or project. To the fullest extent permitted by applicable law, Client agrees to indemnify, defend and hold harmless Contech along with its respective officers, directors, owners, employees and agents from and against all claims, damages, losses, causes of action, suits, judgments and expenses (including but not limited to reasonable attorney's fees) of any person or entity, to the extent arising out of Client's use of the Services with any other structure, manufacturer or project.

II. PURCHASE COMMITMENT

Execution of this Proposal constitutes Client's binding commitment to purchase the Product. Pending receipt of the order for the Product, Contech will prepare Fabrication Drawings (if not included in original scope) for approval and fabrication. In addition, Contech will provide supplementary services at no cost with a signed order for the Product. These services may include:

- Minor revisions to Contech Contract Drawings and/or Fabrication Drawings due to approval agency comments.
- Responses to RFI's related to applicable construction and installation processes for the design shown.

A separate contract with Contech's Conditions of Sale for the Product will be provided at time of bid or upon request at time of purchase.

We appreciate the opportunity to serve you and look forward to a successful project.

ACCEPTED this ____ day of _____, 20___, subject to all terms and conditions contained herein.

Respectfully submitted,

Alex Keenan
Regional Bridge Consultant

COMPANY: _____

By: _____
(Signature)

Print Name: _____

Title: _____

PO No.

Attachment 2

CONTECH'S STANDARD TERMS AND CONDITIONS

FOR PROFESSIONAL SERVICES

All professional services, including without limitation, engineering, design services, detailed drawings, training, consulting and analysis, provided by Contech (collectively, the "Services") are subject to the following terms and conditions ("Agreement"). CLIENT'S RIGHT TO ACCEPT THIS OFFER IS LIMITED TO CLIENT'S ASSENT TO THE TERMS AND CONDITIONS PRINTED HEREON AND THE ATTACHED OR ACCOMPANYING AGREEMENT, AND NO TERMS ADDITIONAL TO OR DIFFERENT FROM THOSE IN THIS OFFER ARE BINDING ON CONTECH. THERE ARE NO UNDERSTANDINGS, TERMS, CONDITIONS OR WARRANTIES NOT FULLY EXPRESSED HEREIN. Contech objects to any additional or different terms contained in any documentation submitted by Client.

1. SCOPE. The scope of work for the Services to be provided to Client is specifically set forth in Contech's proposal or quote (collectively, "Quote"). If Client requests a change in the scope of the Services to be provided, Contech reserves the right to revise schedules and price. Contech will not be obligated to provide any services which are (a) outside of the scope defined in the applicable documentation; (b) outside its area of expertise; or (c) in violation of any applicable laws, codes or regulations.

2. CLIENT OBLIGATIONS. Client shall make available in a timely manner at no charge to Contech all drawings, technical data, measurements, or other information and resources reasonably required by Contech for the performance of the Services. Client will be responsible for, and assumes the risk of any problems resulting from, the content, accuracy, completeness and consistency of all such data, materials and information supplied by Client.

3. TAXES AND PAYMENT TERMS. Unless otherwise stated in the Quote, Contech's price for Services does not include applicable sales, use, or similar taxes, and standard payment terms are net 30 days for creditworthy Clients. A late charge of 1-½% monthly (18% annual rate) or the maximum allowed by state law, if less, will be imposed on all past due accounts, and Client shall be liable to Contech for all costs of collection, including without limitation reasonable attorneys' fees and court costs.

4. LIMITED WARRANTY. Contech will provide the Services in accordance with generally accepted industry practices using reasonable care and skill consistent with that ordinarily exercised by members of the industry under similar conditions. However, due to the nature of the Services being provided, Contech cannot fully guarantee the success of Client's project. As such, except as set forth in this Section, Contech makes no warranties or guarantees, whether express, implied, or statutory, regarding or relating to the Services furnished under this Agreement. Contech specifically disclaims all implied warranties of merchantability and fitness for a particular purpose with respect to the Services.

5. REMEDY FOR BREACH OF THE LIMITED WARRANTY. The parties acknowledge and agree that the Services are being provided by Contech with the expectation that Contech is not assuming any financial or operational risks of the Client. In the event Contech commits an error with respect to or incorrectly performs the Services, Contech shall use commercially reasonable efforts to correct such error, or re-perform such Services at no cost to Client. Client acknowledges that its sole and exclusive remedy, and Contech's sole and exclusive liability, for any defect or error in the Services shall be correction, re-performance or substitution of such services by Contech.

6. LIMITATION OF LIABILITY. Contech's liability for a claim of any kind related to the Services, whether arising under contract, warranty, tort (including negligence), strict liability, products liability or other theory of liability, shall be limited to and not exceed the price paid by Client for Services. In no event shall Contech be liable for any special, indirect, labor, incidental or consequential damages, including without limitation, loss of profits or business interruption or loss of use of equipment, however caused, arising from or related to the Services. Any claim, demand or suit shall be directed and/or asserted only against Contech and not against any of Contech's affiliates, employees, officers or directors.

7. DELIVERY/FORCE MAJEURE. Contech shall have no liability for delays or any other breach of its obligations resulting from an Act of God, war, riot, explosion, accident, act of government, work stoppage, default of subcontractor or supplier of materials, or any other cause beyond the reasonable control of Contech.

8. CANCELLATION, SUSPENSION OR DELAY. Client agrees to Contech's performance of the Services in accordance with the date shown on the Quote. Client may cancel or suspend or delay by more than 30 days an order for Services only upon written notice and payment to Contech of all labor, material, and other costs incurred by Contech prior to such notice plus 25% administrative charge as reasonable estimate of damages for cancellation, suspension or delay.

9. OWNERSHIP. Except as otherwise specifically set forth in the scope of work provided as part of the proposal or quotation, all documents, including drawings, specifications, computer files, electronic media, data, engineering calculations, notes, and other documents and instruments prepared or furnished by Contech (collectively the "Documentation") are owned by and the property of Contech. Contech shall retain all common law, statutory and other reserved rights, including copyright, applicable to the Documentation. The Documentation is not intended or represented to be suitable for use on any other project. Client agrees to indemnify and hold Contech harmless against all claims, damages, losses, and expenses (including reasonable attorneys' fees) arising from or in any way connected with the unauthorized use or modification of the Documentation by Client or any person or entity that acquires or obtains the Documentation from or through Client without the written authorization of Contech. Contech shall have no liability to Client or others for changes made to the Documentation by Client without Contech's prior written approval.

10. INDEMNITY. Client shall indemnify and hold Contech harmless from all claims, damages, costs, fees, liabilities, losses, and expenses (including reasonable attorneys' fees and expert fees) as a result of any breach of this Agreement by Client or in connection with the Services by Contech under this Agreement, including without limitation, use of drawings, data or other information. However, in no event shall Client be liable under this provision for claims arising out of the sole negligence or willful misconduct of Contech.

11. ASSIGNMENT. Client may not assign the Agreement between Contech and Client without the prior written consent of Contech.

12. THIRD-PARTY BENEFICIARIES. Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against Contech. Contech's Services are being performed solely for Client's benefit, and no party or entity shall have any claim against Contech because of this Agreement or the performance or nonperformance of the Services.

13. INDEPENDENT CONTRACTORS. Each party will be, and act as, an independent contractor and not as an agent or partner of, or joint venture with, the other party for any purpose related to this Agreement or the transactions contemplated by this Agreement, and neither party by virtue of this Agreement will have any right, power, or authority to act or create any obligation, expressed or implied, on behalf of the other party.

14. SEVERABILITY. In the event any provision of this Agreement shall be declared invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall not in any way be affected or impaired.

15. PERIOD OF LIMITATIONS. Client and Contech agree that a claim of any kind by Client related to the Services must be commenced by Client within one year of accrual of the cause of action or, if less, one year of performance of the Services.

16. APPLICABLE LAW. This contract shall be governed by, and construed and enforced in accordance with, the laws of the State of Ohio, without regard to any conflict of laws principles. Client and Contech agree and consent that dispute or legal action arising out of or in connection with this Agreement, including any question regarding its existence, validity or termination, shall be brought and tried exclusively in the Butler County Court of Common Pleas in Hamilton, Ohio or, in the absence of jurisdiction, the federal district court in Cincinnati, Ohio.

17. ENTIRE AGREEMENT. This Agreement represents the entire and integrated agreement between Client and Contech and supersedes all prior negotiations, representations or agreements either written or oral. This Agreement may be amended only by written instrument signed by both Client and Contech.

EXHIBIT C
INSURANCE REQUIREMENTS

Prior to commencement of the Services, Consultant shall take out and maintain at its own expense the insurance coverage required by this **Exhibit C**. Consultant shall cause any subcontractor with whom Consultant contracts for the performance of Services pursuant to this Agreement to take out and maintain equivalent insurance coverage. Said insurance shall be maintained at all times during Consultant's performance of Services under this Agreement, and for any additional period specified herein. All insurance shall be placed with insurance companies that are licensed and admitted to conduct business in the State of California and are rated at a minimum with an "A:VII" by A.M. Best Company, unless otherwise acceptable to the City.

a. Minimum Limits of Insurance. Consultant shall maintain the following types of insurance with limits no less than specified:

(i) Professional Liability Insurance (Errors and Omissions) in an amount not less than $2,000,000.00 per occurrence or claim and $2,000,000 in the aggregate. Said insurance shall be maintained for an additional period of five years following the earlier of completion of Consultant's Services under this Agreement or termination of this Agreement.

(ii) General Liability Insurance (including operations, products and completed operations coverages) in an amount not less than $2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

(iii) Worker's Compensation Insurance as required by the State of California.

(iv) Automobile Liability Insurance in an amount not less than $1,000,000 per accident for bodily injury and property damage.

(v) Umbrella or Excess Liability. In the event Consultant purchases an Umbrella or Excess insurance policy(ies) to meet the "Minimum Limits of Insurance," this insurance policy(ies) shall "follow form" and afford no less coverage than the primary insurance policy(ies). In addition, such Umbrella or Excess insurance policy(ies) shall also apply on a primary and non-contributory basis for the benefit of the City, its officers, officials, employees, agents and volunteers.

If Consultant maintains higher limits than the minimums shown above, the City shall be entitled to coverage at the higher limits maintained.

b. Other Insurance Provisions. The general liability policy is to contain, or be endorsed to contain, the following provisions:

(i) The City, its officers, officials, employees, agents, and volunteers are to be covered as insured's with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Consultant; and with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33 or CG 20 38; and CG 20 37 forms if later revisions used).

Attachment 2

(ii) For any claims related to the Services performed pursuant to this Agreement, the Consultant's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

(iii) Each insurance policy required by this section shall be endorsed to state that the City shall receive written notice at least thirty (30) days prior to the cancellation, non-renewal, or material modification of the coverages required herein.

(iv) Consultant grants to the City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

(v) Any deductibles or self-insured retentions must be declared to and approved by the City of Clovis Risk Services. The City may require the Consultant to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.

c. Evidence of Coverage. Consultant shall deliver to City written evidence of the above insurance coverages, including the required endorsements prior to commencing Services under this Agreement; and the production of such written evidence shall be an express condition precedent, notwithstanding anything to the contrary in this Agreement, to Consultant's right to be paid any compensation under this Agreement. City's failure, at any time, to object to Consultant's failure to provide the specified insurance or written evidence thereof (either as to the type or amount of such insurance), shall not be deemed a waiver of City's right to insist upon such insurance later.

d. Maintenance of Insurance. If Consultant fails to furnish and maintain the insurance required by this section, City may (but is not required to) purchase such insurance on behalf of Consultant, and the Consultant shall pay the cost thereof to City upon demand, and City shall furnish Consultant with any information needed to obtain such insurance. Moreover, at its discretion, City may pay for such insurance with funds otherwise due Consultant under this Agreement.

e. Subcontractors. If the Consultant should subcontract all or any portion of the work to be performed in this Agreement, the Consultant shall cover the subcontractor, and/or require each subcontractor to adhere to all the requirements contained herein. Similarly, any cancellation, lapse, reduction or change of subcontractor's insurance shall have the same impact as described above.

f. Special Risks or Circumstances. The City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

g. Indemnity and Defense. Except as otherwise expressly provided, the insurance requirements in this section shall not in any way limit, in either scope or amount, the indemnity and defense obligations separately owed by Consultant to City under this Agreement.

Attachment 2

Quotation

Quote # QUO-876872-D4F6V7					
Date	4/14/2026	**Account Name**	City of Clovis	**Reply-To**	
Quote #	QUO-876872-D4F6V7	**Contact Name**	Jacob Redelfs	**Contech Rep.**	Alex Keenan
Revision #	1	**Phone**	(559) 324-2376	**Address**	12901 SE 97th Ave #400 Clackamas, OR 97015 United States
Project Name	CIP 22-04 Shaw Avenue Phase 2 - Undercrossing	**Fax**	(559) 324-2844	**Phone**	303-817-4198
Project #	526,184	**Email**	Jacobr@clovisco.gov	**Fax**	720-975-2197
Project City/State	Clovis, CA			**Email**	Alex.Keenan@ContechES.com

Contech's offer to sell the products described in this quotation is expressly conditioned upon Buyer's assent to the Contech Conditions of Sale ("Contech COS") included herewith and/or viewable at www.conteches.com/cos. A valid tax exemption certificate must be issued to Contech or sales tax will be added.

Item #	Description	Pieces	Quantity	Extended Unit Price	Unit	Unit Total
	CONTECH CON/SPAN B-Series (32) - 54' Span x 11"' Rise Precast Arch Units (32 - 4' Standard Lay Length) (2) - Precast Detached Headwalls (1.25' Tall x 12" Thick)* *Precast headwall not impact rated - assumes CIP moment slab barrier placed above HW with no positive connection to HW (CIP moment slab design, materials, and labor provided and performed by others). (4) – Precast Anchor Wingwalls (75 Degree x 27'-1" Long x 12' - 11" to 12' - 11" Tall x 12" Thick) HL93 Vehicular Loading Min/Max Design Cover: 1'/3' Pricing Reflects Deduct of $153,126.22 Previously Paid for Engineering Services	1.000	1.00	$1,338,700.31	EA	$1,338,700.31
	CONTECH Custom Precast Foundations 24 Pieces - Precast Express Foundation Base for Arch Units and Wingwalls - Pieces Are 2.5' Thick, Length and Widths Vary - See Foundation Plans 30 Each Full Precast Stem Walls for Arch Units and Wingwalls -Pieces are 4' 6" Tall x 2' 6" Thick - Length to Vary to Match Base Units Includes #6 x 6' Splice Bars for Closure Pours Freight to Jobsite	1.000	1.00	$1,029,400.00	EA	$1,029,400.00
	Estimated Sales Tax - 8.92% (subject to change at time of order)	1.000	1.00	$197,575.78	EA	$197,575.78
					Total	$2,565,676.09
					Discount	$153,126.22
				(Tax not included)	**Net Total**	$2,412,549.87

Standard Notes

1. In addition to any other procedures outlined or remedies provided, at the time of order, Contech will request a desired delivery date for the quoted materials from the purchasing customer. After drawing approval and prior to manufacturing Contech may again confirm the requested delivery date with the purchasing customer. If purchasing customer cannot take delivery of finished materials within 30 days of requested date, and after Contech has manufactured the product(s), Contech will invoice for the total amount of the order with payment due within 30 days. Additionally, Contech may also assess fees in the amount of 5% per month of the selling price of the stored materials that are not shipped within 30 days after the requested delivery date for storage and handling.

2. Construction loadings typically exceed the intended post-construction live load used for design. Contact your Contech representative for specific guidelines and limitations based on the construction live loads anticipated.

3. Allowable unloading time for delivery trucks is two (2) hours. Demurrage charges of $100.00 per hour thereafter will be added.

4. Contech will provide limited engineering design services for the following: the precast structure, reinforced concrete footings, backfill and installation requirements, standard details and shop drawing review in accordance with the scope of work below.

Quote # QUO-876872-D4F6V7

Standard Notes

5. Precast Arch: The estimated lead time for the Fabrication Drawings (FAB) is 2 to 4 weeks. Approval review process is in addition to stated timeframes. The current estimated manufacturing lead time for this material is 16-18 weeks from the receipt of approved Fabrication Drawings and all necessary purchasing paperwork. Manufacturing and delivery lead times are subject to adjustment at the time Contech is given approval to fabricate based upon production capacity and delivery curfews or other travel restrictions.

Precast Foundations: The estimated lead time for the initial submittal package is 2-4 weeks from the receipt of a signed purchase document and receipt of the required design and project information. Project requirements may necessitate two separate submittals; Contech Contract Drawings (CCD) followed by Fabrication Drawings (FAB) adding another 2 to 4 weeks to the stated lead times. Submittal lead times are subject to adjustment at time of order based upon current Engineering backlog. Approval review process is in addition to stated timeframes. The current estimated manufacturing lead time for this material is 8-12 weeks from the receipt of approved Fabrication Drawings. Manufacturing and delivery lead times are subject to adjustment at the time Contech is given approval to fabricate based upon production capacity and delivery curfews or other travel restrictions.

6. This quotation expires 30 days from the date shown. Prices are firm for shipment within 90 days of the date of quotation and are subject to a maximum escalation of 8% for each 30 days thereafter.

7. Pricing is based upon:
- F.O.B. Origin with freight allowed to the jobsite with unloading by others at a truck accessible location
- Today's freight rate and is subject to change dependent upon date of order and shipment
- Standard loading to achieve full truckloads based upon the items quoted. If special loading requirements are needed additional freight charges may apply

8. Prices are based on standardized loading to achieve full truckloads. If special loading requirements are needed additional freight charges will be added.

9. Flexible structures of the type on this project are reliant on the type of structural backfill used, the compaction of that material and the balanced placement of structural backfill. Contact your Contech representative for specific information.

10. This quote is based on live off loading ONLY and is the responsibility of others. The loads will be delivered as close to the project location as trucks can reasonably access and be driven under their own power without specialized equipment. Oversized loads warrant additional consideration and providing suitable access shall be the responsibility of the contractor/customer. The driver(s) will leave hard surface public roads only at their discretion but is not obligated to do so. If driver agrees to access a site under any other conditions, customer may be subject to additional costs. Due to curfews and other travel time restrictions on over dimensional loads, the customer shall be responsible for additional costs associated with weekend, holiday or Monday delivery requests. Cancellation of scheduled delivery loads requiring permits within 48hrs may result in additional permits and will be the responsibility of the purchaser. Specialized haulers and or equipment are utilized in the shipping of bridge components (ie “trailer rental”), costs incurred by CONTECH due to cancellation and or postponement of the delivery of bridge components will be the responsibility of the purchaser. Staging/Jockeying of trailers can be provided upon request for an additional fee.

11. The sale of these materials requires a preconstruction meeting be held that must include Contech and all parties directly involved in the construction process.

12. Quotation is based upon estimated (not guaranteed) quantities. Buyer must verify final quantities needed prior to commencement of work by Contech. If Buyer elects to purchase from Seller only a portion of the material quoted, Seller retains the right to adjust its prices.

13. The material included in this quotation is to be designed and manufactured exclusively for this project, is not subject to cancellation and cannot be returned to stock. See Section 16 of the Contech COS.

14. State, County and or local Sales taxes are not included. Sales Tax must be collected unless a valid and signed sales tax exemption certificate has been provided to us. Refer to Article 15 Contech CONDITIONS OF SALE.

15. All orders must be shipped within 30 days of manufacture. Should you be unable to accept delivery of materials at the agreed upon time, a storage charge equal to a maximum of 5% per month of the selling price of the stored material applies. Refer to Article 19 Contech CONDITIONS OF SALE.

16. One or more of the products quoted herein is nonstandard and not returnable. A down payment equal to 1/3 of the item(s) total is required and must be received prior to commencement of any performance by Contech.

17. Prices quoted do not include assembly. Some or substantial assembly is required and is the responsibility of Buyer.

Quote # QUO-876872-D4F6V7

Scope Of Work

CON/SPAN

CON/SPAN Bridge pricing includes precast concrete units, joint sealant material, masonite shims, associated headwalls and wingwalls (if specifically listed in Contech's bid line item description), filter fabric for vertical wingwall joints and perforated drain tile behind precast wall system. Contech will provide contract drawings, fabrication drawings, structural calculations upon request, and on-site consultation during installation of precast units.

Pricing does not include any site preparation, foundation work, installation of any kind, or backfill monitoring. Temporary shoring of the precast arch is required when placing concrete for cast in place headwall and may be required prior to installation of precast headwall. When required, shoring shall remain until arch is backfilled to minimum cover. Arch shoring design, shoring materials, site inspection, and certification of field construction is not included. As part of the construction process, the contractor is to perform the items listed below in accordance with the Contech contract drawings:
1. Construct cast-in-place foundations or install precast foundations as appropriate
2. Unload and set structure utilizing crane
3. Grout the unit legs and wingwalls into the keyway
4. Apply all joint sealing material
5. Excavate for and backfill the structure (Select backfill material is required per CONTECH specifications)
6. Any and all permits, inspection fees, flagmen, barricades, flares, traffic control devices, utility protection, and/or other safety devices as may be required

All materials and services that are not expressly included in the aforementioned scope of work are excluded and subject to additional charges.

Precast Express Foundations

Precast Express Foundations are a hybrid foundation system combining the speed of precast with the economy of cast-in-place concrete. Precast Express Foundation pricing includes the precast foundation shell and all foundation reinforcing steel and any wingwall connection steel. The price also includes signed and sealed foundation design along with shop drawings for review. Contech Engineered Solutions will provide field consultation during the placement of the Express Foundation segments.

The price does not include any site preparation or installation of any kind. For the Express Foundations, a contractor must perform the following:
1) Prepare subgrade
2) Unload and place Precast Express Foundations
a. At time of PO contractor must specify max pick weight of Express Foundation segments.
3) Place lap splice reinforcing (provided) at joints in foundations
4) Install wingwall foundation threaded continuity reinforcing bars (provided)
5) Fill foundation with required strength in-fill concrete (provided by Contractor)
a. Ask Contech Rep for in-fill concrete quantity if not provided above.
b. If in-fill concrete is to be placed prior to bridge unit installation it must reach 2,000 psi prior to bridge unit installation.
c. In-fill concrete must reach design strength prior to backfilling.

Precast Express Foundations

Precast Express Foundations are a hybrid foundation system combining the speed of precast with the economy of cast-in-place concrete. Precast Express Foundation pricing includes the precast foundation shell and all foundation reinforcing steel and any wingwall connection steel. The price also includes signed and sealed foundation design along with shop drawings for review. Contech Engineered Solutions will provide field consultation during the placement of the Express Foundation segments.

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b. If in-fill concrete is to be placed prior to bridge unit installation it must reach 2,000 psi prior to bridge unit installation.
c. In-fill concrete must reach design strength prior to backfilling.

Precast Express Foundations

Quote # QUO-876872-D4F6V7

Scope Of Work

Precast Express Foundations are a hybrid foundation system combining the speed of precast with the economy of cast-in-place concrete. Precast Express Foundation pricing includes the precast foundation shell and all foundation reinforcing steel and any wingwall connection steel. The price also includes signed and sealed foundation design along with shop drawings for review. Contech Engineered Solutions will provide field consultation during the placement of the Express Foundation segments.

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4) Install wingwall foundation threaded continuity reinforcing bars (provided)
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The price does not include any site preparation or installation of any kind. For the Express Foundations, a contractor must perform the following:
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a. At time of PO contractor must specify max pick weight of Express Foundation segments.
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5) Fill foundation with required strength in-fill concrete (provided by Contractor)
a. Ask Contech Rep for in-fill concrete quantity if not provided above.
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c. In-fill concrete must reach design strength prior to backfilling.

Precast Express Foundations

Precast Express Foundations are a hybrid foundation system combining the speed of precast with the economy of cast-in-place concrete. Precast Express Foundation pricing includes the precast foundation shell and all foundation reinforcing steel and any wingwall connection steel. The price also includes signed and sealed foundation design along with shop drawings for review. Contech Engineered Solutions will provide field consultation during the placement of the Express Foundation segments.

The price does not include any site preparation or installation of any kind. For the Express Foundations, a contractor must perform the following:
1) Prepare subgrade
2) Unload and place Precast Express Foundations
a. At time of PO contractor must specify max pick weight of Express Foundation segments.
3) Place lap splice reinforcing (provided) at joints in foundations
4) Install wingwall foundation threaded continuity reinforcing bars (provided)
5) Fill foundation with required strength in-fill concrete (provided by Contractor)
a. Ask Contech Rep for in-fill concrete quantity if not provided above.
b. If in-fill concrete is to be placed prior to bridge unit installation it must reach 2,000 psi prior to bridge unit installation.
c. In-fill concrete must reach design strength prior to backfilling.

Write In – Precast

PAYMENT TERMS ARE 1/2%-10, NET 30 DAYS FROM DATE OF INVOICE UNLESS MATERIAL IS OTHERWISE NOTED AS NON-STANDARD ABOVE. IF NON-STANDARD, PAYMENT TERMS ARE 1/3 AT ORDER ACCEPTANCE AND PRIOR TO START OF PRODUCTION, 2/3 NET 30 DAYS FROM DATE OF INVOICE. THIS OFFER IS SUBJECT TO CREDIT APPROVAL. PRICES QUOTED APPLY ONLY TO THE REFERENCED PROJECT AND ARE IN EFFECT FOR 30 DAYS FROM THE DATE OF QUOTATION. SELLER RESERVES THE RIGHT TO ADJUST PRICES AFTER 30 DAYS FROM THE DATE OF QUOTATION BUT THE CONTECH COS REMAIN APPLICABLE. PRICES ARE BASED ON ESTIMATED QUANTITIES SHOWN. IF A DIFFERENT QUANTITY IS PURCHASED, CONTECH RESERVES THE RIGHT TO ADJUST THE PRICES. THIS QUOTATION CONTAINS THE ENTIRE AGREEMENT WITH RESPECT TO PURCHASE AND SALE OF PRODUCTS DESCRIBED AND SUPERSEDES ALL PREVIOUS COMMUNICATIONS, BUYER'S SIGNATURE BELOW, DIRECTION TO MANUFACTURE, OR ACCEPTANCE OF DELIVERY OF GOODS DESCRIBED ABOVE, SHALL BE DEEMED AN ACCEPTANCE OF THE CONTECH COS. SELLER EXPRESSLY REJECTS ANY OTHER TERMS AND CONDITIONS. PRICES ARE F.O.B. ORIGIN WITH FREIGHT ALLOWED TO THE JOBSITE WITH UNLOADING BY OTHERS AT A TRUCK ACCESSIBLE LOCATION.THIS QUOTATION IS ISSUED BY CONTECH ENGINEERED SOLUTIONS LLC FOR ITSELF AND/OR ON BEHALF OF ONE OR MORE OF ITS SUBSIDIARIES.

Acceptance	Contech Engineered Solutions LLC.	
WE HEREBY ORDER THE DESCRIBED MATERIAL SUBJECT TO ALL TERMS AND CONDITIONS OF THIS QUOTATION AND IN THE Contech COS INCLUDED HEREWITH AND VIEWABLE AT www.conteches.com/cos	**By**	Alex Keenan

CONTECH ENGINEERED SOLUTIONS
A QUIKRETE® COMPANY

Quotation

Quote # QUO-876872-D4F6V7			
Company		**(O)**	303-817-4198
By		**(F)**	720-975-2197
Title		**(Cell)**	
Date		**Title**	

Quote # QUO-876872-D4F6V7

Contech - CONDITIONS OF SALE

1. ACCEPTANCE. This quotation from Contech Engineered Solutions LLC ("Seller") is an offer to sell to the aforementioned customer ("Buyer"). BUYER'S RIGHT TO ACCEPT THIS OFFER IS LIMITED TO BUYER'S ASSENT TO THE CONDITIONS OF SALE PRINTED HEREON AND THE ATTACHED OR ACCOMPANYING QUOTATION, AND NO TERMS ADDITIONAL TO OR DIFFERENT FROM THOSE IN THIS OFFER ARE BINDING ON SELLER. THERE ARE NO UNDERSTANDINGS, TERMS, CONDITIONS OR WARRANTIES NOT FULLY EXPRESSED HEREIN. Buyer's signature to the quotation, direction to manufacture, or acceptance of delivery of the products described in this quotation, shall be deemed an acceptance of these Conditions of Sale. Seller may elect not to manufacture or deliver any product until Buyer returns a signed copy of this quotation.

2. LIMITED WARRANTIES. Seller warrants that it can convey good title to the products sold hereunder and that they are free of liens and encumbrances. Seller also warrants that the products sold hereunder are substantially free from defects in manufacturing and workmanship and shall conform to the specifications described in this quotation for a period of one (1) year from the date of delivery. This limited warranty does not apply to any products sold hereunder which have been modified or disassembled, that have been subjected to misuse, misapplication, neglect, alteration, accident or act of God, or that have been improperly installed, operated or maintained. THE FOREGOING WARRANTY IS IN LIEU OF AND EXCLUDES, AND SELLER HEREBY DISCLAIMS, AND BUYER HEREBY WAIVES, ALL OTHER WARRANTIES, WHETHER WRITTEN, VERBAL, EXPRESS OR IMPLIED, BY LAW OR OTHERWISE, INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR ANY PARTICULAR PURPOSE OR HABITABILITY.

3. LIMITATION OF BUYER'S REMEDIES. Buyer's exclusive remedy under Section 2 shall be limited to requiring Seller, at Seller's option, to repair or replace any defective or non-conforming products or allow credit for the defective or non-conforming products. Seller makes no warranty whatsoever with respect to accessories, goods, or parts furnished by Seller but not manufactured by Seller, which carry only the warranty, if any, in the applicable manufacturer's warranty (if any) to the extent permitted by the terms of such warranty between Seller and such manufacturer.

4. LIMITATION OF LIABILITY. Seller's total cumulative liability in any way arising from or pertaining to any product or service sold or required to be sold hereunder, whether based on contract, warranty, tort (including negligence) or other grounds, shall NOT exceed the purchase price paid by Buyer for such products or services. Neither Seller nor Buyer will be liable to the other, or any third party beneficiary, whether as a result of breach of contract, warranty, tort (including negligence and strict liability) or other grounds, for special, consequential, incidental, punitive (if allowed by law) or other indirect damages of any kind, including, but not limited to, loss of data, loss of profits or revenue, loss of use of the products furnished by Seller pursuant to this quotation or any associated product, cost of capital, cost of substitute products, facilities, services, downtime costs, or claims, or for liquidated damages (delay or otherwise) incurred by such party from any third party.

5. FORCE MAJEURE. In any event and in addition to all other limitations stated herein, Seller shall not be deemed to have failed to comply with any schedule for any delay in delivery or performance, which is caused by (i) any act of God, the performance of any government order, any order bearing priority rating or order placed under any allocation program (mandatory or voluntary) established pursuant to law, local labor shortage, fire, flood or other casualty, governmental regulation or requirement, shortage or failure of raw material, supply, fuel, power or transportation, breakdown of equipment, or any cause beyond Seller's reasonable control whether of similar or dissimilar nature to those above enumerated, or (ii) due to any strike, labor dispute, or difference with workers, regardless of whether or not Seller is capable of settling any such labor problem. In connection with any such delay, the agreed delivery date(s) or time for performance shall be extended for a period equal to the duration of the delay.

6. PASSAGE OF TITLE AND RISK OF LOSS. Title to the products sold hereunder and risk of loss shall pass upon delivery to the carrier at the point of shipment. Neither Buyer nor the consignee shall have the right to divert or reconsign such shipment to any destination other than specified in the bill of lading without permission of Seller. Unless otherwise agreed, Seller reserves the right to select the mode of transportation.

7. PAYMENTS AND LATE CHARGES ON PAST DUE

ACCOUNTS. Buyer represents that Buyer is solvent and can and will pay for the products sold to Buyer in accordance with the terms hereof. If Buyer shall fail to comply with any provision or to make payments in accordance with the terms hereof or any other contract between Buyer and Seller, Seller may at its option defer shipments or, without waiving any other rights it may have, terminate this contract. All deliveries shall be subject to the approval of Seller's Credit Department. Seller reserves the right, before making any delivery, to require payment in cash or security for payment, and if Buyer fails to comply with such requirement, Seller may terminate this contract. A late charge of 1-½% monthly (18% annual rate) or the maximum allowed by state law, if less, will be imposed on all past due accounts, and Buyer is responsible for all costs of collection including, without limitation, reasonable attorneys' fees and court costs.

8. TRANSPORTATION CHARGES. Delivered prices or prices involving competitive transportation adjustments shall be subject to appropriate adjustment to reflect changes in transportation charges.

9. CLAIMS BY BUYER. Buyer shall thoroughly inspect products sold hereunder immediately upon receipt to verify conformance with the specifications hereof. Buyer must notify Seller of claims for failure or delay in delivery within 30 days after the scheduled delivery date. Buyer must notify Seller of any claims for nonconforming or defective products within 15 days after the nonconformity or defect was or should have been discovered. In addition, Seller must be given an opportunity to investigate the claim before Buyer modifies, removes or disposes of the product(s), or else Buyer's claim will be barred. Seller shall incur no liability for damage, shortages, or other cause alleged to have occurred or existed at or prior to delivery to the carrier unless the Buyer shall have entered full details thereof on its receipt to the carrier.

10. MECHANICAL PROPERTIES; CHEMICAL ANALYSES. Data

referring to mechanical properties or chemical analysis are the result of tests performed on specimens obtained from specific locations of the product(s) in accordance with prescribed sampling procedures; any warranty thereof is limited to the values obtained at such locations and by such procedures. There is no warranty with respect to values of the products at other locations.

11. PATENTS. Seller shall indemnify Buyer against attorneys' fees and any damages or costs awarded against Buyer in the event any legal proceeding is brought against Buyer by a third person claiming the product(s) delivered hereunder in itself constitutes an infringement of any U.S. patent, provided Buyer gives Seller prompt notice of any such suit being brought, gives Seller the opportunity to defend any such suit, and cooperates with Seller with respect to any such defense; unless the product is made in accordance with material designs, or specifications required by Buyer, in which case Buyer shall similarly indemnify Seller.

12. PERMISSIBLE VARIATIONS. The products sold hereunder shall be subject to Seller's standard manufacturing and color variations, efflorescence, tolerances and classifications.

13. TECHNICAL ASSISTANCE. In no event shall Seller bear any responsibility for claims arising from technical advice or assistance provided to Buyer. Advice and assistance provided by Seller is for Buyer's guidance only, and Buyer agrees to rely solely on its own architects, engineers and other technical expert.

14. TAXES. No taxes imposed with respect of the sale of the products or services sold hereunder are included in any quotation by Seller. All applicable taxes shall be added and paid by Buyer in addition to the purchase price.

15. BUYER'S RIGHT OF TERMINATION. Buyer may terminate this contract in whole or in part upon notice in writing to Seller. Seller shall thereupon cease work and transfer to Buyer title to all completed and partially completed products and to any raw materials or supplies acquired by Seller especially for the purpose of performing this contract upon Buyer paying Seller the sum of the following:

(1) the contract price for all products which have been completed prior to termination;

(2) the cost to Seller of the material or work in process (including engineering work) as shown on the books of Seller in accordance with the accounting practice consistently maintained by Seller plus a reasonable profit thereon, but in no event more than the contract price;

(3) the cost f.o.b. Seller's plant of materials and supplies acquired especially for the purpose of performing this contract; and

(4) reasonable cancellation charges, if any, paid by Seller on account of any commitment(s) made hereunder.

16. WAIVER. Failure or inability of either party to enforce any right hereunder shall not waive any right in respect to any other or future rights or occurrences.

17. DELIVERY. Delivery of the products sold hereunder shall be made pursuant to a delivery schedule agreed to by Buyer and Seller. The Buyer hereby agrees to take delivery of the product(s) hereunder within thirty (30) days after notification, oral or written, that the products are ready for shipment. In the event that the Buyer does not arrange to take delivery of the products in accordance herewith, Seller, at Seller's option, may:

(a) invoice the Buyer for the products less freight if applicable; store the products in Seller's yard for a period not to exceed sixty

(60) days from the date of invoice; charge a storage fee not to exceed 5% per month or fraction thereof of the selling price of the stored products; add any applicable price increases listed on the quotation; charge for any repair work to protective coatings harmed by weathering while such products are being stored; and charge applicable freight when shipment to the Buyer is made. Products remaining in storage after sixty (60) days from the invoice date shall become the property of the Seller for disposition at the Seller's discretion; or

(b) cancel the order and invoice the Buyer for cancellation charges, which shall be 25% of the selling price of the products if the products are standard, in-stock material, or the full selling price if the products are special or nonstandard in nature and were especially fabricated for the Buyer.

18. DOCUMENTATION. Except as otherwise specifically set forth in the scope of work provided as part of this quotation, all documents, including drawings, specifications, computer files, electronic media, data, engineering calculations, notes, and other documents and instruments prepared or furnished by Seller (collectively the "Documentation") are owned by and the property of Seller. Seller shall retain all common law, statutory and other reserved rights, including copyright, applicable to the Documentation. The Documentation is not intended or represented to be suitable for use on any other project. Buyer agrees to indemnify and hold Seller harmless against all claims, damages, losses, and expenses (including reasonable attorneys' fees) arising from or in any way connected with the unauthorized use or modification of the Documentation by Buyer or any person or entity that acquires or obtains the Documentation from or through Buyer without the written authorization of Seller. Seller shall have no liability to Buyer or others for changes made to the Documentation by Buyer without Seller's prior written approval.

19. PERIOD OF LIMITATIONS. Buyer and Seller agree that any action by Buyer against Seller relating to this contract or the products sold hereunder, including, without limitation, any action for breach of contract or warranty, or otherwise in connection with the products sold under this contract, must be commenced by Buyer against Seller within one (1) year after the cause of action therefore accrues or one (1) year of delivery of the products sold hereunder, if less.

20. CONFLICTING PROVISIONS OFFERED BY BUYER. Any

terms and conditions of any purchase order or other instrument issued by the Buyer, in connection with the subject matter of this document, which are in addition to or inconsistent with the terms and conditions expressed herein, will not be binding on Seller in any matter whatsoever unless accepted by Seller in writing.

21. SEVERABILITY. In case any provision of this contract shall be declared invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall not in any way be affected or impaired.

22. APPLICABLE LAW. This contract shall be governed by, and construed and enforced in accordance with, the laws of the state of the project site described in the quotation, without regard to conflicts of law provisions. Buyer and Seller agree that venue for any action brought for the breach of or enforcement of this contract will lie in the county of the project site described in the quotation. AS A MATERIAL INDUCEMENT TO ENTER INTO THIS CONTRACT, BOTH PARTIES WAIVE THE RIGHT TO TRIAL BY JURY IN ANY PROCEEDING ARISING OUT OF OR RELATED TO THIS CONTRACT.

REV. 11/24

Will Dyck and Philip Neufeld
General Partners
Loma Vista Marketplace
2025 N. Gateway #101
Fresno, CA 93727

To: Council Members, Renee Mathis, John Holt, Andrew Haussler, Jesse Newton, Sean Smith

Dear Renee and Members of the City Council,

On behalf of Loma Vista Marketplace, we are writing to express our support for the City's proposed approach to the Shaw Avenue Widening Phase 2 overpass structure construction, including the temporary road closure on Shaw Avenue between DeWolf and Leonard Avenue.

We appreciate the City's careful evaluation of construction sequencing and its prioritization of public safety during this complex portion of the Shaw expansion project. Based on the City's fact sheet, the work involves a substantial excavation area, heavy-duty equipment, crane operations, and approximately 35 semi-truck flatbed deliveries for the overpass foundations and arch pieces.

We also appreciate that the proposed four-week closure would reduce the overall construction duration compared with a phased approach that could extend construction impacts for more than two months. A shorter, safer, and more predictable construction window is preferable for the public, nearby residents, City staff, contractors, and surrounding businesses.

We are especially encouraged that the proposed closure plan maintains access to Loma Vista Marketplace and nearby businesses from the east and through the surrounding roadway network. Preserving business access during construction is essential, and we appreciate the City's attention to that issue in the proposed traffic plan.

Our one strong request is that, to the extent feasible, the city schedule this closure outside of the November and December holiday retail period. Those months are among the highest-traffic and highest-sales periods for retail centers, restaurants, service businesses, and grocery-related activity. For that reason, we would strongly prefer that the work occur in October or earlier.

Thank you for the City's continued coordination and for taking a thoughtful approach to safety, construction efficiency, and business access. We support the work and look forward to continuing to coordinate with City staff to help make this portion of the project as seamless as possible.

Sincerely,

Philip Neufeld and William Dyck
LVM General Partners
Loma Vista Marketplace

CITY of CLOVIS

Report to the City Council

To: City Council

From: Police Department

Date: May 4, 2026

Staff: Jared Binford, Lieutenant

Subject: Police - Approval - Annual Review of Ordinance 22-03, Clovis Police Department Policy 706, and the Annual Military Equipment Use Report.

Recommendation: Approve

Attachments:
1. Military Equipment Policy Renewal ATT 1 Ord 22-03
2. Military Equipment Policy Renewal ATT 2 Policy 706
3. Military Equipment Policy Renewal ATT 3 Annual Report

Recommendation:
Staff recommends that the City Council renew the ordinance adopting our Military Equipment Use Policy in accordance with Assembly Bill 481.

Executive Summary:
Staff recommends that the City Council approve the Military Equipment Use Policy, Policy 706 of the Clovis PD Policy Manual, and the Annual Military Equipment Use Report. The Policy and ordinance must be renewed to allow the Department to continue using existing military equipment in the Department's inventory and acquire new equipment for operational needs. The proposed Policy 706, Ordinance, and Annual Military Equipment Report comply with the requirements of AB 481.

AB 481 requires law enforcement agencies to obtain approval from the applicable governing body of an ordinance adopting a military equipment use policy prior to obtaining, acquiring, and using military equipment. "Military equipment" is defined to include, without limitation, the following equipment: unmanned aerial or ground vehicles, armored vehicles, command and control vehicles, pepper balls, less lethal shotguns, less lethal 40mm projectile launchers, long-range acoustic devices, flashbangs, and foundational equipment, such as rifles. This equipment is used as a component of overall best practices for law enforcement agencies throughout the country. Losing the ability to use this equipment would jeopardize the welfare of citizens and peace officers within the City.

There is a significant interest in ensuring that the Department continues to have access to equipment that provides the Department with as many resources as possible to safeguard lives, ensure safety, and protect civil liberties. The use of military equipment is crucial to the Department's mission and will

continue to be strictly regulated through internal processes and oversight, transparency, and City Council and public review.

Background:
On January 1, 2022, Governor Newsom signed into law AB 481, codified in Government Code sections 7070 through 7075. This new law requires law enforcement agencies to obtain approval from the applicable governing body of a military equipment use policy (adopted by ordinance) before obtaining funding, acquiring, or using military equipment.

The Department seeks the City Council's approval of Policy 706 (Attachment 2) by renewing Ordinance 22-03 (Attachment 1) so that the Department may continue using the equipment as specified in the Policy. Policy 706 safeguards the public's welfare, safety, civil rights, and civil liberties by ensuring that adequate safeguards, including transparency, oversight, and accountability, are in place for the use of such equipment.

Policy 706 includes an inventory of each piece of equipment identified in Government Code section 7070 that is currently owned by the City, and the current use and cost of each piece of equipment. The equipment has been appropriately used in accordance with applicable legal requirements before enactment of AB 481. The Department has not identified a reasonable alternative to the equipment listed in Policy 706 that can achieve the same objective of officer and civilian safety. Policy 706 also allows for other law enforcement agencies to use military equipment when assisting in Clovis as long as the assisting agency has a similar military equipment use policy adopted by its governing body.

As required by AB 481, the proposed Policy 706 has been posted on the Department's website. If Policy 706 is re-approved, it will remain posted and publicly available on the Department's website.

Once Policy 706 is approved, AB 481 requires the Department to annually submit a military equipment report for each approved type of military equipment to the City Council for as long as the military equipment is available for use. Additionally, the Department must make each annual report publicly available on its website for as long as the equipment is available for use. The annual report must be presented to and reviewed by the City Council at a regular meeting each year, and the City Council must determine at the annual meeting whether each type of military equipment identified in the report continues to comply with the standard of approval, and determine whether to renew the ordinance approving Policy 706.

Future acquisition of any equipment deemed to be "military equipment" will comply with applicable funding and procurement requirements.

Fiscal Impact:
None.

Reason for Recommendation:
Department Policy 706, the Annual Military Equipment Use Report, and the adopting ordinance meet the requirements of Assembly Bill 481, and approval will allow the Department to continue using its existing military equipment to safeguard the public and officers.

Actions Following Approval:
The Department will continue to use its existing military equipment in accordance with Policy 706 after approval of the Military Equipment Use Report and renewal of Ordinance 22-03.

Conflict of Interest:
None.

ORDINANCE 22-03

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF CLOVIS ADOPTING A MILITARY EQUIPMENT USE POLICY

The City Council of the City of Clovis does hereby ordain as follows:

SECTION 1. Findings.

The City Council finds:

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

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

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

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

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

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

G. Policy 706 of the Clovis Police Department Policy Manual has been prepared by the Clovis Police Department as its proposed military equipment use policy, and it has been published on the Clovis Police Department's page of the City's internet website since March 18, 2022.

H. A duly noticed public meeting was conducted by the City Council at its regular meeting on April 18, 2022, to consider Policy 706.

Attachment 1

SECTION 2. Determinations.

A. Based on the above-findings and the information provided to and considered by the City Council during the public meeting, the City Council determines that Policy 706 of the Clovis Police Department Policy Manual complies with the following standards for approval under Government Code section 7071:

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

2. Policy 706 of the Clovis Police Department Policy Manual will safeguard the public's welfare, safety, civil rights, and civil liberties.

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

4. All military equipment use prior to the adoption of Policy 706 of the Clovis Police Department Policy Manual complied with applicable Department policy in effect at that time, and adoption of Policy 706 will ensure future compliance.

B. Policy 706 of the Clovis Police Department Policy Manual is approved and adopted.

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

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

APPROVED: April 18, 2022

Mayor Pro Tem

City Clerk

Attachment 1

* * * * * * * * * *

The foregoing Ordinance 22-03 was introduced at a regular meeting of the City Council of the City of Clovis held on April 18, 2022, and was thereafter duly adopted at a regular meeting of said City Council held on May 9, 2022, by the following vote, to wit:

AYES: Councilmembers Ashbeck, Mouanoutoua, Whalen

NOES: None

ABSENT: Councilmember Bessinger, Mayor Flores

ABSTAIN: None

DATED: May 9, 2022

CITY OF CLOVIS INCORPORATED FEBRUARY 27 1912

City Clerk

Attachment 1

Military Equipment

706.1 PURPOSE AND SCOPE

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

706.1.1 DEFINITIONS

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

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

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

- Unmanned, remotely piloted, powered aerial or ground vehicles.
- Mine-resistant ambush-protected (MRAP) vehicles or armored personnel carriers.
- High mobility multipurpose wheeled vehicles (HMMWV), two-and-one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached, excluding unarmored all-terrain vehicles and dirt bikes.
- Tracked armored vehicles that provide ballistic protection to their occupants and utilize a tracked system instead of wheels for forward motion.
- Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.
- Weaponized aircraft, vessels, or vehicles of any kind.
- Battering rams, slugs, and breaching apparatuses that are explosive in nature. This does not include a handheld,ram designed to be operated by one person.
- Firearms and ammunition of fifty (.50) caliber or greater, excluding standard-issue shotguns and standard-issue shotgun ammunition.
- Specialized firearms and ammunition of less than fifty (.50) caliber, including firearms and accessories identified as assault weapons pursuant to Penal Code section 30510 and Penal Code section 30515, with exception of standard department issued firearms.
- Any firearm or firearm accessory that is designed to launch explosive projectiles.
- Noise-flash diversionary devices and explosive breaching tools, including, but not limited to, grenades.
- Munitions containing tear gas or oleoresin capsicum (OC), excluding standard, Department-issued handheld pepper spray.
- TASER® Shockwave, microwave weapons, water cannons, and Long-Range Acoustic Devices (LRADs).
- Kinetic energy weapons and munitions, including, but not limited to, projectile launchers, bean bag rounds, and rubber bullets.

ATTACHMENT 2

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- Any other equipment as determined by a governing body or a state agency to require additional oversight.

706.2 POLICY

It is the policy of the Clovis Police Department that members of this department comply with the provisions of Government Code § 7071.

706.3 MILITARY EQUIPMENT COORDINATOR

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

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

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

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

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

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

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

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

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

706.4 MILITARY EQUIPMENT INVENTORY

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

See attachment: Military Equipment List.pdf

706.5 APPROVAL

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

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7071). The military equipment policy must be approved by the governing body prior to engaging in any of the following (Government Code § 7071):

(a) Requesting military equipment made available pursuant to Title 10 of the United States Code section 2576a.

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

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

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

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

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

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

706.6 COORDINATION WITH OTHER JURISDICTIONS

Military equipment maybe used by any other law enforcement agencies or members in this jurisdiction if such military equipment has been approved for use in accordance with this policy. Military equipment used by other law enforcement agencies that are providing mutual aid or assistance to this jurisdiction shall comply with their respective military use policies in rendering mutual aid or assistance.

706.7 ANNUAL REPORT

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

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

706.8 COMMUNITY ENGAGEMENT

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

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Military Equipment

In accordance with Section 706.3(g) of this policy and Government Code section 7070(d)(7), members of the public may register complaints or concerns or submit questions about the use of each specific type of military equipment in this policy. The Department will monitor all complaints, concerns, and questions to ensure timely responses are completed. Complaints, concerns, or questions may be submitted by any of the following means:

1. Via email to: militaryequipmentquestions@cityofclovis.com
2. Via phone call to: (559) 324-2406
3. Via postal mail to: Clovis Police Department, Attn: Chief of Police, 1233 Fifth Street, Clovis, CA 93612

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CLOVIS POLICE DEPARTMENT
ANNUAL MILITARY EQUIPMENT REPORT
2025

PRESENTED BY

Lt. Jared Binford



TABLE OF CONTENTS

PREFACE 3

HISTORY OF AB-481 4

INTRODUCTION 5

DEFINITIONS 6

SUMMARY OF MILITARY EQUIPMENT 7

EQUIPMENT USE SUMMARY 27

COMPLAINTS AND AUDITS SUMMARY 29

PROJECTED FY 26/27 ACQUISITIONS 29

CONCLUSION 31

PREFACE

The Clovis Police Department is committed to maintaining public safety by providing the highest quality police services to the community we serve. We have an obligation to our community and the people of this state never to let those who would engage in violent acts of criminality dictate the path of life for our city. We know all too well that violent crime thrives when the enforcement posture, resources, and equipment available to our Department are not sufficient. The equipment items listed in this annual report are essential tools that may be required from time to time to aid in de-escalating intense situations or bringing volatile conditions and critical incidents to a safe resolution.

The mere possession of this equipment does not warrant its use in every circumstance. However, having this equipment and adequate resources available makes our Department more capable of confronting those who would visit violence upon our community and threaten "The Clovis Way of Life."

With this indispensable equipment and relentless fortitude, the brave men and women of the Clovis Police Department continue to stand at the ready to fulfill the very core of our ethos, “To Protect and Serve.”



CURT FLEMING
CHIEF OF POLICE

HISTORY OF AB-481

On September 30, 2021, the Governor of the State of California approved AB-481 requiring law enforcement agencies to obtain approval of the applicable governing body (Mayor and City Council), by adoption of a military equipment use policy. The Department is required to seek City Council approval of their military equipment use procedure by ordinance at a regular open meeting prior to taking certain actions relating to the funding, acquisition, or use of military equipment, as defined. The bill allows the governing body to approve the funding, acquisition, or use of military equipment within its jurisdiction only if it determines that the military equipment meets specified standards. The ordinance is subject to annual City Council review to determine whether, based on an annual military equipment report, the standards set forth in the approving ordinance have been met. The City Council may renew the authorizing ordinance, disapprove authorization for particular military equipment where standards have not been met, or require modifications to the military equipment use procedure to address any non-compliance with standards. Finally, the bill requires publication of the military equipment use procedure and the annual military equipment report on the Department's website. The military equipment use procedure must be posted on the website at least 30 days prior to the Council meeting.

AB-481, Section 7072 states the following:

(a) A law enforcement agency that receives approval for a military equipment use policy pursuant to Section 7071 shall submit to the governing body an annual military equipment report for each type of military equipment approved by the governing body within one year of approval, and annually thereafter for as long as the military equipment is available for use. The law enforcement agency shall also make each annual military equipment report required by this section publicly available on its internet website for as long as the military equipment is available for use.

The annual military equipment report shall, at a minimum, include the following information for the immediately preceding calendar year for each type of military equipment:

(1) A summary of how the military equipment was used and the purpose of its use.
(2) A summary of any complaints or concerns received concerning the military equipment.
(3) The results of any internal audits, any information about violations of the military equipment use policy, and any actions taken in response.
(4) The total annual cost for each type of military equipment, including acquisition, personnel, training, transportation, maintenance, storage, upgrade, and other ongoing costs, and from what source funds will be provided for the military equipment in the calendar year following submission of the annual military equipment report.
(5) The quantity possessed for each type of military equipment.
(6) If the law enforcement agency intends to acquire additional military equipment in the next year, the quantity sought for each type of military equipment.

(b) Within 30 days of submitting and publicly releasing an annual military equipment report pursuant to this section, the law enforcement agency shall hold at least one well-publicized and conveniently located community engagement meeting, at which the general public may discuss and ask questions regarding the annual military equipment report and the law enforcement agency's funding, acquisition, or use of military equipment.

In addition to maintaining the highest levels of public safety, the Clovis Police Department is committed to transparency, public trust, community partnerships, and compliance with the law. As such, the Department has authored the following 2025 Annual Military Equipment Report in accordance with annual reporting requirements set forth in AB-481.

INTRODUCTION

The Clovis Police Department retains and employs a wide variety of military equipment to assist in safely achieving the furtherance of its **mission statement:**

"To provide superior protection and service in a manner that builds public confidence and improves the quality of life in our community."

To those we serve, we want to be the best.

While the inventory of military equipment is varied, the mere possession of the equipment does not warrant its use for every incident.

The Clovis Police Department recognizes that critical incidents are unpredictable and can be very dynamic in nature. A variety of military equipment options can greatly assist supervisors, officers, and specific units in bringing those incidents to a swift resolution in a safe manner.

The use of military equipment is restricted for use only in certain instances and in some cases only by certain units. While the military equipment procedure is wide-ranging, it is not all-inclusive. There may be instances wherein unpredictable critical incidents demand the need for incident commanders to authorize military equipment to be used in a manner not outlined within Department procedure. In scrutinizing those particular instances, the judgment of the supervisor influenced by the totality of the circumstances, public safety, officer safety, civil rights, and information available at the time will be used.

It is incumbent upon supervisors, individual officers, and specific units to recognize the particular circumstances wherein military equipment should be employed to enhance the safety of the public and officers, and to bring a critical incident to a safe resolution.

This Annual Military Equipment Report outlines a summary of military equipment usage guidelines, inventory, fiscal impact, and complaints (of which there were none) for 2025.

DEFINITIONS

Pursuant to AB-481, the following definitions are applicable only to the Department's current military equipment inventory and potential future military equipment acquisitions for operational needs. (For a more detailed list, refer to Government Code section 7070, for "military equipment" as defined within the Assembly Bill.)

"Governing body" means the Clovis City Council and Mayor.

"Military equipment" means the following:

- Unmanned, remotely piloted, powered aerial or ground vehicles.
- Mine-resistant ambush-protected (MRAP) vehicles or armored personnel carriers.
- High mobility multipurpose wheeled vehicles (HMMWV), two-and-one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached, excluding unarmored all-terrain vehicles and dirt bikes.
- Tracked armored vehicles that provide ballistic protection to their occupants and utilize a tracked system instead of wheels for forward motion.
- Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.
- Weaponized aircraft, vessels, or vehicles of any kind.
- Battering rams, slugs, and breaching apparatuses that are explosive in nature. This does not include a handheld,ram designed to be operated by one person.
- Firearms and ammunition of fifty (.50) caliber or greater, excluding standard-issue shotguns and standard-issue shotgun ammunition.
- Specialized firearms and ammunition of less than fifty (.50) caliber, including firearms and accessories identified as assault weapons pursuant to Penal Code section 30510 and Penal Code section 30515, with exception of standard department issued firearms.
- Any firearm or firearm accessory that is designed to launch explosive projectiles.
- Noise-flash diversionary devices and explosive breaching tools, including, but not limited to, grenades.
- Munitions containing tear gas or oleoresin capsicum (OC), excluding standard, Department-issued handheld pepper spray.
- TASER® Shockwave, microwave weapons, water cannons, and Long-Range Acoustic Devices (LRADs).
- Kinetic energy weapons and munitions, including, but not limited to, projectile launchers, bean bag rounds, and rubber bullets.
- Any other equipment as determined by a governing body or a state agency to require additional oversight.

SUMMARY OF MILITARY EQUIPMENT



The inventory of military equipment, particularly consumable material (ammunition, diversionary devices, Extended Range Impact Weapon –ERIW munitions, etc.) fluctuates regularly. This is based on a variety of factors including but not limited to operational usage, operational deterioration, training, maintenance, and expiration and replenishment guidelines. The Clovis Police Department is committed to transparency in disclosing its military equipment inventory and related information to our community and elected officials in compliance with the law. The Department strives its utmost to provide the most accurate military equipment inventory and information at the time of this report's publication.

The following are the various types, descriptions, and guidelines for usage of military equipment currently employed by the Clovis Police Department: (*NOTE: The manufacturer descriptions and source photos contained within are referenced via publicly accessible website source citations. The website source citations utilized in this report are for military equipment descriptive purposes only and are not an endorsement by the City of Clovis or the Clovis Police Department of a particular product or vendor.)

SUMMARY OF MILITARY EQUIPMENT

1. Mobile Command Vehicle (MCV): A vehicle used as a mobile dispatch center and/or office that provides heated and cooled shelter, a source of electricity and lighting, access to Department computer systems, and a place for department members to meet at the scene of a critical incident, pre-planned event, natural disaster, or community event.

Description, Purchase Cost, Quantity, and Capabilities



The MCV is custom built by the Farber Company on a 2 axel Freightliner Chassis that had an initial cost of $542,608 in 2006. The single unit (1) has a chassis motor which propels the vehicle and a generator which powers all internal electrical components and can provide external power to additional lights or equipment as necessary. The MCV has two full dispatch terminals, space for up to 7 additional workstations, and multiple divider doors that can break up the space into five separate rooms. The MCV has three dedicated cell phone lines and 5 sets of radios that can communicate with all surrounding agencies on both UHF and VHF frequencies.

Purpose

To be used at the scene of any pre-planned event, community event, critical event, or natural disaster where a portable office, dispatch center, heated or cooled shelter, supplemental power source and/or meeting location is needed.

Authorized Use

Only staff trained in the deployment and operation of the MCV may operate it. Only members that have a California Class B driver's license with air brake endorsement may drive the vehicle.

Expected Life Span

The MCV has a 30-year lifespan on the chassis and vehicle. Upgrades on technology inside the vehicle will be on an as needed basis.

Fiscal Impact

Annual maintenance cost is approximately $1,800.00

Training

The drivers shall receive training in the safe handling of the vehicle on a closed training course. Once the operator has shown competence in vehicle handling, the driver will drive the vehicle throughout the city with an experienced driver. The driver shall also undergo California Department of Motor Vehicle commercial vehicle testing.

Legal and Procedural Rules

Use shall be in accordance with California State law regarding the operation of motor vehicles.

SUMMARY OF MILITARY EQUIPMENT

2. Crisis Negotiation Team (CNT) Vehicle: A vehicle used as a mobile office that provides shelter, access to the Police Department computer systems, and facilities on extended events.

Description, Purchase Cost, Quantity, and Capabilities



2007 GENERAL MOTORS 4500 UTILIMASTER (CUSTOM BUILT) VEHICLE
Cost: $149,654
Quantity: 1
The CNT vehicle can be utilized with SWAT/CNT callouts and for community events.

Purpose
To be utilized for critical incident callouts and community events.

Authorized Use
The CNT vehicle is used by officers and staff who have been properly trained in the safe handling of the vehicle. The driver of the vehicle shall have a valid California driver license.

Expected Life Span
The CNT vehicle has a 30-year lifespan on a chassis and vehicle.

Fiscal Impact
Annual maintenance, $1,200.

Training
Once completing a closed training course, the operator will drive the vehicle throughout the city with an experienced driver.

Legal and Procedural Rules
Use shall be in accordance with California State law regarding the operation of motor vehicles.

SUMMARY OF MILITARY EQUIPMENT

3. Unmanned Aircraft Systems (UAS): An unmanned aircraft along with the associated equipment necessary to control it remotely.

Description, Purchase Cost, Quantity, and Capabilities of Current UAS



Brinc Responder
Cost: $33,000 Quantity: 2
Drone First Responder (DFR) UAS, launches from a robotic charging nest, quick recharge time, appox. 42 minutes of flight time, 40x zoom visual camera and a 640px thermal sensor.



DJI AVATA 2
Cost: $1,400 Quantity: 1
UAS with First-Person View (FPV), 1/1.3-inch 4K sensor, 23-minute battery life, wide 4K/60fps video.



DJI MAVIC 2 ENTERPRISE ADVANCED
Cost: $7,500 Quantity: 1
UAS that has a color and thermal camera as well as audible speaker and light. Capable of video recording and weighs 909 grams without a payload, approx. 30 minutes of flight time.



DJI AVATA
Cost: $3,200 Quantity: 2
UAS that weighs approx. 405 grams, 18 minutes of flight time. Expanded sensor to capture 4K/60fps HDR in vivid detail. Has 20GB of internal storage and 1/1.7 inch CMOS super-wide angle camera



BRINC LEMUR 2
Cost: $29,999 Quantity: 2
UAS that utilizes night vision, thermal, 2-way communication, obstacle avoidance, and can map the interior of structures in real-time. Has 22 minutes of flight time and weighs 3.2 lbs.



DJI MATRICE 300 with HT20 camera
Cost: $25,000 Quantity: 1
UAS that has 45 minutes of flight time, in all weather, has an IR camera, zoom camera and light. Has video recording capabilities.



DJI M30T
Cost: $16,500 Quantity: 1
UAS that weighs approx. 3.77 kilograms, 36-41 minutes of flight time. Wide-angle camera, 8k photo, 4K/30 fps video resolution, laser rangefinder up to 1,200 meters, and a thermal sensor.



DJI Mavic 3T
Cost: $6,000 Quantity: 2
UAS that weighs approx. 920 grams, 45 minutes of flight time. Wide-angle 640x512 resolution thermal 48MP camera with 56x hybrid zoom, with recording capabilities

SUMMARY OF MILITARY EQUIPMENT

Unmanned Aircraft Systems (UAS), Continued

Purpose

To be deployed when its view would assist officers or incident commanders with the following situations, which include but are not limited to major collision investigations, searching for missing persons, natural disaster management, crime scene photography, SWAT, tactical or other public safety and life preservation missions, in response to specific requests from local, state, or federal fire authorities for fire response and/or prevention.

Authorized Use

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

Expected Life Span

All UAS equipment, 3-5 years

Fiscal Impact

Annual maintenance and battery replacement cost is approximately $10,000.

Training

All Department UAS operators are required to obtain a PART 107 license. In addition, each operator must attend a basic department training course and participate in ongoing quarterly training.

Legal and Procedural Rules

Use is established under FAA Regulations 14 CFR Part 107, COA, FAA waivers, and the City of Clovis UAS policy. It is the policy of Clovis Police Department to utilize UAS only for official law enforcement purposes and in a manner that respects the privacy of our community, pursuant to State and Federal law.

SUMMARY OF MILITARY EQUIPMENT

4. 40mm Launchers and Rounds: 40mm Launchers are utilized by department personnel as a less lethal tool to launch impact rounds.

Description, Purchase Cost, Quantity, and Capabilities



DEFENSE TECHNOLOGY, 40MM SINGLE SHOT LAUNCHER, #1425
Cost: $1,000 Quantity: 2
The 40mm Single Shot Launcher is a tactical single shot launcher that features an expandable ROGERS Super Stoc and an adjustable Integrated Front Grip (IFG) with light rail. It will fire standard 40mm less lethal ammunition, up to 4.8 inches in cartridge length. It will launch a 40mm less lethal round up to 131 feet and is only authorized to be used by trained personnel.



DEFENSE TECHNOLOGY, 40MM TACTICAL 4-SHOT LAUNCHER, #1440
Cost: $1,975 Quantity: 2
The 40mm Tactical 4-Shot Launcher is low-profile and lightweight, providing multi-shot capability in an easy to carry launcher. It features the Rogers Super Stoc expandable gun stock, , and a unique direct-drive system to advance the magazine cylinder. It will launch a 40mm less lethal round up to 131 feet and is only authorized to be used by SWAT personnel.



DEFENSE TECHNOLOGY, 40MM CS CRUSHABLE FOAM ROUND, #6322
Cost: $28 Quantity: 20
The 40mm Direct Impact® munition is a point-of-aim, point-of-impact direct-fire round. An excellent solution whether you need to incapacitate a single subject or control a crowd. When loaded with CS powder, the Direct Impact combines blunt trauma with the effects of an irritant powder, maximizing the potential for incapacitation.



DEFENSE TECHNOLOGY, 40MM EXACT IMPACT SPONGE, #6325
Cost: $18 Quantity: 79
A less lethal 40mm lightweight plastic and foam projectile fired from a single or multi-round purpose built 40mm grenade launcher with a rifled barrel at 325 FPS. The 30-gram foam projectile delivers 120 ft/lbs. of energy on impact. The 40mm Exact Impact Sponge Round provides accurate and effective performance when fired from the approved distance of not less than five (5) feet and as far as 131 feet from the target.



DEFENSE TECHNOLOGY, SPEDE-HEAT 40MM SHORT RANGE, CS, #6282
Cost: $30 Quantity: 10
The Spede-Heat CS Short-Range Munitions delivers one chemical canister of CS agent from a 40mm launcher down range up to 75 yards. The Spede-Heat is a pyrotechnic round designed specifically for outdoor use in crowd control situations with a high-volume continuous burn that expels its payload in approximately 20-40 seconds from a single source. The Spede-Heat may be used to conceal tactical movement or to route a crowd.



DEFENSE TECHNOLOGY, SPEDE-HEAT 40MM SHORT-RANGE ROUND, SAF SMOKE, #6283
Cost: $30 Quantity: 10
The Spede-Heat Saf-Smoke Short Range Munitions is designed to deliver one chemical canister of Saf-Smoke payload down range up to 75 yards. The Spede-Heat is a pyrotechnic round designed specifically for outdoor use in crowd control situations with a high-volume continuous burn that expels its payload in approximately 20-40 seconds from a single source.



DEFENSE TECHNOLOGY, MUZZLE BLAST 40MM ROUND, CS, #6042
Cost: $30 Quantity: 10
The 40 mm Muzzle Blast CS Round is widely used as a crowd management tool for the immediate and close deployment. It can also be employed in tactical operations such as barricaded subjects, room clearing, area denial, and for small space contamination, and a means of contaminating crawl spaces and attics. As a pain compliance round it is an excellent device for deploying chemical-laden CS powder at close ranges for indoor or outdoor operations.

SUMMARY OF MILITARY EQUIPMENT

40MM LAUNCHERS AND ROUNDS, CONTINUED



DEFENSE TECHNOLOGY, FERRET 40MM LIQUID BARRICADE PENETRATOR ROUND, #2262 Cost: $23 Quantity: 16

A less lethal 40mm round used to penetrate barriers such as windows, hollow core doors, wallboard, and thin plywood. Upon impacting the barrier, the nose cone ruptures and instantaneously delivers a small chemical payload inside of a structure or vehicle. In a tactical deployment situation, the 40mm Ferret is primarily used to dislodge barricaded subjects from confined areas. Its purpose is to minimize the risks to all parties through pain compliance, temporary discomfort and/or incapacitation of potentially violent or dangerous subjects.

Purpose

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

Authorized Use

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

- Self-destructive, dangerous and/or combative individuals.
- Riot/crowd control and civil unrest incidents.
- Circumstances where a tactical advantage can be obtained.
- Potentially vicious animals.
- Training exercises or approved demonstrations.
- By officers who have been trained in their proper use.

Expected Life Span

- Defense Technology #1425: 25 years
- Defense Technology #1440: 15 years
- Model 2262 Defense Technology, Ferret 40mm: 5 years
- Model 6325 Defense Technology, 40mm Exact Impact Sponge: 5 years
- Model 6182 Defense Technology Spede-Heat 40mm long-range, CS: 5 years
- Model 6183 Spede-Heat 40mm Long-range Round, Saf Smoke: 5 years

Fiscal Impact

Annual maintenance is approximately $50 for each launcher.

Training

Sworn members utilizing 40mm less lethal chemical agents or impact rounds are trained in their use by POST certified and/or Defense Technology less lethal and chemical agent instructors.

Legal and Procedural Rules

The 40mm launchers are to be used only for official law enforcement purposes and pursuant to State and Federal law, including those regarding the use of force.

SUMMARY OF MILITARY EQUIPMENT

5. Distraction Devices: A device used to distract dangerous persons.

Description, Purchase Cost, Quantity, and Capabilities



DEFENSE TECHNOLOGY, LOW ROLL II
Cost: $52
Quantity: 23
A non-bursting, non-fragmenting multi-bang device that produces a thunderous bang with an intense bright light. Ideal for distracting dangerous suspects during assaults, hostage rescue, room entry or other high-risk arrest situations.

Purpose

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

Authorized Use

Diversionary Devices shall only be used:

- In hostage and barricaded subject situations.
- In high-risk warrant (search/arrest) services where there may be extreme hazards to officers.
- During other high-risk situations where their use would enhance officer safety.
- During training exercises or approved demonstrations.
- By officers who have been trained in their proper use.

Expected Life Span

Until used.

Fiscal Impact

No annual maintenance.

Training

Prior to use, officers must attend divisionary device training that is conducted by POST certified instructors and/or Defense Technology.

Legal and Procedural Rules

Diversion devices are to be used only for official law enforcement purposes and pursuant to State and Federal law, including those regarding the use of force.

SUMMARY OF MILITARY EQUIPMENT

6. Chemical Agent and Smoke Canisters: Canisters that contain chemical agents that are released when deployed.

Description, Purchase Cost, Quantity, and Capabilities



DEFENSE TECHNOLOGY, TRIPLE-CHASER SEPARATING CANISTER, CS, #1026
Cost: $47 Quantity: 10
The Triple-Chaser CS consists of three separate canisters pressed together with separating charges between each. When deployed, the canisters separate and land approximately 20 feet apart allowing increased area coverage in a short period of time. This canister can be hand thrown or launched from a fired delivery system. The canister is 6.5 in. by 2.7 in. and holds an approximately 3.2 oz. of active agent payload. It has an approximate burn time of 20-30 seconds.



DEFENSE TECHNOLOGY, RIOT CONTROL CONTINUOUS DISCHARGE GRENADE, CS, #1082
Cost: $27 Quantity: 10
The Riot Control CS Grenade is designed specifically for outdoor use in crowd control situations with a high volume continuous burn that expels its payload in approximately 20-40 seconds through four gas ports located on the top of the canister. This grenade can be used to conceal tactical movement or to route a crowd. The 9 volume of smoke and agent is vast and obtrusive. This launchable grenade is 6.0 in. by 2.35 in. and holds approximately 2.7 oz. of active agent.



DEFENSE TECHNOLOGY, INSTANEOUS BLAST CS GRENADE, #1042
Cost: $48 Quantity: 5
The Instantaneous Blast CS Grenade is designed for indoor or outdoor use; this grenade's powder is expelled upon initiation of a small internal detonator that has sufficient force to split the canister at six machined groves on the outside surface. this device is well suited for affecting numerous subjects grouped within a contained portion of a prison yard or area, using wind to the advantage. This 6.12 in. by 2.62 in. grenade will deliver approximately 1.5 oz. of active agent.



DEFENSE TECHNOLOGY, MAXIMUM HC SMOKE MILITARY-STYLE CANISTER #1073
Cost: $38 Quantity: 10
The Military-Style Maximum Smoke Grenade comes from the Defense Technology #3 smoke grenade. It is a slow burning, high volume, continuous discharge grenade designed for outdoor use in crowd management situations. Emits grey-white smoke only for approximately 1.5 to 2 minutes.



COMBINED TACTICAL SYSTEMS, CS BAFFLED CANISTER GRENEDE, #5230B
Cost: $50 Quantity: 16
The CTS 5230B CS Baffled Canister Grenade is a pyrotechnic, high-volume chemical irritant device designed specifically for indoor use or confined areas. It is engineered to deliver a maximum amount of CS tear gas with a significantly reduced risk of fire compared to standard burning grenades.



DEFENSE TECHNOLOGY, SPEDE-HEAT CS, #1072
Cost: $40 Quantity: 8
The Spede-Heat CS Grenade is a high volume, continuous burn it expels its payload in approximately 20-40 seconds. The payload is discharged through four gas ports on top of the canister, three on the side and one on the bottom. This launchable grenade is 6.12 in. by 2.62 in. and holds approximately 2.9 oz. of active agent. It is delivered in a burn safe for safety.

SUMMARY OF MILITARY EQUIPMENT

Chemical Agent and Smoke Canisters, Continued

Description, Purchase Cost, Quantity, and Capabilities



COMBINED TACTICAL SYSTEMS, 52 SERIES CANISTER GRENADE LAUNCHING CUP, #LC5
Cost: $358 Quantity: 2
The LC5 Launching Cups are designed for the 5200 series grenades. The cups can be attached to virtually any 12 gauge shotgun and the munition launched with model 2600 launching cartridge. These can be fired from most 12 gauge smooth bore shotguns.



DEFENSE TECHNOLOGY, FIRST DEFENSE 1.3% MK-9 STREAM OC AEROSOL, #56895
Cost: $63 Quantity: 10
The MK-9 features an easy to use trigger handle, is intended for use in crowd management and will deliver 14 short bursts of OC at an effective range of 18-20 ft. This 1.3% MC OC aerosol product utilizes a stream delivery method providing a target-specific, strong concentrated stream for greater standoff. Non-flammable / Electronic Discharge Weapon (EDW) safe

SUMMARY OF MILITARY EQUIPMENT

Chemical Agent and Smoke Canisters, Continued

Purpose

To limit the escalation of conflict where employment of lethal force is prohibited or undesirable. Situations for use of the less lethal weapon systems may include, but are not limited to:

- Self-destructive, dangerous and/or combative individuals.
- Riot/crowd control and civil unrest incidents.
- Circumstances where a tactical advantage can be obtained.
- Potentially vicious animals.

Authorized Use

Only officers who have been trained in the proper use of chemical agents are authorized to use chemical agents.

Expected Life Span

5 years from manufacturing date.

Fiscal Impact

No annual maintenance.

Training

Sworn members utilizing chemical agent canisters are certified by POST and/or Defense Technology less lethal and chemical agent instructors.

Legal and Procedural Rules

Chemical agents will only be used for official law enforcement purposes and pursuant to State and Federal law.

SUMMARY OF MILITARY EQUIPMENT

7. Armored Vehicles: Wheeled armored personnel vehicles utilized for law enforcement purposes.

Description, Purchase Cost, Quantity, and Capabilities



MRAP
Cost: $0 Quantity: 1
The MRAP is a United States Army specialized armored vehicle manufactured of common commercial and military parts. It seats 10-12 personnel with an open floor plan that allows for rescue of down personnel. It stops various projectiles, which provides greater safety to citizens and officers beyond the protection level of shield and personal body armor.



LENCO BEARCAT, G3
Cost: $431,133.42 Quantity: 1
The Lenco Bearcat, G3, is an armored vehicle that seats 10-12 personnel with an open floor plan that allows for rescue of down personnel. It can stop various projectiles, which provides greater safety to citizens and officers beyond the protection level of a shield and personal body armor.

Purpose

To be used in response to critical incidents to enhance officer and community safety, improve scene containment and stabilization, and assist in resolving critical incidents.

Authorized Use

The use of armored vehicles shall only be authorized by a watch commander or SWAT commander, based on the specific circumstances of a given critical incident. Armored vehicles shall be used only by officers trained in their deployment and in a manner consistent with Department policy and training.

Expected Life Span

Estimated 15-25 years.

Fiscal Impact

Annual maintenance of approximately $5,000.

Training

All drivers/operators shall attend formalized instruction and be trained in vehicle operations and practical driving. MRAP drivers are required to possess a valid Class B California driver license. The Bearcat may be driven by any Clovis Police Officer trained in the operation of the Bearcat.

Legal and Procedural Rules

The department will only use the MRAP and Bearcat for official law enforcement purposes and pursuant to State and Federal law.

SUMMARY OF MILITARY EQUIPMENT

8. Explosive Breaching Tools: Tools that are used to conduct an explosive breach.

Description, Purchase Cost, Quantity, and Capabilities



DETONATING CORD

Cost: $1 per foot Quantity: 115.5 feet

The detonating 13 cord is a thin, flexible plastic tube usually filled with pentaerythritol tetranitrate (PETN, pentrite). With the PETN exploding at a rate of approximately 6400 m/s, any common length of detonation cord appears to explode instantaneously. It is a high-speed fuse which explodes, rather than burns, and is suitable for detonating high explosives. Detonating cord is the primary explosive used to defeat doors, walls, windows, and other barricades for SWAT Operators to safely make entry into a specific location, or create distraction, with no risk to the person inside of the room being breached.



BLASTING CAP

Cost: $12 Quantity: 5

A blasting cap is a small sensitive primary explosive device generally used to detonate a larger, more powerful, and less sensitive secondary explosive such as TNT, dynamite, or plastic explosive. Blasting caps come in a variety of types, including non-electric caps, electric caps, and fuse caps.



NONEL

Cost: $429.00 per case Quantity: 5

Nonel is a zero-delay shock tube that contains a reactive explosive compound that provides a safe distance from the explosive initiator to the explosive charge that is placed on the target that is going to be breached.



REMINGTON 870 EXPRESS BREACHING SHOTGUN

Cost: $500 Quantity: 2

This weapon allows for breachers to safely utilize shotgun breaching rounds to destroy deadbolts, locks, and hinges. The stand-off that is attached to the end of the barrel allows for positive placement of the gun into the correct position and vents gases to prevent overpressure. This weapon can also defeat windows and sliding glass doors with a flash bang round. A less lethal 2.4- inch 12-gauge shotgun round firing a ballistic fiber bag filled with 40 grams of lead shot at a velocity of 270-290 feet per second (FPS).



ROYAL ARMS TESAR-2 BLACK CAP 425 GRAIN COPPER FRANGIBLE BREACHING ROUND

Cost: $5 per round Quantity: 50

The round is fired from a breaching shotgun and is used to destroy:

- deadbolts
- locks
- hinges



ROYAL ARMS TESAR-4 YELLOW CAP 750 GRAIN COPPER FRANGIBLE BREACHING ROUND

Cost: $5 per round Quantity: 45

The round is fired from a breaching shotgun and is used to destroy:

- deadbolts
- locks
- hinges

SUMMARY OF MILITARY EQUIPMENT

Explosive Breaching Tools, Continued

Description, Purchase Cost, Quantity, and Capabilities



ROYAL ARMS HP CUTTER 12 GA HOLLOW POINT REBAR CUTTER ROUND
Cost: $6 per round Quantity: 20
The round is fired from a breaching shotgun and is used to cut rebar and penetrate:

- Security Glass
- Car Doors
- Engine Blocks



ROYAL ARMS FTR-P1 12 GAUGE FRANGIBLE POLYSHOT TRAINING ROUNDS
Cost: $2.50 per round Quantity: 48
The round is fired from a breaching shotgun and used as a training tool to show how to effectively use and deploy a breaching shotgun.

Purpose

To safely force entry into a structure.

Authorized Use

Explosive breaching may only occur after authorization by the Incident Commander or SWAT Commander in the field and during training exercises.

Expected Life Span

Detonating Cord: 10 years - Blasting Caps: 10 years - Nonel: 3 years
Breaching Shotgun: 25 years - Royal Arms Tesar-2 Black Cap: 5 years
Royal Arms Tesar-4 Yellow Cap: 5 years - Royal Arms HP Cutter: 5 years
Royal Arms FTR-P1 12: 5 years

Fiscal Impact

Annual maintenance is approximately $500.

Training

All officers who use explosive breaching tools shall attend 40 hours of explosive breaching instruction and must additionally receive quarterly training for explosive operations.

Legal and Procedural Rules

Breaching tools will only be used for official law enforcement purposes and pursuant to State and Federal law.

SUMMARY OF MILITARY EQUIPMENT

9. Less Lethal Shotgun: Less Lethal Shotguns are used to deploy the less lethal 12-gauge Defense Technology Beanbag Round.

Description, Purchase Cost, Quantity, and Capabilities



REMINGTON 870 LESS LETHAL SHOTGUN
Cost: $946 Quantity: 20
The Remington 870 Less Lethal Shotgun is used to deploy the less lethal 12-gauge Defense Technology Beanbag Round up to 75 feet. The range of the weapon system helps to maintain space between officers and a suspect reducing the immediacy of the threat which is a principle of de-escalation.



DEFENSE TECHNOLOGY DRAG STABILIZED 12 GAUGE BEAN BAG ROUND
Cost: $5 Quantity: 300
A less lethal 2.4 -inch translucent 12-gauge shotgun round in a tear-shaped bag filled with 40 grams of lead shot at a velocity of 270 feet per second (FPS). Bean bag rounds are discharged from a dedicated 12-gauge shotgun that is distinguishable by an orange butt stock and foregrip. This design utilizes four stabilizing tails and utilizes smokeless powder as a propellant. This round provides accurate and effective performance when fired from the approved distance of not fewer than five (5) feet. The maximum effective range of this munition is up to 75 feet from the target. The Bean Bag round is very accurate. However, effectiveness depends on many variables, such as distance, clothing, stature, and the point where the projectile impacts.

Purpose

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

Authorized Use

Only Officers who have been instructed on and demonstrated proficient use of this force option are allowed to deploy and utilize it. Situations for use of the less lethal weapon systems may include, but are not limited to:

- Self-destructive, dangerous and/or combative individuals.
- Riot/crowd control and civil unrest incidents.
- Circumstances where a tactical advantage can be obtained.
- Potentially vicious animals.
- Training exercises or approved demonstrations.

Expected Life Span

Remington 870 Less Lethal Shotgun: 25 years
Defense Technology Bean Bag Rounds: No expiration

Fiscal Impact

Annual maintenance is approximately $5.00 per shotgun.

Training

All officers are trained in the use of the 12 gauge less lethal shotgun as a less lethal option through in-service training.

Legal and Procedural Rules

Less lethal shotguns are to be used only for official law enforcement purposes and pursuant to State and Federal law.

SUMMARY OF MILITARY EQUIPMENT

10. PepperBall PPC Less Lethal Launchers: PepperBall Launchers are used to deploy PepperBall projectiles.

Description, Purchase Cost, Quantity, and Capabilities



PEPPERBALL PPC LAUNCHERS
Cost: $4,597 Quantity: 5
PepperBall PPC is a lightweight and portable non-lethal projectile launcher. The PPC is designed to give patrol officers an easy to operate non-lethal option. The PPC uses PepperBall .68 caliber round or VXR projectile and is powered by either HPA or an 88-gram single-use CO2 cartridge.



PEPPERBALL INERT PROJECTILES
Cost: $323 for 375 Quantity: 1500
Containing a harmless, scented powder, this projectile is best suited for training, qualifications, and direct impact when chemical exposure is not desired.



PEPPERBALL LIVE MAX PROJECTILES
Cost: $2,497 Quantity: 650
Live-Maxx is the most powerful and potent projectile developed by PepperBall. It is formulated with Maxsaicin, a new proprietary process that produces powder with more airborne PAVA. PepperBall Live-Maxx has 50% more bio-availability than the standard PAVA powders.

Purpose

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

Authorized Use

Only officers who have been instructed on and demonstrated proficient use of this force option are allowed to deploy and utilize the launchers.

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

- Self-destructive, dangerous, and/or combative individuals.
- Riot/crowd control and civil unrest incidents.
- Circumstances where a tactical advantage can be obtained.
- Potentially vicious animals.
- Training exercises or approved demonstrations.

Expected Life Span

PepperBall PPC Launchers: No manufacturer life span indicated by the manufacturer
PepperBall Projectiles: 2 years

Fiscal Impact

Annual maintenance is approximately $10 per launcher.

Training

All officers are trained in the use of the PepperBall PPC launcher as a less lethal option through in-service training by POST certified less lethal and chemical agent instructors.

Legal and Procedural Rules

PepperBall PPC launchers are only to be used for official law enforcement purposes and pursuant to State and Federal law.

SUMMARY OF MILITARY EQUIPMENT

11. Sniper Rifle: Provides SWAT Snipers the ability to engage hostile suspects at great distance with precision rifle fire.

Description, Purchase Cost, Quantity, and Capabilities



ACCURACY INTERNATIONAL AT, 308 CALIBER
Cost: $6,000 Quantity: 4
The Accuracy International AT is a short action precision rifle with a Thunder Beast Suppressor and a Night Force NXS Scope with a 3.5-15x50mm second focal plane.



FEDERAL CARTRIDGE .308 CAL 168 GRAIN TRU TACTICAL TIP MATCH KING AMMUNITION
Cost: $500 per case Quantity: 7,000 rounds



FEDERAL CARTRIDGE .308 WIN TACTICAL BONDED TIP 168 GRAIN DUTY AMMUNITION
Cost: $390 per case Quantity: 1,400 rounds

Purpose

The .308 bolt action Sniper Rifle provides SWAT Snipers the ability to engage hostile suspects at great distance with precision rifle fire. These rifles are typically deployed with the SWAT Sniper Team during high-risk SWAT operations and special events or instances wherein Sniper Over Watch Teams are needed.

Authorized Use

To be used exclusively by officers assigned to the SWAT Sniper Team. Only Officers who have been instructed and demonstrated proficient use of the rifle are allowed to deploy and utilize it.

Situations for use of the sniper rifle may include, but are not limited to:

- High-Risk SWAT Operations
- Sniper Over Watch

Expected Life Span

Accuracy International AT .308 caliber: 1 year limited warranty
Barrel life rated for approximately 5,000 rounds.

Fiscal Impact

Annual maintenance is approximately $100 per rifle.

Training

All SWAT Snipers are trained through in-service and outside rigorous trainings. SWAT Snipers must complete a 40-hour POST basic sniper school and regularly train with the rifle platform.

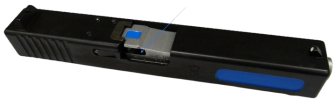
Legal and Procedural Rules

Sniper rifles are only to be used for official law enforcement purposes and pursuant to State and Federal Law.

SUMMARY OF MILITARY EQUIPMENT

12. Specialty Impact Munitions (SIM): UTM pistol conversion kits used to fire non-lethal training rounds for in-service department training.

Description, Purchase Cost, Quantity, and Capabilities



UTM SIMMUNITION PISTOL CONVERSION KITS
Cost: $648 Quantity: 15
UTM Simunition Pistol Conversion kits are used to fire a non-lethal training round. These munitions provide for realistic close-quarters firearms training while allowing the shooter to visually assess shot placement and accuracy in force-on-force training scenarios.



UTM 9MM MAN MARKER & NON-MARKING ROUNDS TRAINING ROUNDS
Cost: $773 per 1,000 Quantity: 2,300
The UTM 9mm Man Marker Round is an accurate and reliable marking projectile for force-on-force target training.



UTM AR15 300 BLK RIFLE BOLT CARRIER ASSEMBLY
Cost: $822 Quantity: 13
The UTM rifle conversions is a drop-in replacement bolt designed to cycle blank UTM rounds while preventing the use of live ammunition.



UTM 5.56 TRAINING ROUNDS (MARKER & NON-MARKING ROUNDS)
Cost: $982 per 900 Quantity: 1,800
The UTM 300 BLK is an accurate and reliable marking projectile for force-on-force target training.



UTM GLOCK 45 BLANK BARREL
Cost: $238 Quantity: 5
The Glock blank barrel is designed to fire blank rounds, no projectiles.



UTM GLOCK 45 BLANK ROUNDS
Cost: $460 Quantity: 3,000
Glock blank rounds used for training purposes.



UTM GLOCK 17 T CONVERSIONS KITS
Cost: $268 Quantity: 4
The Glock 17T conversion kit allows the 17T to fire UTM training rounds.



GLOCK 45T UTM TRAINING
Cost: $550 Quantity: 10
The Glock 45T UTM is a training handgun for the purpose of firing color marking or plastic bullet ammunition in a training environment.



UTM TRAINING 5.56MM TRAINING ROUNDS
Cost: $807 per 900 Quantity: 1,800
Ultimate Training Munitions 5.56mm blank rounds are specialized, non-lethal training cartridges designed to cycle weapons for realistic recoil and function without firing a projectile.

SUMMARY OF MILITARY EQUIPMENT

Specialty Impact Munitions (SIM), Continued

Purpose

To provide realistic close-quarters firearms training while allowing the shooter to visually assesses shot placement and accuracy in force-on-force training scenarios.

Authorized Use

Only Officers who have been instructed on and demonstrated proficient use of the systems are allowed to use the training tools.

Situations for use of the Simmunitions equipment may include:

- Police Trainings
- Approved Demonstrations

Expected Life Span

Conversion Kits: 15-20 years (avg.)
Rounds: 6 years

Fiscal Impact

Annual maintenance is approximately $5 per kit.

Training

All officers are trained in the use of the Simmunitions conversion kits.

Legal and Procedural Rules

Simmunitions conversion kits are to be used only for official law enforcement purposes and pursuant to State and Federal law.

SUMMARY OF MILITARY EQUIPMENT

13. Robot: A remotely controlled, unmanned machine that operates on the ground, which is utilized to enhance the safety of the community and officers.

Description, Purchase Cost, Quantity, and Capabilities



ICOR Caliber T5
Cost: $120,000 Quantity: 1
It is a compact, two-man portable system that shares the same core design of a large robot. Able to climb stairs and provide disruption capabilities. The T5 is best suited to assist EOD and SWAT teams in inspecting and retrieving of suspicious devices from narrow passages of buses, trains, and places. It's turreted claw/disruptor arm integrates the remote handling capabilities of a disruptor. Able to lift to 45 pounds with arm retracted and 18 pounds with arm extended. Capable of dragging 200+ pounds.

Purpose

To be used to remotely obtain visual and audio intelligence, remotely bring any medium weight items to a safe location, disrupt suspicious packages, X-ray, 17 search buildings/indoor or outdoor areas, provide phones or other items to people during Crisis Negotiations.

Authorized Use

Only approved operators who have completed the required training are authorized to use this equipment. These personnel are restricted to EOD team members only and the use is authorized by the Bomb Squad Commander and requested by the Incident Commander incidents.

Expected Life Span

8-10 Years

Fiscal Impact

Maintenance and battery replacement at about $1,200 annually.

Training

Only EOD team members who have attended HDS six-week certification course or who have completed other necessary training as approved by the Bomb Commander.

Legal and Procedural Rules

The robot is to be used only for official law enforcement purposes, and in a manner that respects the privacy of our community, pursuant to State and Federal law.

MILITARY EQUIPMENT USE SUMMARY

While the Clovis Department's inventory of military equipment is varied, the mere possession of the equipment does not warrant its use for every incident. The Clovis Police Department recognizes that critical incidents are unpredictable and can be very dynamic in nature. A variety of military equipment options can greatly assist incident commanders, officers, and specific units in bringing those incidents to a swift resolution in a safe manner. The use of military equipment is restricted for use only in certain instances and in some cases only by certain units.

This section outlines the military equipment usage for 2025. Certain items of military equipment, particularly consumables (ammunition, diversionary devices, pepper balls, chemical agents, etc.) are used throughout the year on a regular basis for training in order to maintain proficiency. Training usage is not captured in this section. This section only provides data for the operational use of military equipment listed within this Annual Equipment Report.



MILITARY EQUIPMENT USE SUMMARY

Below is a table that shows the total number of incidents a specified equipment was deployed in 2024. It should be noted that different types of equipment may be deployed in one incident and the same equipment may be deployed by multiple officers within a single incident.

EQUIPMENT	NUMBER OF INCIDENTS
Mobile Command Vehicle	8
Crisis Negotiations Team Vehicle	2
Unmanned Aircraft System	1,307
40 MM Launcher (Single Shot)	0
40 MM Launcher (4-shot launcher)	0
Def-Tec 40 MM Exact Impact Sponge Rounds	0
Def-Tec 40 MM Ferret Liquid Barricade Rounds	0
Def- Tec 40 MM Spede-Heat Smoke Rounds	0
Def-Tec 7290 Sight Sounds Distraction Device	0
Def-Tec Triple Chaser Canister	0
Def-Tec Riot Control CS Canister	0
Def-Tec Flamessless Expulsion CS Canister	0
Def-Tec Maximum HC Smoke Canister	0
Defense Technology -SSDD	2
Def-Tec Riot Control Continuous CS Canister	0
Def-Tec OC Vapor Aerosol Canister	0
Def-Tec MK-46 OC Stream Aerosol	0
Def-Tec Spede - Heat CS	0
Def-Tec Spede - Heat Pocket Tactical CS	0
Def-Tec Stinger Rubber Ball Stingers CS	0
Def-Tec Stingers OC	0
MRAP	2
BearCat	10
Detonating Cord	0
Blasting Cap	0
Nonel	0
Remington 870 Breaching Shotgun	0
Royal Arms Tesar Black Cap	0
Royal Arms Tesar Yellow Cap	0
Royal Arms HP CUTTER	0
Royal Arms FTR-P1	0
Remington 870 Less Lethal Shotgun	0
Def-Tec Drag Stabilized Bean Bag Round	0
EOD Robot	9

COMPLAINTS AND AUDITS SUMMARY REGARDING MILITARY EQUIPMENT USAGE

There have been no internal audits, (others than those to conducted to gather and confirm data for this report), identified violations of equipment use or any complaints concerning the above listed equipment.

PROJECTED MILITARY EQUIPMENT ACQUISITIONS FY 2026

Projected consumable military equipment acquisitions for FY26 (July 2026- June 2027) and FY27 (July 2027 - June 2028) should be in line with current replenishment schedules and quantities for consumables. A variety of commercial factors (i.e. supply and demand, inflation, supply chain issues etc.) may influence the fiscal impact of future military equipment acquisitions and ongoing military equipment purchases throughout the year. The replenishment schedules for military equipment consumables can vary and is dictated by inventory levels that fluctuate as a result of training, operational usage, or manufacturer recommended replacement guidelines. Categories of consumable military equipment are listed below:

- Ammunition – all calibers
- Explosive Breaching Equipment
- Chemical Agents
- Specialty Munitions (40mm, and bean bag ammo)
- Diversionary Devices
- Pepper ball Munitions
- Specialty Impact Munitions (SIM's)

Funding for the majority consumable military equipment for FY25/26 should be secured via the General Fund.

PROJECTED MILITARY EQUIPMENT ACQUISITIONS FY 26/27, CONT.

Future Unmanned Aircraft Systems (UAS): There is one (1) projected acquisition for non-consumable military equipment at this time. This projected acquisition consists of one Unmanned Aircraft System (UAS).

The projected acquisition is as follows:



Brinc Guardian
Manufacturer: Brinc
Funding Source: General Funding (Previously approved contract)
The Brinc Guardian serves as a Drone First Responder (DFR) UAS, has a flight time of 62 minutes, a 640x Zoom 4K visual camera with a dual HD thermal with optical zoom, SkyBeam spotlight, and a built-in laser rangefinder.

The remainder of **non-consumable military acquisitions** will consist of on-going maintenance costs for existing equipment. Funding for the majority of non-consumable military equipment should be secured via the General Fund.

CONCLUSION

This Annual Military Equipment Report reaffirms the Clovis Police Department's commitment to providing transparency and information to our communities and elected officials in addition to ensuring compliance with the law. The equipment, resources, and training outlined in this report allow Clovis Police Officers to better protect our communities, enhance the safety of the public and officers, and bring critical incidents to a safe resolution. It is not a matter of if a critical incident will happen within our city, but a matter of when. The content listed within this report gives our officers the training, confidence, and capability to meet that moment head on when called upon to do so.

Public safety is and always has remained a shared responsibility. The strength of our Department lies not solely within the actions of the individual officer but within the resilience and willingness of our communities to work in partnership with our officers to address crime in their neighborhoods. This shared partnership and continued support has helped our officers maintain the City of Clovis as the safest city in the Valley.

CLOVIS POLICE DEPARTMENT

ANNUAL MILITARY EQUIPMENT REPORT

2025

PRESENTED BY

Lt. Jared Binford

CITY of CLOVIS

Report to the City Council

To: City Council

From: Public Utilities Department

Date: May 4, 2026

Staff: Sarai Yanovsky, Principal Utilities Engineer

Subject: Public Utilities - Approval - Final Acceptance and Authorization to record the Notice of Completion for CIP 17-04, Sanitary Pump Station "E" Pump Addition, with a Final Contract Cost of $938,123.73.

Recommendation: Approve

Attachments:
1. CIP 17-04 Final Acceptance ATT 1 Vicinity Map

Recommendation:
For the City Council to accept the work performed as complete and authorize the recording of the notice of completion for this project.

Executive Summary:
Staff is recommending that Council accept the work performed by Metro Builders and Engineers Group, Ltd., and authorize the recording of the notice of completion.

This project consisted of the installation of one new pump and motor and the removal and replacement of one existing pump and all associated work for Sanitary Pump Station “E.” The work included the installation of reinforced concrete pedestals, two (2) submersible sewage pumps, ductile iron discharge piping and headers, pipe supports and hangers, plug valve, air-release valves, check valves, variable frequency drive (VFD) electrical motor, wiring, conduits, switches, and modification to the existing electrical system, main circuit center (MCC), and Supervisory Control and Data Acquisition (SCADA) program.

Background:
The project was awarded by the City Council to Metro Builders and Engineers Group, Ltd., on February 5, 2024. The project was completed in accordance with the construction documents and the contractor has submitted a request for acceptance of the project.

Fiscal Impact:

Award	$929,593.00
Contract Change Orders	$8,530.73

Liquidated Damages	$0.00
Final Contract Cost	**$938,123.73**

The Sewer Capital Projects – Developer Fund in the Community Investment Program and the Public Utilities Department Sewer Enterprise Fund include sufficient funds for all the project costs, including the project contract change orders.

Reason for Recommendation:
The Public Utilities Department, the City Engineer, the Engineering Inspector, and the Project Engineer agree that the work performed by the contractor is in accordance with the project plans and specifications and has been deemed acceptable. The contractor, Metro Builders and Engineers Group, Ltd., has requested final acceptance from City Council.

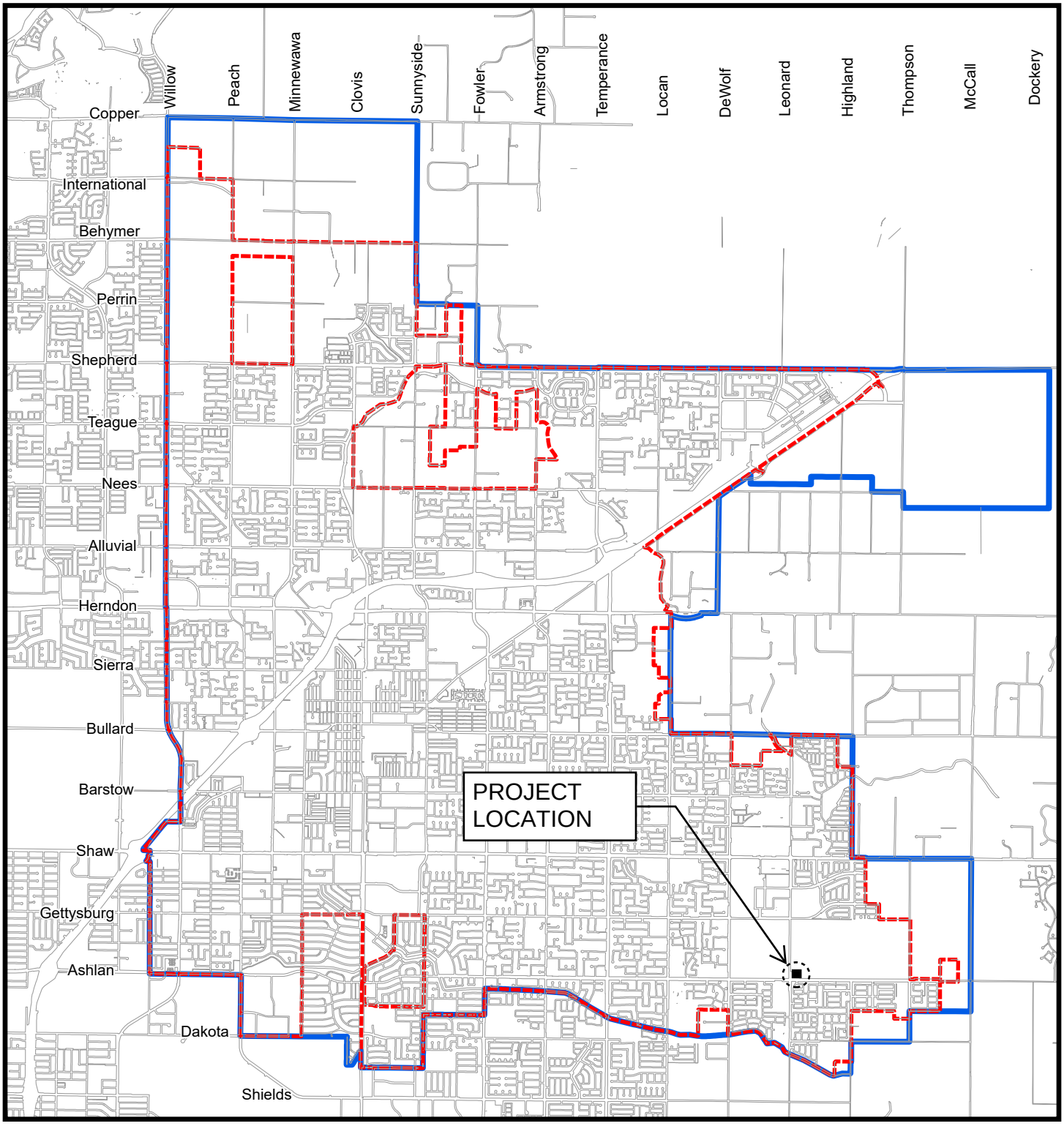
Actions Following Approval:

1. The Notice of Completion will be recorded; and
2. All remaining retention funds will be released no later than 35 calendar days following recordation of the notice of completion, provided no liens have been filed. Retention funds may be released within 60 days after the date of completion, provided no liens have been filed, with "completion" defined as the earlier of either: (a) beneficial use and occupancy and cessation of labor, or (b) acceptance by the City Council per Public Contract Code Section 7107(c)(2).

Conflict of Interest:
None.

VICINITY MAP

CIP 17-04 Sanitary Pump Station "E" Pump Addition



Legend

City Limits

Sphere of Influence

0 0.5 1 2

Miles

N

W E

S

Print Date: April 24, 2026

Sarai Yanovsky

ATTACHMENT 1

CITY of CLOVIS

Report to the City Council

To: City Council

From: Administration

Date: May 4, 2026

Staff: Claudia Cázares, Housing Program Manager

Subject: Consider Approval - Res. 26-___, Adoption of the City of Clovis 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan for expenditure of Community Development Block Grant (CDBG) Funds.

Recommendation: Approve

Attachments:
1. HUD Consolidated and Annual Action Plan ATT 1 Res. 26__
2. HUD Consolidated and Annual Action Plan ATT 2 2026-2030 Consolidated Plan AND 26-27 AAP

Recommendation:
For the City Council to approve a Resolution adopting the City of Clovis 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan for expenditure of Community Development Block Grant Funds.

Executive Summary:
The U.S. Department of Housing and Urban Development (HUD) requires the City adopt a Consolidated Plan (every 5 years) and a yearly Annual Action Plan to identify community needs and priorities, projects, programs and/or activities proposed to be funded by the Community Development Block Grant (CDBG) program during the five-year Consolidated Plan period and the 2026-2027 fiscal year. Adoption of the Consolidated Plan and Annual Action Plan will allow City staff to submit the Plans to HUD to receive 2026-2027 CDBG Program funds.

Background:
As an entitlement city for the purpose of receiving Community Development Block Grant funds from HUD, Clovis must adopt a Consolidated Plan for the use of the funds over the next five years, and an Annual Action Plan to identify CDBG funded activities for the 2026-2027 fiscal year. The Annual Action Plan represents the yearly implementation of the goals proposed in the Consolidated Plan.

The five-year Consolidated Plan required an extensive analysis of housing and community development needs for disadvantaged populations in Clovis. The analysis was completed using available census and HUD data, community input, public input meetings, community surveys and direct outreach to service providers servicing those in Clovis. Staff received direct feedback from over

45 agencies, Clovis residents and other individual stakeholders, which helped identify gaps in services for disadvantaged populations and assisted in identifying priority activities to include in the City's CDBG Programming. Additionally, staff employed a consultant to analyze demographic data to assist in determining the needs in the community. To gain further input, staff conducted two public input meetings held on January 6, 2026, and January 27, 2026. Meeting notices were advertised via postings, emails and social media. The analysis and input resulted in the following summary of needs by priority, as included in the Consolidated Plan:

High Priority	Medium Priority
Increase, Improve and Preserve Affordable Housing	Rental Unit Repairs
Job Creation/Retention	Youth Center Services/Repairs
Housing and Programs to Meet Homeless Needs	Provision of Services for Disabled
Provision of Public/Community Services	Child Care Services
Public Infrastructure/Facilities Improvements	Health Services
	Street Lighting Improvements
	Disaster and Emergency Preparedness
	Neighborhood Crime Prevention Programs
	Food or Meals for Residents with Special Needs

Low Priority

Treatment for Lead-Based Paint
Tenant/Property Manager Counseling
Access to Community College Programs
Façade Improvements
Low or No-Cost Transportation Services
Revitalization of Deteriorated Commercial Areas
Code Enforcement - Housing

Aside from meeting a Priority Need from the list above, all potential CDBG funded activities must fall into one of the following eligibility categories:

1. Directly benefit low- and moderate-income persons.
2. Aid in the prevention and elimination of slums or blight.
3. Meet an urgent need.

The following projects and activities are proposed to be funded in the 2026-2030 Consolidated Plan period (at estimated amounts), based on the identified Priority Needs, and the CDBG program regulations:

	Goal Name	Description	CDBG Funding Amount	Proposed Goal Outcome
1	Increase, Improve and Preserve Affordable Housing	The City of Clovis will provide CDBG funds for owner-occupied housing repairs and rehabilitation for low-income households.	$650,000	Rehabilitate 50 homes

2	Job Creation/Retention	The City will promote economic development and employment opportunities for residents by supporting programs that increase jobs and stimulate economic growth and vitality.	$435,000	Created/retain 75 jobs
3	Housing and Programs to Meet Homeless Needs	Increase access to homeless prevention programs and support homeless shelters and services in Clovis, including supporting emergency, transitional and/or supportive housing needs, outreach, and general relief/support.	$275,000	Assist 500 households
4	Provision of Public/Community Services	The City will prioritize funding for public and/or community services for low-income seniors, victims of domestic violence, youth/children, other special needs populations and for public safety.	$225,000	Benefit/assist 300 individuals
5	Public Infrastructure/Facilities Improvements	The City will improve neighborhoods through public infrastructure and facilities improvements in income-eligible areas and for limited clientele populations (for accessibility improvements)	$1,220,460	Benefit/assist 7,500 individuals
6	CDBG Program Administration	The City will continue to administer the CDBG program in compliance with program regulations and requirements. To ensure the effective use of limited CDBG funds, the City must allocate funding towards planning and monitoring of the related projects.	$701,365	N/A

While this list meets many of the high priority needs to be identified through the consolidated planning process, some needs were not addressed with CDBG funds due to lack of funds. As in years past, staff will seek out other resources to meet the needs in the community.

For the 2026-2027 Annual Action Plan, HUD has allocated $706,825.00 to the City of Clovis. Staff has also identified carry-over funds in the amount of $87,951 from cost savings from previously completed projects that will be added to the CDBG allocation to fund 2026-2027 projects and activities. Total funding available for the upcoming year is $794,776. In determining the recommended use of the CDBG funds, staff followed the process identified in the HUD-approved Citizen Participation Plan and a list of priority projects was created. The selected projects will meet the goals of the proposed Consolidated Plan to improve neighborhoods, create jobs, and enhance the quality of life for the citizens of Clovis. The recommended projects for the 2026-2027 program year

will continue to emphasize prioritized improvements to Clovis' low- and moderate-income housing stock, support micro-enterprise businesses, provide services to seniors and survivors of domestic violence, and improve infrastructure by making street, sidewalk and ADA improvements.

Staff recommends the following proposed activities be funded for the 2026-2027 program year, at the identified CDBG funding amount:

- Housing Rehabilitation - $130,000
- Micro-Enterprise Culinary Kitchen - $87,000.00
- Clovis Senior Center Enrichment Activities - $40,000.00
- Marjaree Mason Center Critical Domestic Violence Services - $61,491.00
- Cole/Elm Alley Improvements - $ 193,000.00
- ADA/Sidewalk Accessibility Improvements (Estabrook/Music/Acacia) - $141,920.00
- Administration - $141,365.00

In addition to the projects listed above, staff recommends the following projects be included as contingency projects to be funded if additional funds become available during the year:

- CIP ADA Improvements (Jefferson Avenue, Brookhaven to Russell) - $244,000
- Housing Rehabilitation - $100,000
- Clovis Senior Senter Enrichment Activities - up to 15% public services cap
- Micro-enterprise - Culinary Kitchen - $50,000

A list of these proposed activities for CDBG funding, along with the availability of the 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan, was advertised for review and public comment in The Business Journal and the Fresno Bee on April 4, 2026. The notifications and request for public comments were also posted on the City of Clovis website and social media, and at the following physical locations Clovis City Hall, Clovis Senior Center, Clovis Transit Center, Fresno County Public Library Clovis Branch, Clovis Recreation Center, local laundromats, and Miss Winkles Pet Adoption Center. Physical copies of the Action Plan were made available at the Clovis City Hall, Clovis Senior Center, Clovis Transit Center, Fresno County Public Library Clovis Branch, and Clovis Recreation Center. The City's CDBG Advisory Committee also reviewed the Action Plan for approval recommendation to the City Council at their April 23, 2026, meeting. The Committee recommended approval.

Fiscal Impact:
HUD has allocated $706,825.00 to the City of Clovis for 2026-2027. Carry-over funds in the amount of $87,951 will be added to the CDBG allocation to fund 2026-2027 projects and activities. Total funding available for the upcoming year is $794,776. HUD distributes CDBG funds on a reimbursement basis. The funds will be included in the proposed 2026-2027 City of Clovis Budget.

Reason for Recommendation:
HUD requires the City Council to adopt a Consolidated Plan every five years, and an Annual Action Plan each year to allow staff to plan for the use of and request CDBG Program funds. The recommended action meets HUD's requirements to utilize CDBG funds as an entitlement City.

Actions Following Approval:
Staff will submit the 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan to HUD by May

15, 2026, as required. Staff will then begin implementation of the 2026-2030 Consolidated Plan and operation of the 2026-2027 CDBG Program starting July 1, 2026.

Conflict of Interest:
None.

RESOLUTION 26-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS ADOPTING THE 2026-2030 COMMUNITY DEVELOPMENT BLOCK GRANT CONSOLIDATED PLAN AND 2026-2027 ANNUAL ACTION PLAN

WHEREAS, The City Council of the City of Clovis is a U. S. Department of Housing and Urban Development (HUD) entitlement city for the purpose of receiving Community Development Block Grant funds; and

WHEREAS, HUD requires the City of Clovis to adopt a five-year Consolidated Plan to identify the needs and plan projects for the 2026-2030 program years for the use of Community Development Block Grant Funds; and

WHEREAS, HUD requires the City of Clovis to adopt an Annual Action Plan to identify activities to be funded for the 2026-2027 program year for the use of Community Development Block Grant funds.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis approves and adopts the 2026-2030 Consolidated Plan and the 2026-2027 Annual Action Plan.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED:

_____ Mayor

_____ City Clerk

ATTACHMENT 1

Executive Summary

ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

This Consolidated Plan (Plan) is a five-year planning document that outlines the strategic framework of a community development and affordable housing plan for the City of Clovis and is designed to meet the objectives and requirements of the U.S. Department of Housing and Urban Development (HUD) for implementation of its federal Community Development Block Grant (CDBG) Program. In the Plan, the City provides an analysis of the needs and challenges facing the community. Based on those findings, Clovis established strategies and priorities for use of community development dollars for the upcoming five-year planning period. This submittal also includes the 2026-2027 Annual Action Plan which includes the specific plan for the first year of the five-year Consolidated Plan period. The City is required to submit Annual Action Plans, including this one, to HUD to access its annual entitlement allocation of CDBG Program funds.

2. Summary of the objectives and outcomes identified in the Plan

Clovis estimates that it will receive CDBG funding of $3,506,825 over the next five years. The proposed CDBG funding amount available includes $706,825 for the 2026-2027 program year, and $700,000 per year, for the following four years (the last four years of the 2026-2030 Consolidated Plan period). The funding estimates are based on assumptions that CDBG funding, entitlement funding distribution formulas, and/or the number of communities eligible to receive entitlement funding remains constant. If any of the conditions change, then projected activities and accomplishments are subject to change.

It is anticipated that 20% of CDBG entitlement funds will be used for Administrative costs. The remaining 80% of the funds will be divided between the following five priorities:

Goal 1: **Increase, Improve and Preserve Affordable Housing -** The City will utilize approximately $650,000 in CDBG funds for owner-occupied housing repairs and rehabilitation for low-income households.

Goal 2: Job Creation/Retention - The City will utilize approximately $435,000 in CDBG funds to promote economic development and employment opportunities for residents, by supporting programs that increase jobs and stimulate economic growth and vitality.

Goal 3: Housing Programs to Meet Homeless Needs - The City will utilize approximately $275,000 in CDBG funds to increase access to homeless prevention programs and support homeless shelters and services in Clovis, including supporting emergency, transitional and/or supportive housing needs, outreach, and general relief/support.

Goal 4: Provision of Public/Community Services - The City will utilize approximately $225,000 in CDBG funds to prioritize funding for public and/or community services for low-income seniors, victims of domestic violence, youth/children, other special needs populations and for public safety.

Goal 5: Public Infrastructure/Facilities Improvements - The City will utilize approximately $1,220,460 in CDBG funds to improve neighborhoods through public infrastructure and facilities improvements in income-eligible areas and for limited clientele populations (for accessibility improvements).

Goal 6: Program Administration - The City will utilize 20% of the CDBG allocation, as allowed, for CDBG program administration.

3. Evaluation of past performance

The following is an overview of the City's performance in meeting its Consolidated Plan objectives and outcomes during the previous Plan period.

Goal 1: Housing - Utilize $750,000 for affordable housing activities.

- 2021-2025 - assisted 56 homeowners with repairs, $557,500 (CDBG),
- 2021 - Development Impact Fee Program, $1,000,000, Solivita Commons, 60 units
- 2022- Development Impact Fee Credit, $300,000, Solivita Commons, 60 units
- 2019-2023 - Permanent Local Housing Allocation, $2,112,913, 135 Osmun Senior Apartments, 47 units
- 2024 - Development Impact Fee Deferral Program, $500,000,
- 2024, 2025 - Housing Trust Fund, $1,100,000, 135 Osmun Senior Apartments,
- 2025 - Fresno County TOD Program, $427,714, 135 Osmun Senior Apartments,
- 2025-2026 - Mixed Income Zoning Ordinance, pending, ordinance to produce affordable housing
- The City participated with the Fresno Madera Continuum of Care (FMCoC), via participation as membership position on the FMCoC executive board, helping to form policy, rated applications for HUD and State funding, and collaborated with other agencies to address homelessness. The City also funds the Marjaree Mason Center for critical services and housing to survivors of domestic violence.

Goal 2: Economic Development/Job Creation – Utilize $250,000 to create jobs for low- to moderate-income persons. CDBG funds were used to pay space/storage rental fees at the Culinary Center for new or existing businesses for their food-based micro-business, assisting 53 businesses, utilizing $307,300 (CDBG).

Goal 3: Infrastructure – The City proposed to utilize $1,337,500 to improve the quality of and increase the quantity of public improvements/facilities. The following projects were undertaken:

- Gettysburg-Norwhich Alley Reconst ($190,000) – March 2023.

- Dennis-Beverly/Mitchell Beverly-San Jose Alley Reconst, Phase 1/2 ($720,000) – August 2023.
- Gould Canal Improvements ($134,255) – August 2024.
- Brookhaven/Cole/Rosebrook Alley Reconst, ($541,987) – October 2024.
- Santa Ana Sidewalk Installation ($124,000) – March 2025.
- ADA/Sidewalk Improvements City wide – underway
- Ashlan/Helm Alley Improvements – underway
- Big Dry Creek Canal Improvements – underway

The City anticipates utilizing a total of $2,292,237 in CDBG funds for infrastructure improvements.

Goal 4: Public Services – The City proposed to utilize $562,500 to provide crime awareness, and additional policing, support senior and youth programs, support services for victims of domestic violence, support programs and activities that benefit those with special needs and to support food pantry programs. The City funded the Clovis Senior Center and the Marjaree Mason Center, utilizing $208,735 in CDBG funds. Services were also provided through the Clovis Police department community resource program utilizing $212,443 in CDBG funds.

Affirmatively Furthering Fair Housing

The City of Clovis has proactively taken several steps to ensure access to fair housing such as speaking at local fair housing conferences, emphasizing language accessibility in programming, partnering with the local housing authority, and distributing fair housing information. Additionally, the City implements its current Citizen Participation Plan and also has received State approval for its 6th cycle Housing Element, which is currently being implemented.

4. Summary of citizen participation process and consultation process

The City of Clovis developed a Citizen Participation Plan that was approved by City Council and subsequently approved by HUD in 2024. The purpose of the plan is to encourage citizens, especially low- to moderate-income (LMI) residents, to participate in the development of the Consolidated Plan, Action Plans, Substantial Amendments, and Annual Performance Reports. The primary goals of the City of Clovis' Citizen Participation Plan are 1) to generate significant public participation, especially from LMI residents and special populations; 2) to gather data that accurately describes and quantifies housing and community development needs and to suggest workable solutions; and 3) to obtain comments on proposals for allocating resources.

The City followed its Citizen Participation Plan in the drafting of this Consolidated Plan. The City hosted public input meetings and one hearing, and talked with organizations in an effort to outreach and encourage participation of all residents, particularly low- and moderate-income residents, elderly persons, and persons with disabilities. The purpose of the meetings was to inform the community about the Consolidated Plan process and to identify opportunities to improve collaborative efforts, eliminate

service delivery gaps in order to develop and sustain decent and affordable housing, suitable living environments, and expanded community and economic opportunities. The City also conducted a community wide Consolidated Plan Community Needs Survey to receive public input into forming the Needs section of this Plan. Citizens, non-profit organizations, and all interested parties were provided adequate opportunity to review and comment on the plan and participate in the identification of community needs. Forty-seven (47) direct responses were provided through the survey and through direct e-mail feedback. A summary of the results of the Survey is included as an appendix to this Plan.

Additionally, a detailed description of Citizen Participation and public comments can be found in Section PR-15 Citizen Participation of this Plan.

5. Summary of public comments

A detailed description of Citizen Participation and public comments can be found in Section PR-15 Citizen Participation of this Plan.

6. Summary of comments or views not accepted and the reasons for not accepting them

All comments and views submitted were accepted and incorporated into the drafting of this Plan.

7. Summary

The development of the Consolidated Plan incorporated the identification of community needs identified through community participation and analysis of housing and community development data. Programs identified to be undertaken during the 2026-2030 Consolidated Plan period will address these priority needs. The Plan also includes the City's 2026-2027 Annual Action Plan that identifies the programs and activities targeted for CDBG funds during the first year of the Plan period. The drafting of the Annual Action Plan also followed the requirements of the City's Citizen Participation Plan to encourage extensive community participation.

The Process

PR-05 Lead & Responsible Agencies 24 CFR 91.200(b)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
CDBG Administrator	CLOVIS	Economic Dev., Housing and Communications Dept.

Table 1 – Responsible Agencies

Narrative

The City of Clovis' Affordable Housing Program serves as the lead agency for the Consolidated Plan, Annual Action Plans, and Consolidated Annual Performance and Evaluation Reports (CAPERs). The Affordable Housing Program is a division of the Economic Development, Housing and Communications Department. Affordable Housing Program staff work in collaboration with other City Departments and Divisions in the implementation of specific CDBG funded activities and programs including Planning and Development Services Department - Capital Improvements Program (CIP), Department of Public Utilities - Engineering/Administration, Economic Development, Housing and Communications Department - Economic Development Division, and General Services Department - Senior Services. Affordable Housing Program staff also work with other subrecipient organizations when they are awarded CDBG funds to ensure program compliance and proper implementation of the CDBG Program.

Consolidated Plan Public Contact Information

Claudia Cazares, Housing Program Manager
Economic Development, Housing and Communications Department
Affordable Housing Programs
1033 Fifth Street
Clovis, CA 93612
(559) 324-2060
housing@clovisca.gov
www.clovisca.gov/affordablehousing

PR-10 Consultation - 91.100, 91.110, 91.200(b), 91.300(b), 91.215(l) and 91.315(l)

1. Introduction

The City consulted with the public, and both internal City Departments and external agencies to determine the needs of the Clovis community and plan for the allocation of available resources relative to the Consolidated Planning period, and this Action Plan. Internally, Clovis met with several department representatives to provide information about the Consolidated Plan and the Community Development Block Grant. Department staff provided input on how CDBG resources can be utilized and leveraged to provide services such as housing programs, economic development, and infrastructure improvements.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(l)).

The City coordinates with other agencies including private and governmental health, mental health, and social service agencies in our jurisdiction to enhance coordination between the agencies.

Through the City's participation in the Fresno Madera Continuum of Care (FMCoC), staff participates through regular board meetings, and the City also holds a membership position on the FMCoC executive board. The FMCoC membership also includes members from the County's Department of Social Services and the Department of Behavioral Health which provides for accessible collaboration between the City and these service agencies. As a FMCoC Board Member, Clovis staff helps form policy, assists in rating applications for HUD and State funding, and collaborates with other member agencies to address homelessness in the region.

The City also works closely with the local Housing Authority (Fresno Housing) to coordinate and collaborate in the development of affordable housing and provision of affordable housing in Clovis. The City provides referrals for the Housing Choice Voucher program to Clovis residents and encourages housing owners to participate in the program. City staff are coordinating with Fresno Housing for the establishment of a regularly scheduled workshop to provide Housing Choice Voucher program information to Clovis housing property owners and increase the supply of readily available rental units.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

The City of Clovis is an active member of the Fresno Madera Continuum of Care (FMCoC), which is the organization that acts as the regional planning body to address homelessness. This collaborative group

addresses chronic homelessness, homelessness prevention, and discharge coordination policies regionally for both Fresno and Madera Counties, which includes the City of Clovis. Based upon the consultation process, the City has recognized a need for shelters for other at-risk populations such as youth and veterans and will pursue projects to serve these populations. The City has also provided 2024-2025 and 2025-2026 CDBG funds to the Marjaree Mason Center (MMC) a housing and service provider for domestic violence survivors. The City proposes to continue funding MMC during the next consolidated planning period.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

Although the City of Clovis does not receive ESG funding, City staff collaborates with the FMCoC Board and membership to develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS and for the future use and implementation of ESG Program funds in areas such as Clovis.

The County of Fresno has applied to the State of California on behalf of areas such as the City of Clovis, for the local use of ESG Program Funds. The State of California is a pass-through agency for federal ESG funds. The City of Clovis will work with local service and housing providers to ensure ESG funds can be, and are used, in the City to meet local needs.

Fresno Housing is the local administrator for the HMIS, and HMIS staff regularly reaches out to the FMCoC Board for guidance and support, including appropriate funding through the FMCoC, which City staff support.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

1	**Agency/Group/Organization**	Fresno Madera Continuum of Care
	Agency/Group/Organization Type	Housing Services - Housing Services-Children Services-Elderly Persons Services-Persons with Disabilities Services-Victims of Domestic Violence Services-homeless Services - Victims Publicly Funded Institution/System of Care Regional organization
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	City staff requested FMCoC member participation in the City's Consolidated Plan Community Needs Survey at the 9/1/2025 regular meeting; and announced the date and time of a workshop to be held on 1/26/2026 requesting public input, at the 1/8/2026 FMCoC meeting. City staff will also present the public comment period and availability of the Consolidated Plan and Action Plan draft at the 3/12/2026 and 4/9/2026 FMCOC General Membership meeting. Based upon the consultation process, the City has recognized a need for shelters and other housing for at-risk populations such as disabled, youth and veterans, and will pursue projects to serve these populations.
2	**Agency/Group/Organization**	Clovis Senior Center
	Agency/Group/Organization Type	Services - Housing Services-Elderly Persons Services-Persons with Disabilities Other government - Local

	What section of the Plan was addressed by Consultation?	Housing Need Assessment Non-Homeless Special Needs Transportation and Senior Services
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community related to needs experienced by seniors including transit needs citywide.
3	**Agency/Group/Organization**	Fresno Housing Authority
	Agency/Group/Organization Type	Housing PHA
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homeless Needs - Chronically homeless
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community related to needs experienced by residents in public housing, low-income families, seniors and the homeless.
4	**Agency/Group/Organization**	Magnolia Crossing
	Agency/Group/Organization Type	Housing Services-Elderly Persons Services-Persons with Disabilities Services-Health
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community, particularly for seniors.
5	**Agency/Group/Organization**	Habitat for Humanity Fresno County
	Agency/Group/Organization Type	Housing Business and Civic Leaders

	What section of the Plan was addressed by Consultation?	Housing Need Assessment Non-Homeless Special Needs Economic Development Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community, particularly for low-income families and seniors, and including the priority need of workforce development.
6	**Agency/Group/Organization**	Fresno County Economic Opportunities Commission
	Agency/Group/Organization Type	Housing Services - Housing Services-Children Services-Elderly Persons Services-Persons with Disabilities Services-homeless Services-Education Services-Employment
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Economic Development Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community, particularly for low-income families, the disabled, homeless, veteras, youth and seniors, and including the priority need of workforce development and mental health services.
7	**Agency/Group/Organization**	Fresno-Madera Area Agency on Aging
	Agency/Group/Organization Type	Housing Services-Elderly Persons Services-Persons with Disabilities Services-Health Service-Fair Housing

	What section of the Plan was addressed by Consultation?	Housing Need Assessment Non-Homeless Special Needs Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community, particularly for seniors.
8	**Agency/Group/Organization**	Fresno County Department of Social Services
	Agency/Group/Organization Type	Housing Services - Housing Services-Children Services-Elderly Persons Services-Persons with Disabilities Services-Persons with HIV/AIDS Services-Victims of Domestic Violence Services-homeless Health Agency Other government - County
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Non-Homeless Special Needs Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community.
9	**Agency/Group/Organization**	Boys & Girls Clubs of Fresno County
	Agency/Group/Organization Type	Services-Children Services-Education
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs Anti-poverty Strategy

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community, particularly as it relates to services for youth.
10	**Agency/Group/Organization**	San Joaquin Valley Housing Collaborative
	Agency/Group/Organization Type	Housing
	What section of the Plan was addressed by Consultation?	Housing Need Assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	This organization provided direct input via an e-mail survey and helped to identify priority needs in the community.

Table 1 – Agencies, groups, organizations who participated

Identify any Agency Types not consulted and provide rationale for not consulting

N/A

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Fresno Madera Continuum of Care	This effort aligns with the strategic plan goal to support activities to respond to homelessness and its impacts on the community.
City of Clovis Housing Element	City of Clovis Planning and Development Services	Government Code Section (GSC) 65300 requires cities and counties to adopt and maintain a General Plan with a minimum of seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. This Consolidated Plan and Action Plan is reflected in the Housing portion of the Housing Element.

Table 2 – Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

City of Clovis staff cooperates and coordinates with neighboring public entities, including the State of California, City of Fresno, and County of Fresno, in the analysis and implementation of the Consolidated Plan. All public notices, requests for comments, and request for participations in surveys were communicated with colleagues from the County of Fresno, City of Fresno, Fresno Council of Governments, Clovis Unified School District, State Department of Housing and Community Development, and local public utility companies.

Narrative (optional):

The City of Clovis also consulted with local broadband service providers and organizations engaged in narrowing any existing digital divide in the development of this action plan to gain their input and feedback on the use of CDBG funds. The City of Clovis is located immediately adjacent to a Metropolitan area (City of Fresno) and therefore most of our neighborhoods are well served by broadband internet service providers. The City will continue to consult with these providers to identify any areas of need within the City limits. These agencies did not provide any feedback as of the publication of this document. City staff also consulted with resilience specific agencies, whose primary responsibilities include the management of flood prone areas, public land or water resources and emergency management agencies. In the Fresno-Clovis region these agencies include the Fresno Metropolitan Flood Control Agency, the Fresno Irrigation District, and other internal City Departments whose oversight includes discharge, public land administration and emergency management.

PR-15 Citizen Participation – 91.105, 91.115, 91.200(c) and 91.300(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal-setting

The City of Clovis provided several opportunities for residents to participate in the planning and drafting of the Consolidated Plan and Annual Action Plan. Community members also had the opportunity to provide feedback on the goals, strategies, and Action Plan that will guide Clovis' CDBG Program over the next Consolidated Plan period through various surveys, public meetings, and a public hearing.

The City conducted a Community Needs Survey (CNS) from October to December 2025. The CNS was published various times throughout this period, and in local media and public spaces to invite robust community feedback. Staff also shared the CNS door-to-door in lower income neighborhoods of the City. Staff knocked on doors and was successful in speaking directly to various members of the Clovis community. Staff also left door hangers at over 375 homes, 5 mobile home parks and 5 apartment complexes, all in lower income neighborhoods of the City.

The CNS incorporated forty questions that gauged community feedback regarding priorities in regards to housing and community development needs. Questions included community prioritizing for social services, public infrastructure, economic development/education, transit and housing. A total of thirty-six (36) responses were received. This critical community feedback was utilized to inform the prioritizing of goals and strategies for the Consolidated Plan and Annual Action Plan.

City staff also conducted targeted community outreach to specific community organizations serving low-income neighborhoods and residents, public housing residents, youth, seniors, homeless, veterans, disabled, non-English speaking and other disadvantaged populations. Individual emails were sent to the leaders of these organizations. Nine responses were received, and included critical input that has helped inform the development of this Consolidated Plan and Annual Action Plan.

The City of Clovis conducted two separate public input meetings and one public hearing. The public input meetings were held on January 6, 2026 and January 27, 2026. The public notification for these two meetings was on December 12, 2025 and December 29, 2025, respectively. The public hearing was noticed on April 3, 2026 for a public hearing on May 4, 2026. The notice included information about the locations at which the Consolidated Plan would be available for review and public comment and also identified the public hearing date of May 4, 2026. The notice was also published in the Business Journal and Fresno Bee in English, Spanish, and Hmong.

Notices of the public meetings were posted at the following locations:

- Clovis City Hall: 1033 Fifth Street, Clovis, CA 93612
- Clovis Senior Center: 735 Third Street, Clovis, CA 93612
- Clovis Transit Center: 785 Third Street, Clovis, CA 93612

- Fresno County Public Library in Clovis: 1155 Fifth Street, Clovis, CA 93612
- Clovis Recreational Center: 3495 Clovis Ave., Clovis, CA 93612
- City of Clovis Web Site: www.cityofclovis.com
- City of Clovis social media sites, such as: Facebook, Instagram, and NextDoor

The City was prepared to provide interpreters for non-English speaking citizens upon request. Both public input meetings and the public hearing were held during the evening hours at convenient locations that accommodate persons with disabilities.

Citizen Participation Outreach

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Community Needs Survey	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Non-targeted/broad community General Public	36 responses were received	This critical community feedback was utilized to inform the prioritizing of goals and strategies for the Consolidated Plan and Annual Action Plan. Additional feedback was received during the door-to-door knocking performed by staff, including feedback in regards to public safety and fire services.	None	
2	Internet Outreach	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Non-targeted/broad community General Public and Potential CDBG Applicants	12/12/2025: Internet outreach, social media postings, various emails notifications to stakeholders noticing public input meeting to be held on 1/6/2026.	None	None	

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
3	Public Meeting	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Non-targeted/broad community General Public and Potential CDBG Applicants	1/6/2026 Public Information Meeting, no attendees	None	None	
4	Internet Outreach	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Residents of Public and Assisted Housing General Public and Potential CDBG Applicants	12/29/2025: Internet outreach, social media postings, various emails notifications to stakeholders noticing public input meeting to be held on 1/26/2026.	One concerned citizen provided feedback via email on 2/26/26. The resident requested that the City consider prioritizing affordable multi-bedroom housing for families with disabilities, supportive housing options connected to regional services, and protection for mixed-income or SSI-dependent households.	All comments and views were accepted and incorporated into the drafting of this Plan.	

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
5	Public Meeting	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Non-targeted/broad community General Public and Potential CDBG Applicants	1/26/2026: Public information and CDBG Workshop Meeting. Six persons attended.	None	None	
6	Newspaper Ad	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Non-targeted/broad community General Public and Potential CDBG Applicants	4/3/2026: Newspaper publications for 5/4/2026 public hearing	tbd	tbd	

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
7	Community Needs Survey	Non-profit service providers (for low-income residents)	Nine responses were received	Top priority from the e-mail surveys is maintaining/creating affordable housing, especially for seniors. Other housing priorities include home repairs and building more affordable housing. The next priority is senior support services, such as low-cost/free transportation and more accessible/mobile healthcare. Participants see a need for more services for the unhoused, such as mental health services, and transitional shelters to get individuals off the street. The feedback provided was critical to inform the development of this Consolidated Plan and Annual Action Plan.	None	

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
8	Public Meeting	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Non-targeted/broad community General Public and Potential CDBG Applicants	4/22/2026 and 4/23/2026 meeting with Citizens Advisory Committee	City should provide funds or prioritize building shelters for persons that are homeless, specifically homeless youth or youth in foster care. City should provide funds for rental assistance for youth that are homeless. Clovis Unified School District sees a need for affordable housing for homeless youth and foster care youth and their families that should be local to Clovis area. City staff should continue to identify and apply for funding opportunities for affordable housing development. Work completed by Affordable Housing Program staff in Clovis is seen and impactful.	All comments were accepted.	

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
9	Public Hearing	Minorities Non-English Speaking - Specify other language: Spanish and Hmong Persons with disabilities Non-targeted/broad community General Public and Potential CDBG Applicants	5/4/2026 public hearing	tbd	tbd	

Table 3 – Citizen Participation Outreach

Needs Assessment

NA-05 Overview

Needs Assessment Overview

The housing needs section provides a description of housing needs for the City of Clovis. Although the needs assessment analyzes the housing needs of all income categories, the Consolidated Plan will focus mainly on Clovis residents earning at or below 80% of Area Median Income (AMI). The City has undertaken demographic and housing market research using the U.S. Census Bureau, 2019-2024 5-Year American Community Survey (ACS), and a special tabulation of the ACS data known as Comprehensive Housing Affordability Strategy (CHAS) data that estimates the number of households with one or more housing needs. The Housing Needs and Market Analysis sections of the Plan were completed to provide a detailed analysis of affordable housing needs in Clovis, including housing gaps for owners and renters.

Through a comprehensive exploration of housing needs in Clovis, two major issues were identified relative to affordable housing: 1) There is a shortage of affordable housing stock; and 2) Seniors, small families, and persons with low incomes have significant housing problems and cost burdens. The following summary of key findings gives an overview of the needs assessment results, with further detail included in each corresponding section of the Needs Assessment.

NA-10 Housing Needs Assessment - 24 CFR 91.205 (a, b, c)

Summary of Housing Needs

According to the American Community Survey 5-year estimates, between the years 2014 and 2024, the population of the City of Clovis increased 26.2% while the median income rose 13.5% during this same time period.

Demographics	Base Year: 2014	Most Recent Year: 2024	% Change
Population	98,815	124,725	26.2%
Households	35,634	43,691	22.6%
Median Income	$63,662	$99,241	55.9%

Table 5 - Housing Needs Assessment Demographics

Data Source: 2024 American Community Survey 5-Year Estimates

Population by Age:

The 2024 5-year American Community Survey estimated data below shows the number of residents in Clovis by age range. Over the past 10 years, the Clovis population has been trending older. The median age in 2014 was 33.7 and the median age in 2024 is two years older at 36.0, a 6% increase in median age. The percentage of children under the age of 9 has decreased, indicating that either adults are choosing to have smaller families or no children. There has also been a 32.5% decline in the 20 to 24-year-old bracket. Presumably this could be because individuals at this age often seek out higher education and job opportunities in other areas. This could be concerning if these individuals leave the community for opportunities and then not return home. The largest increase in age groups is the 65 to 74 years old bracket, which is traditionally the retiree age group. With its mostly warm and temperate climate, Clovis attracts many older adults looking for year-round outdoor opportunities. However, as adults age, they often have unique challenges and needs, especially when it comes to housing, health care and social services.

Age	2014 Percent	2024 Percent	% Change
Median Age (Years)	33.7	36.0	6.8
Under 5 years	6.8	6.5	-4.4
5 to 9 years	8.1	7.4	-8.6
10 to 14 years	7.9	9.4	19.0
15 to 19 years	8.1	7.6	-6.2
20 to 24 years	8.0	5.4	-32.5
25 to 34 years	12.9	12.4	-3.9
35 to 44 years	12.6	15.0	19.1
45 to 54 years	14.0	11.6	-17.1

55 to 59 years	5.3	5.7	7.6
60 to 64 years	5.0	5.4	8.0
65 to 74 years	6.4	8.2	28.1
75 to 84 years	3.3	4.2	27.3
85 years and over	1.7	1.4	-17.1

Table 6 - Population by Age, 2014-2024

Alternate Data Source Name: American Community Survey 2014 5-Year Estimates; American Community Survey 2024 5-Year Estimates

Race	Total Population	% by Race
White	65,953	52.9%
Black or African American	2,304	1.8%
American Indian and Alaskan Native	1,477	1.2%
Asian	16,811	13.5%
Native Hawaiian and other Pacific Islander	156	0.1%
Some other race alone	13,030	10.4%
Two or more races	24,994	20.0%
Total	124,725	100%

Table 7 - Population by Race, 2024

Alternate Data Source Name: American Community Survey 2024 5-Year Estimates

Race and Ethnicity Observation

As 2024 5-year American Community Survey estimated data below shows, Clovis is a diverse community with 52.9% of all residents identifying their race as White, followed by those identifying with two or more races (20.0%), Asian (13.5%), some other race (10.4%). Additionally, 33.8% of the population identify themselves as Hispanic or Latino. Approximately 27% of the city's population identifies as non-White. Clovis is home to approximately 1,477 (1.2%) American Indian and Alaska Native individuals.

Ethnicity	Total Population	% by Ethnicity
Hispanic or Latino	42,141	33.8%
Not Hispanic or Latino	82,584	66.2%
Total	124,725	100%

Table 8 - Population by Ethnicity, 2024

Alternate Data Source Name: American Community Survey 2024 5-Year Estimates

Number of Households Table

	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI
Total Households	2,635	2,805	5,045	3,510	26,140
Small Family Households	580	1,055	2,000	1,390	14,590
Large Family Households	320	225	520	415	3,775
Household contains at least one person 62-74 years of age	845	475	1,285	815	5,570
Household contains at least one person age 75 or older	365	780	790	480	1,965
Households with one or more children 6 years old or younger	445	613	1,680	820	5,445

Table 9 - Total Households Table

Data Source: 2018-2022 HUD CHAS

Housing Needs Summary Tables

1. Housing Problems (Households with one of the listed needs)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Substandard Housing - Lacking complete plumbing or kitchen facilities	35	95	135	25	290	0	0	0	10	10
Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing)	155	40	225	20	440	10	0	0	0	10
Overcrowded - With 1.01-1.5 people per room (and none of the above problems)	155	40	225	20	440	10	0	0	0	10
Housing cost burden greater than 50% of income (and none of the above problems)	1,040	1,180	395	95	2,710	675	340	810	90	1,915

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
Housing cost burden greater than 30% of income (and none of the above problems)	1,525	1,440	1,605	635	5,205	770	715	1,410	615	3,510
Zero/negative Income (and none of the above problems)	150	0	0	0	150	245	0	0	0	245

Table 10 – Housing Problems Table

Data Source: 2018-2022 HUD CHAS

Housing Problems

HUD provides the Housing Problems Tables which show households with Housing Problems by tenure and income range. These tables are created using 2018-2022 HUD CHAS data. Housing problems are defined by HUD for the Consolidated Plan as:

1. Housing unit lacks complete kitchen facilities
2. Housing unit lacks complete plumbing facilities
3. Overcrowding (1.01–1.5 persons per room)
4. Severe overcrowding (greater than 1.5 persons per room)
5. Cost burden (households paying between 50% and 30% of their income for housing)
6. Severe cost burden (households paying 50% or more of their income for housing)

According to 2018-2022 American Community Survey data, there are a total of 40,135 occupied housing units. Of these 40,135 housing units, 26,697 (66.5%) are owner-occupied while 13,438 (33.5%) are renter-occupied housing units.

The table above shows 67.6% (9,085) of renter occupied housing in Clovis had housing problems in 2022 compared to 20.4% (5,455) of owners. Of those renters with housing problems, the largest number (5,205) have housing cost burden greater than 30% of income. More renters than owners have substandard housing, which includes lack of complete plumbing or kitchen facilities.

2. Housing Problems 2 (Households with one or more Severe Housing Problems: Lacks kitchen or complete plumbing, severe overcrowding, severe cost burden)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Having 1 or more of four housing problems	1,365	1,665	1,985	850	5,865	780	735	1,505	680	3,700
Having none of four housing problems	75	155	605	1,000	1,835	30	255	935	975	2,195
Household has negative income, but none of the other housing problems	150	0	0	0	150	245	0	0	0	245

Table 11 – Housing Problems 2

Data Source: 2018-2022 HUD CHAS

Housing Problems 2

The HUD-provided table above shows the number of households with one (or more) of the four housing problems or none of the four housing problems, by tenure and AMI income range in 2022. There is a larger percentage of renters with problems than owners (61.3% versus 38.7%) across all AMI groupings.

3. Cost Burden > 30%

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	305	810	875	1,990	145	195	505	845
Large Related	240	110	225	575	80	60	175	315
Elderly	565	510	530	1,605	500	430	580	1,510
Other	240	235	335	810	60	25	200	285
Total need by income	1,350	1,665	1,965	4,980	785	710	1,460	2,955

Table 12 – Cost Burden > 30%

Data Source: 2018-2022 HUD CHAS

Cost Burdened Households

The table above shows that small related and elderly households were more likely to be cost-burdened for both owners and renters. Renters at low- to moderate-incomes are more likely to be cost burdened

than owners. However, elderly homeowners (51.1%) in low-income households (0-80% AMI) are more likely to be cost burden than elderly renters (32.2%).

4. Cost Burden > 50%

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	305	640	205	1,150	135	75	340	550
Large Related	240	40	85	365	80	45	20	145
Elderly	480	415	195	1,090	410	195	290	895
Other	210	220	45	475	60	25	160	245
Total need by income	1,235	1,315	530	3,080	685	340	810	1,835

Table 43 – Cost Burden > 50%

Data Source: 2018-2022 HUD CHAS

Severe Cost-Burdened Households >50%

The highest number of severely cost-burdened households are renters with incomes between 30%–50% AMI. Most are small related households (48.7%) and elderly households (31.6%). The highest category of severely cost-burdened owner households are households earning 50-80% AMI (44.1%). Of these 50-80% AMI homeowners, small related households (42.0%) and elderly (35.8%) experience severe cost burden the most.

5. Crowding (More than one person per room)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Single family households	175	120	225	95	615	10	15	105	20	150
Multiple, unrelated family households	0	4	0	80	84	0	0	0	30	30
Other, non-family households	0	0	20	10	30	0	0	0	0	0
Total need by income	175	124	245	185	729	10	15	105	50	180

Table 54 – Crowding Information – 1/2

Data Source: 2018-2022 HUD CHAS

Overcrowding Introduction

Overcrowding is also most prevalent in single family renter households with lower incomes. Overcrowding often occurs when a low-income household must rent or own a home smaller than they need because the monthly housing cost is lower than larger homes.

Renters with an AMI between 50-80% (225 or 24.9%) of all households make up the largest sub-category of overcrowded households in Clovis. Out of the 909 total households living in crowded conditions, the majority are single-family renters (615 or 67.7%). Overcrowding often occurs when a low-income household must rent or own a home smaller than they need due to cost burden.

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Households with Children Present	245	480	325	1,050	200	255	520	975

Table 15 – Crowding Information – 2/2

Data Source Comments: 2018-2022 HUD CHAS

Households with Children

Of the total number of low- to moderate-income households with children (2,025), 51.9% (1,505) are renters. Renters with an AMI greater than 30%, or 805 households, make up 39.8% of all households with children.

Describe the number and type of single person households in need of housing assistance.

The category “other” in the housing problem tables above include single person households and households of unrelated individuals. Of this category, Clovis does not collect specific data on single-person households nor is this data provided by HUD in the eCon Planning Suite. To estimate the number of single-person households in need of housing assistance, data was gathered from the American Community Survey (2020-2024). Data indicates that there are 4,496 single person owner-occupied housing units and 3,965 single-person renter-occupied housing units in Clovis. Applying an estimate of the number of lower-income households from an earlier table, it is estimated that there are 1,175 low-income (0-80% AMI) single-person owner-occupied households and 1,035 low-income single-person renter-occupied households.

As a single person household, that individual is solely responsible for their rent or mortgage. If the individual was to lose their job for whatever reason, they could lose their ability to continue paying for their housing. This potentially places them at a higher risk of housing instability and may need access to housing vouchers and homeless services.

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault and stalking.

According to the 2024 5-Year ACS Data, there are 14,488 (11.7%) residents living in Clovis with a disability. Of the 14,488 people with a disability in Clovis, the following is the most common types of disability as defined by the American Community Survey:

- 4,483 (3.6%) with a hearing difficulty
- 3,073 (2.5%) with a vision difficulty
- 5,756 (5.0%) with a cognitive difficulty
- 6,314 (5.4%) with an ambulatory difficulty
- 3,992 (2.6%) with a self-care difficulty
- 5,027 (5.7%) with an independent living difficulty

Please note that a person may have more than one disability and may be counted more than once in the data above. The most common assistance needed for households with a disabled household member are housing accessibility modifications, access to public transportation, and rent restrictions to reduce household housing costs.

Domestic violence is a vicious cycle of power and control that includes (but is not limited to) isolation, physical assault, verbal abuse, emotional abuse, sexual abuse and financial abuse; the long-term effects of which can often lead victims to experience depression, anxiety, fear, homelessness, unemployment and financial instability. The Marjaree Mason Center (MMC) provides critical services and housing to survivors of domestic violence that strives to address these needs of domestic violence survivors. Unfortunately, rates of domestic violence continue to rise each year, and Fresno County consistently maintains one of the highest rates per capita of reported domestic violence calls to law enforcement in

the state. In 2024, there were 446 domestic violence calls to the Fresno County Sheriff Office. Last year, MMC provided services to 7,656 individuals (including 6,536 adults and 1,120 children) and 76,535 nights of safe shelter to survivors of domestic violence. More than 38% of the children served last year were between the ages of 0 to 5 years old. MMC estimates that the number of persons requiring assistance will only continue to rise each year.

Information regarding households receiving assistance through the Housing Choice Vouchers program, that include disabled household members and/or are victims of domestic violence, is included in further detail in NA-35, Public Housing. There are currently approximately 26,000 persons on the waiting list for the Housing Choice Voucher program, including victims of domestic violence and disabled individuals.

What are the most common housing problems?

Housing problems, as defined by HUD include:

1. Housing unit lacks complete kitchen facilities
2. Housing unit lacks complete plumbing facilities
3. Overcrowding (1.01–1.5 persons per room) or Severe overcrowding (greater than 1.5 persons per room)
4. Cost burden (households paying between 50% and 30% of their income for housing) or Severe cost burden (households paying 50% or more of their income for housing)

The most common housing problems experienced by Clovis households are cost burden and severe cost burden. Housing costs in Clovis and the surrounding areas are higher than the price affordable to many low, very low, and extremely low-income households, and many low and extremely low households are getting priced out of rental and for-sale units.

Low vacancy rates and rising costs of rent make it difficult for renters to find housing, especially housing with lower rents. Households with moderate, low, and extremely low-income are less able to pay for current housing prices than those with higher incomes. See Section MA-15 Housing Market Analysis for more information on the cost of housing in Clovis.

The next most common housing problem outside of cost burden is overcrowding. Overcrowding is often the result of housing affordability. Larger households maybe live in small units as they are often more affordable than adequate sized housing.

Are any populations/household types more affected than others by these problems?

Renters are disproportionately affected by housing problems than homeowners. The table above shows that 68.7% (9,235) of low-to moderate-income households have at least one housing problem compared to 21.9% (5,700) of low- to moderate-income owner-occupied households. Cost burden (greater than 30% of income) and severe cost burden (greater than 50% of income) are the two housing problems that impact households the most. Small related households and elderly households for both renters and owners have the highest incidence of cost burden in Clovis. Persons living on fixed income, such as

seniors and/or persons with disabilities, are also more affected by rising housing costs and less inventory of affordable rental units.

Additionally, due to cost burden, households, especially large families, may live in smaller housing units due to affordability. This may lead to overcrowding. Of the 909 households living in crowded conditions (Table 11), the majority are single-family renters (615 or 67.7%). Renters with an AMI between 50-80% (225 or 24.9%) make up the largest category. Renters have a much higher incidence of cost burden than owner households. Persons living on fixed incomes, especially seniors and/or those with disabilities, are also more affected by rising housing costs and less inventory of affordable rental units due to their mostly flat incomes.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance

Households with severe cost burden and those with more than one family living in a unit are at higher risk of becoming unsheltered and homeless. According to 2022 HUD CHAS data, there were a total of 1,235 renter households at 0–30% AMI and 1,315 renter households at 31–50% AMI with severe cost burden in Clovis. Households who fall behind in rent payments may find it difficult to find a less costly rental unit within Clovis due to the low vacancy rate and rising rent.

In Clovis, renters are more likely to have households with children (67.7%) than owners (48.1%). Additionally, older adults are one of the fastest growing demographic groups at-risk of being homeless due to fixed incomes, increasing housing costs and increased medical needs. The same can be said for persons with disabilities and families with members that are from either one or both special needs groups. Large families that are also within the extremely low-income (0-30% AMI) category are also at a very high risk of homelessness due to the higher cost of housing with more rooms.

LMI individuals and families with children who are currently housed, but at risk of experiencing housing instability need access to housing subsidy payments, such as Housing Choice Vouchers and Tenant Based Rental Assistance. Access to social services such as job training, childcare, food assistance, and behavioral health counseling are critical in providing the necessary tools to sustain their permanent housing.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

The City of Clovis does not provide estimates of any specific at-risk populations. The assessment of at-risk populations in this report is based on American Community Survey (ACS) and CHAS data using HUD definitions for household types and housing problems.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness

Housing cost and housing availability are the two housing characteristics most linked to housing instability in Clovis. As the cost of living and housing continues to rise in Clovis and Fresno County, more households may become at risk for homelessness.

Discussion

Many low- and moderate-income households are experiencing cost burden and other housing problems. The following sections in the Needs Assessment will continue to outline the extent of need in the City of Clovis.

NA-15 Disproportionately Greater Need: Housing Problems - 91.205(b) (2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

By definition, a disproportionately greater need exists when the members of a racial or ethnic group at any income level experience housing problems at a greater rate (10 percent points or more) than the income level. Data tables below show the disproportionate number of households by race and ethnicity experiencing housing problems by income level and race/ethnicity.

0%-30% of Area Median Income

Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	2,145	500	0
White	1,035	305	0
Black / African American	40	0	0
Asian	195	75	0
American Indian, Alaska Native	35	0	0
Pacific Islander	0	0	0
Hispanic	795	90	0

Table 66 - Disproportionally Greater Need 0 - 30% AMI

Data Source: 2018-2022 HUD CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

30%-50% of Area Median Income

Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	2,395	410	0
White	1,435	220	0
Black / African American	125	40	0
Asian	160	30	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	610	120	0

Table 77 - Disproportionally Greater Need 30 - 50% AMI

Data Source: 2018-2022 HUD CHAS

*The four housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

50%-80% of Area Median Income

Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	3,500	1,545	0
White	1,925	950	0
Black / African American	110	35	0
Asian	245	60	0
American Indian, Alaska Native	30	0	0
Pacific Islander	0	0	0
Hispanic	1,070	495	0

Table 88 - Disproportionally Greater Need 50 - 80% AMI

Data Source: 2018-2022 HUD CHAS

*The four housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

80%-100% of Area Median Income

Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,530	1,985	0
White	750	960	0
Black / African American	29	105	0
Asian	30	340	0
American Indian, Alaska Native	0	0	0
Pacific Islander	20	0	0
Hispanic	615	500	0

Table 19 - Disproportionally Greater Need 80 - 100% AMI

Data Source: 2018-2022 HUD CHAS

*The four housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Discussion

Extremely Low Income 0%-30% of Area Median Income (Table 13)

An estimated 81.1% (2,145) of all extremely low-income households have one or more housing problems. Extremely low-income Black / African American households experience the highest percentage of one or more housing problems (100% or 40) followed by American Indian / Alaska Native (100% or 35), and Hispanic (89.9% or 795).

Very Low Income 30%-50% of Area Median Income (Table 14)

An estimated 85.4% (2,395) of all very low-income households have one or more housing problems. Very-low income White households experience the highest percentage of one or more housing problems (86.7% or 1,655) followed by Asian (84.2% or 160), and Hispanic (83.6% or 610).

Low Income 50%-80% of Area Median Income (Table 15)

An estimated 69.4% (3,500) low-income households have one or more housing problems. Low-income American Indian / Alaska Native households experience one or more housing problems at a higher percentage (100% or 30) followed by Asian (80.3% or 245), and Black / African American (75.7% or 110).

Moderate Income 80%-100% of Area Median Income (Table 16)

An estimated 43.5% (1,530) moderate-income households have one or more housing problems. Moderate-income Pacific Islander householders experience one or more housing problems at a higher percentage (100% or 20) followed by Hispanic (55.2% or 615), and White (43.9% or 750).

Summary

Housing problems in Clovis are experienced at a higher rate by households with lower incomes. However, across income ranges, housing problems disproportionately affect persons of color with the exception of very low income households, which impacts White households disproportionately more.

NA-20 Disproportionately Greater Need: Severe Housing Problems: 91.205 (b) (2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

Severe housing problems are defined as having one or more of the following housing problems:

1. Lacks complete kitchen facilities
2. Lacks complete plumbing facilities
3. More than 1.5 persons per room
4. Cost Burden over 50%.

Severe housing problems in Clovis are experienced at a higher rate by households with lower incomes. However, as incomes increase, and overall severe housing problems decrease, severe housing problems continue to affect households with persons of color at a much higher percentage than other household races with the exception of very-low-income households, which disproportionately impacts White households more.

0%-30% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,935	710	0
White	910	430	0
Black / African American	40	0	0
Asian	160	105	0
American Indian, Alaska Native	25	10	0
Pacific Islander	0	0	0
Hispanic	750	140	0

Table 20 – Severe Housing Problems 0 - 30% AMI

Data Source: 2018-2022 HUD CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

30%-50% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,760	1,045	0
White	1,195	460	0
Black / African American	25	140	0
Asian	100	90	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	405	330	0

Table 21 – Severe Housing Problems 30 - 50% AMI

Data Source: 2018-2022 HUD CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

50%-80% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,690	3,355	0
White	915	1,965	0
Black / African American	90	55	0
Asian	120	185	0
American Indian, Alaska Native	30	0	0
Pacific Islander	0	0	0
Hispanic	495	1,065	0

Table 22 – Severe Housing Problems 50 - 80% AMI

Data Source: 2018-2022 HUD CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

80%-100% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems OR cost burden not computed, none of the other 3 housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	465	3,045	0
White	145	1,565	0
Black / African American	0	140	0
Asian	20	345	0
American Indian, Alaska Native	0	0	0
Pacific Islander	20	0	0
Hispanic	260	860	0

Table 23 – Severe Housing Problems 80 - 100% AMI

Data Source: 2018-2022 HUD CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Discussion

Extremely Low Income 0%-30% of Area Median Income

An estimated 73.2% of extremely low-income households have one or more severe housing problems. Extremely low-income Black/African American households experience a highest percentage (100% or 40) of one or more severe housing problems followed by Hispanic (84.3% or 750), and American Indian/Alaska Native (71.4% or 25).

Very Low Income 30%-50% of Area Median Income

An estimated 62.7% of all very low-income households have one or more severe housing problems. Very low-income White households experience a higher percentage (72.2% or 1,195) of one or more severe housing problems followed by Hispanic (55.1% or 405), and Asian (52.6% or 100).

Low Income 50%-80% of Area Median Income

An estimated 33.5% of low-income households have one or more severe housing problems. Low-income American Indian/Alaska Native households experience a highest percentage (100% or 30) of one or more severe housing problems followed by Black/African American (62.1% or 90), and Asian (39.3% or 120).

Moderate Income 80%-100% of Area Median Income

An estimated 13.2% of moderate-income households have one or more severe housing problems. Moderate income Pacific Islander households experience a highest percentage (100% or 20) of one or more severe housing problems followed by Hispanic (23.2% or 260).

Summary

Severe Housing problems in Clovis are experienced at a higher rate by households with lower incomes. However, across income ranges, severe housing problems disproportionately affect persons of color with the exception of very low-income, which impacts White households disproportionately more.

NA-25 Disproportionately Greater Need: Housing Cost Burdens - 91.205 (b) (2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

Households that spend between 30-50 percent of their annual household income on housing costs are considered cost burdened while households that spend over 50 percent of their annual household income on housing costs are considered severely cost burdened.

Of the total jurisdiction, 15.4% or 5,951 of households are considered cost burdened. Black / African American households experience cost burden at a higher percentage (25.4% or 295) followed by Hispanic (18.2%), and Asian (14.6% or 390) households. Of the White households in Clovis, only 13.8% or 3,130 households experience cost burden.

Of the total jurisdiction, 13.4% or 5,190 of households are severely cost burdened. Pacific Islanders (44.4% or 20), American Indian/Alaska Native (32.5% or 65), and Hispanic (14.5% or 1,545) households are more likely to be severely cost burdened than other races in Table 21 below.

Housing Cost Burden

Housing Cost Burden	<=30%	30-50%	>50%	No / negative income (not computed)
Jurisdiction as a whole	27,150	5,951	5,190	385
White	16,210	3,130	3,105	230
Black / African American	800	295	65	0
Asian	2,955	580	390	55
American Indian, Alaska Native	125	10	65	0
Pacific Islander	25	0	20	0
Hispanic	7,035	1,936	1,545	100

Table 9 – Greater Need: Housing Cost Burdens AMI

Data Source: 2018-2022 HUD CHAS

Race or Ethnicity	Median Income
Total Households	$99,241
White	$100,827
Black or African American	$59,114
American Indian and Alaska Native	$83,750
Asian	$122,604
Native Hawaiian and Other Pacific Islander	Suppressed*
Some Other Race	$75,625
Hispanic or Latino Origin	$90,473

Table 25- Median Income by Race or Ethnicity
Alternate Data Source Name: American Community Survey 2024 5-Year Estimates

*Median income for this demographic group is not calculated by the U.S. Census Bureau due to the small population size.

Discussion:

Black/African American, Asian, and Hispanic households have the highest percentage of households that are cost-burdened in Clovis while Pacific Islander, American Indian/Alaska Native, and Hispanic households have higher percentages of severely cost burdened households. The two demographics with the lowest reported median income are those that identify as Black or African American ($59,114) and some other race ($75,625). The two demographics with household income above the median ($99,241) identify as Asian ($122,604) followed by households that identify as White ($100,827).

It is recommended that households spend no more than 30% of their income on housing. For a Black/African American household earning the median income of $59,114 that equates to approximately $1,477.85 per month for housing costs. A study[1] conducted by Keyser Marston Associates, Inc. in 2025, found that the effective rent for all rental units in 2025 was $1,566. For newer units built since 2000, the effective rent is higher at $2,078, indicating a 33% premium above overall average rents. This means that a household earning the median income may be paying more towards housing costs, which results in them being classified as cost burdened. This also indicates that these households might have less income to spend on food, clothing, gas, medical care, and/or basic needs.

[1] Keyser Marston Associates, Inc. was hired by the City of Clovis to conduct a feasibility study related to the introduction of a Mixed Income Zoning Ordinance that will be presented for City Council review in spring 2026.

NA-30 Disproportionately Greater Need: Discussion - 91.205 (b)(2)

Are there any Income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

Extremely low income (0-30% AMI) households and persons of color households are more likely to have a disproportionate housing need than in other income group or racial/ethnic groups with the exception of very low-income White households. Households with persons of color that are affected are shown below, by income range.

- 0-30% AMI – Black/African American, American Indian Alaska Native, and Hispanic households
- 30-50% AMI – White, Asian, and Hispanic households
- 50-80% AMI – American Indian Alaska Native, Asian, and Black/African American households
- 80-100% AMI – Pacific Islander, Hispanic, and White households

Black/African American, Hispanic, and Asian households are more likely to experience cost burden (over 30% on housing costs) while Pacific Islanders, American Indian/Alaska Native, and Hispanic households are more likely to experience severe cost burden (over 50% on housing costs).

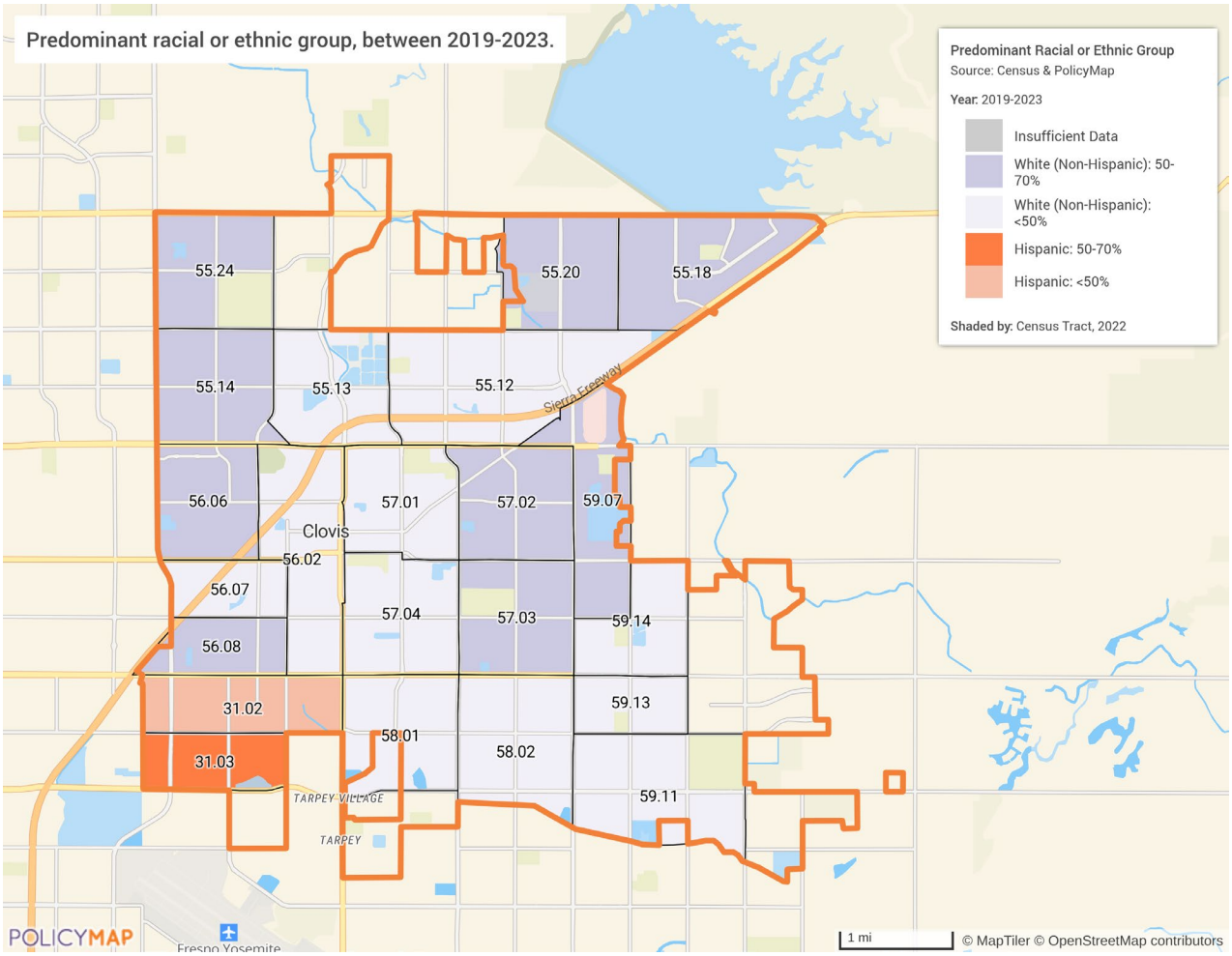
If they have needs not identified above, what are those needs?

No other needs have been identified.

Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

Hispanic and White households form a majority of the population in Clovis. The Hispanic population has higher concentrations in the southwestern part of the city, and the White population has higher concentrations in the central, northwest and northeast parts of the city (see Maps 1-5 in Appendix Maps and below). The southeast part of Clovis is relatively mixed of the different race groups. Map 4 shows owner-occupied housing units with one or more housing conditions by census tract. The dark purple shows census tracts where one in three (32.92% or more) owner-occupied housing units have at least one housing problem. Map 5 shows renter-occupied housing units with one or more housing conditions by census tract. Dark purple represents census tracts where two in three (62.5% or more) renter-occupied housing units have at least one housing condition.

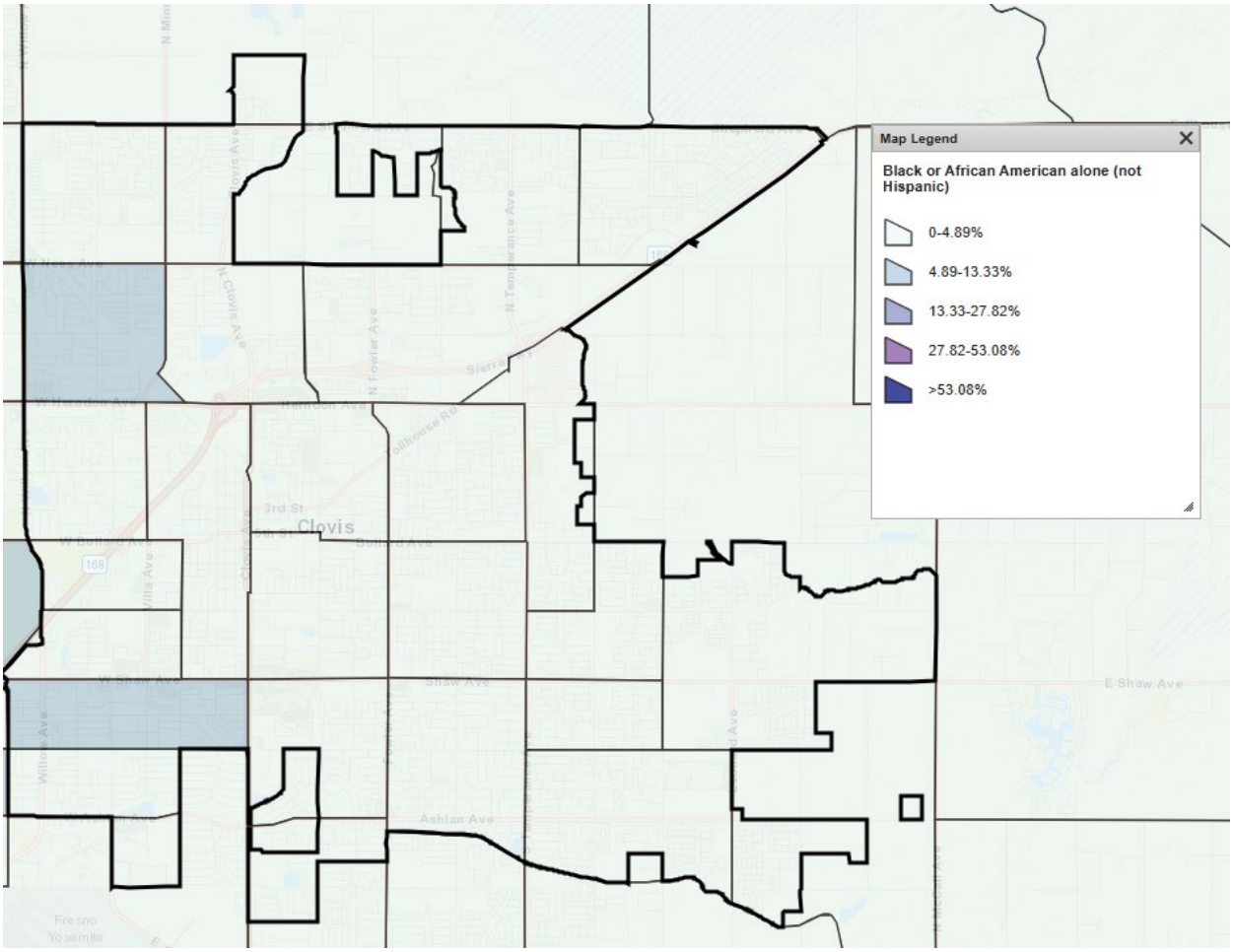
Map 1



Source: 2019-2023 American Community Survey and PolicyMap

Map 2

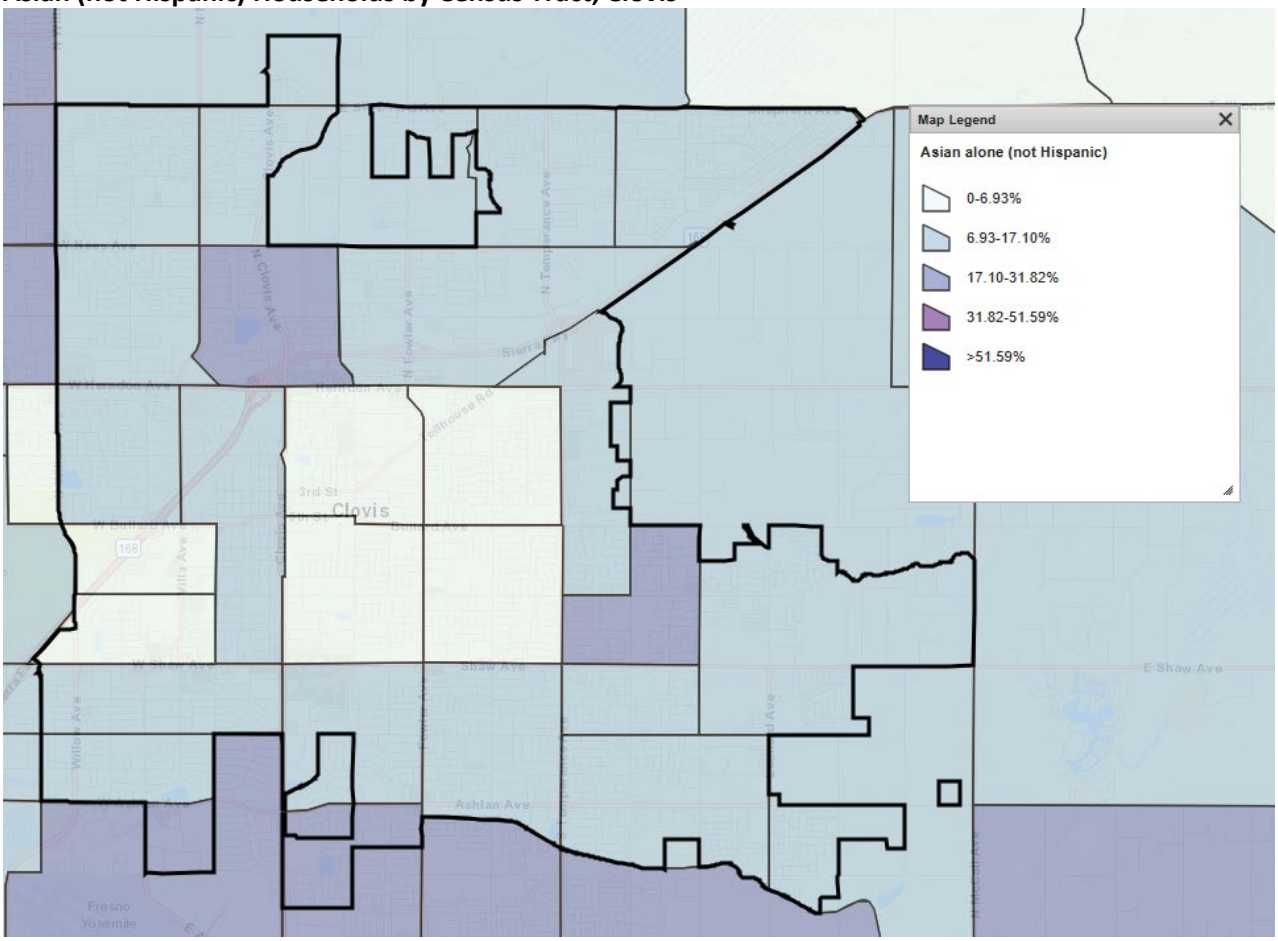
Black or African American (not Hispanic) Households by Census Tract, Clovis



Source: HUD CPD Maps

Map 3

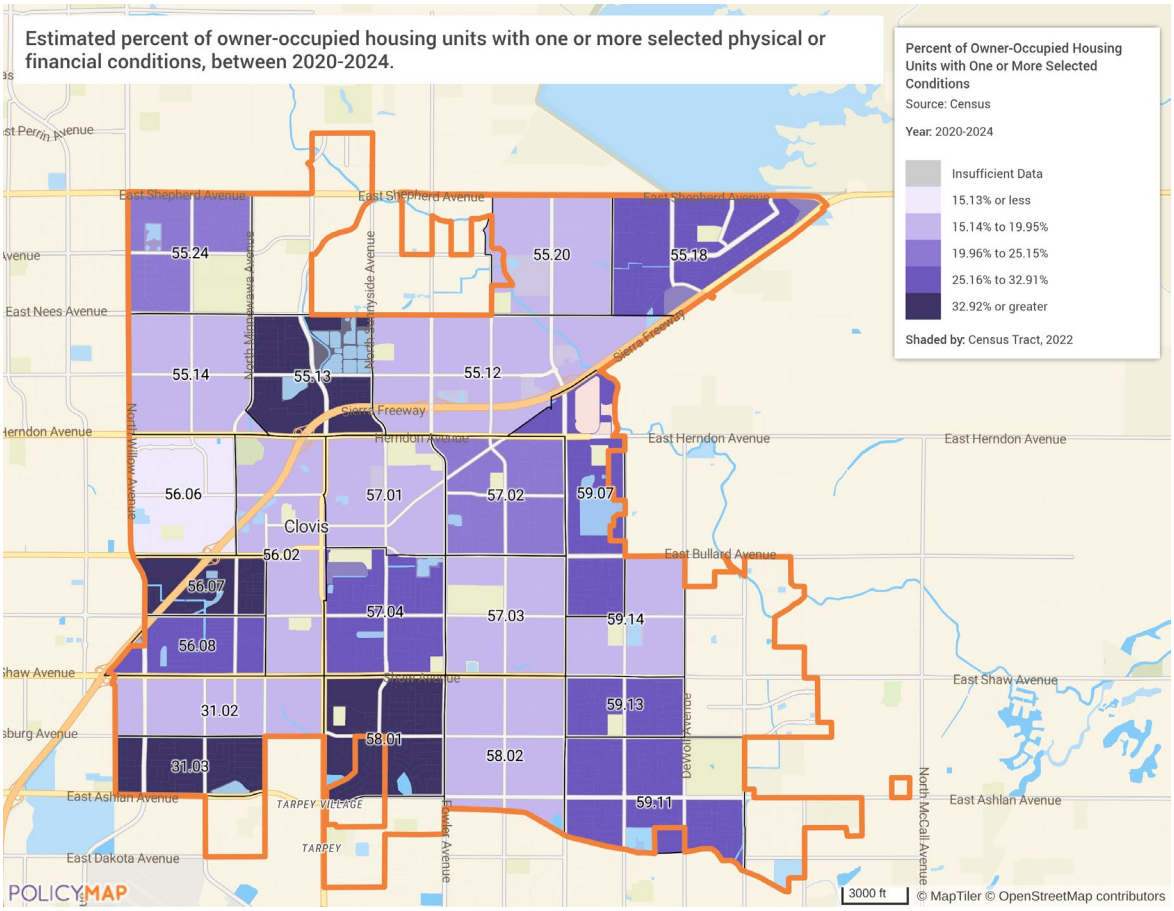
Asian (not Hispanic) Households by Census Tract, Clovis



Source: HUD CPD Maps

Map 4

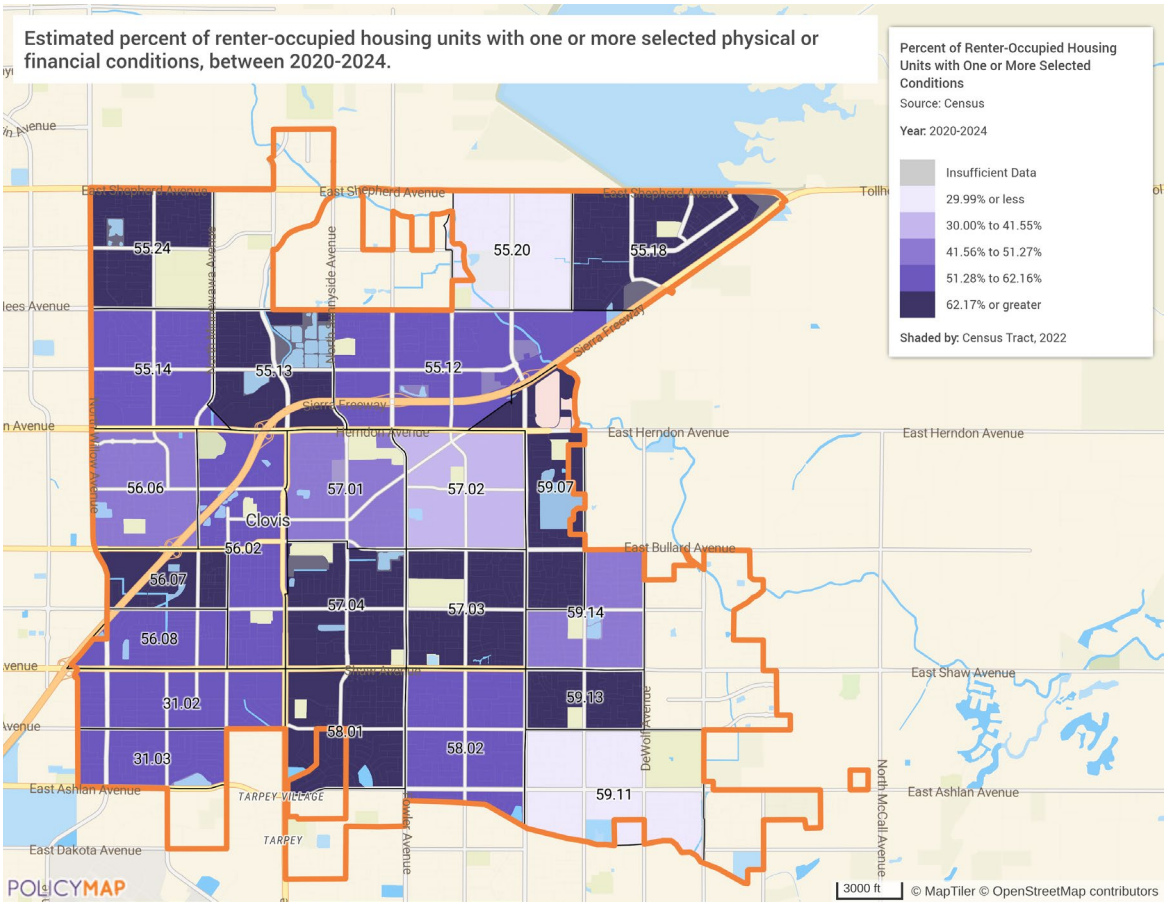
Percentage of Owner-Occupied Housing Units with One or More Housing Problems by Census Tract



Source: 2020-2024 American Community Survey

Map 5

Percentage of Renter-Occupied Housing Units with One or More Housing Problems by Census Tract



Source: 2020-2024 American Community Survey

NA-35 Public Housing - 91.205 (b)

Introduction

There are no public housing units within the City of Clovis. The City works closely with the Fresno County Housing Authority (Fresno Housing) to address the needs of those needing Housing Choice Voucher assistance and public housing in Clovis. Table 22 and 24 contains data for residents who live in zip codes 93611, 93612, 93613, and 93619. These zip codes align with the Clovis jurisdiction and a few additional County-only areas. Tables 25 and 26 contain data for all Fresno Housing residents.

Totals in Use

Program Type									
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project -based	Tenant -based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers in use	6	0	0	1,015	93	925	31	25	2

Table 26 - Public Housing by Program Type

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Alternate Data Source: Fresno Housing

Characteristics of Residents

Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers				
				Total	Project - based	Tenant - based	Special Purpose Voucher	
							Veterans Affairs Supportive Housing	Family Unification Program
Average Annual Income	$4,603	0	0	$21,104	$11,744	$22,152	$23,831	$19,494
Average length of stay	0.4	0	0	10.9	2.8	11.8	4.3	8.4

Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers				
				Total	Project - based	Tenant - based	Special Purpose Voucher	
							Veterans Affairs Supportive Housing	Family Unification Program
Average Household size	1.2	0	0	2.8	1.4	3.0	2.2	3.9
# Homeless at admission	6	0	0	177	71	106	26	1
# of Elderly Program Participants (>62)	0	0	0	371	23	348	18	1
# of Disabled Families*	ND	ND	ND	ND	ND	ND	ND	ND
# of Families requesting accessibility features	0	0	0	93	93	0	0	0
# of HIV/AIDS program participants	ND	ND	ND	ND	ND	ND	ND	ND
# of DV victims	0	0	0	3	0	3	0	0

Table 27 – Characteristics of Public Housing Residents by Program Type

Alternate Data Source: Fresno Housing

Data Source Comments: # of Families Requesting Accessibility Features: Data not available# of HIV/AIDS program participants: Data not available

Race of Residents

Program Type									
Race	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
White	6	0	0	1,891	101	1,790	66	64	2
Black/African American	1	0	0	915	27	888	20	14	0
Asian	0	0	0	295	6	289	5	6	0
American Indian/Alaska Native	0	0	0	69	11	58	0	2	0
Pacific Islander	0	0	0	31	2	29	2	5	0
Other	0	0	0	384	13	371	0	21	0
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 108 – Race of Public Housing Residents by Program Type

Alternate Data Source: Fresno Housing

Ethnicity of Residents

Program Type									
Ethnicity	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Hispanic	4	0	0	1,694	82	1,612	48	70	382
Not Hispanic	3	0	0	1,836	76	1,760	45	34	630
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 29 – Ethnicity of Public Housing Residents by Program Type

Alternate Data Source: Fresno Housing

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units:

The City of Clovis is served by Fresno Housing, which is the designated Fresno County Housing Authority. Fresno Housing does not have any public housing units in Clovis, but it does have two affordable housing developments, Solivita Commons, which contains 20 project-based housing vouchers, and Butterfly Gardens, which contains 93 project-based vouchers. As with many public assistance programs, the funding does not meet the demand. Fresno Housing currently has approximately 26,000 persons on their waiting list for Housing Choice Vouchers. They are currently not taking applications due to the length of the current waiting list. The City will continue to support the development of new affordable housing, especially accessible units, in Clovis where housing vouchers and other housing assistance programs can be used.

What are the number and type of families on the waiting lists for public housing and section 8 tenant-based rental assistance? Based on the information above, and any other information available to the jurisdiction, what are the most immediate needs of residents of public housing and Housing Choice voucher holders?

The Fresno Housing Authority waiting list for the county-wide Housing Choice Voucher program is 26,000 persons. Fresno Housing last opened the interest list in 2023 for approximately 30 days, but due to funding shortfalls, no additional persons were assisted. For Solivita Commons, which is located in Clovis, there are 2,363 persons on the interest list.

The most pressing need is the high demand for affordable housing throughout the city. Housing costs in Clovis and Fresno County have increased in recent years while many wages have remained stagnant resulting in more households becoming cost burdened. Many households are “one paycheck away from a housing crisis.” Housing vouchers often come with stigma, which results in some landlords not wanting to rent to voucher holders even though California law prohibits landlords from discriminating based on source of income.

Beyond the need for affordable housing, residents also need additional access to service programs such as:

- Job training and education
- Childcare
- Transportation
- Food and basic needs
- Youth and adult recreation activities

How do these needs compare to the housing needs of the population at large

The City of Clovis does not currently run or operate any public housing units. However, the needs experienced by current voucher holders in Clovis are similar to the needs of extremely low- and very low-income households in Clovis.

Discussion

While the City of Clovis does not own or operate public housing or voucher programs in Clovis, it will continue to partner with Fresno Housing to support the development of new affordable housing in the city. Additionally, during the upcoming Consolidated Plan period, City staff will host workshops and provide informational flyers to rental property owners in Clovis to encourage their participation in the Housing Choice Voucher program thereby increasing voucher holder's accessibility to housing in Clovis.

NA-40 Homeless Needs Assessment – 91.205 (c)

Introduction:

The City of Clovis is a member of the Fresno-Madera Continuum of Care (FMCoC). The FMCoC is a collaborative partnership with the City of Fresno and Clovis, the County of Fresno, the County of Madera, the Fresno Housing Authority, and other FMCoC service provider entities. The FMCoC is responsible for facilitating coordinated, unduplicated, and seamless services for the community's unhoused population, which includes homeless prevention activities, outreach and assessment, emergency housing, transitional housing, wraparound supportive services, and ensuring the availability of supportive permanent and affordable housing.

The U.S. Department of Housing and Urban Development (HUD) requires communities to regularly administer surveys of the local homeless population and homelessness response system: the Point-in-Time (PIT) count. The PIT is a census of the sheltered and unsheltered population on a single night in January. The PIT count is conducted in both Fresno and Madera counties and specific data for the jurisdictional boundary of the City of Clovis is not differentiated from data for the County of Fresno.

The 2023 Point In Time (PIT) Count was completed on January 24, 2023 only for the unsheltered population. The 2024 Point In Time (PIT) Count was completed on January 30, 2024 only for the sheltered population. Data in this section includes unsheltered persons data from 2023, and sheltered persons data from 2024. A total of 1,357 sheltered persons, and 2,758 unsheltered were counted in Fresno County.

The FMCOC conducted an unsheltered PIT Count in January 2025, and January 2026. Neither the final 2025 nor 2026 PIT Count are available currently. The preliminary 2025 PIT Count data available indicated that there was an approximately 9% increase in homelessness in Fresno and Madera counties compared to the 2023 PIT Count. The FMCoC is still awaiting final approval from HUD to finalize the 2025 PIT Count data.

Although there are no general population homeless shelters within the City of Clovis, Clovis is home to an emergency site for survivors of domestic violence which is operated by the Marjaree Mason Center (MMC). In the Clovis Shelter, clients can stay for up to 24 months. Regardless, the typical stay averages 12 months, before a family exits into permanent housing. The house includes 7 rooms and 24 beds, however, because MMC does not combine households some beds may be empty if the individual family size is smaller. Currently MMC averages one adult and one child per household. MMC services approximately seven households (with 14 individuals) per year.

Homeless Needs Assessment

Population	Estimate the # of persons experiencing homelessness on a given night		Estimate the # experiencing homelessness each year	Estimate the # becoming homeless each year	Estimate the # exiting homelessness each year	Estimate the # of days persons experience homelessness
	Sheltered	Unsheltered				
Persons in Households with Adult(s) and Child(ren)	394	53	4,140	304	2,393	86
Persons in Households with Only Children	0	2	0	0	0	0
Persons in Households with Only Adults	1,153	2,703	9,980	2,494	6,282	154
Chronically Homeless Individuals	558	1,143	3,225	461	297	306
Chronically Homeless Families	22	26	114	16	26	214
Veterans	42	170	974	182	480	176
Unaccompanied Child	3	2	0	0	0	0
Persons with HIV	22	24	105	21	21	159

Table 30 – Homeless Needs Assessment

Data Source: Data from FMCoC: Data is not Clovis specific. It contains data for the full FMCoC service area.2024 Fresno City & County/ Madera County Point in Time Count: CoC_PopSub_CoC_CA-514-2024_CA_2024.pdf

Total Individuals	4,305
Total Individuals Sheltered	1,547
Total Individuals Unsheltered	2,758
Total Persons in Families	447
Total Persons in Families Sheltered	394
Total Persons in Families Unsheltered	53
Total Family Households	101
Total Family Households Sheltered	79
Total Family Households Unsheltered	22
Total Chronically Homeless	1,701
Chronically Homeless Sheltered	558
Chronically Homeless Unsheltered	1,143
Total Veterans	212
Total Veterans Sheltered	42
Total Veterans Unsheltered	170

Table 31 – Point in Time Homeless Results January 20242

Alternate Data Source Name: 2024 Fresno City & County/ Madera County Point in Time Count: **CoC_PopSub_CoC_CA-514-2024_CA_2024.pdf**

Indicate if the homeless population is Nature and Extent of Homelessness: (Optional)

Has No Rural Homeless

If data is not available for the categories "number of persons becoming and exiting homelessness each year," and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth):

N/A

Nature and Extent of Homelessness: (Optional)

Race:	Sheltered:	Unsheltered (optional)
White	385	1,062
Black or African American	263	348
Asian	46	45
American Indian or Alaska Native	34	146
Pacific Islander	6	48
Ethnicity:	**Sheltered:**	**Unsheltered (optional)**
Hispanic	454	1,052
Not Hispanic	41	57

Table 32 Nature and Extent of Homelessness: (Optional)

Alternate Data Source Name:
Data from FMCoC: Data is not Clovis specific. It contains data for the full FMCoC service area.2024 Fresno City & County/ Madera County Point in Time Count: CoC_PopSub_CoC_CA-514-2024_CA_2024.pdf

Estimate the number and type of families in need of housing assistance for families with children and the families of veterans.

City of Clovis-specific data is not available. In Fresno County, there were 447 persons in a family who were identified as homeless in the 2024 PIT data provided by HUD. Of the 447 persons in families, 88.1% (394) were sheltered while 53 persons were unsheltered. There were 48 chronically homeless families and it is estimated that 114 families experience homelessness each year in Fresno County.

In 2024, there were 211 homeless veterans. Only 19.8% (42) were sheltered while 170 veterans were unsheltered. It is estimated that 974 veterans experience homelessness in Fresno County.

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

As seen in the Nature and Extent of Homelessness chart above, the highest percentage of homeless, both sheltered and unsheltered, individuals is Hispanic (37.8%) and White (36.3%).

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

As seen in the Nature and Extent of Homelessness chart above, sheltered homeless represents 30.8% (1,229) of the homeless population in Fresno County. There are over twice as many unsheltered homeless (69.2% or 2,758) as there are sheltered homeless people.

Discussion:

The PIT indicates a growing number of persons experiencing homelessness in Fresno County. There continues to be a great need for all types of housing and services for the homeless, including emergency, transitional and permanent supportive housing.

NA-45 Non-Homeless Special Needs Assessment - 91.205 (b,d)

Introduction

The following section addresses the needs of special populations and service needs they might require. The special needs populations considered in this section include:

- Elderly households
- Persons with disabilities
- Large households
- Female head-of-households
- Farm or migrant workers
- Persons living with AIDS/HIV and their families

Describe the characteristics of special needs populations in your community:

Elderly Households: HUD defines elderly as age 62 and older and a frail elderly person as someone who requires assistance with three or more activities of daily living, such as eating, bathing, walking, and performing light housework. Elderly residents may experience a unique set of housing needs, largely due to physical limitations, lower household incomes, and the rising costs of health care. Housing affordability remains the primary issue for seniors, many of whom are living on fixed incomes. The demand for affordable senior housing will likely increase as the baby boomers and generation X continue to age. Due to rising housing costs, many seniors are choosing to stay in their homes longer and age in place. According to the 2020-2024 ACS Data, 13.8% of Clovis' residents are elderly.

Persons with Disabilities: HUD defines disability as a physical or mental impairment that substantially limits one or more of the major life activities for an individual. Persons with disabilities can face unique barriers to securing affordable housing that provides them with the accommodations they need. Persons with disabilities may require units equipped with wheelchair accessibility or other special modifications that accommodate physical or sensory limitations. Access to transit, health care, social services, and shopping also are important factors for the population. According to the 2020-2024 ACS data, 11.7% of Clovis' residents have a disability.

Large Households: HUD defines large households as those with five or more people. Large households may face challenges finding adequately sized affordable housing. This may cause large families to live in overcrowded conditions and/or overpay for housing. According to the 2018-2022 CHAS data, there are 5,255 large households in Clovis.

Female Head-of-Households: Female-headed households with children may have unique housing needs such as ease of access to childcare, health care, and other supportive services. According to the 2020-2024 ACS data, single-parent, female head-of-households with children under age 18 accounted for 6.1% or 2,863 of all Clovis' households.

Migrant or Farmworkers: Due to the migrant and seasonal nature of farm-working, it is difficult to estimate the population size or characteristics. The 2022 USDA Agricultural Census estimates approximately 40,180 year-round or seasonal farmworkers in Fresno County. Fresno Housing manages 194 units of seasonal farmworker housing for migrant farmworkers.

Persons Living with AIDS/HIV and their Families: See narrative response below.

What are the housing and supportive service needs of these populations and how are these needs determined?

Many at-risk populations in Clovis need affordable housing and some may need affordable housing with supportive services. Additionally, persons with a disability may need housing that can accommodate their seen or unseen disability.

The city of Clovis is geographically adjacent to the city of Fresno and has witnessed substantial growth in the last five years. Clovis now has many of the same services that previously were only found in Fresno, including social services, behavioral health, public health services, medical services, schools, grocery stores etc. Transportation can often be a barrier for persons seeking services if the service site is not located near their home or easily accessible by public transportation. The City of Clovis provides free fixed route buses that run every 30 minutes from Monday through Friday that connect residents to service centers throughout Clovis and to the Fresno Area Express (FAX) bus routes that provide linkages to services available in the city of Fresno.

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area:

According to the Centers for Disease Control and Prevention (CDC) AIDSVu Surveillance Data, there were 296 people per 100,000 living with HIV in Fresno County in 2023 (AIDSVu Rate of Persons Living with HIV per 100,000, 2023. https://map.aidsvu.org/prev/county/rate/none/none/usa?geoContext=national). While data is only available at the national level, data shows that Black individuals were diagnosed with HIV at a rate 8.4 times higher than White individuals and Hispanic/Latino individuals were diagnosed 5.2 times higher than White individuals in 2023 (AIDSVu. Racial/Ethnic Disparities and HIV in the United States. https://map.aidsvu.org/race-profile/nation/usa/overview). It is unknown how many people living with HIV/AIDS live in Clovis. Housing needs for person with HIV/AIDS often include subsidized housing units and medical and mental health case management services.

If the PJ will establish a preference for a HOME TBRA activity for persons with a specific category of disabilities (e.g., persons with HIV/AIDS or chronic mental illness), describe their unmet need for housing and services needed to narrow the gap in benefits and services received by such persons. (See 24 CFR 92.209(c)(2) (ii))

N/A

Discussion:

The City of Clovis does not receive HOME entitlement funds from the U.S. Department of Housing and Urban Development.

NA-50 Non-Housing Community Development Needs - 91.215 (f)

Describe the jurisdiction's need for Public Facilities:

The 2025 Clovis Community Survey found that residents believe the following public/community areas could use some potential focus in the coming years: protecting natural resources (i.e., parks, nature reserves, etc.), traffic and road conditions, and recreational centers and facilities. The Consolidated Plan Community Needs Survey identified the following public facilities that should be prioritized for additional funding in Clovis: health care facilities, accessibility improvements to public facilities, youth centers, parks/trails and recreational facilities and community center facilities.

How were these needs determined?

Feedback was gathered from the biannual Clovis Community Survey and the Consolidated Plan Community Needs Survey (CNS) where residents and stakeholders of the City provided input on community needs. Additional information regarding the CNS is included in the Citizen Participation section of this document. A summary of the results of the CNS is included as an appendix to this Plan.

Describe the jurisdiction's need for Public Improvements:

The 2025 Clovis Community Survey identified a need for continued road and alleyway improvements throughout the City. Survey respondents would like to continue to see improvements to sidewalks, especially for ADA accommodations, parking facilities, water improvements, and street lighting improvements. The CNS identified the following public improvements that should be prioritized for additional funding in Clovis: street improvements, water system improvements, parking improvements, sewer/storm drain improvements, pedestrian crosswalks, street lighting improvements and alley improvements.

How were these needs determined?

Feedback was gathered from the biannual Clovis Community Survey and the CNS where residents and stakeholders of the City provided input on community needs. Additional information regarding the CNS is included in the Citizen Participation section of this document. A summary of the results of the CNS is included as an appendix to this Plan. Both survey results provided very similar recommendations for public improvements that informed the drafting of this Plan. The City also consulted with the Engineering Division of the City's Planning and Development Services Department to ensure the five-year Community Investment Plan was analyzed in the development of this Plan.

Describe the jurisdiction's need for Public Services:

Survey respondents in the Consolidated Plan Survey ranked the following public or community services as top needs in Clovis: crime awareness, transportation, youth services (after-school programs etc.), senior services, services for the disabled and domestic violence/abuse services. Additionally, the 2025

Clovis Community Survey and Consolidated Plan Survey revealed a need to continue focusing on employment opportunities for residents.

How were these needs determined?

Feedback was gathered from the biannual Clovis Community Survey and the CNS where residents and stakeholders of the City provided input on community needs. Additional information regarding the CNS is included in the Citizen Participation section of this document. A summary of the results of the CNS is included as an appendix to this Plan. Both survey results provided very similar recommendations for public services that informed the drafting of this Plan.

Housing Market Analysis

MA-05 Overview

Housing Market Analysis Overview:

The housing market across the United States changed dramatically over the course of the COVID-19 pandemic and many communities are still experiencing housing shortages and high housing costs. Coupled with significant population growth over the past 20 years, Clovis has also seen a substantial increase in housing costs. While there has been new development in the City in the past 10 years, most of the new housing units, both owner-occupied and renter-occupied, have been market rate units, which are unaffordable for households with low to moderate incomes.

MA-10 Housing Market Analysis: Number of Housing Units - 91.210(a)&(b)(2)

Introduction

Approximately 75% of the housing stock in Clovis is single family homes, and another 2.8% is attached townhomes and condos. Only 19.5% of units are apartment buildings with five or more units. In most communities across the United States, including Clovis, there is an affordable housing shortage for both renters and homeowners. To increase the supply of affordable housing options in the city, denser, multi-unit properties or infill developments are needed. Access to available buildable development sites, and infrastructure costs, are all challenges to building additional dense housing in Clovis.

All residential properties by number of units

Property Type	Number	%
1-unit detached structure	32,947	75.4%
1-unit, attached structure	1,218	2.8%
2-4 units	3,338	7.7%
5-19 units	2,225	5.1%
20 or more units	2,938	6.7%
Mobile Home, boat, RV, van, etc.	1,025	2.3%
Total	**43,691**	**100%**

Table 113 – Residential Properties by Unit Number

Data Source: American Community Survey 2024 5-Year Estimates

Unit Size by Tenure

	Owners		Renters	
	Number	%	Number	%
No bedroom	113	0.4%	554	3.8%
1 bedroom	162	0.6%	2,002	13.7%
2 bedrooms	1,933	7.0%	5,548	38.1%
3 or more bedrooms	25,287	92.0%	6,472	44.4%
Total	**27,495**	**100%**	**14,576**	**100%**

Table 34 – Unit Size by Tenure

Data Source: American Community Survey 2024 5-Year Estimates

Unit Size by Tenure

According to 2024 5-Year American Community Survey (ACS) data, 65.4% of Clovis residents are homeowners while 34.6% are renters.

In 2024, 92% of homeowners live in a house with three or more bedrooms compared to 44.4% of renters. Renters largely live in one or two-bedroom apartments. The average household size of owner-occupied housing is 3.08 while the average renter household is slightly smaller at 2.71 persons. In some cultures, like Asian and Hispanic/Latino communities, multigenerational housing is becoming more common which may require larger rental units.

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

Clovis leverages as many funding sources as possible when targeting assistance to units for low-income households. In the previous five-year Consolidated Plan period, and for future program years, Clovis will target State CalHome Program funds, Permanent Local Housing Allocation Program funds, HOME Program funds, remnant Housing Successor Agency funds, and other local funds for the purpose of expanding and preserving Clovis' affordable housing stock.

The following units will receive targeted funding

2026-2027 - Federal, State and Local Funds - 135 Osmun Senior Apartments, proposed 47 units, for low and very low income individuals

2026-2027 - Federal, State and Local Funds - 10 low and very low income homeowners will be assisted through the housing repair program

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

Clovis currently has 665 rent-restricted and/or assisted units in its jurisdiction. This is down from 689 when the affordability restrictions for the Sierra Ridge housing development, which utilized Low-Income Housing Tax Credits (LIHTC), expired in 2022. Two other properties, Silver Ridge (101 units) and Lexington (128 units), have Low Income Housing Tax Credit affordability requirements that will expire in 2028. Silver Ridge is owned by Fresno Housing and all units will likely continue as affordable housing. However, Lexington is owned by a private company, and its status is unknown. City staff will contact both owners to assist in retaining units as affordable options for the City, if at all possible, or seek other affordable housing developers who may be capable of continuing with the affordability of these units through a revised ownership/lending structure.

Does the availability of housing units meet the needs of the population?

The 2023-2031 Regional Housing Needs Allocation estimates that based on the needs of the population and projected growth, at least 8,977 new housing units are needed in Clovis between 2023 and 2031 to accommodate local and regional housing needs. Of these 8,977 housing units, 2,926 are needed for very low-income households and 1,549 are needed for low-income households.

The City finds there is a need for planning and development of a wide range of housing types for people of all income levels, but especially for extremely low- to moderate-income households and special needs households, which includes people with disabilities, seniors, and people in need of assisted, supportive and/or transitional housing. Several development areas, such as Wilson, Shepherd North, and Heritage Grove, are proposed to provide new units at all income levels.

Describe the need for specific types of housing:

There is a need for rental housing for individuals and families at 50% AMI or less. The need is especially acute for 0-30% households. People on fixed incomes and persons with special needs, such as people with disabilities, need deeply subsidized units accessible and close to public transportation and service enriched housing. There is also an additional need for homeownership opportunities for those at 80% AMI or less.

Discussion

Maintaining the affordable housing stock within the City is critical to keeping people, especially more vulnerable populations, housed. The City of Clovis' 2025 Mixed Income Zoning Ordinance (MIZO) Feasibility Study estimates that the direct construction costs for new housing units in Clovis ranges from $180,000 to $380,000 per unit depending on the unit type, size, and location. With the cost of land, fees and permits, indirects/financing, and the builder margin, these costs range from $311,200 to $1,003,200 per unit. The report found that funding affordable housing with LIHTC and/or having a non-profit general partner as a development partner is the only viable way to build affordable housing in Clovis.

Two types of resources can be engaged in efforts to preserve affordable units at risk of conversion to market rate: government funding and non-profit organizations that can acquire and manage assisted units. Preserving the set-aside units can be accomplished through the purchase and management of the apartment complex by a non-profit organization. This preservation method would eliminate the costs cited above and would eliminate the displacement of households while new units are constructed. Additionally, experienced non-profit organizations have the capacity to manage affordable apartment complexes, whereas other entities may not.

MA-15 Housing Market Analysis: Cost of Housing - 91.210(a)

Introduction

Rental housing costs in Clovis have been rising, and prices of units for sale have also increased significantly due to the pandemic and the growing population. The following section of the plan provides an analysis of current housing costs in Clovis and recent cost trends, while also presenting Consolidated Plan tables and analysis of housing costs.

The following HUD-provided Consolidated Plan table shows a 10-year trend in Clovis housing costs. The median home value between 2014 and 2024 rose 95.1%, or nearly doubled. Median contract rent increased at a slightly slower rate of 59.5% over the 10-year period. During that same period, household income increased 55.9% from $63,662 to $99,241, which indicates that housing costs have increased at higher rates than household income in Clovis.

The City's MIZO Feasibility Study conducted by Keyser Marston Associates, Inc. in 2025, found that the effective rent for all rental units in 2025 was $1,566. For newer units built since 2000, the effective rent is higher at $2,078, indicating a 33% premium over all average rents.

Cost of Housing

	Base Year: 2014	Most Recent Year: 2024	% Change
Median Home Value	$247,400	$482,700	95.1%
Median Contract Rent	$909	$1,450	59.5%

Table 35 – Cost of Housing

Data Source: American Community Survey 2014 5-Year Estimates (Base Year); American Community Survey 2024 5-Year Estimates (Most Recent Year)

Rent Paid	Number	%
Less than $500	212	1.5%
$500-999	635	4.5%
$1,000-1,499	4,127	29.0%
$1,500-1,999	3,649	25.7%
$2,000 or more	5,584	39.3%
Total	**14,207**	**100%**

Table 36 - Rent Paid

Data Source: American Community Survey 2024 5-Year Estimates

Housing Affordability

Number of Units affordable to Households earning	Renter	Owner
30% HAMFI	270	No Data
50% HAMFI	790	540
80% HAMFI	5,125	2,015
100% HAMFI	No Data	3,650
Total	***6,185***	***6,205***

Table 37 – Housing Affordability

Data Source: 2016-2020 CHAS

Monthly Rent

Monthly Rent ($)	Efficiency (no bedroom)	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	$1,347	$1,355	$1,664	$2,314	$2,660
High HOME Rent	$1,049	$1,125	$1,352	$1,554	$1,714
Low HOME Rent	$822	$881	$1,057	$1,221	$1,362

Table 38 – Monthly Rent

Data Source: 2026 FMR, Fresno, CA HUD Metro FMR Area, 2025 HOME Program Rents

Is there sufficient housing for households at all income levels?

Based on the data in the table above, households with extremely low- and very low-incomes in Clovis have a shortage of affordable housing. According to 2016-2020 CHAS data, there are 270 units available for households earning 0-30% AMI, but 2,635 households in Clovis that have household incomes between 0-30% AMI. This is a gap of 2,365 households. There are 1,330 units available for households earning 30-50% AMI, but 2,805 households with household incomes between 30-50% AMI resulting in a gap of 1,475. There is not a gap for households earning more than 50% of AMI. Based upon this data, a deficit of 3,840 affordable units exists in Clovis and a critical need to keep building new units for low-income households.

How is affordability of housing likely to change considering changes to home values and/or rents?

Between 2014 and 2024, the median home value increased 95.1% or nearly doubled. Median contract rent increased at a slightly slower rate of 59.5% over the 10-year period. During that same period, household income increased 55.9% from $63,662 to $99,241, which indicates that housing costs have increased at higher rates than household income in Clovis. If these trends continue, then housing costs will continue to grow disproportionately more than income, resulting in more households becoming cost burdened.

While interest rates for mortgages have declined slightly in the past year, interest rates are still high compared to 2020-2022 rates which impacts how much a household can afford to purchase. Additionally, with inflation, many households are also experiencing a strained budget. Higher housing costs may result in a higher risk of becoming unhoused in the future.

How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

The median contract rent according to the 2024 5-Year American Community Survey (ACS) was $1,450. The Clovis MIZO Feasibility Study found the median rent in 2025 for all units was $1,566. The HUD 2026 Fair Market Rent (FMR) varies from $1,347 for a studio apartment to $2,660 for a four-bedroom apartment indicating that HUD FMR may pay at or slightly above the median contract rent for the city.

The Clovis MIZO Feasibility Study reported that 1,100 new multifamily units have been completed in Clovis since 2019, but only 15 multifamily units pulled permits in 2024. The report also indicated that multifamily developments in the overall Fresno region have stalled due to financing constraints, rising interest rates, and rising building costs. On the consumer side, inflation has strained many household budgets, which means that many households can’t afford to move to the newer units with higher rents.

Clovis is one of the fastest growing cities in California. From 2010 to 2024, the population increased 36.8% from 91,166 to 124,725. The U.S. Census Bureau projects that the population of Clovis will be 141,201 in 2029, or an increase of 13.2% from 2024 to 2029. With nearly 16,000 new people projected to move to Clovis over the coming years, there may not be enough housing to house them, especially if they earn a household income of less than 100% AMI. Therefore, it is important that the existing affordable housing stock is preserved and new affordable housing is built to help manage the potential growth in population.

Discussion

See discussion above.

MA-20 Housing Market Analysis: Condition of Housing - 91.210(a)

Introduction

In addition to analyzing housing costs, it's important to also study the condition of the housing stock within a community. Older housing units may need rehabilitation or upgrades to make them safe and habitable. Older units may also have lead-based paint, energy efficiency needs, weatherization issues or other hazards or needs that need to be mitigated. The following information provides an analysis of the condition of housing units in Clovis.

HUD calculates the number of occupied housing units with one or more "selected conditions" by tenure. These conditions include:

- Lack of complete plumbing
- Lack of complete kitchen facilities
- More than one person per room
- Cost burden greater than 30%

Most housing units in Clovis have none of the selected conditions listed above. However, approximately one in four (24.4%) owner-occupied housing units and one in two (50.2%) of renter-occupied housing units have one selected condition (see table below). Housing units with lack of complete plumbing or kitchen facilities may be eligible for rehabilitation programs while housing units with households experiencing cost burden and/or overcrowding indicate the need for more affordable housing units.

Describe the jurisdiction's definition of "standard condition" and "substandard condition but suitable for rehabilitation":

Clovis will employ the following definitions and standards to units which may be under consideration for home repair services within its potential rehabilitation program:

Standard Unit(s) not suitable for rehabilitation: The housing unit meets minimum local, state, and federal code requirements adopted by the City of Clovis and is in good condition requiring only cosmetic work, correction of minor livability problems, or maintenance work, therefore not a priority for the City of Clovis housing repair programs for low-income families.

Substandard, suitable for rehabilitation: The housing unit does not meet minimum local, state, and federal code requirements adopted by the City of Clovis and are both financially and structurally feasible for rehabilitation program funds. This does not include units that require cosmetic work, correction of minor livability problems, or maintenance work.

Substandard, not suitable for non-substantial rehabilitation: The housing unit is in such poor condition as to be neither structurally nor financially feasible for rehabilitation program funds, such as instances where the majority of the unit is structurally unstable and thereby unsafe for habitation. In this case, the City will consider the need for major rehabilitation funding, or housing replacement funding.

Condition of Units

Condition of Units	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
With one selected Condition	6,711	24.4%	7,314	50.2%
With two selected Conditions	238	0.87%	663	4.5%
With three selected Conditions	0	0%	11	0.8%
With four selected Conditions	0	0%	0	0%
No selected Conditions	20,546	74.7%	6,588	45.2%
Total	**27,495**		**14,576**	

Table 39 - Condition of Units

Data Source: 2016-2020 ACS

Year Unit Built

Year Unit Built	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
2000 or later	14,045	51.1%	4,546	31.2%
1980-1999	7,482	27.2%	4,094	28.1%
1950-1979	5,472	19.9%	5,557	38.1%
Before 1950	496	1.8%	379	2.6%
Total	**27,495**	**100%**	**14,576**	**100%**

Table 40 – Year Unit Built

Data Source: American Community Survey 2024 5-Year Estimates

Risk of Lead-Based Paint Hazard

Risk of Lead-Based Paint Hazard	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Total Number of Units Built Before 1980	5,968	21.7%	5,936	40.7%
Housing Units build before 1980 with children present	880		1,115	

Table 41 – Risk of Lead-Based Paint

Data Source: American Community Survey 2024 5-Year Estimates (total number); 2018-2022 HUD CHAS (with children)

Vacant Units

	Suitable for Rehabilitation	Not Suitable for Rehabilitation	Total
Vacant Units	Not available		
Abandoned Vacant Units			
REO Properties			
Abandoned REO Properties			

Table 42 - Vacant Units

Describe the need for owner and rental rehabilitation based on the condition of the jurisdiction's housing.

The age and condition of Clovis's housing stock is an important indicator of potential rehabilitation needs. Housing over 25-30 years of age will generally exhibit deficiencies in terms of paint, weatherization, heating/cooling systems, hot water heaters, electricity and plumbing fixtures. Additionally, housing over 25-30 years of age may also need some form of major rehabilitation, such as roof replacement, foundation work, and plumbing systems.

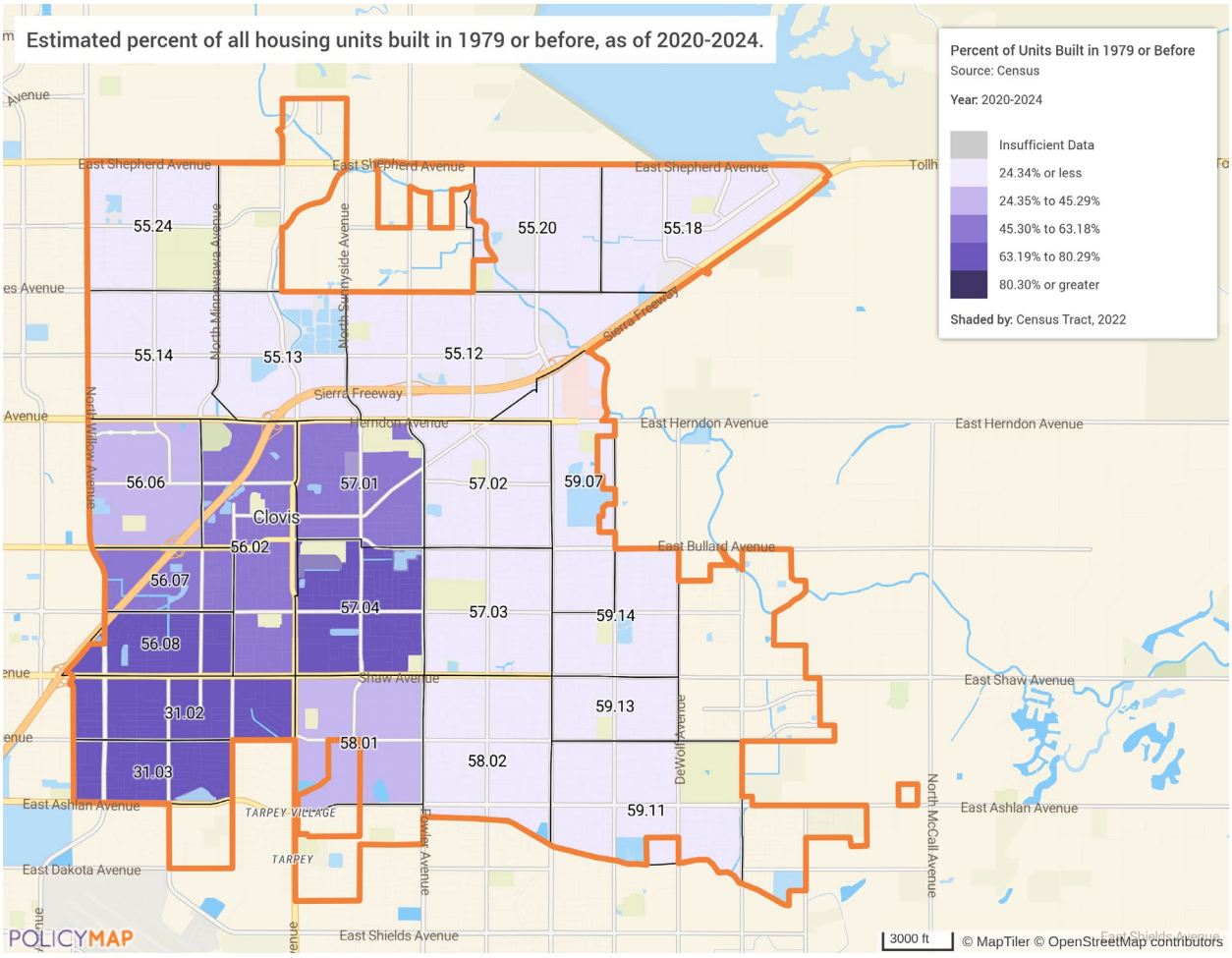
Despite often having sizable equity in their homes, homeowners, especially seniors, may have limited income and may have difficulty maintaining their homes due to rising utility rates, higher property taxes, and rising hazard insurance rates. Combined with challenges, such as increased prices in housing supplies and materials, lack of qualified trades people, and inflation, more people may be delaying minor and major home renovations and repairs.

Approximately one in five (21.7%) of owner-occupied and 40.7% of renter-occupied housing units in Clovis were built before 1980. The following map shows the percentage of housing units in each Clovis census tract constructed before 1980. The census tracts with the highest concentration of older housing is located West of Fowler, and South of Herndon. These housing units are more likely than newer units to contain lead-based paint, lack complete plumbing facilities and kitchens, and need upgrades to major systems, including heating, cooling, roofs, electrical, and plumbing.

Clovis administers a housing rehabilitation grant and loan program for LMI owner-occupied households. The grant program is funded by CDBG. The Loan program is funded by State of California CalHome Program funds and local funds.

The City leverages the CDBG funds with the CalHome/Local funds in the housing rehabilitation program by providing grants and/or loans, as needed, to low-income households to make health and safety repairs and eligible modifications to their homes (including mobile homes), as well as weatherization, energy efficiency and accessibility improvements.

This program helps to prevent displacement of lower-income homeowners, particularly seniors and mobile home park residents, by providing the needed funding for housing repairs to keep owners living safely in their homes.



Estimate the number of housing units within the jurisdiction that are occupied by low or moderate income families that contain lead-based paint hazards. 91.205(e), 91.405

According to the 2024 5-Year ACS data, 21.7% of owner-occupied and 40.7% of renter-occupied housing units in Clovis were built before 1980, which indicates that lead-based paint may be present in the home. Lead-based paint can be dangerous to young children if it is not properly encapsulated or remediated. Homes rehabilitated with CDBG funds must meet all HUD lead-based paint safety requirements. Owners of rental housing units are required to test for lead to ensure rental units are safe for children living in them.

There is a total of 1,995 housing units built before 1980 with children residing in them. Approximately one in eight (13.6%) of households in Clovis are considered low- or moderate-income families. Thus, it stands to reason that approximately one in eight of the households with children living in housing units built before 1980 are occupied by LMI households. This equates to 271 households.

Discussion

As noted in the Needs Assessment, a large percentage of owner and renter households experience at least one substandard housing condition. The most prevalent housing condition is cost-burden. This indicates that the housing stock is generally suitable for habitation, however, it is just expensive. The City of Clovis will continue to preserve the existing stock of affordable housing in its jurisdiction to help address the needs of low-income households in Clovis.

MA-25 Public And Assisted Housing - 91.210(b)

Introduction

There are no public housing units within the City of Clovis. The City works closely with the Fresno County Housing Authority (Fresno Housing) to address the needs of those needing Housing Choice Voucher assistance and public housing in Clovis. A list of assisted housing in Clovis is included in this Plan as an Appendix: Affordable Housing Developments. There are nine assisted housing development in Clovis, with 628 assisted units. The tables in this section contain data for residents who live in zip codes 93611, 93612, 93613, and 93619. These zip codes align with the Clovis jurisdiction and a few additional County-only areas.

Totals Number of Units

Program Type									
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers available		0	0	1,015	93	925	31	25	2
# of accessible units				14	14				
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 4312 – Total Number of Units by Program Type

Data Source: Fresno Housing

Describe the supply of public housing developments:

There are no public housing units within the City of Clovis.

Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan:

There are no public housing units within the City of Clovis.

Public Housing Condition

Public Housing Development	Average Inspection Score
N/A	N/A

Table 44 - Public Housing Condition

Describe the restoration and revitalization needs of public housing units in the jurisdiction:

There are no public housing units within the City of Clovis.

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing:

There are no public housing units within the City of Clovis.

Fresno Housing is currently awaiting its approval for its 2026 Annual Plan. The 2024 Annual Plan outlines the agency's focus on increasing resident engagement and expand the use of its educational and Family Self-Sufficiency (FSS) programs, as well as access to services through collaboration with existing organizations across the region. This will help increase access to opportunities for its residents and the county's low-to-moderate income populations.

Fresno Housing FSS program is a five-year program that connects residents with community resources to help them achieve financial independence. It includes case management and often provides an escrow account that grows as earned income increases. Participants can use these funds toward goals such as education or homeownership.

Fresno Housing also provides a scholarship program to help Fresno Housing residents and Housing Choice Voucher (HCV) families cover college tuition and further their education.

Discussion:

There are no public housing units within the City of Clovis. However, the City will continue to collaborate closely with Fresno Housing Authority in its administration of the Housing Choice Voucher program in the City of Clovis, and in any new affordable housing development opportunities.

MA-30 Homeless Facilities and Services - 91.210(c)

Introduction

There are no homeless facilities for the general population in Clovis. The closest facilities are located nearby in Fresno. However, Clovis has a transitional housing facility called the Marjaree Mason Center. The Marjaree Mason Center is a 24-bed facility that provides safe housing for victims of domestic violence including counseling, case management, advocacy, and life skills. In addition, Butterfly Gardens is a 75-unit supportive housing development for people with disabilities and at risk of being homeless. Table 38 below contains county-wide data and is not specific to Clovis.

Facilities Targeted to Homeless Persons

	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supportive Housing Beds	
	Year Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with Adult(s) and Child(ren)	297	0	59	257	0
Households with Only Adults	1234	0	126	1176	0
Chronically Homeless Households	0	0	0	1099	0
Veterans	39	0	60	668	0
Unaccompanied Youth	10	0	12	0	0

Table 45 - Facilities Targeted to Homeless Persons

Data Source Comments: Fresno Housing HMIS Data, Data for Fresno County

Describe mainstream services, such as health, mental health, and employment services to the extent those services are use to complement services targeted to homeless persons

The list below provides a variety of non-profit community organizations and local governmental departments that provide services to homeless persons in Clovis. Homeless residents in Fresno County are served by the FMCoC, which includes approximately 57 different agencies. According to the FMCoC website, these services include:

- **Critical supportive services:** food, shelter, counseling, clothing, and emergency respite funding
- **Early intervention and prevention:** emergency financial aid and discharge planning for residents being discharged from systems of care
- **Outreach and emergency shelter:** Street outreach to unsheltered homeless populations
- **Permanent supportive housing:** case management, self-sufficiency and life skills training, and employment assistance and training
- **Healthcare:** free mobile clinic that travels throughout the area
- **Public supportive services:** assistance in navigating programs such as SSI, disability, veteran's benefits, unemployment benefits, CalWorks, Social Services, etc.

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

The list below provides a list and description of services and facilities in the Fresno/Clovis metropolitan area, accessible to all Fresno County residents.

Agency Name/Services Provided

- Catholic Charities Diocese of Fresno - emergency food, disaster relief, rent and mortgage assistance, and clothing assistance
- Village at Paragon (formerly Plaza Terrace) - a 27-unit permanent supportive housing development.
- Evangel Home, Inc. - temporary (30 day) emergency shelter to single women and women with children
- Fresno County Economic Opportunities Commission (Fresno EOC) - permanent supportive housing for men, women, and families; transitional housing for transitional aged youth (18-24); Youth Shelter to at-risk, runaway, and homeless youths aged 11 to 17. All programs provide counseling, advocacy, street outreach, life skills, and transportation
- Fresno Rescue Mission - temporary housing, food, and clothing to men, women, and children; and a residential substance use treatment program for men

- Holy Cross Center for Women - holistic care through rapid rehousing services, parenting and financial literacy programs, and short-term case management. It also offers outpatient treatment for substance use and behavioral health.
- Holy Cross Clinic at Poverello - serving the homeless and uninsured by providing medical care and basic dental services
- Marjaree Mason Center - safe housing for survivors of domestic violence including counseling, case management, advocacy, and life skills
- Naomi's House - temporary housing for women only, case management, life skills, street outreach, advocacy, and transportation
- Poverello House - meals, emergency clothing, showers, referrals, residential substance use treatment for men, temporary housing for men and women; advocacy, counseling, life skills, street outreach, intake services for the FMCoC and transportation
- Salvation Army - emergency food, some utility and rental assistance, and substance use treatment for men and women
- Turning Point of Central California - permanent supportive housing for men, women, and families with counseling, advocacy, education, life skills, street outreach, and mental health counseling
- VA Central California Health Care System - services to veterans and their families, permanent supportive housing, counseling, advocacy, substance use treatment, health care, life skills, street outreach, mental health counseling, and transportation
- WestCare - permanent supportive housing for families, rapid rehousing for men, women, and families, services to veterans and their families, counseling, advocacy, residential substance use treatment, life skills, street outreach, mental health services

MA-35 Special Needs Facilities and Services - 91.210(d)

Introduction

The City of Clovis identifies several at-risk populations within the jurisdiction based on the data in the section below. They include: the elderly, frail elderly, persons with disabilities, survivors of domestic violence, and those living with AIDS/HIV. The primary housing need of many of these at-risk households is affordable housing inventory and options, including supportive housing, and services. Supportive housing services generally involve more accessible units, greater access to transportation and healthcare, and possibly larger units to accommodate those who have large families.

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, and describe their supportive housing needs

Elderly, including Frail Elderly, Households: HUD defines elderly as age 62 and older and frail elderly person as someone who requires assistance with three or more activities of daily living, such as eating, bathing, walking, and performing light housework. According to the 2024 5-Year ACS estimates, 13.8% of residents in Clovis are 65 or older. Many seniors now want to “age in place” in their homes. To safely allow seniors to “age in place,” simple design adaptations or repairs can be accomplished through accessibility modifications to accommodate persons with mobility challenges like installation of wider doorways, no-step thresholds, ramps, grab bars, and more. Additionally, home-bound seniors may need access to transportation services, meals-on-wheels or similar programs, and social activities to help reduce or prevent social isolation.

Persons with Disabilities: HUD defines disability as a physical or mental impairment that substantially limits one or more of the major life activities for an individual. Persons with disabilities may experience unique barriers to securing accessible and affordable housing that provides them with the accommodations they need. Persons with disabilities may require units equipped with wheelchair accessibility or other special features that accommodate physical or sensory limitations. Access to accessible transit services, health care, and hopping also are important factors for this population. According to the 2024 5-Year ACS data shows that 7.7% (or 8,241) of Clovis residents under the age of 65 have a disability.

Persons Living with AIDS/HIV and their Families: According to the Centers for Disease Control and Prevention (CDC) AIDSVu Surveillance Data, there were 296 people per 100,000 living with HIV in Fresno County in 2023 (AIDSVu. Rate of Persons Living with HIV per 100,000, 2023. https://map.aidsvu.org/prev/county/rate/none/none/usa?geoContext=national). It is unknown how many people with AIDS/HIV live in Clovis as the data is not tracked by Fresno County Department of Public Health or the U.S. CDC. However, stable and affordable housing is essential for ensuring that those living with AIDS/HIV have consistent access to medical care and support services for their health and welfare. Additional needs for persons living with AIDS/HIV and their families include transportation

(if they are unable to drive), housing assistance, and/or other supportive services, especially if a person has multiple diagnoses such as mental health, substance use, or other chronic health conditions.

Survivors of Domestic Violence: Survivors of domestic violence need safe housing to provide a path to freedom. Many survivors experience barriers to obtaining and maintaining safe and affordable housing, such as lack of finances, poor credit score, lack of childcare, and more. Many survivors can also face discrimination in applying for housing due to the violent or criminal actions of their abusers. Many also have children and the children also have unique needs such as childcare, school, and counseling. Survivors need safe housing with supportive services, such as legal, counseling, childcare, job training, and health.

Persons with Alcohol or Other Drug Addictions: For persons with mental, substance use, and/or developmental disabilities, the needs are more service-based than housing site-based, and include accessibility to ongoing case management, behavioral health counseling and therapy, medication management (if relevant), employment opportunities, job skills and training, housing assistance, and life skills. Persons with substance use challenges may experience housing instability and homelessness more than other populations.

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing

Built in 2022, Butterfly Gardens is a 75-unit permanent supportive housing development on Holland Avenue that provides affordable housing with social services for persons with disabilities and at-risk of homelessness. County of Fresno Department of Behavioral Health, and Hope and Healing, are the service providers who provide 24-hour live-in support staff who help provide job training and mental health services. This is the first ever permanent supportive housing development in Clovis.

Outside of the jurisdiction, Clovis residents have access to many facilities within Fresno County. The city of Fresno is home to approximately 250 licensed care facilities according to the California Department of Social Services that provide beds and services for persons with health-related conditions. Within the Fresno Madera Continuum of Care (FMCoC) service area, there are over 600 beds for permanent supportive housing and several transitional housing facilities, including a domestic violence shelter in Clovis.

Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e)

The City of Clovis plans to continue providing financial support to the Marjaree Mason Center (MMC). This program will be used to support 24/7 safe shelter and critical support services for survivors of domestic violence as well as outreach programs which increase awareness of domestic violence and its

impact on the community. Additionally, the City will provide CDBG funds to the Clovis Senior Center, to provide educational opportunities, financial literacy, safety, physical and mental health activities.

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. (91.220(2))

The projects mentioned in the previous question benefit non-homeless special needs groups.

MA-40 Barriers to Affordable Housing - 91.210(e)

Describe any negative effects of public policies on affordable housing and residential investment

A barrier to affordable housing is defined as a public policy or non-governmental condition that constrains the development or rehabilitation of affordable housing. Common barriers can include land use controls, property taxes, state prevailing wage requirements, environmental protection, land costs, and availability of monetary resources. Like many communities across the United States, Clovis has an affordability challenge in both ownership and rental sectors of the housing markets. In Clovis, 7,935 households are paying more than 30% of their household income towards housing costs while another 4,910 households are paying 50% or more of their household income towards housing costs.

The 2023-2031 6th Cycle Clovis Housing Element identified several government constraints to development, including lack of transportation options, parking requirements in development code, and rising development fees due to increasing costs of infrastructure due to regulation and inflation. Non-governmental constraints were identified as construction costs and availability of financing.

Development Fees – The City charges planning fees to process and review plans for residential projects and also charges impact fees to ensure that infrastructure and facilities are in place to serve these projects. High development fees may increase the startup costs of housing construction and development, thereby making the entire project more cost prohibitive. Increased costs may result in less housing being developed, which drives up the prices of current housing units on the market. Consumers are then faced with paying for the price of higher development fees through the increase in housing prices. The City provides an Affordable Housing Development Impact Fee Deferral Program as an incentive in the production of affordable housing units in Clovis.

Zoning Code Amendments – The City of Clovis' 6th Cycle Housing Element includes a program where the City proposed to amend the R-3 (Multifamily High Density) zone district to increase the minimum allowable residential density from 15 to 20 dwelling units per acre. This program was approved and operational in 2024. Additionally, the Housing Element includes the Infill Rezone Project which is designed to increase the opportunity for additional housing units by rezoning underutilized parcels within established neighborhoods. The City identified 20 parcels that can accommodate approximately 1,284 housing units by redesignating and rezoning the 20 sites to High and/or Very High density Residential land uses and to R-3 or R-4 multifamily zone districts. Staff will present this project to the City Council for review and request approval in late spring 2026. Additionally, the City will establish a local ordinance, the Mixed Income Zoning Ordinance (MIZO), which proposes to require market rate housing development projects, which contain 11 or more housing units, to set aside 5% of the housing units as affordable housing. The Ordinance will have additional proposed compliance measures, such as payment of an in-lieu fee and donation of land. Though the program is not approved as of the writing of this document, City staff will present the program to City Council requesting their review and approval

during the 2025-2026 program year. As this program is projected to be implemented, there will be additional resources available through the City for affordable housing development.

MA-45 Non-Housing Community Development Assets - 91.215 (f)

Introduction

The US Census Bureau American Community Survey (ACS) produces data that makes it possible to estimate labor force dynamics for Clovis. According to estimates from the 2019-2024 ACS, unemployment is 5.6%. Clovis has a robust business and employment sector, and prioritizes bringing additional jobs and industry to the city.

Business Activity

Business by Sector	Number of Workers	Number of Jobs	Share of Workers %	Share of Jobs %	Jobs less workers %
Agriculture, Mining, Oil & Gas Extraction	685	56	1	0	-1
Arts, Entertainment, Accommodations	4,626	6,839	8	17	9
Construction	3,546	2,617	6	7	1
Education and Health Care Services	18,845	14,242	33	36	3
Finance, Insurance, and Real Estate	2,943	892	5	2	-3
Information	749	319	1	1	0
Manufacturing	2,623	1,289	5	3	-2
Other Services	2,246	1,259	4	3	-1
Professional, Scientific, Management Services	5,837	3,271	10	8	-2
Public Administration	4,153	1,081	7	3	-4
Retail Trade	5,964	6,289	10	16	6
Transportation and Warehousing	3,516	1,283	6	3	-3
Wholesale Trade	1,592	285	3	1	-2
Total	57,325	39,722	--	--	--

Table 136 - Business Activity

Alternate Data Source Name: 2024 American Community Survey 5-Year Estimates Additional data source:U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2023)

Economic Development Market Analysis

The following table shows the number of workers in Clovis in 2024 by business sector, number of jobs by business sector, the share of workers by business sector, the share of jobs by business sector, and the percentage of jobs less percentage of workers. The table indicates that there are significantly more workers than jobs available. The information is provided for 13 business defined sectors, using American Community Survey and Longitudinal Employer Household Dynamics (jobs) data that is provided by the U.S. Census.

Labor Force

Total Population in the Civilian Labor Force	60,702
Civilian Employed Population 16 years and over	57,325
Unemployment Rate	5.6%
Unemployment Rate for Ages 16-24	15.29
Unemployment Rate for Ages 25-65	4.35

Table 47 - Labor Force

Data Source: American Community Survey 2024 5-Year Estimates

Labor Force

Of the total population in the civilian labor force (60,702), 94.4% of those 16 and over are employed. Outside of education, health care and the professional, scientific, management services, other top industries are retail trade and arts, entertainment, and accommodations, which are generally lower wage jobs.

Occupations by Sector	Number of People
Management, business and financial	14,090
Farming, fisheries and forestry occupations	1,620
Service	4,690
Sales and office	11,915
Construction, extraction, maintenance and repair	3,590
Production, transportation and material moving	2,835

Table 48 – Occupations by Sector

Data Source: American Community Survey 2024 5-Year Estimates

Travel Time

Travel Time	Number	Percentage
< 30 Minutes	36,370	83.8%
30-59 Minutes	4,333	10.0%
60 or More Minutes	2,679	6.2%
Total	**43,382**	**100%**

Table 49 - Travel Time

Data Source: American Community Survey 2024 5-Year Estimates

Educational Attainment by Employment Status (Population 16 and Older)

Educational Attainment	In Labor Force		
	Civilian Employed	Unemployed	Not in Labor Force
Less than high school graduate	3,636	475	2,585
High school graduate (includes equivalency)	9,419	64	3,302
Some college or Associate's degree	14,119	831	5,293
Bachelor's degree or higher	20,811	1,279	1,991

Table 50 - Educational Attainment by Employment Status

Data Source: American Community Survey 2024 5-Year Estimates

Of the total population 16 and older for which educational attainment is known, 24.8% are either unemployed or are not in the labor force.

Of those that are employed, 43.3% have obtained a Bachelor's degree or higher and only 7.6% of those employed have less than a high school diploma. The 2024 5-Year ACS data shows the poverty rate for those with less than a high school diploma as 16.7% (1,112 people), which is nearly 3.5 times the percentage of people living in poverty with bachelor's degrees or higher (4.6% or 1,347 people).

Educational Attainment by Age

	Age				
	18–24 yrs	25–34 yrs	35–44 yrs	45–65 yrs	65+ yrs
Less than 9th grade	219	238	493	1,643	801
9th to 12th grade, no diploma	721	728	761	1,113	913
High school graduate, GED, or alternative	2,990	3,360	3,466	5,767	3,808
Some college, no degree	4,064	3,156	4,033	6,617	4,324
Associate's degree	626	1,712	2,443	2,869	2,121
Bachelor's degree	946	4,200	4,909	6,040	3,147
Graduate or professional degree	13	2,028	2,574	4,098	2,087

Table 51 - Educational Attainment by Age

Data Source: American Community Survey 2024 5-Year Estimates

An estimated 24.9% of persons in all age groups, for which educational attainment is known, have some college, no degree, 21.8% have a high school diploma, and 21.6% have a bachelor's degree. The 45–65-year-old age group make up the largest portion of the labor force (31.6%) while 53.8% have a no degrees, a high school diploma or equivalent, or have not graduated highs school while 46.2% have an Associate's, Bachelor's, or Graduate/professional degree.

Educational Attainment – Median Earnings in the Past 12 Months

Educational Attainment	Median Earnings in the Past 12 Months
Less than high school graduate	$36,452
High school graduate (includes equivalency)	$46,609
Some college or Associate's degree	$51,774
Bachelor's degree	$82,340
Graduate or professional degree	$98,975

Table 52 – Median Earnings in the Past 12 Months

Data Source: American Community Survey 2024 5-Year Estimates

The average median income among all educational attainment groups is $63,230. The only two groups that earn higher than the average median income are those with a bachelor's degree ($82,340) and those with a graduate or professional degree ($98,975). The three largest income brackets are those with post high school training or education including some college, or an Associate's, Bachelor's, or Graduate or professional degrees, with those with higher educational attainment earning increasingly more. These groups make up 69.6% of the local population.

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

The largest portion of employed workers is in the Educational and Health Care service sector (33.3%) followed by Retail Trade (10.4%) and Professional, Scientific, and Management Services (10.2%).

Describe the workforce and infrastructure needs of the business community:

Clovis has been one of California's fastest growing cities over the past 20 years. The top employment sectors in Clovis are education and health care services, which largely require people with college or advanced professional degrees. Approximately one in two (56.6%) of the civilian employed population in Clovis has less than a bachelor's degree. Job training and educational opportunities may benefit people without a college degree to obtain a higher wage job.

Many people who live in Clovis work in Fresno and other cities in the county. According to the 2024 5-Year ACS data, 70.6% of Clovis residents drive alone to work, 10.9% carpool, and 15.2% work from home. Only 0.3% use public transportation. For the majority of people who commute to work, most people (83.8%) travel less than 30 minutes to work. While the percentage of people who use public transportation to commute to work is small, improvements to the routes and schedule may encourage more people to use public transportation. Clovis' public transportation system is free for residents. However, residents who commute to Fresno or beyond may have to pay for the additional routes.

Access to high-speed internet is important not just for people who work from home, but all residents.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

The City of Clovis is currently working on developing its new General Plan for the City, which is expected to be completed by the end of 2026. It will replace the prior General Plan that was completed in 2014. The new General Plan will help provide guidance on infrastructure and programs for economic development in Clovis. Currently, Clovis has been focusing on ensuring that there is at least one job per household located in Clovis, which the City has been able to achieve over the past few years. Staff for the City of Clovis Economic Development Department indicated that there is also a focus on entrepreneurship and small business growth in the city. The City continues to partner with local businesses, educational institutions, and non-profit organizations to continue making Clovis a thriving and growing community.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Only 41.1% of the employed civilian workforce have a bachelor's degree or higher. As data above shows, there is a strong correlation with education and income. The most common jobs in Clovis, including arts, entertainment, accommodation, and retail jobs don't typically require a college degree while the education and health care sector typically requires at least a college degree and often a professional or graduate degree. To attract higher wage industries to Clovis, the Clovis community will need to invest in higher education and job training to meet the market demands.

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

Workforce training is conducted by a wide variety of educational partners in the region. California State University Fresno offers four-year degrees and some advanced degrees while Clovis Community College offers vocational programs and general education to pursue a four-year degree. Several private schools in Clovis offer vocational programs, a Juris Doctorate, and a Doctorate in Pharmacy.

The Fresno County Workforce Investment Board offers assistance to access many programs for eligible participants. The Fresno County Economic Development Commission in partnership with the County of Fresno also provides support to businesses to pay for specific training needs of new employees.

One of the primary goals of the City of Clovis is to increase incomes and thus to increase the marketability in the labor market. The City's Economic Development Department offers Start-Up and Entrepreneurial Programs to help local business ideas become a reality in Clovis. The City also offers concierge services to new businesses to help them set their businesses up efficiently and correctly.

The City of Clovis also provides CDBG funding to the Clovis Culinary Center. The funds are utilized to provide rental space, tools and services to low-income entrepreneurs wishing to start a food-based business by taking part in services and space offered at the Center.

Efforts and initiatives by the Clovis Community, and the City of Clovis will continue to support the needs and strategies of the Consolidated Plan including economic development and job growth.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

Yes

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

The City of Clovis participates in the Fresno County CEDS. One of the main objectives of the County CEDS is to "foster a competitive business environment that supports the expansion of existing industries, attracts new investment, and drives innovation to create a resilient and diversified economy." The City of Clovis Economic Development Department is currently supporting new business growth within Clovis through its Start-Up and Entrepreneurial Programs described above.

Providing attractive neighborhoods with robust amenities at affordable prices is critical to supporting expanding businesses as they try to retain employees, in addition, offering low-income residents access to entrepreneurial programs will encourage overall economic growth for all segments of the community.

Discussion

The City of Clovis continues to collaborate with local leading institutions of higher learning, job training and job growth to ensure it can meet the growing needs of the population while balancing housing and jobs, building households wealth and expanding the economic footprint of the City.

MA-50 Needs and Market Analysis Discussion

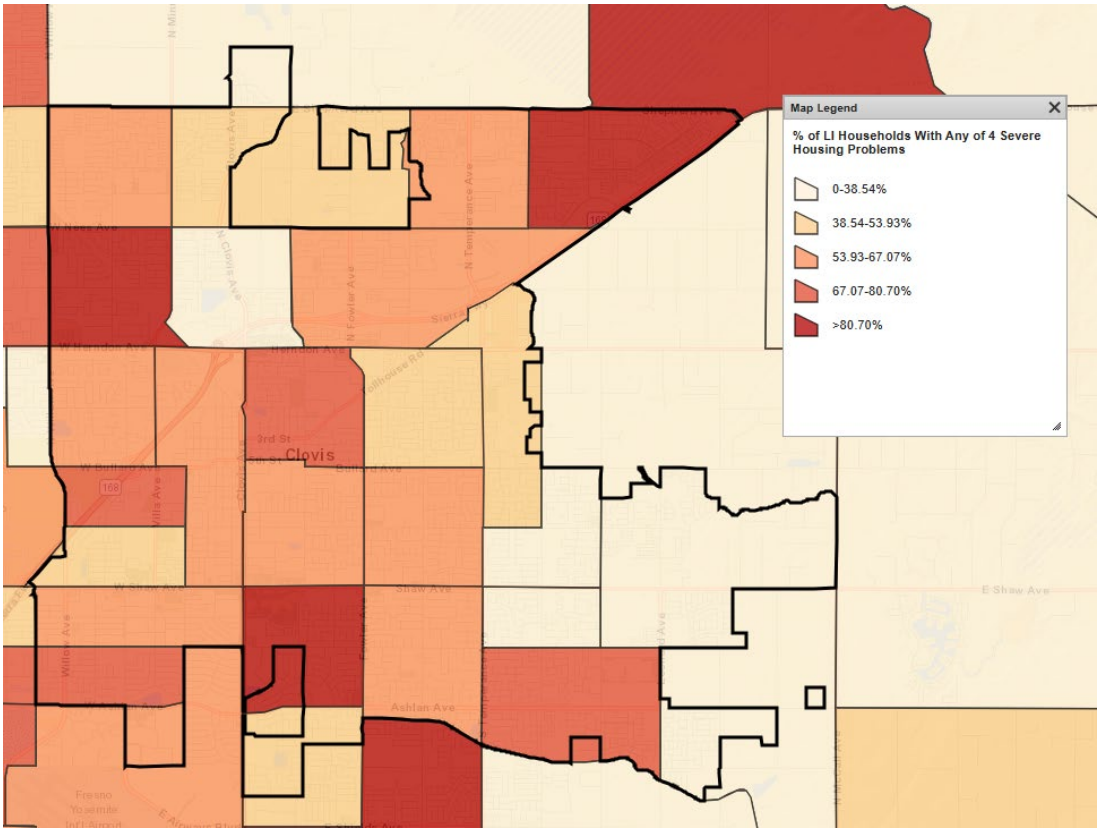
Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

Minority concentration is defined as census tracts where the percentage of individuals of a particular racial or ethnic minority group is at least 20 percentage points higher than the city-wide average. As discussed in the Needs Assessment, housing problems disproportionately affect LMI households.

The map below shows census tracts of low-income households with at least one severe housing problem. The darkest census tracts (greater than 80.7% of low-income households) represent low-income households with one or any four severe housing problems, such as substandard housing, overcrowding, and severe cost burden.

As NA-10 describes the most common housing problems for LMI households is cost burden (greater than 30%) or severe cost burden (greater than 50%).

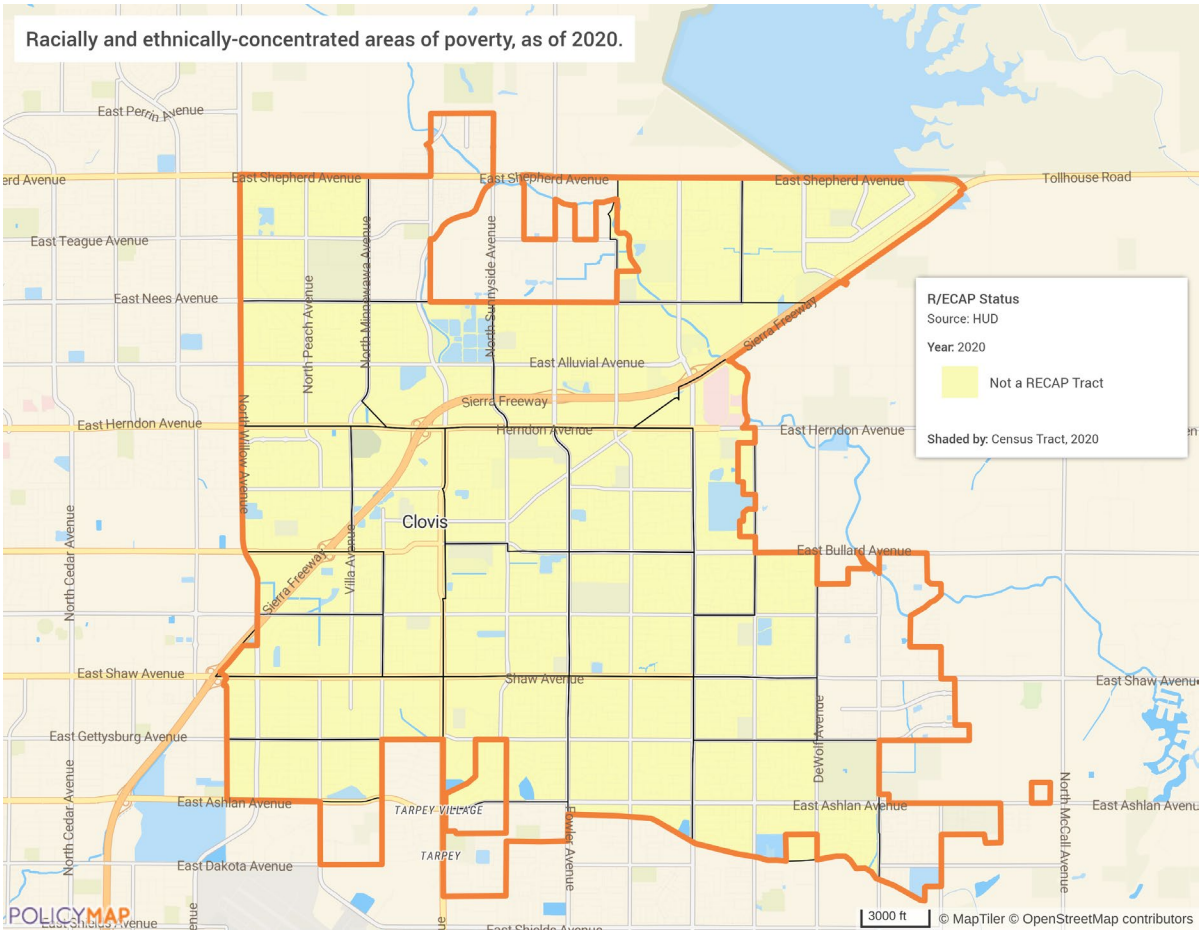
Percent of Low-Income Households with Any or Four Severe Housing Problems



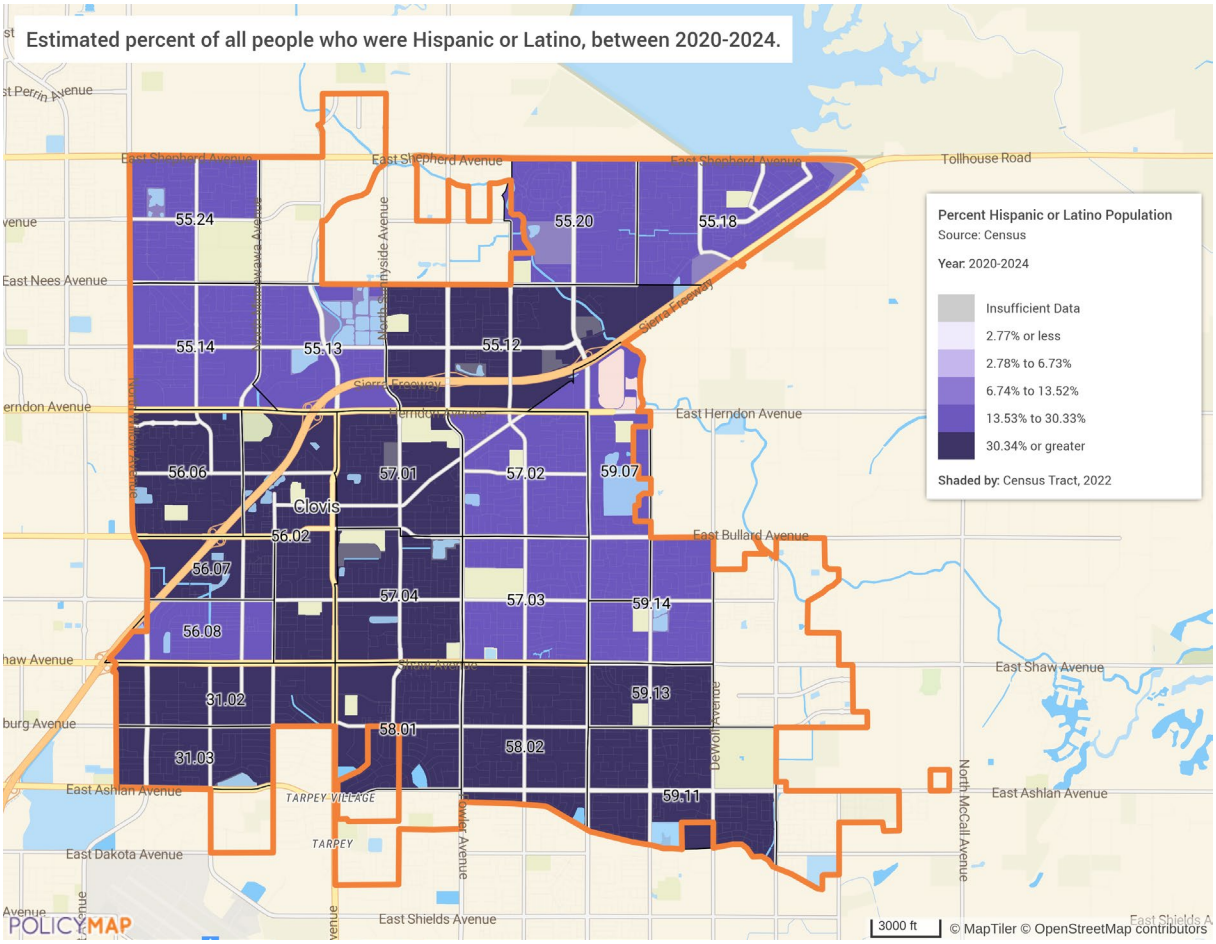
Source: HUD CPD Maps

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

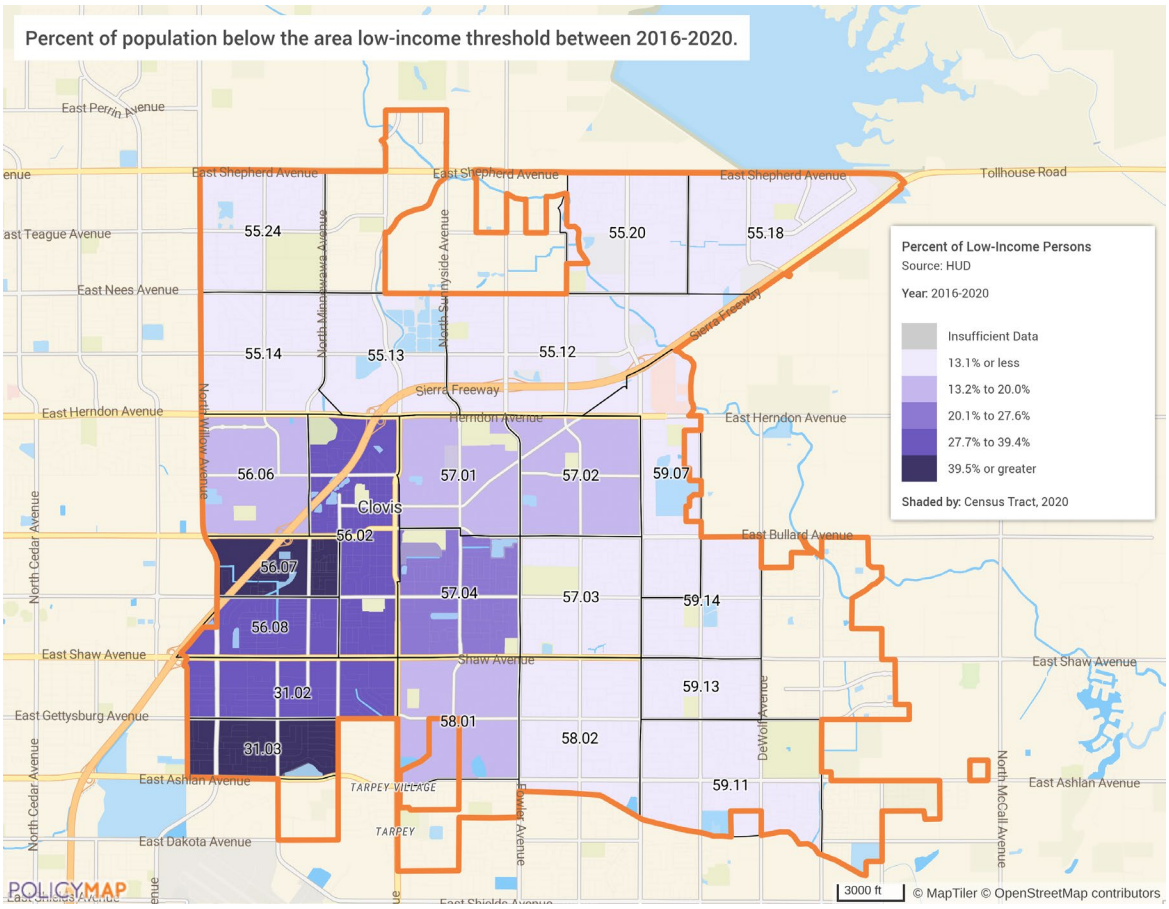
HUD defines Racially or Ethnically Concentrated Ares of Poverty (R/ECAPs) as census tracts with a non-white population of 50% or more and a poverty rate exceeding 40% of three times the average tract poverty rate for the metro. Per the data in the map below, Clovis does not have any R/ECAP census tracts.



However, Clovis does have a high percentage of Hispanic or Latino residents. The dark purple in the map below represents census tracts where 30.34% of the population or greater is Hispanic or Latino.



The highest concentration of low-income households is located in the southwest corner of the city (see map below). Dark purple represents census tracts where over 39.5% of the households are below the low-income threshold. In the most southwest census tract (31.03), one in two households (51%) are considered low-income. Low-income households also match where the highest percentage of Hispanic or Latino people live in Clovis.



What are the characteristics of the market in these areas/neighborhoods?

The southwest part of Clovis is home to the following characteristics based on 2020-2024 ACS data. Data is identified by Census Tract as follows:

- Lowest median income by census tracts (56.07 - $50,013; 56.02 - $54,479)
- Highest percentage of people living in poverty (31.03 – 20.9%; 31.02 – 17.8%)
- Oldest housing stock (Median housing age: 56.08 – 1970; 31.02 – 1972; 56.02 – 1972)
- Highest percentage of mobile homes (56.08 – 20.9%; 56.07 – 13.1%)
- Highest percentage of Hispanic or Latino (31.02 – 56.1%; 31.03 – 47.5%

As a result of these characteristics, households, particularly LMI households, are more likely to experience housing problems, especially cost burden. Additionally, these households may be more susceptible to housing instability and need housing assistance.

Are there any community assets in these areas/neighborhoods?

Clovis strives to have community assets in all areas of the City. Schools, parks, recreational centers, shopping, libraries, public transportation, police and fire stations, are found throughout the city,

including areas with concentrations of lower-income households. The city has a network of active and dedicated nonprofit organizations and community groups that work to address the housing and community development needs in these neighborhoods and the city at large.

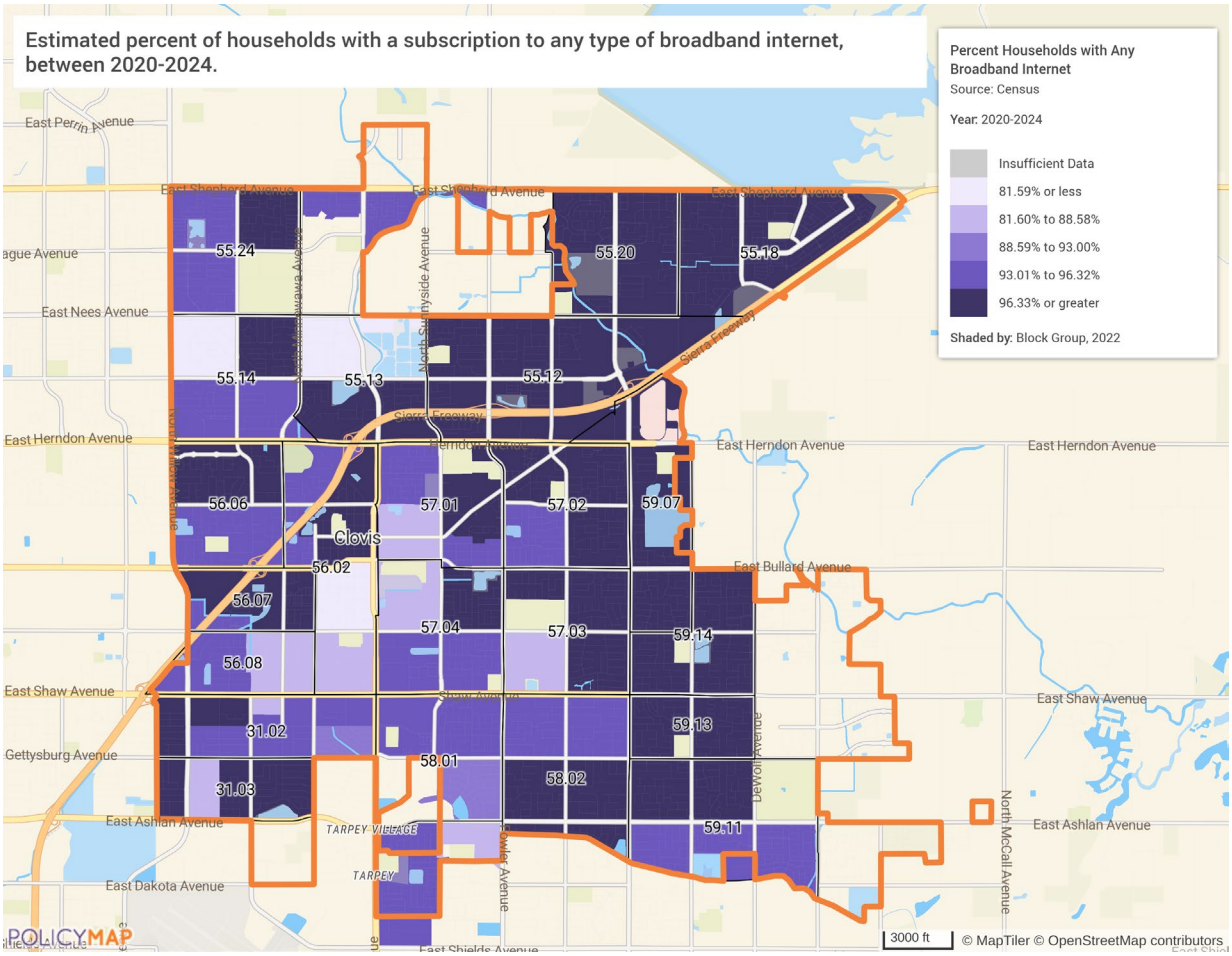
Are there other strategic opportunities in any of these areas?

The City will continue to work closely with its partners, from nonprofit housing and service providers to private sector developers and other local agencies in Fresno County, to ensure services and programs are delivered in an effective and efficient manner and provide assistance to those who are most in need.

MA-60 Broadband Needs of Housing occupied by Low- and Moderate-Income Households - 91.210(a)(4), 91.310(a)(2)

Describe the need for broadband wiring and connections for households, including low- and moderate-income households and neighborhoods.

Access to the internet is essential infrastructure that drives modern life, economic growth, and communication. The map below shows the percentage of households with any broadband internet by census block in Clovis. There are various census blocks with less access to broadband internet than other areas in Clovis. According to Broadband Now, there are 11 internet providers that offer services in Clovis ranging in speed and costs. Low- and moderate-income households may need assistance or low-cost internet options as they may not be able to afford the monthly fee. According to the respondents in the Consolidated Plan Survey, a major barrier to broadband access is the monthly fees for services.



Describe the need for increased competition by having more than one broadband Internet service provider serve the jurisdiction.

Clovis has a total of 11 internet service providers, with most offering residential and business services. Of those 11, three are satellite, two are fiber, and six are 5G or fixed wireless. Increased competition among internet providers will not only improve the quality of services through increased speeds and access, but should also decrease the costs, which are important for lower-income households. In the 2025 Community Survey for Clovis, 68% of the survey respondents reported they had excellent or good affordable high-speed internet access, which is higher than the national benchmark of 60%.

MA-65 Hazard Mitigation - 91.210(a)(5), 91.310(a)(3)

Describe the jurisdiction's increased natural hazard risks associated with climate change.

Clovis is located in California's Central Valley, which typically has a warm and temperate climate. Regardless the region can experience severe, climate hazards such as extreme heat, severe droughts, and catastrophic flood risks from atmospheric rivers. Additionally, due to heat waves and droughts, dust and dust storms are increasing and are not only dangerous but can lead to poor air quality.

In 2024, Fresno County published its Hazard Mitigation Plan. The City of Clovis participated in the planning. The report identified the following climate change trends that will likely impact Fresno County in the future:

- Higher temperatures
- Increasing evapotranspiration (water that evaporates or is used by plants)
- Longer and more severe droughts
- Declining snowpack
- More intense rainstorms
- More frequent and extensive wildfires
- Sea level rises

The two hazards that are most likely to impact Clovis residents the most are higher temperatures and longer and more severe droughts.

Describe the vulnerability to these risks of housing occupied by low- and moderate-income households based on an analysis of data, findings, and methods.

Droughts

Droughts occur slowly over multi-year periods. There are multiple types of droughts such as meteorological, agricultural, hydrological, and socio-economic. LMI households are more likely to be impacted by socioeconomic droughts because physical water shortages will start to affect the health, well-being, and quality of life of people. Additionally, an agricultural drought may impact jobs if they are an agricultural worker. Droughts can also kill vegetation. Trees provide shade, which is essentially important in high heat and can aid in reducing cooling costs. Dead vegetation can also pose risks to people, buildings, power lines, and roads, particularly if wildfires arise. LMI households may be vulnerable due the high costs of maintaining and controlling dead vegetation.

Extreme Temperatures

Extreme temperatures, both hot and cold, can have severe impacts on human health and mortality, natural ecosystems, agriculture, and other economic sectors. Prolonged exposure to cold can cause

frostbite or hypothermia, which can become life threatening. Extreme heat can also lead to heat-related illnesses and even death. LMI Households may not have adequate insulation and HVAC systems in their homes nor the finances to improve or repair their systems if they break. This could lead to potential health problems. The impacts of extreme heat events may disproportionately impact certain populations more than others. According to the 2021 National Integrated Health Heat Information System the following factors put individuals at risk during extreme heat conditions:

- Household composition (e.g., children under 5 or over 65)
- Chronic health conditions (e.g., diabetes, asthma, cardiac problems)
- Economic status (e.g., low income, fixed income, health care)
- Housing and transportation (e.g. substandard housing)
- Exposure (e.g., outdoor workers, athletes, individuals experiencing homelessness)
- Ethnicity (e.g., language barriers, cultural practices)

Given this initial evidence of climate change projections, low- to moderate-income households may be impacted more than other households in Clovis.

For the full 2024 Fresno County Hazard Mitigation Plan, please visit https://www.fresnocountyca.gov/files/sharedassets/county/v/1/resources/hazard-mitigation-plan/draft-2024-fresno-county-hazard-mitigation-plan.pdf.

Strategic Plan

SP-05 Overview

Strategic Plan Overview

The Consolidated Plan goals in the SP-45 Goals section represent high priority needs for the City of Clovis and serve as the basis for the strategic actions the City will use to meet those needs. The primary goal is to expand and preserve the affordable housing stock in Clovis, as well as provide public facilities improvements and public services that will strengthen neighborhood revitalization. The City of Clovis Consolidated Plan preparation coincides with the development of the first-year Action Plan. The City implements all CDBG-funded projects in-house. The five-year total funding is estimated to be $3,506,825.

SP-10 Geographic Priorities - 91.215(a)(1)

Geographic Area

1	**Area Name:**	City of Clovis Low-Moderate Census Tracts
	Area Type:	Low Mod Census Tracts
	Other Target Area Description:	Low Mod Census Tracts
	HUD Approval Date:	
	% of Low/ Mod:	
	Revital Type:	
	Other Revital Description:	
	Identify the neighborhood boundaries for this target area.	Census Tract/Block Groups
	Include specific housing and commercial characteristics of this target area.	
	How did your consultation and citizen participation process help you to identify this neighborhood as a target area?	
	Identify the needs in this target area.	
	What are the opportunities for improvement in this target area?	
	Are there barriers to improvement in this target area?	
2	**Area Name:**	Citywide
	Area Type:	Other
	Other Target Area Description:	Jurisdictional Boundaries
	HUD Approval Date:	
	% of Low/ Mod:	
	Revital Type:	
	Other Revital Description:	
	Identify the neighborhood boundaries for this target area.	City limits

	Include specific housing and commercial characteristics of this target area.	
	How did your consultation and citizen participation process help you to identify this neighborhood as a target area?	
	Identify the needs in this target area.	
	What are the opportunities for improvement in this target area?	
	Are there barriers to improvement in this target area?	

Table 53 - Geographic Priority Areas

General Allocation Priorities

Describe the basis for allocating investments geographically within the state

The City of Clovis will utilize area-wide CDBG funds in low- to moderate-income census tracts. Other activities will not be geographically targeted as funds are allocated based upon priorities, goals, and needs. However, the City of Clovis will spend 100% of its CDBG funds on low-moderate income populations and limited clientele services.

SP-25 Priority Needs - 91.215(a)(2)

Priority Needs

1	**Priority Need Name**	Increase, Improve and Preserve Affordable Housing
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Individuals Families with Children Mentally Ill veterans Victims of Domestic Violence Unaccompanied Youth Elderly Frail Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Victims of Domestic Violence Non-housing Community Development
	Geographic Areas Affected	Low Mod Census Tracts Citywide
	Associated Goals	Increase, Improve and Preserve Affordable Housing Housing and Programs to Meet Homeless Needs Program Administration

	Description	The City will take an active role in the production, improvement and preservation of affordable housing through rehabilitation/repair assistance to low-income homeowners, acquisition/rehabilitation/development of affordable rental units, construction/acquisition/repair of affordable for-sale or rental housing, assistance to first-time homebuyers, program delivery, abatement of substandard housing conditions, providing for housing accessibility (ADA) improvements/energy efficiency/weatherization improvements, fair housing activities, and other housing activities that will help the City meet its affordable housing goals.
	Basis for Relative Priority	The City analyzed available CHAS data along with community surveys and determined that the availability of affordable housing, and the preservation of the existing affordable housing stock is a high priority need. The provision of affordable housing for low-income households is a key concern due to the high cost of housing in Clovis. Encouraging and facilitating the production of affordable housing allows people of all economic segments to live in the community.
2	**Priority Need Name**	Job Creation/Retention
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Elderly Persons with Mental Disabilities Persons with Physical Disabilities Victims of Domestic Violence Non-housing Community Development Other
	Geographic Areas Affected	Low Mod Census Tracts Citywide
	Associated Goals	Job Creation/Retention Program Administration
	Description	The City will promote economic development and employment opportunities for residents by supporting programs that increase jobs and stimulate economic growth and vitality.

	Basis for Relative Priority	Job training and placement services form a critical need for the business community and the unemployed or underemployed population. Upon availability of funds, the City will also support and invest resources in economic development project(s) that stimulate business growth and create jobs. Improved economic health will yield additional resources for the provision of services for the City's special needs groups, in addition to providing employment opportunities for unemployed residents.
3	**Priority Need Name**	Housing and Programs to Meet Homeless Needs
	Priority Level	High
	Population	Extremely Low Low Large Families Families with Children Elderly Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Persons with HIV/AIDS Victims of Domestic Violence Unaccompanied Youth
	Geographic Areas Affected	Low Mod Census Tracts Citywide
	Associated Goals	Housing and Programs to Meet Homeless Needs Program Administration
	Description	Increase access to homeless prevention programs and support homeless shelters and services in Clovis. Through allocation of available funds address the needs of unhoused individuals and those at-risk of becoming unhoused by supporting local efforts to prevent and address homelessness, including supporting emergency, transitional and/or supportive housing needs, outreach, and general relief/support.

	Basis for Relative Priority	With the continued rise of housing costs and inflation, many households are living paycheck to paycheck. The "at-risk" population includes families and individuals living near, or below, the poverty level, who upon loss of employment or other emergency requiring financial reserves, would lose their housing and become unhoused. Families in this situation are generally already experiencing a housing cost burden. One of the fastest growing age groups now experiencing homelessness is older adults. In the 2022-2023 fiscal year, 40% of adult-only households who connected with the state's homelessness response system were 50 or older. The City will continue to provide resources as available to assist those households that are homeless in the jurisdiction.
4	**Priority Need Name**	Provision of Public/Community Services
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Victims of Domestic Violence Unaccompanied Youth Elderly Frail Elderly Persons with Physical Disabilities Victims of Domestic Violence
	Geographic Areas Affected	Citywide
	Associated Goals	Housing and Programs to Meet Homeless Needs Provision of Public/Community Services Program Administration
	Description	The City will prioritize funding for public and/or community services for low-income seniors, victims of domestic violence, youth/children, other special needs populations and for public safety.

	Basis for Relative Priority	Priority funding for these programs was identified through the Consolidated Plan Community Needs Survey.
5	**Priority Need Name**	Public Infrastructure/Facilities Improvements
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Elderly Frail Elderly Persons with Physical Disabilities Persons with Developmental Disabilities Non-housing Community Development
	Geographic Areas Affected	Low Mod Census Tracts Citywide
	Associated Goals	Public Infrastructure/Facilities Improvements Program Administration
	Description	The City will improve neighborhoods through public facilities and infrastructure improvements in income-eligible areas and for limited clientele populations (for accessibility improvements). Potential projects include funding for construction, reconstruction, rehabilitation, or installation of water system improvements, sewer system improvements, street and drainage improvements, alley way improvements, neighborhood facilities, solid waste facilities, parks, trails, and recreational facilities. In addition, a portion of those funds will be used for the removal of architectural barriers including curb cuts, sidewalk installation, curb ramps, park improvements, and improvements to public buildings to meet ADA requirements.

	Basis for Relative Priority	Much of the City's infrastructure, including roads and sidewalks, were built over 35 years ago and are in need of replacement or repair. In addition, as the City is largely characterized by families with children, parks and recreational facilities are well used and in high demand. Maintenance and improvements of the City's facilities and infrastructure is an important need for the community's lower income neighborhoods to ensure housing stability. Additionally, these needs along with prioritizing funding for health care facilities were identified as high priority needs in the City's Consolidated Plan Community Needs Survey.

Table 54 – Priority Needs Summary

Narrative

Characteristics of the City's current housing market, the severity of housing problems identified by HUD, feedback received through the two community surveys and direct contact emails, and the information gathered in the Clovis Housing Element determined the basis for determining priority needs. The following activities represent medium and lower priority needs for the Clovis Community.

Medium Priority

- Apartment Repairs
- Youth Centers
- Community Center Facilities
- Services for the Disabled
- Child Care Services
- Health Services
- Street Lighting Improvements
- Disaster and Emergency Preparedness
- Neighborhood Crime Prevention Programs
- Food or Meals for Residents with Special Needs

Low Priority

- Treatment for Lead-Based Paint
- Tenant/Property Manager Counseling
- Access to Community College Programs
- Façade Improvements
- Low-, or No-Cost Transportation Services
- Revitalization of Deteriorated Commercial Areas
- Housing Code Enforcement

SP-30 Influence of Market Conditions - 91.215 (b)

Influence of Market Conditions

Affordable Housing Type	Market Characteristics that will influence the use of funds available for housing type
Tenant Based Rental Assistance (TBRA)	The City of Clovis does not receive an allocation of HOME funds from HUD. Therefore, there is no funding in the Plan for the TBRA activity. Currently, TBRA is provided through HUD's Housing Choice Voucher program administered through local housing authorities. The City will analyze future funding available to determine the use and prioritization of funds for TBRA.
TBRA for Non-Homeless Special Needs	The City of Clovis does not receive an allocation of HOME funds from HUD. Therefore, there is no funding in the Plan for the TBRA activity. Currently, TBRA is provided through HUD's Housing Choice Voucher program administered through local housing authorities. The City will analyze future funding available to determine the use and prioritization of funds for TBRA.
New Unit Production	The City will continue to utilize its CDBG, and other state and local funding to develop new affordable housing units. The high number of rent burdened households and the short supply of affordable units continue to make new affordable unit production a necessity in Clovis. According to 2016-2020 CHAS data, there are 270 units available for households earning 0-30% AMI, but 2,635 households (Table 6) households in Clovis that have household incomes between 0-30% AMI. This is a gap of 2,365 households. There are 1,330 units available for households earning 30-50% AMI, but 2,805 households (Table 6) with household incomes between 30-50% AMI resulting in a gap of 1,475. There is not a gap for households earning more than 50% of AMI. Based upon this data, a deficit of 3,840 affordable units exists in Clovis and a critical need to keep building new units for low-income households.
Rehabilitation	A significant number of homes (11,904), both owner-occupied and renter-occupied, are more than 30 years old. Many of these homes are occupied by low- to moderate-income households, which may prevent them from making necessary repairs and accessibility improvements. Providing rehabilitation and accessibility improvement funds for aging affordable housing units will assist with the preservation of existing affordable housing.

Affordable Housing Type	Market Characteristics that will influence the use of funds available for housing type
Acquisition, including preservation	The City closely monitors the status of affordable units at-risk of becoming market rate units, as their affordability period expires. Staff reaches out early in the process to work with affordable rental housing owners to provide many resources to conserve the affordable units. While funding resources are limited, the City will continue to work with several non-profit organizations and developers to produce affordable units through acquisition and rehabilitation. The City enters into these partnerships not only to preserve the supply of affordable housing in the community, but also to stimulate high-quality property management and neighborhood improvement.

Table 55 – Influence of Market Conditions

SP-35 Anticipated Resources - 91.215(a)(4), 91.220(c)(1,2)

Introduction

The City anticipates that, over the coming 5-year Consolidated Plan Period, the CDBG Entitlement allocation will equal $3,510,000. The City received $3,491,725 during the previous 5-year Consolidated Plan Period which was approximately $250,000 less than anticipated. The 2026-2027 Action Plan entitlement amount is $706,825. This amount, together with $87,951 in CDBG funds from prior year carry over funds, totals $794,776 in CDBG funds available for allocation to eligible activities in the 2026-2027 program year.

The City of Clovis is committed to leveraging as many funds as possible against the CDBG allocation, including the following:

- State of California CalHome Program funds for housing rehabilitation and first-time homebuyer assistance
- State of California Permanent Local Housing Allocation (PLHA) Program Funds for affordable housing activities
- HOME Program funds through a State allocation for housing development and homeownership assistance
- Local remnant Housing Successor Agency funds for housing assistance
- Other Local Funds

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Reminder of ConPlan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	Public - Federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	$706,825	0	$87,951	$794,776	$2,800,000	The "Expected Amount Available Remainder of Con Plan" represents the estimate of $700,000 per year, for the remaining four years of the Con Plan Period.

Table 56 - Anticipated Resources

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

There is no matching requirement for the use of CDBG funds. However, Clovis strives to leverage as many funding sources as possible when planning for housing, community, and economic development activities. For example, in the previous five-year Consolidated Plan period, and for future program years, Clovis will leverage State CalHome Program funds, Permanent Local Housing Allocation Program funds, HOME Program funds, remnant Housing Successor Agency funds, and other local funds for the purpose of expanding and preserving Clovis' affordable housing stock.

During the upcoming 5-year Consolidated Plan Period the City proposes to leverage the following resources:

- CalHome Program funds from the 2023 award, in the estimated amount of $1.1M will be available in 2026-2027 for mobile home repairs. It is anticipated that 10 homes will be assisted.
- CalHome Program funds from the 2023 award, in the amount of $415,600 will be available for first time homebuyer assistance for mobile homes. It is anticipated that 8 homebuyers will be assisted.
- CalHome Program funds from the 2025 award, in the amount of $1,500,000 will be available for home repairs from 2026-2029. It is anticipated that twenty-five (25) homes will be assisted.
- It is anticipated that the City will continue to partner the CalHome Program loans with the CDBG owner occupied housing rehabilitation grant program to provide much needed larger repair projects.
- In 2026 the City will set aside additional funding in the amount of $1,325,988 in local and state funds for the 135 Osmun Senior Apartments to enable the developers to build a more competitive application for other available state financing programs such as the Tax Credit Allocation Committee Program, Multi-Family Housing Program, and HOME Program, as follows:
    - Existing PLHA Program Funds: $525,988
    - Future PLHA Program Funds: $500,000
    - Existing Housing Trust Fund Program Funds: $100,000
    - Future Housing Trust Fund Program Funds: $200,000
- Local funds in the amount of $500,000 will be available through the City's Affordable Housing Development Impact Fee Deferral Program which will provide for the deferral of up to 50% of a housing unit's major facility sewer and water impact fees, depending on income targeting/affordability of the unit. The City will set aside additional funding to assist up to 120 affordable housing units, per year, over the next Consolidated Plan Period.
- Local funds in the amount of $100,000 will be available, on a yearly basis, through the City's Housing Trust Fund Program to fund affordable housing development/activities. These program funds will be leveraged with state and federal program funds, as applicable, to maximize affordable housing opportunities.

- The proposed Mixed Income Zoning Ordinance will establish a local ordinance that will require market rate housing development projects, which contain 11 or more housing units, to set aside 5% of the housing units as affordable housing. The Ordinance will have additional proposed compliance measures, such as payment of an in-lieu fee and donation of land. Though the program is not approved as of the writing of this document, City staff will present the program to City Council requesting their review and approval during the 2025-2026 program year. As this program is projected to be implemented, there will be additional resources available through the City for affordable housing development.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

The City currently has identified two publicly owned properties within the jurisdiction to address affordable housing needs identified in the plan.

Discussion

In the 2024-2025 program year, the City identified two parcels of City-owned land that have been reserved for addressing the affordable housing needs identified in the Action Plan. One property is located at 354 Osmun Avenue (0.43+/- acres) and is currently used as a parking lot. The second property is located at 650 Fowler Avenue (0.89+/- acres), and currently includes an existing building previously used as a fire station. The properties are part of the City of Clovis' Housing Trust Fund, which is programmed to help incentivize the development of affordable housing including expanding and preserving Clovis' affordable housing stock. Staff will continue to search for additional land purchase and/or acquisition opportunities.

The City anticipates making the two properties available for affordable housing activities during the upcoming five-year Consolidated Plan period. They City may decide to sell either or both properties if they are infeasible for affordable housing development, or if the City otherwise decides, and invest the proceeds in affordable housing development/activities.

SP-40 Institutional Delivery Structure - 91.215(k)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
CITY OF CLOVIS	Government	Economic Development Homelessness Ownership Planning Rental neighborhood improvements public facilities public services	Jurisdiction
City of Clovis Senior Activity Center	Government	Non-homeless special needs public services	Jurisdiction
Clovis Culinary Center	Non-profit organizations	Economic Development Non-homeless special needs	Region
Marjaree Mason Center	Non-profit organizations	Homelessness Rental public services	Region

Table 57 - Institutional Delivery Structure

Assess of Strengths and Gaps in the Institutional Delivery System

The City of Clovis is managed utilizing a council-manager form of government. The five-person City Council provides policy and direction to the City Manager who is responsible for administering city operations. The Council members are the leaders and policy makers elected to represent various segments of the community and to concentrate on policy issues that are responsive to citizens' needs and wishes. The Council also focuses on addressing the community's goals, major projects, and such long-term considerations as community growth, land use policies, development, capital improvement plans, capital financing, and strategic planning. The City Manager is appointed by Council to implement policy and ensure that the entire community is being served.

The City's Economic Development, Housing and Communications Department is responsible for the overall administration and fiscal management of the CDBG program. The Housing Program Division staff within the Department serve as the lead administrators for the Consolidated Plan, Action Plans, annual Performance Reports, and the administration of CDBG funds. Staff work closely with other City departments and the community to develop and administer programs and activities that improve the lives of low- and moderate-income persons and revitalize neighborhoods throughout the city. Administration of program activities includes management of housing, public facility and infrastructure improvements, public and social service activities, and economic development activities. The City will also coordinate with the City's Senior Services Center, the Clovis Culinary Center, and the Marjaree Mason Center for the provision of services for seniors, job creation, and services for victims of domestic violence. The strengths in the delivery system are due to interdepartmental communication and collaboration.

The gaps in the delivery system are due only to limited funding and limited staffing. Additionally, the need for services far outweighs the available resources. As a result, even projects with a high priority may be delayed due to lack of funding availability.

Availability of services targeted to homeless persons and persons with HIV and mainstream services

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X	X	
Legal Assistance	X	X	
Mortgage Assistance	X		
Rental Assistance	X	X	
Utilities Assistance	X	X	
Street Outreach Services			
Law Enforcement	X		
Mobile Clinics			
Other Street Outreach Services	X	X	
Supportive Services			
Alcohol & Drug Abuse	X		
Child Care	X		
Education	X		
Employment and Employment Training	X		
Healthcare	X		
HIV/AIDS			
Life Skills	X		
Mental Health Counseling	X	X	
Transportation	X	X	
Other			

Table 58 - Homeless Prevention Services Summary

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth)

The City of Clovis doesn't receive direct state or federal funding to assist the homeless population or other special needs populations. Regardless, the City of Clovis is an active member of the Fresno Madera Continuum of Care (FMCoC), which is the organization that acts as the regional planning body to address homelessness in the region. This collaborative group addresses chronic homelessness, homelessness prevention, and discharge coordination policies on a region-wide basis for Fresno and Madera Counties,

which includes the City of Clovis. Based upon the consultation process, the City has recognized a need for shelters for other at-risk populations such as youth and veterans, and in 2023 provided funding to a 75-unit permanent supportive housing project, Butterfly Gardens, that provides permanent supportive housing units for disabled and at-risk homeless individuals. Additionally, in the last several years, the City has provided CDBG funds to the Marjaree Mason Center, a local non-profit that provides safe shelter and lifesaving supportive services for individuals and families affected by domestic violence. The City proposes to continue funding the MMC in the 2026-2027 fiscal year with CDBG funds in the amount of $61,491. In addition to the provision of CDBG funds, the City will continue to pursue other local and State/County Emergency Solutions Grant (ESG) funding and projects to serve these populations.

The City is also an active supporter of the FMCoC's Coordinated Entry System. The Coordinated Entry System provides an integrated intake process that connects individuals facing housing, domestic violence, substance abuse, physical health and/or mental health challenges to supportive services. Those needing service can access the system at various multi-Agency access points of entry (MAP), or via telephone. MAP access points are located throughout the County, and specifically at the Poverello House (a homeless shelter), Fresno EOC, The Welcome Center and at the Marjaree Mason Center. Those needing homeless services within Clovis are referred to the MAP sites, and/or to the 24-hour telephone access line.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above

The strengths of utilizing this coordinated process include eliminating barriers to access, reducing the number of individuals "falling between the cracks," and reducing duplication of services across systems. Additionally, many of the non-profit organizations in Clovis and Fresno County have a long history and expertise in providing these services as identified in MA-30 and elsewhere in the Consolidated Plan.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

Using the MAP Point strategy eliminates the gaps in service delivery. Additionally, the City's continued participation and leadership in the FMCoC ensures full participation in addressing issues and inequities in serving the unhoused community.

SP-45 Goals - 91.215(a)(4)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Increase, Improve and Preserve Affordable Housing	2026	2030	Affordable Housing		Increase, Improve and Preserve Affordable Housing	CDBG: $650,000	Homeowner Housing Rehabilitated: 50 Household Housing Unit
2	Job Creation/Retention	2026	2030	Promote Economic Development and Employment Opportunities		Job Creation/Retention	CDBG: $435,000	Jobs created/retained: 75 Jobs
3	Housing and Programs to Meet Homeless Needs	2026	2030	Homeless		Increase, Improve and Preserve Affordable Housing Housing and Programs to Meet Homeless Needs Provision of Public/Community Services	CDBG: $275,000	Public service activities for Low/Moderate Income Housing Benefit: 500 Households Assisted
4	Provision of Public/Community Services	2026	2030	Non-Homeless Special Needs		Provision of Public/Community Services	CDBG: $225,000	Public service activities other than Low/Moderate Income Housing Benefit: 300 Persons Assisted

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
5	Public Infrastructure/Facilities Improvements	2026	2030	Non-Housing Community Development		Public Infrastructure/Facilities Improvements	CDBG: $1,223,000	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 7500 Persons Assisted
6	Program Administration	2026	2030	Affordable Housing Homeless Non-Homeless Special Needs Non-Housing Community Development Improve Public Facilities/Infrastructure		Increase, Improve and Preserve Affordable Housing Job Creation/Retention Housing and Programs to Meet Homeless Needs Provision of Public/Community Services Public Infrastructure/Facilities Improvements	CDBG: $702,000	

Table 59 – Goals Summary

Goal Descriptions

1	**Goal Name**	Increase, Improve and Preserve Affordable Housing
	Goal Description	The City of Clovis will provide CDBG funds for owner-occupied housing repairs and rehabilitation for low-income households.
2	**Goal Name**	Job Creation/Retention
	Goal Description	The City will promote economic development and employment opportunities for residents by supporting programs that increase jobs and stimulate economic growth and vitality.
3	**Goal Name**	Housing and Programs to Meet Homeless Needs
	Goal Description	Increase access to homeless prevention programs and support homeless shelters and services in Clovis, including supporting emergency, transitional and/or supportive housing needs, outreach, and general relief/support.
4	**Goal Name**	Provision of Public/Community Services
	Goal Description	The City will prioritize funding for public and/or community services for low-income seniors, victims of domestic violence, youth/children, other special needs populations and for public safety.
5	**Goal Name**	Public Infrastructure/Facilities Improvements
	Goal Description	The City will improve neighborhoods through public infrastructure and facilities improvements in income-eligible areas and for limited clientele populations (for accessibility improvements)
6	**Goal Name**	Program Administration
	Goal Description	Provide administration to implement the CDBG Program.

Table 60 - Goal Descriptions

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

The City of Clovis does not receive HOME funding from HUD. The City estimates that it will provide affordable housing services through its CDBG funded housing repair program to approximately 50 LMI households during the 2026-2030 Consolidated Plan period.

SP-50 Public Housing Accessibility and Involvement - 91.215(c)

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement)

There are no public housing units in the City of Clovis.

Activities to Increase Resident Involvements

The City will work with the local Housing Authority to market the CalHome Program funds for homeownership. Funds in the amount of $415,600 will be available over the 2026-2027 program year to provide mortgage assistance to low-income first-time homebuyers in their purchase of a mobile home. Additional assistance will be provided through the State of California's HOME Program (HUD financing) for downpayment assistance.

Is the public housing agency designated as troubled under 24 CFR part 902?

No

Plan to remove the 'troubled' designation

Not applicable

SP-55 Strategic Plan Barriers to Affordable Housing - 91.215(h)

Barriers to Affordable Housing

A barrier to affordable housing is defined as a public policy or non-governmental condition that constrains the development or rehabilitation of affordable housing. Common barriers can include land use controls, property taxes, state prevailing wage requirements, environmental protection, land costs, and availability of monetary resources. Like many communities across the United States, Clovis has an affordability challenge in both ownership and rental sectors of the housing markets. In Clovis, 7,935 households are paying more than 30% of their household income towards housing costs while another 4,910 households are paying 50% or more of their household income towards housing costs.

The 2023-2031 6th Cycle Clovis Housing Element identified several government constraints to development, including lack of transportation options, parking requirements in development code, and rising development fees due to increasing costs of infrastructure due to regulation and inflation. Non-governmental constraints were identified as construction costs and availability of financing.

Development Fees – The City charges planning fees to process and review plans for residential projects and also charges impact fees to ensure that infrastructure and facilities are in place to serve these projects. High development fees may increase the startup costs of housing construction and development, thereby making the entire project more cost prohibitive. Increased costs may result in less housing being developed, which drives up the prices of current housing units on the market. Consumers are then faced with paying for the price of higher development fees through the increase in housing prices. The City provides an Affordable Housing Development Impact Fee Deferral Program as an incentive in the production of affordable housing units in Clovis.

Zoning Code Amendments – The City of Clovis' 6th Cycle Housing Element includes a program where the City proposed to amend the R-3 (Multifamily High Density) zone district to increase the minimum allowable residential density from 15 to 20 dwelling units per acre. This program was approved and operational in 2024. Additionally, the Housing Element includes the Infill Rezone Project which is designed to increase the opportunity for additional housing units by rezoning underutilized parcels within established neighborhoods. The City identified 20 parcels that can accommodate approximately 1,284 housing units by redesignating and rezoning the 20 sites to High and/or Very High density Residential land uses and to R-3 or R-4 multifamily zone districts. Staff will present this project to the City Council for review and request approval in late spring 2026. Additionally, the City will establish a local ordinance, the Mixed Income Zoning Ordinance (MIZO), which proposes to require market rate housing development projects, which contain 11 or more housing units, to set aside 5% of the housing units as affordable housing. The Ordinance will have additional proposed compliance measures, such as payment of an in-lieu fee and donation of land. Though the program is not approved as of the writing of this document, City staff will present the program to City Council requesting their review and approval during the 2025-2026 program year. As this program is projected to be implemented, there will be additional resources available through the City for affordable housing development.

Strategy to Remove or Ameliorate the Barriers to Affordable Housing

The City of Clovis has identified the following strategies to help remove or ameliorate the barriers to Affording Housing:

- Increase the number of affordable housing units and preserve existing units
- Expand affordable homeownership opportunities
- Expand housing opportunities for at-risk populations (i.e., persons with disabilities, victims of domestic violence, seniors, homeless, LMI households)
- Increase understanding of housing discrimination and Fair Housing
- Establish and fund the Clovis Housing Trust Fund
- Make changes to the R-3 Zone District and Mixed Income Zoning Ordinance to allow additional housing density and multifamily development

In addition, the City will consider incentives such as deferred or reduced fees to facilitate affordable housing development, as appropriate.

SP-60 Homelessness Strategy - 91.215(d)

Describe how the jurisdiction's strategic plan goals contribute to:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City of Clovis doesn't receive direct state or federal funding to assist the homeless population or other special needs populations. Regardless, the City of Clovis is an active member of the Fresno Madera Continuum of Care (FMCoC), which is the organization that acts as the regional planning body to address homelessness in the region. This collaborative group addresses chronic homelessness, homelessness prevention, and discharge coordination policies on a region-wide basis for Fresno and Madera Counties, which includes the City of Clovis. Based upon the consultation process, the City has recognized a need for shelters for other at-risk populations such as youth and veterans, and in 2022 provided funding to a 75-unit permanent supportive housing project, Butterfly Gardens, that provides permanent supportive housing units for disabled and at-risk homeless individuals. Additionally, in the last several years, the City has provided CDBG funds to the Marjaree Mason Center, a local non-profit that provides safe shelter and lifesaving supportive services for individuals and families affected by domestic violence.

The City proposes to continue funding the MMC in the 2026-2027 fiscal year with CDBG funds in the amount of $61,491. In addition to the provision of CDBG funds, the City will continue to pursue other local and State/County Emergency Solutions Grant (ESG) funding and projects to serve these populations. The ESG funds will be available for competitive applications to non-entitlement jurisdictions of ESG, through the County of Fresno, in the upcoming planning cycle.

The City will also be developing a street outreach team funded with local funds. The development of this team will be overseen by the Police Department and staff will work closely with Housing Program Division staff and FMCoC partner agencies to adequately tailor services and outreach to unhoused individuals in Clovis.

The FMCOC conducted a PIT in early 2025 and another in early 2026. The reporting and analysis for these counts are not available as of the drafting of this narrative. City of Clovis specific data is also not available.

In 2024, there was a total of 1,357 sheltered persons counted in the 2024 PIT Count in Fresno County. No unsheltered PIT Count was conducted in 2024. It is estimated that approximately 4,140 persons in households with adult(s) and child(ren) are experiencing homelessness each year.

Addressing the emergency and transitional housing needs of homeless persons

The ultimate solution to ending homelessness is assisting unhoused persons transition into permanent housing closely aligned with supportive services that ensure housing stability. However, because the demand for affordable housing outpaces the city's supply, the City and FMCoC relies on its emergency

and transitional housing programs in order to address the immediate needs of Clovis' unhoused population.

Based on the previous Consolidated Plan and Annual Action Plans, the City of Clovis recognized a need for shelters for at-risk populations such as youth and veterans and has provided funding to a 75-unit permanent supportive housing project in Clovis. Butterfly Gardens opened in 2022 and provides permanent supportive housing units for persons with disabilities and individuals at risk of becoming unhoused.

Clovis does not currently have an emergency shelter open to all residents as needed. The nearest emergency shelters are located in nearby Fresno. However, there is a shelter in Clovis for victims of domestic violence. In FY2025-2026, the City of Clovis provided CDBG funds to Marjaree Mason Center, a local non-profit that provides safe shelter and lifesaving supportive services for individuals and families affected by domestic violence.

Additionally, the City proposes to apply for other available resources to better assist those experiencing homelessness, such as Emergency Solutions Grant (ESG). The City does not currently receive this funding, but the ESG funds will be available for competitive applications to non-entitlement jurisdictions (like the City of Clovis) through the County of Fresno in summer 2026.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

Butterfly Gardens opened in October 2022. The 75-unit permanent supportive housing development was a result of a partnership between the County of Fresno Behavioral Health Department and a private non-profit housing developer. Butterfly Gardens provides housing and supportive services to persons with disabilities and individuals at risk of becoming homeless. City staff continues to meet regularly with management staff from Butterfly Gardens to provide any needed support and to ensure the project partnership continues. Additionally, City continue to refer persons needing housing assistance to various MAP sites and the 24-hour intake telephone line.

The City is also an active supporter of the FMCoC's Coordinated Entry System. The Coordinated Entry System provides an integrated intake process that connects individuals facing housing, domestic violence, substance abuse, physical health and/or mental health challenges to supportive services. Those needing service can access the system at various multi-Agency access points of entry (MAP), or via telephone. MAP access points are located throughout the County, and specifically at the Poverello House (a homeless shelter), Fresno EOC, The Welcome Center and at the Marjaree Mason Center. Those

needing homeless services within Clovis are referred to the MAP sites, and/or to the 24-hour telephone access line.

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs

Clovis residents have access to many facilities within Fresno County, including assisted and independent residential facilities for both general adult population and the elderly. According to the California Department of Social Services, there are over 200 residential elderly care facilities in Fresno County, with the capacity for over 5,000 people. There are over 150 adult residential facilities with capacity for over 900 people. While residential care facilities may not be for everyone, they provide care, supervision, and assistance with daily living activities, such as bathing and grooming, for older adults and those that may have a disability. They may also provide incidental medical services under special care plans. Adult residential facilities are facilities of any capacity that provide 24-hour non-medical care for adults age 18 to 50 who are unable to provide for their own daily needs.

Since the City of Clovis does not receive ESG funds, when housing assistance requests from those at risk of becoming homeless are received, they are referred to Fresno County and local non-profit organizations.

SP-65 Lead-based Paint Hazards - 91.215(i)

Actions to address LBP hazards and increase access to housing without LBP hazards

The County of Fresno's Public Health Department has a Childhood Lead Poisoning Prevention Program (CLPPP). CLPPP provides services to the community to increase awareness about the hazards of lead exposure and increase the number of children tested for blood lead poisoning.

In addition to information and education to the general public, the CLPPP offers home visitation, environmental home inspections and health education to families of severely lead-poisoned children. Telephone contact and educational materials are also provided to families of moderately lead-poisoned children.

Additionally, City staff will continue to provide households with resources and guidance to reduce lead-based paint hazards. All housing program participants receive the "Protect Your Family From Lead in Your Home" pamphlet published by the US Environmental Protection Agency. All required precautions are taken to ensure lead is not disturbed with projects assisted with CDBG funds, and that vulnerable residents are not exposed. Additionally, City staff provides copies of the pamphlet at resource fairs throughout the year.

How are the actions listed above related to the extent of lead poisoning and hazards?

There are 11,904 housing units in Clovis according to the 2020-2024 American Community Survey, that were built prior to 1980. The use of lead-based paint was banned nationwide in 1978, so it is estimated that approximately 11,000 units of the City's 43,691 total units could have lead-based paint. As units have been repaired, rehabilitated, or replaced since 1978, only non-lead-based paint has been used.

How are the actions listed above integrated into housing policies and procedures?

The City of Clovis through its building permits process requires all those completing rehabilitations, no matter the funding source, to adhere to nationally-recognized lead-safe work practices for homes built before 1978. In addition, the City requires that those completing the rehabilitation work notify the occupants of potential lead presence or contamination.

SP-70 Anti-Poverty Strategy - 91.215(j)

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

The City of Clovis is currently collecting community input for its new General Plan. Until the new General Plan is developed and published in late 2026, the City is still utilizing its 2014 General Plan. Within that plan, the City of Clovis has committed to developing a thriving and diverse local economy that delivers broad and resilient revenue base as a tool to continuously improve Clovis' quality of life through the 2014 General Plan goals:

Goal 1: Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.

Goal 2: A thriving local economy enriched by its connections and linkages to regional assets and to the national and global communication and transportation networks.

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

Goals 4: An overnight tourism destination known throughout the western United States.

In addition, the City will work closely with economic development partners such as The Economic Development Corporation serving Fresno County, the Fresno County Department of Employment, the Clovis Chamber of Commerce, and the Convention and Visitors Bureau towards the goal of ensuring equal opportunity to education and quality of life for every resident. The City of Clovis participates in the Fresno County CEDS report and through its own Economic Development Department focuses on tourism, entrepreneur and start up support, and workforce development.

The City will also continue serving as a referral partner to the many community based non-profit organizations that provide assistance for people in need. Many of these organizations are listed in MA-30.

How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan

The City of Clovis is committed to coordinating its affordable housing plan with the jurisdiction poverty reducing goals, programs, and policies listed in MA-30 and other services and programs offered by community partners.

The Consolidated Plan seeks above all to address the most pressing need among low- and moderate-income Clovis residents, namely, housing instability. All other investments, including those directed toward public service programs, infrastructure improvements, and economic opportunity programs, are intended to engender the self-sufficiency and mobility that can lead to a safe, affordable, stable, and accessible living environment for all Clovis residents.

SP-80 Monitoring - 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The City of Clovis has established a monitoring system to ensure that federal regulations, local policies, and program guidelines are met. City staff is trained to determine each selected CDBG activity meets the national objective, activity eligibility, and appropriate regulatory requirements; and to ensure that all projects funded with CDBG funds are consistent with the approved Consolidated Plan. City staff also conduct site visits and interim and final inspections for all CDBG projects.

The City of Clovis staff will ensure that all programs are evaluated and monitored regularly, and that performance is assessed and reported. Clovis' monitoring program includes a report on implementation and progress of the Consolidated Plan Goals and Activities provided to City Council on an annual basis. The report will include a quantification of progress in meeting the needs of each program. The monitoring process will also include requiring appropriate deed restrictions to ensure continued affordability for low- to moderate-income housing constructed or rehabilitated with the assistance of any public funds as may be legally required by the use of such funds.

It is City of Clovis policy to ensure that MBEs, as defined in 24 CFR Part 85, have an equal opportunity to receive and participate in CDBG-assisted contracts, and this process is monitored through each CDBG funded activity and regularly through HUD reporting.

Expected Resources

AP-15 Expected Resources - 91.220(c)(1,2)

Introduction

The City anticipates that, over the coming 5-year Consolidated Plan Period, the CDBG Entitlement allocation will equal $3,510,000. The City received $3,491,725 during the previous 5-year Consolidated Plan Period which was approximately $250,000 less than anticipated. The 2026-2027 Action Plan entitlement amount is %706,825. This amount, together with $87,951 in CDBG funds from prior year carry over funds, totals $794,776 in CDBG funds available for allocation to eligible activities in the 2026-2027 program year.

The City of Clovis is committed to leveraging as many funds as possible against the CDBG allocation, including the following:

- State of California CalHome Program funds for housing rehabilitation and first-time homebuyer assistance
- State of California Permanent Local Housing Allocation (PLHA) Program Funds for affordable housing activities
- HOME Program funds through a State allocation for housing development and homeownership assistance
- Local remnant Housing Successor Agency funds for housing assistance
- Other Local Funds

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Reminder of ConPlan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	Public - Federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	$706,825	0.00	$87,951.00	$794,776	$2,800,000	The "Expected Amount Available Remainder of Con Plan" represents the estimate of $700,000 per year, for the remaining four years of the Con Plan Period

Table 61 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

There is no matching requirement for the use of CDBG funds. However, Clovis strives to leverage as many funding sources as possible when planning for housing, community and economic development activities. For example, in the previous five-year Consolidated Plan period, and for future program years, Clovis will leverage State CalHome Program funds, Permanent Local Housing Allocation Program funds, HOME Program funds, remnant Housing Successor Agency funds, and other local funds for the purpose of expanding and preserving Clovis' affordable housing stock.

During the upcoming 5-year Consolidated Plan Period the City proposes to leverage the following resources:

- CalHome Program funds from the 2023 award, in the estimated amount of $1.1M will be available in 2026-2027 for mobile home repairs. It is anticipated that 10 homes will be assisted.
- CalHome Program funds from the 2023 award, in the amount of $415,600 will be available for first time homebuyer assistance for mobile homes. It is anticipated that 8 homebuyers will be assisted.
- CalHome Program funds from the 2025 award, in the amount of $1,500,000 will be available for home repairs from 2026-2029. It is anticipated that twenty-five (25) homes will be assisted.
- It is anticipated that the City will continue to partner the CalHome Program loans with the CDBG owner occupied housing rehabilitation grant program to provide much needed larger repair projects.
- In 2026 the City will set aside additional funding in the amount of $1,325,988 in local and state funds for the 135 Osmun Senior Apartments to enable the developers to build a more competitive application for other available state financing programs such as the Tax Credit Allocation Committee Program, Multi-Family Housing Program, and HOME Program, as follows:
    - Existing PLHA Program Funds: $525,988
    - Future PLHA Program Funds: $500,000
    - Existing Housing Trust Fund Program Funds: $100,000
    - Future Housing Trust Fund Program Funds: $200,000
- Local funds in the amount of $500,000 will be available through the City’s Affordable Housing Development Impact Fee Deferral Program which will provide for the deferral of up to 50% of a housing unit’s major facility sewer and water impact fees, depending on income targeting/affordability of the unit. The City will set aside additional funding to assist up to 120 affordable housing units, per year, over the next Consolidated Plan Period.
- Local funds in the amount of $100,000 will be available, on a yearly basis, through the City’s Housing Trust Fund Program to fund affordable housing development/activities. These program funds will be leveraged with state and federal program funds, as applicable, to maximize affordable housing opportunities.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

The City currently has identified two publicly owned properties within the jurisdiction to address the affordable housing needs identified in the plan.

Discussion

In the 2024-2025 program year, the City identified two parcels of City-owned land that have been reserved for addressing the affordable housing needs identified in this Action Plan. One property is located at 354 Osmun Avenue (0.43+/- acres) and is currently used as a parking lot. The second property is located at 650 Fowler Avenue (0.89+/- acres), and currently includes an existing building previously used as a fire station. The properties are part of the City of Clovis' Housing Trust Fund, which is programmed to help incentivize the development of affordable housing including expanding and preserving Clovis' affordable housing stock. Staff will continue to search for additional land purchase and/or acquisition opportunities.

The City anticipates making the two properties available for affordable housing activities during the upcoming five-year Consolidated Plan period. They City may decide to sell either or both properties if they are infeasible for affordable housing development, or if the City otherwise decides, and invest the proceeds in affordable housing development/activities.

Annual Goals and Objectives

AP-20 Annual Goals and Objectives - 91.220(c)(3)&(e)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Increase, Improve and Preserve Affordable Housing	2026	2030	Affordable Housing	City of Clovis Low-Moderate Census Tracts Citywide	Increase, Improve and Preserve Affordable Housing	CDBG: $130,000.00	Homeowner Housing Rehabilitated: 10 Household Housing Unit
2	Job Creation/Retention	2026	2030	Promote Economic Development and Employment Opportunities	City of Clovis Low-Moderate Census Tracts Citywide	Job Creation/Retention	CDBG: $87,000.00	Jobs created/retained: 15 Jobs
3	Housing and Programs to Meet Homeless Needs	2026	2030	Homeless	Citywide	Housing and Programs to Meet Homeless Needs	CDBG: $61,491.00	Public service activities for Low/Moderate Income Housing Benefit: 260 Households Assisted

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
4	Provision of Public/Community Services	2026	2030	Non-Homeless Special Needs	Citywide	Provision of Public/Community Services	CDBG: $40,000.00	Public service activities other than Low/Moderate Income Housing Benefit: 65 Persons Assisted
5	Public Infrastructure/Facilities Improvements	2026	2030	Non-Housing Community Development	City of Clovis Low-Moderate Census Tracts Citywide	Public Infrastructure/Facilities Improvements	CDBG: $334,920	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 1520 Persons Assisted
6	Program Administration	2026	2030	Affordable Housing Homeless Non-Homeless Special Needs Non-Housing Community Development Improve Public Facilities/Infrastructure	City of Clovis Low-Moderate Census Tracts Citywide	Increase, Improve and Preserve Affordable Housing Job Creation/Retention Housing and Programs to Meet Homeless Needs Provision of Public/Community Services Public Infrastructure/Facilities Improvements	CDBG: $141,365	

Table 62 – Goals Summary

*Funding amount may change, pending actual entitlement amount.

Goal Descriptions

1	**Goal Name**	Increase, Improve and Preserve Affordable Housing
	Goal Description	Provide owner-occupied housing rehabilitation funding to LMI owner-occupied households.
2	**Goal Name**	Job Creation/Retention
	Goal Description	Provide grants for LMI individuals to start businesses, or expand their businesses, at the Clovis Culinary Center through MicroEnterprise assistance.
3	**Goal Name**	Housing and Programs to Meet Homeless Needs
	Goal Description	This program will be used to support 24/7 safe shelter and critical support services for survivors of domestic violence as well as outreach programs which increase awareness of domestic violence and its impact on the community.
4	**Goal Name**	Provision of Public/Community Services
	Goal Description	Provides programs and services to help LMI older adults maintain an energetic and independent lifestyle.
5	**Goal Name**	Public Infrastructure/Facilities Improvements
	Goal Description	Reconstruct one alley between Cole and Elm Avenues (3rd/4th Street) and provide ADA ramps and sidewalk improvements on at various locations within the City (Estabrook/Music/Acacia).
6	**Goal Name**	Program Administration
	Goal Description	Provide administration to implement the CDBG Program.

Table 63 - Goal Descriptions

AP-35 Projects - 91.220(d)

Introduction

The Consolidated Plan goals described in the AP-20 Goals section represent high priority needs for the City of Clovis and serve as the basis for the strategic actions the City will implement to meet those needs. The City's goal in meeting these needs is to expand and preserve the affordable housing stock in Clovis, as well as provide public facilities improvements and public services that will strengthen neighborhood revitalization, particularly in low-income neighborhoods. This Action Plan year (2026-2027) represents year 1 of the five-year Consolidated Plan programming.

#	Project Name
1	2026-2027 Housing Rehabilitation Program Grants
2	2026-2027 Micro-Enterprise Culinary Kitchen Activities
3	2026-2027 MMC Critical Services for Domestic Violence Survivors
4	2026-2027 Clovis Senior Center Enrichment Activities
5	2026-2027 Cole/Helm (3rd/4th St.) Alley Improvements
6	2026-2027 ADA/Sidewalk Accessibility Improvements (Estabrook/Music/Acacia)
7	2026-2027 CDBG Program Administration

Table 64 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The projects have been selected based on consultation with the public, City departments, and outside agencies. Allocation priorities and decisions were also made based on the emerging needs from the assessments made in the needs assessment section of the 2026-2030 Consolidated Plan, as well as public consultations through direct contacts with non-profit agencies serving low-income residents and neighborhoods and through the community needs surveys. These priorities have been selected based on the most pressing needs of the City.

AP-38 Project Summary

Project Summary Information

1	**Project Name**	2026-2027 Housing Rehabilitation Program Grants
	Target Area	City of Clovis Low-Moderate Census Tracts Citywide
	Goals Supported	Increase, Improve and Preserve Affordable Housing
	Needs Addressed	Increase, Improve and Preserve Affordable Housing
	Funding	CDBG: $130,000.00
	Description	Provide rehabilitation services to LMI owner-occupied households. Grants of up to $8,000 per home are provided for health and safety repairs, as well as weatherization, and other eligible repairs.
	Target Date	6/30/2027
	Estimate the number and type of families that will benefit from the proposed activities	Ten (10) low-income families will benefit from this activity.
	Location Description	Projects will be located citywide within the City of Clovis.
	Planned Activities	Provide up to $8,000 in grant funds for owner-occupied housing rehabilitation to low-income owner-occupied households, to include activity delivery.
2	**Project Name**	2026-2027 Micro-Enterprise Culinary Kitchen Activities
	Target Area	City of Clovis Low-Moderate Census Tracts Citywide
	Goals Supported	Job Creation/Retention
	Needs Addressed	Job Creation/Retention
	Funding	CDBG: $87,000.00
	Description	Provide grants for low-income individuals to start or expand a business at the Clovis Culinary Center.
	Target Date	6/30/2027

	Estimate the number and type of families that will benefit from the proposed activities	Fifteen (15) low-income business-owners, and/or potential entrepreneurs will benefit from this activity.
	Location Description	
	Planned Activities	Provide grants for fifteen (15) low-income individuals to start or expand a business at the Clovis Culinary Center.
3	**Project Name**	2026-2027 MMC Critical Services for Domestic Violence Survivors
	Target Area	Citywide
	Goals Supported	Housing and Programs to Meet Homeless Needs
	Needs Addressed	Housing and Programs to Meet Homeless Needs
	Funding	CDBG: $61,491.00
	Description	The project will provide supportive services for community outreach and critical services, including housing, for survivors of domestic violence survivors and their families.
	Target Date	6/30/2027
	Estimate the number and type of families that will benefit from the proposed activities	The project is anticipated to assist 260 limited clientele/DV households.
	Location Description	Services will be provided in the City of Clovis.
	Planned Activities	This program will be used to support 24/7 safe shelter, case management and critical support services for survivors of domestic violence as well as outreach programs which increase awareness of domestic violence and its impact on the community.
4	**Project Name**	2026-2027 Clovis Senior Center Enrichment Activities
	Target Area	Citywide
	Goals Supported	Provision of Public/Community Services
	Needs Addressed	Provision of Public/Community Services
	Funding	CDBG: $40,000.00
	Description	The project will provide new and enhanced programs, services and classes in order to serve senior citizens at the Clovis Senior Center.
	Target Date	6/30/2027

	Estimate the number and type of families that will benefit from the proposed activities	The project is anticipated to assist 65 limited clientele seniors.
	Location Description	Services will be provided at the Clovis Senior Center.
	Planned Activities	Provision of enrichment activities for limited clientele seniors.
5	**Project Name**	2026-2027 Cole/Helm (3rd/4th St.) Alley Improvements
	Target Area	City of Clovis Low-Moderate Census Tracts
	Goals Supported	Public Infrastructure/Facilities Improvements
	Needs Addressed	Public Infrastructure/Facilities Improvements
	Funding	CDBG: $193,000.00
	Description	Public Infrastructure improvements to the Alley that runs from Cole Avenue to Helm Avenue (between 3rd and 4th Street).
	Target Date	6/30/2028
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 470 total persons will be assisted with this activity within this neighborhood.
	Location Description	The Cole/Helm Alley is located between 3rd and 4th Streets, from Cole to Helm Avenues.
	Planned Activities	Reconstruct an Alley from Cole to Helm Avenues
6	**Project Name**	2026-2027 ADA/Sidewalk Accessibility Improvements (Estabrook/Music/Acacia)
	Target Area	City of Clovis Low-Moderate Census Tract
	Goals Supported	Public Infrastructure/Facilities Improvements
	Needs Addressed	Public Infrastructure/Facilities Improvements
	Funding	CDBG: $141,920.00
	Description	The project will install new ADA Ramps and sidewalks to provide accessibility in segments of the public space that are not accessible to disabled persons and pedestrians, at various locations in the City (Estabrook/Music/Acacia). An increase or decrease in the estimated CDBG funding level will be applied to the ADA/Sidewalk Accessibility Improvements Project (Estabrook/Music/Acacia), and Administration (20% maximum).

	Target Date	6/30/2028
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 1,050 total persons will benefit with this activity within this neighborhood.
	Location Description	Various locations in the City (Estabrook/Music/Acacia Avenues).
	Planned Activities	Improvements include clearing, grubbing, ADA ramps, concrete sidewalks and concrete drive approaches.
7	**Project Name**	2026-2027 CDBG Program Administration
	Target Area	na
	Goals Supported	Program Administration
	Needs Addressed	Increase, Improve and Preserve Affordable Housing Job Creation/Retention Housing and Programs to Meet Homeless Needs Provision of Public/Community Services Public Infrastructure/Facilities Improvements
	Funding	CDBG: $141,365.00
	Description	Provide administration to implement the CDBG program. An increase or decrease in the estimated CDBG funding level will be applied to the ADA/Sidewalk Accessibility Improvements Project (Estabrook/Music/Acacia), and Administration (20% maximum).
	Target Date	6/30/2027
	Estimate the number and type of families that will benefit from the proposed activities	
	Location Description	
	Planned Activities	Program Administration

Table 65 - Project Summary Information

AP-50 Geographic Distribution - 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

- Home rehabilitation assistance will be open to all LMI owner-occupied households throughout Clovis.
- Public Infrastructure projects will take place in LMI Census Tract/Block Group(s) and where ADA accessibility improvements are needed in the City of Clovis.
- The Micro-Enterprise program will be open to LMI small business entrepreneurs and will take place in Clovis.
- The public services programs will be available to Limited Clientele persons and will take place in Clovis.

Geographic Distribution

Target Area	Percentage of Funds
City of Clovis Low-Moderate Census Tracts	42%
Citywide	58%

Table 66 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

CDBG public infrastructure investments will be made in Census Tracts where at least 51% of the residents are low- to moderate-income and where ADA accessibility improvements, for the benefit of disabled persons, are needed.

Discussion

n/a

Affordable Housing

AP-55 Affordable Housing - 91.220(g)

Introduction

The City of Clovis prioritizes activities that preserve or develop the affordable housing stock in Clovis. The City actively seeks partnerships with affordable housing developers for the creation of new affordable housing rental units and/or the preservation of existing units. The City also administers several affordable housing programs in-house utilizing local, state and federal financing.

The table below identifies households to be assisted with CDBG Program Affordable Housing funds. A total of 10 households will be assisted through the CDBG-funded owner-occupied housing rehabilitation program activities during the 2026-2027 program year.

One Year Goals for the Number of Households to be Supported	
Homeless	
Non-Homeless	10
Special-Needs	
Total	10

Table 67 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through	
Rental Assistance	
The Production of New Units	
Rehab of Existing Units	10
Acquisition of Existing Units	
Total	10

Table 68 - One Year Goals for Affordable Housing by Support Type

Discussion

The City of Clovis prioritizes activities that preserve or develop the affordable housing stock in Clovis. The City actively seeks partnerships with affordable housing developers for the creation of new affordable housing rental units and/or the preservation of existing units. The City also administers several affordable housing programs in-house as follows:

- Owner-Occupied Housing Repair Program (local, state and federal funding)
- First Time-Homebuyer / Downpayment Assistance
- Rental Housing Financing, as funds are available

- Affordable Housing Development Impact Fee Deferral Program which will provide for the deferral of up to 50% of a housing unit's major facility sewer and water impact fees, depending on income targeting/affordability of the unit.
- Permanent Local Housing Allocation (PLHA) Program, which is a permanent funding source for affordable housing activities. Clovis is an entitlement jurisdiction and receives an annual entitlement funding amount that varies based on revenues from a $75 recording fee on real estate documents in California. During the first planning cycle for PLHA (5-years; 2019-2023) the City received $2,112,913.
- Clovis Housing Trust Fund Program which established a local fund to hold and expend affordable housing funds and be available to accept the future transfer of real property into the name of the Housing Trust Fund to assist in the development and preservation of affordable housing.
- Mixed Income Zoning Ordinance, will establish a local ordinance that will require market rate housing development projects, which contain 11 or more housing units, to set aside 5% of the housing units as affordable housing. The Ordinance will have additional proposed compliance measures, such as payment of an in-lieu fee and donation of land. Though the program is not approved as of the writing of this document, City staff will present the program to City Council requesting their review and approval during the 2025-2026 program year. As this program is projected to be implemented, there will be additional resources available through the City for affordable housing development.
- All program funds will be leveraged with state and federal program funds, as applicable, to maximize affordable housing opportunities.

Additionally, the City works closely with the Fresno Housing Authority to provide referrals to the Housing Choice Voucher program for Clovis residents. As population demographics continue to change and affordable housing needs continue to rise, Clovis will explore further partnerships with affordable housing developers to develop additional affordable housing projects in Clovis.

AP-60 Public Housing - 91.220(h)

Introduction

The City of Clovis does not currently own or manage public housing.

Actions planned during the next year to address the needs to public housing

The City will continue to partner with the local Housing Authority to address the needs of public housing residents. Additionally, staff regularly refers Clovis residents to the Housing Authority when they are in search of public housing units and/or voucher assistance.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The City will work with the local Housing Authority to market the CalHome Program funds for homeownership. Funds in the amount of $415,600 will be available over the 2026-2027 program year to provide mortgage assistance to low-income first-time homebuyers in their purchase of a mobile home. Additional assistance will be provided through the State of California's HOME Program (HUD financing) for downpayment assistance.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

The Fresno County Housing Authority is not considered to be troubled.

Discussion

Please refer to the narrative above.

AP-65 Homeless and Other Special Needs Activities - 91.220(i)

Introduction

The City of Clovis doesn't receive direct state or federal funding to assist the homeless population or other special needs populations. Regardless, the City of Clovis is an active member of the Fresno Madera Continuum of Care (FMCoC), which is the organization that acts as the regional planning body to address homelessness in the region. This collaborative group addresses chronic homelessness, homelessness prevention, and discharge coordination policies on a region-wide basis for Fresno and Madera Counties, which includes the City of Clovis. Based upon the consultation process, the City has recognized a need for shelters for other at-risk populations such as youth and veterans, and in 2024 provided funding to a 75-unit permanent supportive housing project, Butterfly Gardens, that provides permanent supportive housing units for disabled and at-risk homeless individuals.

Additionally, in the last several years, the City has provided CDBG funds to the Marjaree Mason Center, a local non-profit that provides safe shelter and lifesaving supportive services for individuals and families affected by domestic violence. The City proposes to continue funding the MMC in the 2026-2027 fiscal year with CDBG funds in the amount of $61,491. In addition to the provision of CDBG funds, the City will continue to pursue other local and State/County Emergency Solutions Grant (ESG) funding and projects to serve these populations.

The FMCOC conducted a PIT in early 2025 and another in early 2026. The reporting and analysis for these counts are not available as of the drafting of this narrative. City of Clovis specific data is also not available.

In 2024, there was a total of 1,357 sheltered persons counted in the 2024 PIT Count in Fresno County. No unsheltered PIT Count was conducted in 2024. It is estimated that approximately 4,140 persons in households with adult(s) and child(ren) are experiencing homelessness each year.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

As mentioned above, the City proposes to again provide 2026-2027 program year CDBG funds to the Marjaree Mason Center. This program will be used to support 24/7 safe shelter and critical support services for survivors of domestic violence as well as outreach programs which increase awareness of domestic violence and its impact on the community. Families that are victims of domestic violence, dating violence, sexual assault, and stalking are most likely to need emergency housing, rapid re-housing, or homeless prevention assistance as they may be hiding from their assailants. They are at risk of being homeless as a result of their experiences. It is anticipated that 260 persons will receive assistance with this CDBG funded program.

Additionally, the City proposes to apply for other available resources to assist those experiencing homelessness, such as the Emergency Solutions Grant (ESG). The ESG funds will be available for competitive applications to non-entitlement jurisdictions of ESG, through the County of Fresno, in the upcoming planning cycle.

The City is also an active supporter of the FMCoC's Coordinated Entry System. The Coordinated Entry System provides an integrated intake process that connects individuals facing housing, domestic violence, substance abuse, physical health and/or mental health challenges to supportive services. Those needing service can access the system at various multi-Agency access points of entry (MAP), or via telephone. MAP access points are located throughout the County, and specifically at the Poverello House (a homeless shelter), Fresno EOC, The Welcome Center and at the Marjaree Mason Center. Those needing homeless services within Clovis are referred to the MAP sites, and/or to the 24-hour telephone access line.

Addressing the emergency shelter and transitional housing needs of homeless persons

The City of Clovis amended their Development Code to allow emergency shelters and transitional housing, by-right, in any area that allows residential development. The first project to come to fruition was Butterfly Gardens. In the 2026-2027 program year, the City of Clovis will also provide CDBG funds to the Marjaree Mason Center to provide assistance to survivors of domestic violence. The number of survivors seeking safe shelter and domestic violence support services continues to rise each year. Clients will be provided with comprehensive case management services, individual and group counseling, legal advocacy, housing assistance, employment assistance, financial planning, transportation and linkages to additional service providers when appropriate.

Additionally, the City proposes to apply for other available resources to assist those experiencing homelessness, such as the Emergency Solutions Grant (ESG). The ESG funds will be available for competitive applications to non-entitlement jurisdictions of ESG, through the County of Fresno, the upcoming planning cycle.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

In October 2022, the City welcomed its first dedicated permanent supportive housing development, Butterfly Gardens. The 75-unit project was a result of a partnership with the County of Fresno Behavioral Health Department, and a private non-profit housing developer. Butterfly Gardens provides housing and supportive services to disabled individuals and at-risk homeless individuals. City staff

continue to meet regularly with management staff from Butterfly Gardens to provide any needed support and to ensure the project partnership continues. Additionally, City staff regularly refers persons needing housing assistance to the various MAP sites, and to the 24-hour intake telephone line.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

Clovis residents have access to many facilities within Fresno County, including assisted and independent residential facilities for both the general adult population and the elderly. According to the California Department of Social Services, there are over 200 residential elderly care facilities in the County of Fresno, with capacity for over 5,000 persons. There are over 150 Adult residential facilities, with capacity for over 900 persons.

- Residential Care Facilities for the Elderly provide care, supervision and assistance with activities of daily living, such as bathing and grooming. They may also provide incidental medical services under special care plans. The facilities provide services to persons 60 years of age and over, and persons under 60 with comparable needs. These facilities can also be known as assisted living facilities, nursing homes, and board and care homes.

Adult Residential Facilities are facilities of any capacity that provide 24-hour non-medical care for adults ages 18-59, who are unable to provide for their own daily needs. Adults may be physically handicapped, developmentally disabled, and/or mentally disabled.

Discussion

The Marjaree Mason Center has over 40 years of experience in providing safe shelter and lifesaving supportive services for individuals and families affected by domestic violence. CDBG funds will be used to support 24/7 safe shelter and critical support services for survivors of domestic violence as well as outreach programs which increase awareness of domestic violence and its impact on the community. Domestic violence is a vicious cycle of power and control that includes (but is not limited to) isolation, physical assault, verbal abuse, emotional abuse, sexual abuse and financial abuse; the long-term effects of which often lead victims to experience depression, anxiety, fear, homelessness, unemployment and financial instability. Clients will receive comprehensive case management services, individual and group counseling, legal advocacy, housing assistance, employment assistance, financial planning, transportation and linkages to additional service providers when appropriate.

In October 2022, the City welcomed its first dedicated permanent supportive housing development, Butterfly Gardens. The 75-unit project was a result of a partnership with the County of Fresno

Behavioral Health Department, and a private non-profit housing developer. Butterfly Gardens provides housing and supportive services to disabled individuals and at-risk homeless individuals. City staff continues to meet regularly with management staff from Butterfly Gardens to provide any needed support and to ensure the project partnership continues successfully into the future.

AP-75 Action Plan Barriers to Affordable Housing - 91.220(j)

Introduction

Clovis faces barriers to affordable housing that are common across housing markets, including decreasing supply of developable land, which increases the cost of acquisition and development of the land. Another common barrier is negative reaction from neighbors regarding affordable housing development based upon a misconception that property values will decline and cause an increase in parking and traffic. Over the last several years, the region has experienced a rapid rise in home values, and interest rates, thereby pricing out first-time homebuyers from the home ownership market. Though home values are still significantly lower than what can be found in other regions in the state, such as the Bay Area, Central Coast and Southern California, the asking prices for homes in the Central Valley are still beyond reach for most lower income families. Although the number of active listings is higher, and interest rates are lower this year than in recent years, home sales have slowed due to these market forces.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

The City of Clovis' 2023-2031 Housing Element identifies several governmental constraints to development, including: lack of transportation options, parking requirements in development code, and rising development fees.

Nongovernmental constraints were identified as follows: Construction Costs and Availability of Financing. To that end, City staff regularly partners with affordable housing developers to strategize on financing needs and resources available to bring down the cost of housing construction.

Discussion

Obtaining financing for purchasing a first home can be a daunting task. Many low-income families depend on the availability of government resources to assist them complete a financing package to purchase a home. Clovis staff will continue to apply for and administer mortgage assistance, or first-time homebuyer programs to assist low-income families purchase a home. For the 2026-2027 program year, Clovis proposes to utilize federal funds and state funds for downpayment assistance/mortgage assistance.

The 2023-2031 City of Clovis Housing Element includes a Housing Plan that contains the goals, policies, implementation programs, and quantified objectives for the maintenance, improvement, and development of housing in Clovis. The focus of the Housing Plan is to identify goals, policies, and programs to meet the housing needs of all income groups while preserving and enhancing existing neighborhoods, removing impediments to housing growth, reducing living expenses that are indirectly

related to housing, such as transportation costs and energy costs, and to affirmatively further fair housing. The Housing Plan also provides implementation programs that identifies departmental responsibility for carrying out actions in order to accomplish the goals of the Housing Plan.

The City of Clovis is currently identifying strategies to assist in addressing public policies that pose barriers to affordable housing. During the upcoming Consolidated Plan Period the City's Transportation Department will be implementing a new route plan for their transit services (buses) to better serve the growing population found in Clovis. It is anticipated that new routes, and new bus schedules will help remove barriers and access to affordable housing. Additionally, City staff regularly reviews all development fees that are imposed on new development, and works to ensure that the fees are not impediments to development.

City of Clovis Planning staff also regularly reviews the Development Code to ensure compliance with new state law that assists in removing barriers for housing development, and is currently working to create capacity to provide for approximately 1,284 additional housing units. It is anticipated that 20 parcels will be rezoned to High and/or Very High Density residential land uses, and to the R-3 or R-4 multi-family zone districts. City staff will request City Council review/approve the changes in spring 2026 to facilitate housing development.

AP-85 Other Actions - 91.220(k)

Introduction

This section will provide the City's other actions related to implementing the goals and priorities identified in the 2026-2030 Consolidated Plan. The CDBG programs have a stated goal to support the development of viable urban communities by funding programs that provide decent housing, suitable living environments, and expansion of economic opportunities, principally for persons of low and moderate-income.

The City will prioritize funding to meet the following Consolidated Plan goals:

- Increase, Improve and Preserve Affordable Housing
- Job Creation/Retention
- Housing and Programs to Meet Homeless Needs
- Provision of Public/Community Services
- Public Infrastructure/Facilities Improvements

Actions planned to address obstacles to meeting underserved needs

In the 2026-2027 program year, the City will again provide CDBG public service set aside funds to two organizations, the Clovis Senior Center, and the Marjaree Mason Center. The Clovis Senior Center Enrichment Activities project will provide new and enhanced programs, services and classes in order to serve more senior citizens at the Clovis Senior Center. The Marjaree Mason Center will fund 24/7 safe shelter and critical support services for survivors of domestic violence as well as outreach programs which increase awareness of domestic violence and its impact on the community.

Additionally, the City will continue to pursue additional Federal, State, local and private funding, when available, to assist in meeting the underserved needs of Clovis residents. The City will continue partnering with community-based organizations, businesses and other public agencies to increase and align services in the community.

Actions planned to foster and maintain affordable housing

City staff will continue to monitor and apply for other funding sources, to increase the stock of affordable housing, and improve the condition of homes owned by lower income families.

The City of Clovis has a new certified Housing Element as of December 2024. The Housing Element provides guidance to City Departments, residents, business and housing developers on how to strategically provide housing for all income levels, particularly those with lower incomes.

City staff also provides technical assistance to affordable housing developers throughout the development process. Review and approval of these projects is a priority for City Departments. The City's Planning Division also provides for a development density bonus as part of it's Affordable Housing

Incentives programming, and assists developers in the application for and implementation of this tool. Additional incentives or concessions are reviewed and approved by the City if the development meets income targeting thresholds. These can include reductions in standards such as setback requirements, approval of mixed-use land uses not otherwise authorized by code, and other incentives that may be requested by the applicant.

The City will also continue to administer its "Cottage Home Program" to incentivize the construction of accessory dwelling units (ADU). The City offers three pre-approved ADU building plans free of charge to residents who propose to build a Cottage Home on their property. A goal of the program is to provide additional affordable housing opportunities for the community.

The City of Clovis prioritizes activities that preserve or develop the affordable housing stock in Clovis. The City actively seeks partnerships with affordable housing developers for the creation of new affordable housing rental units and/or the preservation of existing units. The City also administers several affordable housing programs in-house as follows:

- Owner-Occupied Housing Repair Program (local, state and federal funding)
- First Time-Homebuyer / Downpayment Assistance
- Rental Housing Development and Financing
- Affordable Housing Development Impact Fee Deferral Program
- Permanent Local Housing Allocation (PLHA) Program
- Clovis Housing Trust Fund Program
- Mixed Income Zoning Ordinance (proposed)

Additionally, the City works closely with the Fresno Housing Authority to provide referrals to the Housing Choice Voucher program for Clovis residents. As population demographics continue to change and affordable housing needs continues to rise, Clovis will explore further partnerships with affordable housing developers to develop additional affordable housing projects in Clovis.

Actions planned to reduce lead-based paint hazards

City staff will continue to provide households with resources and guidance to reduce lead-based paint hazards. All housing program participants receive the "Protect Your Family From Lead in Your Home" pamphlet published by the US Environmental Protection Agency. All required precautions are taken to ensure lead is not disturbed with projects assisted with CDBG funds, and that vulnerable residents are not exposed. Additionally, City staff provides copies of the pamphlet at resource fairs throughout the year.

Actions planned to reduce the number of poverty-level families

The City was recently awarded State of California CalHome program funds focused on owner-occupied mobile home rehabilitation, including mobile home replacements, which house extremely and very low-

income seniors who are at high risk of homelessness. During the 2026-2027 program year, the City will complete the implementation of this program and apply for additional funding as it becomes available. A portion of the CalHome program funds will be used for down-payment assistance. The funds are intended to help persons focus their resources on non-housing needs thereby reducing their susceptibility to poverty.

The City is also a recipient of Permanent Local Housing Allocation (PLHA) program funds. PLHA program funds are currently set aside to assist developers in building a 47-unit affordable senior housing development. The project is currently in pre-development. In the 2026-2027 program year, developers will apply for state and federal development funds. The project is expected to assist low-income and very low-income seniors, many living in poverty and at risk of homelessness.

Actions planned to develop institutional structure

City of Clovis staff responsible for the administration of the CDBG program will continue to access online, local and regional training to improve and enhance the City's knowledge of the CDBG regulations, provide fair housing opportunities, enforce non-discrimination laws, build healthy homes, and reduce lead hazards.

Actions planned to enhance coordination between public and private housing and social service agencies

The City of Clovis will continue to maintain memberships and participation in the FMCoC, and the San Joaquin Valley Housing Collaborative to enhance coordination between City staff and public and private housing service agencies. In addition, the City will continue to work closely with the Fresno Housing Authority (Fresno Housing), our local Habitat for Humanity, Self-Help Enterprises, Fresno County Department of Social Services, and other local affordable housing developers to enhance coordination activities between agencies.

Discussion

The City of Clovis is committed to seeking funding, coordinating with agencies, and planning for the provision of services to our community, particularly those in high need.

Program Specific Requirements

AP-90 Program Specific Requirements - 91.220(l)(1,2,4)

Introduction

Community Development Block Grant Program (CDBG)
Reference 24 CFR 91.220(l)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed - 0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan - 0
3. The amount of surplus funds from urban renewal settlements - 0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan. – 0
5. The amount of income from float-funded activities – 0

Total Program Income - 0

Other CDBG Requirements

1. The amount of urgent need activities - 0

Attachments

Citizen Participation Comments

Contents

1. Posted Notices
2. Proof of Publications
3. Emailed Notices
4. Citizen Comment(s)

POSTED NOTICES

POSTED NOTICE FOR

COMMUNITY NEEDS SURVEY

September 2025

City of Clovis - CDBG Consolidated Plan 2026-2030 Community Needs Survey

The City of Clovis invites you to participate in the preparation of the 2026-2030 (5-year) Consolidated Plan for the utilization of Community Development Block Grant (CDBG) Program funds.

The City receives funds from the U.S. Department of Housing and Urban Development (HUD) to invest in affordable housing, to address homelessness, provide improvements to public infrastructure, provide social services to our community, and assist businesses. The 5-year Consolidated Plan will serve as a guide to the City for the expenditure of CDBG funds over the next five years. This survey requests your input regarding housing and community development needs in the City of Clovis, to assist City staff in developing the 5-year Consolidated Plan.

This survey will be available on-line from September 5, 2025 to September 30, 2025, at 4PM. Your responses will remain anonymous.

You can access the Community Needs Survey by navigating online to the following link https://forms.cloud.microsoft/g/WPvyMcrrHv and/or access the QR code above.

Should you have any questions, or would like to speak to City of Clovis staff regarding the Consolidated Plan, please email housing@clovisca.gov, or call (559) 324-2060.

Ciudad de Clovis - Plan Consolidado CDBG Encuesta Sobre las Necesidades de la Comunidad 2026-2030

La Ciudad de Clovis le invita a participar en la preparación del Plan Consolidado 2026-2030 (plan de 5 años) para la utilización de los fondos del Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG en inglés).

La Ciudad recibe fondos del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD en inglés) para invertir en viviendas asequibles, abordar la falta de vivienda, mejorar la infraestructura pública, proporcionar servicios sociales a nuestra comunidad y ayudar a las empresas. El Plan Consolidado de 5 años servirá de guía a la Ciudad para el gasto de los fondos del Programa CDBG durante los próximos 5 años. Esta encuesta solicita su opinión sobre las necesidades de vivienda y desarrollo comunitario en la Ciudad de Clovis, con el fin de ayudar al personal municipal a elaborar el Plan Consolidado de 5 años.

Esta encuesta estará disponible en línea desde el 5 de septiembre de 2025 hasta el 30 de septiembre de 2025, a las 4 p. m. Sus respuestas serán anónimas. Si requiere que la encuesta se le proporcione en español, favor de enviar una solicitud a housing@clovisca.gov o llamear al (559) 324-2060 de 8:00 a.m. a 4:30 p.m.

Puede acceder a la Encuesta sobre las necesidades de la comunidad navegando en línea al siguiente enlace https://forms.cloud.microsoft/g/WPvyMcrrHv y/o seleccionar el código QR (enlace esta en ingles).

Si tiene alguna pregunta o desea hablar con el personal de la ciudad de Clovis sobre el Plan Consolidado, envíe un correo electrónico a housing@clovisca.gov o llame al (559) 324-2060.

Nroog Clovis - CDBG Daim Ntawv Soj Ntsuam Txog Kev Xav Tau Hauv Zej Zog Hauv Txoj Phiaj Xwm Sib Sau Ua Ke Xyoo 2026-2030

Nroog Clovis thov caw koj tuaj koom nrog hauv kev npaj Txoj Phiaj Xwm Sib Sau Ua Ke Xyoo 2026-2030 (5 xyoos) txog kev siv cov nyiaj pab ntawm Lub Khoos Kas Pob Nyiaj Pab Rau Kev Txhim Kho Zej Zog (CDBG).

Lub Nroog tau txais cov nyiaj pab tuaj ntawm Teb Chaws Meskas Lub Thawj Fab Saib Xyuas Kev Txhim Kho Vaj Tse Chaw Nyob thiab Lub Nroog (HUD) los nqis peev txog vaj tse chaw nyob uas tsis kim heev, los daws kev tsis muaj tsev nyob, muab kev txhim kho tej chaw nyob kev tsheb rau pej xeem, muab cov kev pab cuam zej tsoom rau peb lub zej zog, thiab pab rau cov chaw lag luam.Txoj Phiaj Xwm Sib Sau Ua Ke 5-xyoos no yuav siv los ua ib phau ntawv qhia rau Lub Nroog txog kev siv cov nyiaj pab ntawm CDBG hauv tsib lub xyoo tom ntej no.Daim ntawv soj ntsuam no xav thov koj li tswv yim pab hais txog cov kev xav tau txog kev txhim kho vaj tse nyob thiab lub zej zog hauv Nroog Clovis, los pab cov neeg ua hauj lwm hauv Lub Nroog txog kev txhim kho Txoj Phiaj Xwm Sib Sau Ua Ke 5-xyoos no.

Daim ntawv soj ntsuam no yuav muaj hauv on-line txij Lub Cuaj Hlis Ntuj Tim 5, 2025 txog Lub Cuaj Hlis Ntuj Tim 30, 2025, thaum 4 Teev Tsaus Ntuj. Koj cov lus teb yuav khaws cia tsis qhia npe. Yog tias koj xav kom muab daim ntawv soj ntsuam xa tuaj rau koj ua Lus Hmoob, thov xa email tuaj rau peb ntawm housing@clovisca.gov, los sis hu rau Lub Nroog ntawm (559) 324-2060 thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj.

Koj tuaj yeem nkag cuag tau rau Daim Ntawv Soj Ntsuam Txog Cov Kev Xav Tau Hauv Zej Zog los ntawm kev nrhiav hauv onine mus rau txoj kab txuas hauv qab no thiab/los sis tus zauv QR – https://forms.cloud.microsoft/g/WPvyMcrrHv. Txoj kab txuas mus rau daim ntawv soj ntsuam no yog sau ua Lus Askiv.

Yog koj muaj lus nug dab tsi, los sis xav tham nrog cov neeg ua hauj lwm hauv Nroog Clovis hais txog Txoj Phiaj Xwm Sib Sau Ua Ke, thov xa email mus rau housing@clovisca.gov, los sis hu rau (559) 324-2060.

PUBLIC MEETING AND INPUT NOTICE

POSTED DECEMBER 12, 2025

FOR

JANUARY 6, 2026 MEETING

City of Clovis
Public Input Meeting Notice
2026-2030 Consolidated Plan and Fair Housing Study

The City of Clovis invites you to participate in a meeting regarding the City's Community Development Block Grant (CDBG) Program to be held on Tuesday, January 6, 2026, at 5:00 p.m., at City of Clovis Council Chambers, 1033 Fifth St., Clovis, CA 93612. The facility is readily accessible to individuals with disabilities.

The CDBG Program is a federally funded program that addresses the housing and community development needs of low and moderate-income persons and neighborhoods. As a recipient of CDBG funds from the U.S. Department of Housing and Urban Development (HUD) the City must develop a Consolidated Plan that will provide the framework for utilizing CDBG Program funds over the five-year period beginning July 1, 2026 and ending June 30, 2030. The Plan will also assess the current housing market, discuss characteristics of the city's population, identify community improvement goals, and outline a five-year plan to fund and implement priorities through 2030.

The City is seeking your input to develop the City's five-year Consolidated Plan, which will also include the 2026-2027 Annual Action Plan and the Analysis to Impediments to Fair Housing Choice. The Annual Action Plan will identify projects that the City plans to implement in 2026-2027 through the CDBG Program. The Analysis of Impediments focuses on identifying impediments that may prevent equal housing access and developing solutions to mitigate or remove such impediments.

Accessibility and Language Services
If you require reasonable accommodation or need language assistance, translation services or interpretation services to participate in this meeting, or to submit public comment, please contact Claudia Cazares at (559) 324-2094. Notification of 48-hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

Notice Of Non-Discrimination:
It is the policy of the City of Clovis to not discriminate on the basis of race, color, national origin, religion, sex, and sexual preference. If you have a complaint or concern, please contact the City of Clovis 504 Program Coordinator at (559) 324-2060.

Need Assistance Contacting the City of Clovis? California Relay Service provides specially trained Communication Assistants to relay conversations between deaf, hard of hearing, or speech-loss individuals and people who use a standard telephone. You can use this service to contact the City of Clovis by dialing 711.

This notice is available in Spanish and/or Hmong by contacting our offices at (559) 324-2060. Esta notificación está disponible en español llamando al (559) 324-2060. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060. Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

Ciudad de Clovis
Aviso de Audiencia Pública
Plan Consolidado 2026-2030 y Estudio Sobre Vivienda Justa

La ciudad de Clovis le invita a participar en una audiencia sobre el Programa de Subvenciones para el Desarrollo de la Comunidad (CDBG) de la ciudad, que se llevará al cabo el martes 6 de enero de 2026, a las 5:00 p. m., en la sala del Concilio de la Ciudad de Clovis, 1033 Fifth St., Clovis, CA 93612. Las instalaciones son fácilmente accesibles para personas con discapacidad.

El programa CDBG es un programa financiado con fondos federales que aborda las necesidades de vivienda y desarrollo comunitario de las personas y vecindarios de ingresos bajos y moderados. Como beneficiaria de los fondos del CDBG del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD), la ciudad debe elaborar un Plan Consolidado que sirva de marco para la utilización de los fondos del programa CDBG durante el período de cinco años que comienza el 1 de julio de 2026 y termina el 30 de junio de 2030. El plan también evaluará el mercado inmobiliario actual, analizará las características de la población de la ciudad, identificará los objetivos de mejora de la comunidad y elaborará un plan quinquenal para financiar y aplicar las prioridades hasta 2030.

La ciudad solicita su opinión para desarrollar el Plan Consolidado quinquenal de la ciudad, que también incluirá el Plan de Acción Anual 2026-2027 y el Análisis de los Obstáculos para Vivienda Justa. El Plan de Acción Anual identificará los proyectos que la ciudad implementará en 2026-2027 a través del Programa CDBG. El Análisis de Obstáculos se centra en identificar los obstáculos que pueden impedir el acceso equitativo a la vivienda y en desarrollar soluciones para mitigar o eliminar dichos obstáculos.

Accesibilidad y Servicios de Traducción
Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al (559) 324-2094. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad.

Notificación de no discriminación:
Es la poliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene algúna queja o asunto, favor de contactar al coordinador del Programa 504 de la Ciudad de Clovis al (559) 324-2060.

Necesita asistencia contactando la Ciudad de Clovis?
El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordo-mudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.

Nroog Clovis
Tsab Ntawv Ceeb Toom Txog Lub Rooj Sib Tham Txog Kev Muab Tswv Yim Pab Ntawm Pej Xeem Txoj Niam Phiaj Xwm thiab Kev Kawm Tshawb Fawb Txog Vaj Tse Nyob Yam Ncaj Ncees Xyoo 2026-2030

Nroog Clovis thov caw koj tuaj koom nrog hauv lub rooj sib tham hais txog Lub Nroog Lub Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (CDBG) uas yuav teeb tsa nyob rau Hnub Tuesday, Lub Ib Hlis Ntuj Tim 6, 2026, thaum 5:00 teev yuav tsaus ntuj, ntawm Nroog Clovis Chav Hauj Lwm Pawg Xab Phas, 1033 Fifth St., Clovis, CA 93612. Lub tsev kho mob muaj hauv kev nkag tau yooj yim uas muaj kev npaj txhij rau cov neeg uas muaj kev xiam oob qhab.

Lub Khoos Kas CDBG yog ib lub khoos kas pab nyiaj ntawm tsoom fwv theem siab uas daws teeb meem cov kev xav tau kev tsim kho vaj tse thiab zej zog ntawm cov neeg thiab cov neeg zej zog uas khwv tau nyiaj tsawg thiab theem nrab.Tam li yog tus neeg tau txais cov nyiaj pab ntawm CDBG los ntawm Teb Chaws Meskas Lub Thawj Fab Hauj Lwm Saib Xyuas Vaj Tse Nyob thiab Kev Txhim Kho Nroog (HUD) Lub Nroog yuav tsum tsim ib Txoj Niam Phiaj Xwm uas yuav muab ciaj ciam kev ua hauj lwm txog kev siv Lub Khoos Kas CDBG cov nyiaj pab hauv ncua sij hawm tsib lub xyoos pib rau thaum Lub Xya Hlis Ntuj Tim 1, 2026 thiab xaus rau Lub Rau Hlis Ntuj Tim 30, 2030.Txoj Phiaj Xwm kuj yuav ntsuam xyuas lub kiab khw vaj tse nyob tam sim no, sib tham txog cov yam ntxwv ntawm lub nroog tej pej xeem, txheeb qhia txog cov hom phiaj kev txhim kho zej zog, thiab teev tseg txog txoj phiaj xwm tsib lub xyoo los pab nyiaj thiab txhim kho cov luag hauj lwm tseem ceeb txog xyoo 2030.

Lub Nroog xav tau koj lub tswv yim pab los tsim kho Lub Nroog Txoj Niam Phiaj Xwm tsib lub xyoo, uas kuj yuav muaj Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo 2026-2027 thiab Kev Tsom Xam Rau Kev Nqis Tes Ua rau Kev Xaiv Txog Vaj Tse Nyob Yam Ncaj Ncees. Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo yuav txheeb qhia txog cov khoos kas uas Lub Nroog npaj yuav nqis tes ua hauv xyoo 2026-2027 los ntawm Lub Khoos Kas CDBG.Kev Tsom Xam txog Kev Nqis Tes Ua tsom rau kev txheeb xyuas tej teeb meem uas yuav tiv thaiv kev nkag cuag tau rau vaj tse nyob yam sib npaug zog thiab tsim cov hau kev daws teeb meem los txo qis los sis tshem tawm cov teeb meem ntawd.

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus
Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis xav tau kev pab txog hom lus hais, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094. Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.

CEEB TOOM TXOG QHOV TSIS MUAJ KEV CIAV CAIS:
Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej. Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Phiaj Xwm ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws qauv. Koj tuaj yeem siv qhov kev pab cuam no tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

PUBLIC MEETING AND INPUT NOTICE

POSTED JANUARY 8, 2026 FOR

JANUARY 26, 2026 MEETING

City of Clovis
Public Input Meeting Notice and Application Workshop
2026-2030 Consolidated Plan and Fair Housing Study
& 2025-2026 Community Development Block Grant Call for Projects
1/8/2026

The City is seeking your input to develop the City's five-year Consolidated Plan, which will also include the 2026-2027 Annual Action Plan and the Analysis to Impediments to Fair Housing Choice. The Annual Action Plan will identify projects that the City plans to implement in 2026-2027 through the CDBG Program. The Analysis of Impediments focuses on identifying impediments that may prevent equal housing access and developing solutions to mitigate or remove such impediments.

The CDBG Program is a federally funded program that addresses the housing and community development needs of low and moderate-income persons and neighborhoods. As a recipient of CDBG funds from the U.S. Department of Housing and Urban Development (HUD) the City must develop a Consolidated Plan that will provide the framework for utilizing CDBG Program funds over the five-year period beginning July 1, 2026, and ending June 30, 2031. The Plan will also assess the current housing market, discuss characteristics of the city's population, identify community improvement goals, and outline a five-year plan to fund and implement priorities through 2031.

The City of Clovis is now also accepting community development and affordable housing project proposals for the 2026-2027 Community Development Block Grant (CDBG) Program. Project proposals will be accepted by the City of Clovis Economic Development, Housing, and Communications Department until 4:00 P.M. on March 6, 2026. Proposals can be requested via email at housing@clovisca.gov, by calling (559) 324-2060, or in writing to the address below.

The 2026-2027 CDBG program year will begin on July 1, 2026, and end on June 30, 2027. While the exact amount of CDBG funding is unknown at this time, it is anticipated that Clovis will receive approximately $700,000 from the U.S. Department of Housing and Urban Development. It is anticipated that the total amount of proposals submitted will exceed the amount of funding available.

To be considered for funding, CDBG project proposals must meet one of the following objectives:

- Directly benefit low- and moderate-income persons;
- Aid in prevention or elimination of slums or blight;
- Meet an urgent need (the activity provides a remedy to a serious and immediate health or welfare problem, such as a natural disaster).

Proposals will only be accepted from the following:

- Governmental agencies
- Non-profit organizations
- Private for-profit entities

Examples of CDBG projects completed in previous program years include Housing Rehabilitation, ADA Improvements, Street and Alley Improvements, Micro-Business Development and Public Services.

The City of Clovis invites you to participate in a workshop for those interested in submitting a proposal, as well as a concurrent meeting to provide your input regarding the City's Community Development Block Grant (CDBG) Program, to be held on Monday, January 26, 2026, at 4:00 p.m., at City of Clovis Council Chambers, 1033 Fifth St., Clovis, CA 93612. The facility is readily accessible to individuals with disabilities.

For further information about the CDBG program, this meeting, or to request an application packet, please contact:

Claudia Cazares, Housing Programs Manager
City of Clovis
1033 Fifth Street, Clovis, CA 93612
(559) 324-2094
housing@clovisca.gov

Accessibility and Language Services
If you require reasonable accommodation or need language assistance, translation services or interpretation services to participate in this meeting, or to submit public comment, please contact Claudia Cazares at (559) 324-2094. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

Notice Of Non-Discrimination:
It is the policy of the City of Clovis to not discriminate on the basis of race, color, national origin, religion, sex, and sexual preference. If you have a complaint or concern, please contact the City of Clovis 504 Program Coordinator at (559) 324-2060.

Need Assistance Contacting the City of Clovis? California Relay Service provides specially trained Communication Assistants to relay conversations between deaf, hard of hearing, or speech-loss individuals and people who use a standard telephone. You can use this service to contact the City of Clovis by dialing 711.

This notice is available in Spanish and/or Hmong by contacting our offices at (559) 324-2060. Esta notificación está disponible en español llamando al (559) 324-2060. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060. Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

Ciudad de Clovis
Aviso de Audiencia Pública y Taller de Solicitudes
Plan Consolidado 2026-2030 y Estudio Sobre Vivienda Justa
y Llamada de Solicitudes para el Programa de Fondos Para el Desarrollo de la Comunidad 2026-2027
1/8/2026

La ciudad solicita su opinión para desarrollar el Plan Consolidado quinquenal de la ciudad, que también incluirá el Plan de Acción Anual 2026-2027 y el Análisis de los Obstáculos para Vivienda Justa. El Plan de Acción Anual identificará los proyectos que la ciudad implementará en 2026-2027 a través del Programa CDBG. El Análisis de Obstáculos se centra en identificar los obstáculos que pueden impedir el acceso equitativo a la vivienda y en desarrollar soluciones para mitigar o eliminar dichos obstáculos.

El programa CDBG es un programa financiado con fondos federales que aborda las necesidades de vivienda y desarrollo comunitario de las personas y vecindarios de ingresos bajos y moderados. Como beneficiaria de los fondos del CDBG del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD), la ciudad debe elaborar un Plan Consolidado que sirva de marco para la utilización de los fondos del programa CDBG durante el período de cinco años que comienza el 1 de julio de 2026, y termina el 30 de junio de 2031. El plan también evaluará el mercado inmobiliario actual, analizará las características de la población de la ciudad, identificará los objetivos de mejora de la comunidad y elaborará un plan quinquenal para financiar y aplicar las prioridades hasta 2031.

La Ciudad de Clovis también está ahora aceptando propuestas para proyectos o programas para viviendas asequibles o de desarrollo comunitario para el Programa de Fondos para el Desarrollo de la Comunidad (“CDBG” en inglés) para el año fiscal 2026-2027. Solicitudes serán aceptadas en el Departamento de Desarrollo Económico, de Viviendas y Comunicación hasta las 4:00 P.M. del 6 de marzo de 2026. Las propuestas se pueden solicitar enviando un correo electrónico a housing@clovisca.gov, llamando al (559) 324-2060 o por escrito al domicilio aquí debajo.

El Programa de CDBG 2026-2027 empieza el 1 de julio de 2026 y termina el 30 de junio de 2027. Aunque el gobierno federal no le ha proveído la cantidad exacta de fondos CDBG que se le dará a la ciudad, se anticipa que Clovis recibirá aproximadamente $700,000 del Departamento Federal de Viviendas y Desarrollo Urbano de los Estados Unidos (“HUD” en inglés). Se anticipa que la cantidad total de propuestas presentadas superará la cantidad de fondos disponibles.

Para ser considerado para recibir fondos del Programa CDBG, su propuesta y proyecto tiene que llenar uno de estos objetivos:

- Beneficiar directamente a personas de bajos recursos;
- Ayudar en la eliminación de condiciones de vida precarias e insalubres;
- Satisfacer una necesidad urgente (para actividades que remedian un problema serio e inmediato a la salud, tal como un desastre natural).

Sólo se aceptarán propuestas de las siguientes entidades

- Agencias gubernamentales
- Organizaciones no-lucrativas
- Empresas privadas con fines de lucro

Ejemplos de proyectos CDBG completados en años anteriores incluyen Rehabilitación de Viviendas, Mejoras de Acceso para Personas con Discapacidades, Mejoras a Vías Públicas, Desarrollo de Micro-Negocios y Servicios Públicos.

La ciudad de Clovis le invita a participar en un taller de solicitudes para organizaciones interesadas en someter una solicitud y a la vez será una audiencia pública para proveer su opinión sobre el Programa de Subvenciones para el Desarrollo de la Comunidad (CDBG) de la ciudad, que se llevará al cabo el lunes 26 de enero de 2026, a las 4:00 p. m., en la sala del Concilio de la Ciudad de Clovis, 1033 Fifth St., Clovis, CA 93612. Las instalaciones son fácilmente accesibles para personas con discapacidad.

Para obtener más información sobre el programa CDBG, sobre esta audiencia, o para solicitar un paquete de solicitud, póngase en contacto con:

Claudia Cazares, Gerente de Programas de Viviendas
City of Clovis
1033 Fifth Street, Clovis, CA 93612
(559) 324-2094
housing@clovisca.gov

Accesibilidad y Servicios de Traducción
Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al (559) 324-2094. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad.

Notificación de no discriminación:
Es la póliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene alguna queja o asunto, favor de contactar al coordinador del Programa 504 de la Ciudad de Clovis al (559) 324-2060.

Necesita asistencia contactando la Ciudad de Clovis?
El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordomudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.

Nroog Clovis
Tsab Ntawv Ceeb Toom Txog Lub Rooj Sib Tham Txog Kev Muab Tswv Yim Pab Ntawm Pej Xeem thiab Lub Rooj Cob Qhia Txog Kev Ua Ntawv Thov
Txoj Niam Phiaj Xwm thiab Kev Kawm Tshawb Fawb Txog Vaj Tse Nyob Yam Ncaj Ncees Xyoo 2026-2030
thiab Tsab Ntawv Tshaj Tawm txog Cov Tes Dej Num Hauv Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (Community Development Block Grant) xyoo 2025-2026
1/8/2026

Lub Nroog xav tau koj lub tswv yim pab los tsim kho Lub Nroog Txoj Niam Phiaj Xwm tsib lub xyoo, uas kuj yuav muaj Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo 2026-2027 thiab Kev Ntaus Nqi Cov Teeb Meem rau Kev Xaiv Txog Vaj Tse Nyob Yam Ncaj Ncees.Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo yuav txheeb qhia txog cov tes dej num uas Lub Nroog npaj yuav nqis tes ua hauv xyoo 2026-2027 los ntawm Lub Khoos Kas CDBG.Kev Ntaus Nqi Cov Teeb Meem tsom rau kev txheeb xyuas tej teeb meem uas yuav tiv thaiv kev nkag cuag tau rau vaj tse nyob yam sib npaug zog thiab tsim cov hau kev daws teeb meem los txo qis los sis tshem tawm cov teeb meem ntawd.

Lub Khoos Kas CDBG yog ib lub khoos kas pab nyiaj ntawm tsoom fwv theem siab uas daws teeb meem cov kev xav tau kev tsim kho vaj tse thiab zej zog ntawm cov neeg thiab cov neeg zej zog uas khwv tau nyiaj tsawg thiab theem nrab.Tam li yog tus neeg tau txais cov nyiaj pab ntawm CDBG los ntawm Teb Chaws Meskas Lub Thawj Fab Hauj Lwm Saib Xyuas Vaj Tse Nyob thiab Kev Txhim Kho Nroog (HUD) Lub Nroog yuav tsum tsim ib Txoj Niam Phiaj Xwm uas yuav muab ciaj ciam kev ua hauj lwm txog kev siv Lub Khoos Kas CDBG cov nyiaj pab hauv ncua sij hawm tsib lub xyoo pib rau thaum Lub Xya Hlis Ntuj Tim 1, 2026, thiab xaus rau Lub Rau Hlis Ntuj Tim 30, 2031.Txoj Phiaj Xwm kuj yuav ntsuam xyuas lub kiab khw vaj tse nyob tam sim no, sib tham txog cov yam ntxwv ntawm lub nroog tej pej xeem, txheeb qhia txog cov hom phiaj kev txhim kho zej zog, thiab teev tseg txog txoj phiaj xwm tsib lub xyoo los pab nyiaj thiab txhim kho cov luag hauj lwm tseem ceeb txog xyoo 2031.

Tam sim no Lub Nroog Clovis kuj tab tom lees txais cov ntawv thov tes dej num saib xyuas kev tsim kho zej zog thiab vaj tsev uas pheej yig rau Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (Community Development Block Grant, CDBG) Xyoo 2026-2027.Cov ntawv thov tes dej num yuav raug lees txais los ntawm lub Nroog Clovis Lub Thawj Fab Hauj Lwm Saib Xyuas Kev Tsim Kho Kev Lag Luam, Vaj Tsev, thiab Kev Sib Txuas Lus mus txog ntua thaum 4:00 Teev Yuav Tsaus Ntuj nyob rau Lub Peb Hlis Ntuj Tim 6, 2026.Tuaj yeem thov tau daim ntawv thov hauv email tau ntawm housing@clovisca.gov, los ntawm kev hu rau (559) 324-2060, los sis hauv kev sau ntawv mus rau qhov chaw nyob hauv qab no.

Lub khoos kas CDBG xyoo 2026-2027 yuav pib nyob rau Lub Xya Hlis Ntuj Tim 1, 2026, thiab xaus rau Lub Rau Hlis Ntuj Tim 30, 2027.Txawm hais tias tseem tsis tau paub txog cov nyiaj pab tiag-tiag ntawm CDBG los txog rau lub sijhawm no, los nws yog ib qho uas npaj siab tseg tias Clovis yuav tau txais khwv yees li ntawm $700,000 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Hauj Lwm Saib Xyuas Kev Tsim Kho Vaj Tsev thiab Nroog.Nws yog ib qho uas npaj siab tias tag nrho cov kev thov uas xa tuaj yuav ntau dua cov nyiaj pab uas muaj rau siv.

Txhawm rau kom tau txais kev txiav txim siab txog kev pab nyiaj, ces cov ntawv thov txog tes dej num CDBG yuav tsum muaj raws li ib qho twg ntawm cov hom phiaj hauv qab no:

- Cov neeg uas tau txais txiaj ntsig ncaj qha qis thiab nyob rau theem nruab nrab;

- Kev pab txog kev tiv thaiv los sis kev tshem qhov tsaus los sis qhov kaj tawm;
- Muaj raws li yam uas yuav tsum tau ua sai-sai (txoj hauj lwm no muab kev daws teeb meem rau ib qhov teeb meem kev noj qab haus huv los sis kev noj qab nyob zoo loj thiab tam sim ntawd, xws li kev puas tsuaj uas yog ntuj tsim).

Cov ntawv thov yuav tsuas raug lees txais los ntawm cov hauv qab no nkaus xwb:

- Cov koom haum ntawm tsoom fwv
- Cov koom haum tsis muaj paj ntsig
- Cov koom haum ntiag tug txhawm rau paj ntsig

Cov kev piv txwv ntawm cov tes dej num CDBG uas tau ua tiav nyob rau cov xyoo khoos kas yav dhau los muaj xws li Kev Rov Kho Vaj Tsev, Kev Txhim Kho ADA, Kev Txhim Kho Kev Loj thiab Kev Me, Kev Tsim Kho Lag Luam Me thiab Kev Pab Cuam Rau Pej Xeem.

Nroog Clovis thov caw koj tuaj koom nrog hauv lub rooj cob qhia txog cov neeg uas xav xa daim ntawv thov, ua ke nrog lub rooj sib tham ua ke ntawd los muab koj li tswv yim pab hais txog Lub Nroog Lub Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (CDBG) uas yuav teeb tsa nyob rau Hnub Monday, Lub Ib Hlis Ntuj Tim 26, 2026, thaum 4:00 teev yuav tsaus ntuj, ntawm Nroog Clovis Chav Hauj Lwm Pawg Xab Phas, 1033 Fifth St., Clovis, CA 93612.Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Yog xav paub ntau ntxiv txog ntawm lub khoos kas pab cuam CDBG, lub rooj sib tham no, los sis xav thov txog cov ntaub ntawv tso npe thov, ces thov tiv tauj rau:

Claudia Cazares, Thawj Tswj Hwm Cov Khoos Kas Vaj Tsev
Nroog Clovis
1033 Fifth Street, Clovis, CA 93612
(559) 324-2094
housing@clovisca.gov

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus: Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis xav tau kev pab txog hom lus hais, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094. Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.
CEEB TOOM TXOG QHOV TSIS MUAJ KEV CIAV CAIS: Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej. Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Phiaj Xwm ntawm (559) 324-2060.
Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws qauv. Koj tuaj yeem siv qhov kev pab cuam no tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

PUBLIC HEARING AND 30 DAY COMMENT PERIOD NOTICE

POSTED APRIL 3, 2026 FOR

MAY 4, 2026 PUBLIC HEARING

NOTICE OF PUBLIC HEARING AND 30-DAY PUBLIC COMMENT PERIOD

FOR THE ADOPTION OF THE 2026-2030 CDBG CONSOLIDATED PLAN AND ANNUAL ACTION PLAN

April 3, 2026

NOTICE IS HEREBY GIVEN that the City of Clovis will conduct a 30-day public review and comment period of the proposed 2026-2030 Consolidated Plan (and Annual Action Plan) starting on April 3, 2026, and ending on May 3, 2026, to provide an opportunity for residents and interested organizations to express their views on the City's development of the Plan. Copies of the Plan are available at the following locations:

- Clovis City Hall: 1033 Fifth Street, Clovis, CA 93612
- Clovis Senior Center: 735 Third Street, Clovis, CA 93612
- Clovis Transit Center: 785 Third Street, Clovis, CA 93612
- Fresno County Public Library in Clovis: 1155 Fifth Street, Clovis, CA 93612
- Clovis Recreational Center: 3495 Clovis Ave., Clovis, CA 93612
- City of Clovis Web Site: www.clovisca.gov
- City of Clovis social media sites, such as: Facebook, Instagram, and NextDoor

** All of the above facilities are readily accessible to individuals with mobility impairments.

Consolidated Plan

A Consolidated Plan is required in order for the City receive Community Development Block Grant (CDBG) Program funding from the U.S. Department of Housing and Urban Development (HUD). CDBG funds must be used for activities that meet one of three national goals, which are: securing decent housing, providing a suitable living environment and/or expanding economic opportunities. The Consolidated Plan is developed to determine how these goals will be met over a five-year period in the City of Clovis. Maximum priority shall be given to fund activities that benefit low-moderate income persons, aid in the prevention or elimination of slums or blight, and/or meet other urgent community development needs.

Annual Action Plan

The purpose of the Annual Action Plan is to show how the City's CDBG Program funding will be expended during the 2026-2027 program year in a way that addresses the needs, priorities and objectives contained in the City's proposed 2026-2030 Consolidated Plan.

The 2026-2027 CDBG allocations from the U.S. Department of Housing and Urban Development (HUD) have not been announced yet, but Clovis estimates receiving an entitlement allocation of $710,000. The entitlement amount, together with an additional $87,951 in carryover funds, will total $797,951 in CDBG funds to be allocated for the 2026-2027 program year. The proposed use of funds for the 2026-2027 program year is as follows:

- Housing Rehabilitation - $130,000
- Micro-Enterprise Culinary Kitchen - $87,000.00
- Clovis Senior Senter Enrichment Activities - $40,000.00
- Marjaree Mason Center Critical Domestic Violence Services - $61,491.00
- Cole/Elm Alley Improvements - $ 193,000.00
- ADA/Sidewalk Accessibility Improvements (Estabrook/Music/Acacia) - $144,460.00
- Administration - $142,000.00

An increase or decrease in the estimated CDBG funding level will be applied to the ADA/Sidewalk Accessibility Improvements Project (Estabrook/Music/Acacia), and Administration (20% maximum).

By this notice, the City of Clovis invites parties that have an interest in, or may be impacted by, the activities discussed in the Consolidated Plan and/or Annual Action Plan, to submit a written comment in-person, via telephone, via mail or e-mail (see contact information below) and/or attend the Public Hearing to provide their

views and comments. Citizen participation is considered an important element of the Plan development process and HUD recommends Cities receive and incorporate public comments into its planning and review process. All comments received before 4:30 P.M. on May 3, 2026, at the addresses below, and those made at the public hearing, will be considered and included as attachments in the Annual Action Plan document.

A City Council public hearing will then be held on May 4, 2026, at 6:00 p.m. in the City of Clovis Council Chambers located at 1033 Fifth Street in Clovis to review and discuss approval of the Consolidated Plan and Action Plan. The facility is readily accessible to individuals with disabilities.

Public Comment

Citizens and groups are encouraged to submit written or verbal comments concerning the proposed projects and the CDBG Program by contacting:

Claudia Cazares, Housing Program Manager
1033 Fifth Street, Clovis, CA 93612
Ms. Cazares may also be contacted at (559) 324-2094 or via email at claudiac@clovisca.gov, Monday through Friday, from 8:00 A.M. to 4:30 P.M.

Accessibility and Language Services

If you require reasonable accommodation or need language assistance, translation services or interpretation services to participate in this meeting, or to submit public comment, please contact Claudia Cazares at (559) 324-2094. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

NOTICE OF NON-DISCRIMINATION: It is the policy of the City of Clovis to not discriminate on the basis of race, color, national origin, religion, sex, and sexual preference. If you have a complaint or concern, please contact the City of Clovis 504 Program Coordinator at (559) 324-2060.

Need Assistance Contacting the City of Clovis? California Relay Service provides specially trained Communication Assistants to relay conversations between deaf, hard of hearing, or speech-loss individuals and people who use a standard telephone. You can use this service to contact the City of Clovis by dialing 711.

This notice is available in Spanish and/or Hmong by contacting our offices at (559) 324-2060. Esta notificación está disponible en español llamando al (559) 324-2060. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060. Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

AVISO DE AUDIENCIA PÚBLICA Y PERÍODO DE COMENTARIOS PÚBLICOS DE 30 DÍAS

PARA LA APROBACIÓN DEL PLAN CONSOLIDADO DE 2026-2030 DEL PROGRAMA CDBG Y DEL PLAN DE ACCIÓN ANUAL

3 DE ABRIL, 2026

SE NOTIFICA POR EL PRESENTE ANUNCIO, que la Ciudad de Clovis llevará a cabo un período de revisión y comentarios públicos de 30 días sobre el Plan Consolidado (y el Plan de Acción Anual) propuesto para 2026-2030, que comenzará el 3 de abril, 2026 y finalizará el 3 de mayo, 2026, con el fin de proveer a los residentes y a las organizaciones interesadas la oportunidad de expresar sus opiniones sobre la elaboración del Plan por parte de la Ciudad. Se pueden obtener copias del Plan en los siguientes lugares:

- Centro Cívico de Clovis: 1033 Fifth Street, Clovis, CA 93612
- Centro de Personas de Tercera Edad de Clovis: 735 Third Street, Clovis, CA 93612
- Centro de Tránsito de Clovis: 785 Third Street, Clovis, CA 93612
- Biblioteca Pública del Condado de Fresno en Clovis: 1155 Fifth Street, Clovis, CA 93612
- Centro Recreativo de Clovis: 3495 Clovis Avenue, Clovis, CA 93612
- Sitio Web de la Ciudad de Clovis: www.cityofclovis.com
- Ciudad de Clovis sitios de medios sociales, tales como: Facebook, Instagram y NextDoor
  **Todas las instalaciones anteriores son fácilmente accesibles para las personas con discapacidades de movilidad.

Plan Consolidado

Se requiere un Plan Consolidado para que la ciudad pueda recibir fondos del Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG en ingles) del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD en ingles). Los fondos del CDBG deben destinarse a actividades que cumplan uno de los tres objetivos nacionales, que son: garantizar una vivienda digna, proporcionar un entorno de vida adecuado y/o ampliar las oportunidades económicas. El Plan Consolidado se elabora para determinar cómo se alcanzarán estos objetivos a lo largo de un periodo de cinco años en la Ciudad de Clovis. Se dará máxima prioridad a la financiación de actividades que beneficien a personas con ingresos bajos o moderados, que contribuyan a la prevención o eliminación de areas marginales o zonas degradadas, y/o que satisfagan otras necesidades urgentes de desarrollo comunitario.

Plan de Acción Anual

El objetivo del Plan de Acción Anual es mostrar cómo se utilizarán los fondos del Programa CDBG de la Ciudad durante el año fiscal 2026-2027, de manera que se enfoquen en las necesidades, prioridades y objetivos contenidos en el Plan Consolidado 2026-2030 propuesto por la Ciudad.

Las asignaciones de fondos del programa CDBG del Departamento de HUD, para el año 2026-2027, no han sido aprobadas por el gobierno federal. A aun así Clovis estima recibir una asignación de $710,000. Esta asignación, junto con $87,951 en fondos adicionales disponibles del año pasado, sumará un total de $797,951 en fondos de CDBG para ser repartidos entre varias actividades para el programa CDBG del año 2026-2027. El uso propuesto para los fondos CDBG es el siguiente:

- Rehabilitación de Viviendas- $130,000
- Ayuda a Micro-Empresa: Cocina Culinaria - $87,000
- Servicios Sociales en el Centro de la Tercera Edad de Clovis - $40,000
- Servicios Sociales para Victimas de Violencia Domestica en el Centro Marjaree Mason Clovis - $61,491
- Mejoras de Callejon: Cole/Elm - $193,000

- Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) - $144,460
- Administración – $142,000

  Cualquier aumento o disminución en el nivel estimado de fondos del CDBG se aplicará al proyecto de Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) y a la administración (20% como máximo).

Mediante este aviso, la Ciudad de Clovis invita a las personas interesadas o que puedan verse afectadas por las actividades en el Plan Consolidado y/o en el Plan de Acción Anual a que presenten sus comentarios por escrito, ya sea en persona, por teléfono, por correo postal o por correo electrónico (véase la información de contacto más abajo), y/o a que asistan a la audiencia pública para expresar sus opiniones y comentarios. La participación e la ciudadanía se considera un elemento importante del proceso de elaboración del Plan y HUD recomienda que las ciudades reciban e incorporen los comentarios del público en su proceso de planificación y revisión. Todos los comentarios recibidos antes de las 4:30 p. m. del 3 de mayo, 2026 en las direcciones que están a continuación, así como los realizados en la audiencia pública, serán considerados e incluidos en el documento del Plan de Acción Anual.

Una audiencia pública se llevará a cabo el 4 de mayo, 2026, a las 6:00 p.m. en la sala del Concilio de la Ciudad de Clovis, situada en el 1033 de Fifth Street en Clovis para consideración y discusión tocante la aprobación del Plan. Estas instalaciones son están fácilmente accesibles a, y utilizables por, personas con discapacidades.

Comentarios Públicos
Residentes y grupos son invitados a someter comentarios por escrito ó orales tocante los proyectos propuestos y el programa de CDBG al ponerse en contacto con:

Claudia Cazares, Supervisora de Programas de Viviendas
1033 Fifth Street, Clovis, CA 93612
La Sra. Cazares a la vez puede ser contactada por teléfono al (559) 324-2094, ó por correo electrónico al claudiac@clovisca.gov, de lunes a viernes, de las 8:00 a.m. a las 4:30 p.m.

Accesibilidad y Servicios de Traducción
Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al (559) 324-2094. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad.

Notificación de no discriminación:
Es la póliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene alguna queja o asunto, favor de contactar al coordinador del Programa 504 de la Ciudad de Clovis al (559) 324-2060.

Necesita asistencia contactando la Ciudad de Clovis?
El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordo-mudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.

TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

4/3/2026

THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm.Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Daws Hauv Cheeb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxais: www.clovisca.gov
- Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Txoj Phiaj Xwm Muab Los Ua Ke

Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoos Kas Pab Cuam Nyiaj Pab Uas Cuam Tshuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD).Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li ib qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev ceev tej vaj tse nyob uas zoo tsim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov hwv tsam fab kev khwv noj khwv haus.Tsim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis.Kev npaj tej peev nyiaj yuav tsum muab saib ua qhov tseem ceeb tshaj plaws rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj khwv tau los qis-pes nrab, pab tiv thaiv los sis tshem tawm cov koog zej zog uas neeg coob dhau los sis cov chaw puas tsuaj uas nyob tsis tau lawm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam maj rawm.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo

Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias seb kev pab nyiaj ntawm Lub Nroog Lub Khoos Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais daws tau cov kev xav tau, kev muab saib ua qhov tseem ceeb tshaj plaws thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.

Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tsis tau raug muab tshaj tawm, tab sis Clovis khwv yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000.Cov nyiaj uas tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog

$797,951 hauv cov nyiaj CDBG uas yuav raug muab faib rau xyoo khoos kas 2026-2027.Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj raws li nram qab no:

- Kev Kho Vaj Tsev - $130,000
- Lag Luam Chav Ua Noj Qib Me - $87,000.00
- Cov Dej Num Tsim Kev Paub Rau Cov Neeg Laus Hauv Clovis - $40,000.00
- Lub Chaw Pab Cuam Marjaree Mason Cov Kev Pab Cuam Txog Kev Kub Ntxhov Hauv Tsev Uas Tseem Ceeb - $61,491.00
- Kev Txhim Kho Cole/Elm Alley - $ 193,000.00
- ADA/Kev Txhim Kho Kev Nkag Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev nce siab los sis poob qis hauv theem kev pab nyiaj ntawm CDBG uas khwv yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Nkag Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (siab kawg nkaus 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej kiag, xa raws xov tooj, xa raws kev xa ntawv los sis raws e-mail (saib cov ntaub ntawv tiv tauj hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Sawv Daws txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau.Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txheej txheem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes muab cov lus tawm tswv yim los ntawm pej xeem mus rau hauv nws tus txheej txheem kev npaj phiaj xwm thiab kev tshuaj xyuas.Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 teev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov chaw nyob hauv qab no, thiab cov uas tau tsim nyob rau hauv lub rooj txiav txim rau sawv daws, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv txuas nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.

Tom qab ntawd yuav teeb tsa lub rooj txiav txim rau sawv daws ntawm Pawg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 teev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Lag Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau tshuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua.Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Daws

Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau:

Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev

1033 Fifth Street, Clovis, CA 93612

Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus

Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov

tooj (559) 324-2094.Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.

CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS:

Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws li tus qauv cai.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev tiv tauj rau peb cov chaw ua haujlwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060.Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094.Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060.Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

FMCOC AGENDA

Fresno Madera Continuum of Care
General Membership Meeting
September 11, 2025, 8:30-10:30am
IN PERSON MEETING
CAPMC HS Center – 675 Pine Street #106 Madera, CA 93637

Agenda

Call Meeting to Order	Laura Moreno, Chair
Roll Call of Directors (10 min)	Sara Mirhadi, Secretary

Action Items

Approval of Agenda (5 min)	Laura Moreno
Approval of August Meeting Minutes & Financial Report (5 min)	Laura Moreno
Approval of the 2025 Amended Budget (10 min)	Misty Gattie-Blanco

Informational

Lived Experience Update (10 min)	Alex Sanchez
Coordinated Entry System Update (10 min)	Ricardo Ramos
City of Clovis Community Needs Survey (5 min)	Claudia Cazares
Madera County Update (5 min)	Sonee Brown
County of Fresno Update (10 min)	Shannon Duncan/Dylan McCully
City of Fresno Update (5 min)	Joe Pasillas
San Joaquin Valley Veterans Report (5 min)	Beverly Novella
Marjaree Mason Center Report (5 min)	Leticia Campos
Unscheduled Announcements	

Meeting Adjourned

If any accommodations are needed for the meeting, please contact Sara Mirhadi at (559) 498-6988 or mirhadi@poverellohouse.org
Requests should be made as soon as possible but at least three days prior to the scheduled meeting.

Board of Directors
Chair: Laura Moreno, Vice Chair: Katie Wilbur
Secretary: Sara Mirhadi, Treasurer: Misty Gattie-Blanco
Regional Representatives: Sonee Brown-County of Madera, Philip Skei-City of Fresno, Claudia Cazares-City of Clovis, Amina Flores-Becker – County of Fresno
Member at Large: Miguel Perez, Lived Experience Representative: Alex Sanchez
Fresno Housing Authority: Brandy Woodard

Website address www.fresnomaderahomless.org
1331 Fulton Mall, Fresno, CA 93721

AGENDA

Fresno Madera Continuum of Care – Board of Directors Meeting

Date & time: 03/04/2025 8:15 – 10:15 AM | Meeting called by Laura

Moreno Location Address: Zoom Video Conference

Board members

Laura Moreno | Katie Wilbur | Sara Mirhadi | Misty Gattie-Blanco | Phil Skei | Amina Flores-Becker
Claudia Cazares | Sonee Brown | Miguel Perez | Brandy Woodard | Alex Sanchez

Item	Owner
Welcome	Laura Moreno
February Meeting Minutes and Financial Report (5 min)	Misty Gattie Blanco
National Association of CoC Leadership (10 min)	Katie Wilbur
LE Initiative Update (10 min)	Alex Sanchez
CESMAT Project Update (10 min)	Ricardo Ramos
HMIS- Revised 2025 PIT Report and Monthly HMIS Report (15 mins)	Marcella Lopez-Schmidt
Shelter Closures (10 mins)	Joe Pasillas
CoC Language Translation Analysis (10 mins)	Luis Rosario
VAWA Document Translation Quotes (5 mins)	Luis Rosario
2026 FMCoC Officer Election (5 mins)	Luis Rosario
TPOCC – Falcon Court Rehousing (5 mins)	Ricardo Ramos
2026 PIT Count Report Out (10 mins)	Dylan McCully
2027 PIT Count Recommendation (5 mins)	Dylan McCully
City of Clovis – CDBG Updates (5 min)	Claudia Cazares
County of Fresno Updates (5 min)	Shannon Duncan
City of Fresno Update (5 min)	Joe Pasillas
Finalize Agenda (5 min)	Laura Moreno

PROOF OF PUBLICATIONS

THE BUSINESS JOURNAL
FRESNO | KINGS | MADERA | TULARE
P.O. Box 126
Fresno, CA 93707
Telephone (559) 490-3400

(Space Below for use of County Clerk only)

IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA

NOTICE OF PUBLIC HEARING AND 30-DAY PUBLIC COMMENT PERIOD

FOR THE ADOPTION OF THE 2026-2030 CDBG CONSOLIDATED PLAN AND ANNUAL ACTION PLAN

MISC . NOTICE

STATE OF CALIFORNIA

COUNTY OF FRESNO

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of **THE BUSINESS JOURNAL** published in the city of Fresno, County of Fresno, State of California, Monday, Wednesday, Friday, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of March 4, 1911, in Action No.14315; that the notice of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

APRIL 3, 2026

I declare under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Fresno, California,

APRIL 3, 2026

ON .....

A City Council public hearing will then be held on May 4, 2026, at 6:00 p.m.

DECLARATION OF PUBLICATION
(2015.5 C.C.P.)

NOTICE OF PUBLIC HEARING AND 30-DAY PUBLIC COMMENT PERIOD
FOR THE ADOPTION OF THE 2026-2030 CDBG CONSOLIDATED PLAN AND ANNUAL ACTION PLAN
NOTICE IS HEREBY GIVEN that the City of Clovis will conduct a 30-day public review and comment period of the proposed 2026-2030 Consolidated Plan (and Annual Action Plan) starting on April 3, 2026, and ending on May 3, 2026, to provide an opportunity for residents and interested organizations to express their views on the City's development of the Plan. Copies of the Plan are available at the following locations:

- Clovis City Hall: 1033 Fifth Street, Clovis, CA 93612
- Clovis Senior Center: 735 Third Street, Clovis, CA 93612
- Clovis Transit Center: 785 Third Street, Clovis, CA 93612
- Fresno County Public Library in Clovis: 1155 Fifth Street, Clovis, CA 93612
- Clovis Recreational Center: 3495 Clovis Ave., Clovis, CA 93612
- City of Clovis Web Site: www.clovisca.gov
- City of Clovis social media sites, such as: Facebook, Instagram, and NextDoor

** All of the above facilities are readily accessible to individuals with mobility impairments.

Consolidated Plan
A Consolidated Plan is required in order for the City receive Community Development Block Grant (CDBG) Program funding from the U.S. Department of Housing and Urban Development (HUD). CDBG funds must be used for activities that meet one of three national goals, which are: securing decent housing, providing a suitable living environment and/or expanding economic opportunities. The Consolidated Plan is developed to determine how these goals will be met over a five-year period in the City of Clovis. Maximum priority shall be given to fund activities that benefit low-moderate income persons, aid in the prevention or elimination of slums or blight, and/or meet other urgent community development needs.

Annual Action Plan
The purpose of the Annual Action Plan is to show how the City's CDBG Program funding will be expended during the 2026-2027 program year in a way that addresses the needs, priorities and objectives contained in the City's proposed 2026-2030 Consolidated Plan. The 2026-2027 CDBG allocations from the U.S. Department of Housing and Urban Development (HUD) have not been announced yet, but Clovis estimates receiving an entitlement allocation of $710,000. The entitlement amount, together with an additional $87,951 in carryover funds, will total $797,951 in CDBG funds to be allocated for the 2026-2027 program year. The proposed use of funds for the 2026-2027 program year is as follows:

- Housing Rehabilitation - $130,000
- Micro-Enterprise Culinary Kitchen - $87,000.00
- Clovis Senior Senter Enrichment Activities - $40,000.00
- Marjaree Mason Center Critical Domestic Violence Services - $61,491.00
- Cole/Elm Alley Improvements - $ 193,000.00
- ADA/Sidewalk Accessibility Improvements (Estabrook/Music/Acacia) - $144,460.00
- . Administration - $142,000.00

An increase or decrease in the estimated CDBG funding level will be applied to the ADA/Sidewalk Accessibility Improvements Project (Estabrook/Music/Acacia), and Administration (20% maximum).
By this notice, the City of Clovis invites parties that have an interest in, or may be impacted by, the activities discussed in the Consolidated Plan and/or Annual Action Plan, to submit a written comment in-person, via telephone, via mail or e-mail (see contact information below) and/or attend the Public Hearing to provide their views and comments. Citizen participation is considered an important element of the Plan development process and HUD recommends Cities receive and incorporate public comments into its planning and review process. All comments received before 4:30 P.M on May 3, 2026, at the addresses below

and those made at the public hearing, will be considered and included as attachments in the Annual Action Plan document.

A City Council public hearing will then be held on May 4, 2026, at 6:00 p.m. in the City of Clovis Council Chambers located at 1033 Fifth Street in Clovis to review and discuss approval of the Action Plan. The facility is readily accessible to individuals with disabilities.

Public Comment

Citizens and groups are encouraged to submit written or verbal comments concerning the proposed projects and the CDBG Program by contacting:

Claudia Cazares, Housing Program Manager

1033 Fifth Street, Clovis, CA 93612

Ms. Cazares may also be contacted at (559) 324-2094 or via email at claudiac@clovisca.gov, Monday through Friday, from 8:00 A.M. to 4:30 P.M.

Accessibility and Language Services

If you require reasonable accommodation or need language assistance, translation services or interpretation services to participate in this meeting, or to submit public comment, please contact Claudia Cazares at (559) 324-2094. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

NOTICE OF NON-DISCRIMINATION: It is the policy of the City of Clovis to not discriminate on the basis of race, color, national origin, religion, sex, and sexual preference. If you have a complaint or concern, please contact the City of Clovis 504 Program Coordinator at (559) 324-2060.

Need Assistance Contacting the City of Clovis? California Relay Service provides specially trained Communication Assistants to relay conversations between deaf, hard of hearing, or speech-loss individuals and people who use a standard telephone. You can use this service to contact the City of Clovis by dialing 711.

This notice is available in Spanish and/or Hmong by contacting our offices at (559) 324-2060. Esta notificación está disponible en español llamando al (559) 324-2060. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060. Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

04/03/2026

THE BUSINESS JOURNAL
FRESNO | KINGS | MADERA | TULARE
P.O. Box 126
Fresno, CA 93707
Telephone (559) 490-3400

(Space Below for use of County Clerk only)

IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA

AVISO DE AUDIENCIA PÚBLICA Y PERÍODO DE COMENTARIOS PÚBLICOS DE 30 DÍAS

PARA LA APROBACIÓN DEL PLAN CONSOLIDADO DE 2026-2030 DEL PROGRAMA CDBG Y DEL PLAN DE ACCIÓN ANUAL

MISC . NOTICE

STATE OF CALIFORNIA

COUNTY OF FRESNO

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of **THE BUSINESS JOURNAL** published in the city of Fresno, County of Fresno, State of California, Monday, Wednesday, Friday, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of March 4, 1911, in Action No.14315; that the notice of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

APRIL 3, 2026

.....

.....

I declare under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Fresno, California,

APRIL 3, 2026

ON .....

.....

A City Council public hearing will then be held on May 4, 2026, at 6:00 p.m.

.....

DECLARATION OF PUBLICATION
(2015.5 C.C.P.)

AVISO DE AUDIENCIA PÚBLICA Y PERÍODO DE COMENTARIOS PÚBLICOS DE 30 DÍAS
PARA LA APROBACIÓN DEL PLAN CONSOLIDADO DE 2026-2030 DEL PROGRAMA CDBG Y DEL PLAN DE ACCIÓN ANUAL
SE NOTIFICA POR EL PRESENTE ANUNCIO, que la Ciudad de Clovis llevará a cabo un período de revisión y comentarios públicos de 30 días sobre el Plan Consolidado (y el Plan de Acción Anual) propuesto para 2026-2030, que comenzará el 3 de abril, 2026 y finalizará el 3 de mayo, 2026, con el fin de proveer a los residentes y a las organizaciones interesadas la oportunidad de expresar sus opiniones sobre la elaboración del Plan por parte de la Ciudad. Se pueden obtener copias del Plan en los siguientes lugares:

- Centro Cívico de Clovis: 1033 Fifth Street, Clovis, CA 93612
- Centro de Personas de Tercera Edad de Clovis: 735 Third Street, Clovis, CA 93612
- Centro de Tránsito de Clovis: 785 Third Street, Clovis, CA 93612
- Biblioteca Pública del Condado de Fresno en Clovis: 1155 Fifth Street, Clovis, CA 93612
- Centro Recreativo de Clovis: 3495 Clovis Avenue, Clovis, CA 93612
- Sitio Web de la Ciudad de Clovis: www.cityofclovis.com
- Ciudad de Clovis sitios de medios sociales, tales como: Facebook, Instagram y NextDoor

**Todas las instalaciones anteriores son fácilmente accesibles para las personas con discapacidades de movilidad.

Plan Consolidado
Se requiere un Plan Consolidado para que la ciudad pueda recibir fondos del Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG en ingles) del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD en ingles). Los fondos del CDBG deben destinarse a actividades que cumplan uno de los tres objetivos nacionales, que son: garantizar una vivienda digna, proporcionar un entorno de vida adecuado y/o ampliar las oportunidades económicas. El Plan Consolidado se elabora para determinar cómo se alcanzarán estos objetivos a lo largo de un periodo de cinco años en la Ciudad de Clovis. Se dará máxima prioridad a la financiación de actividades que beneficien a personas con ingresos bajos o moderados, que contribuyan a la prevención o eliminación de areas marginales o zonas degradadas, y/o que satisfagan otras necesidades urgentes de desarrollo comunitario.

Plan de Acción Anual
El objetivo del Plan de Acción Anual es mostrar cómo se utilizarán los fondos del Programa CDBG de la Ciudad durante el año fiscal 2026-2027, de manera que se enfoquen en las necesidades, prioridades y objetivos contenidos en el Plan Consolidado 2026-2030 propuesto por la Ciudad.
Las asignaciones de fondos del programa CDBG del Departamento de HUD, para el año 2026-2027, no han sido aprobadas por el gobierno federal. A aun así Clovis estima recibir una asignación de $710,000. Esta asignación, junto con $87,951 en fondos adicionales disponibles del año pasado, sumará un total de $797,951 en fondos de CDBG para ser repartidos entre varias actividades para el programa CDBG del año 2026-2027. El uso propuesto para los fondos CDBG es el siguiente:

- Rehabilitación de Viviendas- $130,000
- Ayuda a Micro-Empresa: Cocina Culinaria - $87,000
- Servicios Sociales en el Centro de la Tercera Edad de Clovis - $40,000
- Servicios Sociales para Victimas de Violencia Domestica en el Centro Marjaree Mason Clovis - $61,491
- Mejoras de Callejon: Cole/Elm - $193,000
- Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) - $144,460
- Administración - $142,000

Cualquier aumento o disminución en el nivel estimado de fondos del CDBG se aplicará al proyecto de Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) y a la administración (20% como máximo). Mediante este aviso, la Ciudad de Clovis invita a las personas interesadas

o que puedan verse afectadas por las actividades en el Plan Consolidado y/o en el Plan de Acción Anual a que presenten sus comentarios por escrito, ya sea en persona, por teléfono, por correo postal o por correo electrónico (véase la información de contacto más abajo), y/o a que asistan a la audiencia pública para expresar sus opiniones y comentarios. La participación e la ciudadanía se considera un elemento importante del proceso de elaboración del Plan y HUD recomienda que las ciudades reciban e incorporen los comentarios del público en su proceso de planificación y revisión. Todos los comentarios recibidos antes de las 4:30 p. m. del 3 de mayo, 2026 en las direcciones que están a continuación, así como los realizados en la audiencia pública, serán considerados e incluidos en el documento del Plan de Acción Anual.

Una audiencia pública se llevará a cabo el 4 de mayo, 2026, a las 6:00 p.m. en la sala del Concilio de la Ciudad de Clovis, situada en el 1033 de Fifth Street en Clovis para consideración y discusión tocante la aprobación del Plan. Estas instalaciones son están fácilmente accesibles a, y utilizables por, personas con discapacidades.

Comentarios Públicos

Residentes y grupos son invitados a someter comentarios por escrito ó orales tocante los proyectos propuestos y el programa de CDBG al ponerse en contacto con:

Claudia Cazares, Supervisora de Programas de Viviendas
1033 Fifth Street, Clovis, CA 93612

La Sra. Cazares a la vez puede ser contactada por teléfono al (559) 324-2094, ó por correo electrónico al claudiac@clovisca.gov, de lunes a viernes, de las 8:00 a.m. a las 4:30 p.m.

Accesibilidad y Servicios de Traducción

Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al (559) 324-2094. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad.

Notificación de no discriminación:

Es la póliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene alguna queja o asunto, favor de contactar al coordinador del Programa 504 de la Ciudad de Clovis al (559) 324-2060.

Necesita asistencia contactando la Ciudad de Clovis?

El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordo-mudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.

04/03/2026

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IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA

TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

MISC . NOTICE

STATE OF CALIFORNIA

COUNTY OF FRESNO

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THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm.Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Daws Hauv Cheeb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxais: www.clovisca.gov
- Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Txoj Phiaj Xwm Muab Los Ua Ke

Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoos Kas Pab Cuam Nyiaj Pab Uas Cuam Tshuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD).Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li ib qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev ceev tej vaj tse nyob uas zoo tsim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov hwv tsam fab kev khwv noj khwv haus.Tsim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis.Kev npaj tej peev nyiaj yuav tsum muab saib ua qhov tseem ceeb tshaj plaws rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj khwv tau los qis-pes nrab, pab tiv thaiv los sis tshem tawm cov koog zej zog uas neeg coob dhau los sis cov chaw puas tsuaj uas nyob tsis tau lawm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam muaj rawm.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo

Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias seb kev pab nyiaj ntawm Lub Nroog Lub Khoos Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais daws tau cov kev xav tau, kev muab saib ua qhov tseem ceeb tshaj plaws thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.

Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tsis tau raug muab tshaj tawm, tab sis Clovis khwv yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000.Cov nyiaj uas

tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog $797,951 hauv cov nyiaj CDBG uas yuav raug muab faib rau xyoo khoos kas 2026-2027.Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj raws li nram qab no:

- Kev Kho Vaj Tsev - $130,000
- Lag Luam Chav Ua Noj Qib Me - $87,000.00
- Cov Dej Num Tsim Kev Paub Rau Cov Neeg Laus Hauv Clovis - $40,000.00
- Lub Chaw Pab Cuam Marjaree Mason Cov Kev Pab Cuam Txog Kev Kub Ntxhov Hauv Tsev Uas Tseem Ceeb - $61,491.00
- Kev Txhim Kho Cole/Elm Alley - $ 193,000.00
- ADA/Kev Txhim Kho Kev Nkag Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev nce siab los sis poob qis hauv theem kev pab nyiaj ntawm CDBG uas khwv yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Nkag Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (siab kawg nkaus 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv. Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej kiag, xa raws xov tooj, xa raws kev xa ntawv los sis raws e-mail (saib cov ntaub ntawv tiv tauj hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Sawv Daws txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau.Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txheej txheem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes nuab cov lus tawm tswv yim los ntawm pej xeem mus rau hauv nws tus txheej txheem kev npaj phiaj xwm thiab kev tshuaj xyuas.Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 teev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov chaw nyob hauv qab no, thiab cov uas tau tsim nyob rau hauv lub rooj txiav txim rau sawv daws, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv txuas nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.

Tom qab ntawd yuav teeb tsa lub rooj txiav txim rau sawv daws ntawm Pawg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 teev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Lag Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau tshuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua.Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Daws

Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau:

Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev

1033 Fifth Street, Clovis, CA 93612

Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus

Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094.Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.

CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS:

Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws li tus qauv cai.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev tiv tauj rau peb cov chaw ua haujlwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060.Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094.Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060.Yog koj xav tau kev pab txhais lus thov hu-rau (559) 324-2060.

04/03/2026

McClatchy

The Beaufort Gazette
The Bellaville News-Democrat
Bellingham Herald
Centre Daily Times
Sun Herald
Idaho Statesman
Bradenton Herald
The Charlotte Observer
The State
Ledger-Enquirer
Durham | The Herald-Sun
Fort Worth Star-Telegram
The Fresno Bee
The Island Packet
The Kansas City Star
Lexington Herald-Leader
The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald
The Modesto Bee
The Sun News - Myrtle Beach
Raleigh News & Observer
Rock Hill | The Herald
The Sacramento Bee
San Luis Obispo Tribune
Tacoma | The News Tribune
Tri-City Herald
The Wichita Eagle
The Olympian

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
	IPL0326645	Legal Ad - IPL0326645		3.0	252.0L

ATTENTION: City of Clovis
1033 Fifth Street
Clovis, CA 93612
claudiac@clovisca.gov

PUBLIC NOTICE

NOTICE OF PUBLIC HEARING AND 30-DAY PUBLIC COMMENT PERIOD FOR THE ADOPTION OF THE 2026-2030 CDBG CONSOLIDATED PLAN AND ANNUAL ACTION PLAN

NOTICE IS HEREBY GIVEN that the City of Clovis will conduct a 30-day public review and comment period of the proposed 2026-2030 Consolidated Plan (and Annual Action Plan) starting on April 3, 2026, and ending on May 3, 2026, to provide an opportunity for residents and interested organizations to express their views on the City's development of the Plan. Copies of the Plan are available at the following locations:

- Clovis City Hall: 1033 Fifth Street, Clovis, CA 93612
- Clovis Senior Center: 735 Third Street, Clovis, CA 93612
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** All of the above facilities are readily accessible to individuals with mobility impairments.

Consolidated Plan
A Consolidated Plan is required in order for the City receive Community Development Block Grant (CDBG) Program funding from the U.S. Department of Housing and Urban Development (HUD). CDBG funds must be used for activities that meet one of three national goals, which are: securing decent housing, providing a suitable living environment and/or expanding economic opportunities. The Consolidated Plan is developed to determine how these goals will be met over a five-year period in the City of Clovis. Maximum priority shall be given to fund activities that benefit low-moderate income persons, aid in the prevention or elimination of slums or blight, and/or meet other urgent community development needs.

Annual Action Plan
The purpose of the Annual Action Plan is to show how the City's CDBG Program funding will be expended during the 2026-2027 program year in a way that addresses the needs, priorities and objectives contained in the City's proposed 2026-2030 Consolidated Plan.

The 2026-2027 CDBG allocations from the U.S. Department of Housing and Urban Development (HUD) have not been announced yet, but Clovis estimates receiving an entitlement allocation of $710,000. The entitlement amount, together with an additional $87,951 in carryover funds, will total $797,951 in CDBG funds to be allocated for the 2026-2027 program year. The proposed use of funds for the 2026-2027 program year is as follows:

- Housing Rehabilitation - $130,000
- Micro-Enterprise Culinary Kitchen - $87,000.00
- Clovis Senior Senter Enrichment Activities - $40,000.00
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By this notice, the City of Clovis invites parties that have an interest in, or may be impacted by, the activities discussed in the Consolidated Plan and/or Annual Action Plan, to submit a written comment in-person, via telephone, via mail or e-mail (see contact information below) and/or attend the Public Hearing to provide their views and comments. Citizen participation is considered an important element of the Plan development process and HUD recommends Cities receive and incorporate public comments into its planning and review process. All comments received before 4:30 PM. on May 3, 2026, at the addresses below, and those made at the public hearing, will be considered and included as attachments in the Annual Action Plan document.

A City Council public hearing will then be held on May 4, 2026, at 6:00 p.m. in the City of Clovis Council Chambers located at 1033 Fifth Street in Clovis to review and discuss approval of the Action Plan. The facility is readily accessible to individuals with disabilities.

Public Comment
Claudia Cazares, Housing Program Manager
1033 Fifth Street, Clovis, CA 93612
Ms. Cazares may also be contacted at (559) 324-2094 or via email at claudiac@clovisca.gov, Monday through Friday, from 8:00 A.M. to 4:30 P.M.

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W000000000
Publication Dates

COUNTY OF FRESNO
STATE OF CALIFORNIA

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The Fresno Bee is a daily e-Edition and printed newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.
The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper; and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

1.0 insertion(s) published on:
04/03/26 Print

Print Tearsheet Link

Marketplace Link

Sherry Chasteen

Sherry Chasteen

Amanda Rodela

Sworn to and subscribed before me on Apr 3, 2026, 10:13 AM EDT

AMANDA RODELA
ELECTRONIC NOTARY PUBLIC
STATE OF TEXAS
COMMISSION # 133111282
MY COMMISSION EXPIRES 4/15/2029

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

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W00000000
Publication Dates

McClatchy

The Beaufort Gazette
The Belleville News-Democrat
Bellingham Herald
Centre Daily Times
Sun Herald
Idaho Statesman
Bradenton Herald
The Charlotte Observer
The State
Ledger-Enquirer
Durham | The Herald-Sun
Fort Worth Star-Telegram
The Fresno Bee
The Island Packet
The Kansas City Star
Lexington Herald-Leader
The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald
The Modesto Bee
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Tri-City Herald
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	IPL0326696	Legal Ad - IPL0326696		3.0	276.0L

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1033 Fifth Street
Clovis, CA 93612
claudiac@clovisca.gov

COUNTY OF FRESNO
STATE OF CALIFORNIA

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1.0 insertion(s) published on:
04/03/26 Print

Print Tearsheet Link

Marketplace Link

Sherry Chasteen

Sherry Chasteen

Amanda Rodela

Sworn to and subscribed before me on Apr 3, 2026, 10:13 AM EDT

AMANDA RODELA
ELECTRONIC NOTARY PUBLIC
STATE OF TEXAS
COMMISSION # 135511392
MY COMMISSION EXPIRES 4/15/2028

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

PUBLIC NOTICE

AVISO DE AUDIENCIA PUBLICA Y PERIODO DE COMENTARIOS PUBLICOS DE 30 DIAS PARA LA APROBACIÓN DEL PLAN CONSOLIDADO DE 2026-2030 DEL PROGRAMA CDBG Y DEL PLAN DE ACCIÓN ANUAL

SE NOTIFICA POR EL PRESENTE ANUNCIO, que la Ciudad de Clovis llevará a cabo un período de revisión y comentarios públicos de 30 días sobre el Plan Consolidado (y el Plan de Acción Anual) propuesto para 2026-2030, que comenzará el 3 de abril, 2026 y finalizará el 3 de mayo, 2026, con el fin de proveer a los residentes y a las organizaciones interesadas la oportunidad de expresar sus opiniones sobre la elaboración del Plan por parte de la Ciudad. Se pueden obtener copias del Plan en los siguientes lugares:

- Centro Cívico de Clovis: 1033 Fifth Street, Clovis, CA 93612
- Centro de Personas de Tercera Edad de Clovis: 735 Third Street, Clovis, CA 93612
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- Centro Recreativo de Clovis: 3495 Clovis Avenue, Clovis, CA 93612
- Sitio Web de la Ciudad de Clovis: www.cityofclovis.com
- Ciudad de Clovis sitios de medios sociales, tales como: Facebook, Instagram y NextDoor

**Todas las instalaciones anteriores son fácilmente accesibles para las personas con discapacidades de movilidad.

Plan Consolidado
Se requiere un Plan Consolidado para que la ciudad pueda recibir fondos del Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG en inglés) del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD en inglés). Los fondos del CDBG deben destinarse a actividades que cumplan uno de los tres objetivos nacionales, que son: garantizar una vivienda digna, proporcionar un entorno de vida adecuado y/o ampliar las oportunidades económicas. El Plan Consolidado se elabora para determinar cómo se alcanzarán estos objetivos a lo largo de un período de cinco años en la Ciudad de Clovis. Se dará máxima prioridad a la financiación de actividades que beneficien a personas con ingresos bajos o moderados, que contribuyan a la prevención o eliminación de áreas marginales o zonas degradadas, y/o que satisfagan otras necesidades urgentes de desarrollo comunitario.

Plan de Acción Anual
El objetivo del Plan de Acción Anual es mostrar cómo se utilizarán los fondos del Programa CDBG de la Ciudad durante el año fiscal 2026-2027, de manera que se enfoquen en las necesidades, prioridades y objetivos contenidos en el Plan Consolidado 2026-2030 propuesto por la Ciudad.

Las asignaciones de fondos del programa CDBG del Departamento de HUD, para el año 2026-2027, no han sido aprobadas por el gobierno federal. A sun así Clovis estima recibir una asignación de $710,000. Esta asignación, junto con $87,951 en fondos adicionales disponibles del año pasado, sumará un total de $797,951 en fondos de CDBG para ser repartidos entre varias actividades para el programa CDBG del año 2026-2027. El uso propuesto para los fondos CDBG en el siguiente:

- Rehabilitación de Viviendas- $130,000
- Ayuda a Micro-Empresa: Cocina Culinaria - $87,000
- Servicios Sociales en el Centro de la Tercera Edad de Clovis - $40,000
- Servicios Sociales para Víctimas de Violencia Doméstica en el Centro Marjaree Mason Clovis - $61,491
- Mejoras de Calle/on: Cole/Elm - $193,000
- Mejoras de Accesibilidad e Instalación de Banquets y Rampas (Estabrook/Munic/Acacia) - $144,460
- Administración – $142,000

Cualquier aumento o disminución en el nivel estimado de fondos del CDBG se aplicará al proyecto de Mejoras de Accesibilidad e Instalación de Banquets y Rampas (Estabrook/Munic/Acacia) y a la administración (20% como máximo).

Mediante este aviso, la Ciudad de Clovis invita a las personas interesadas o que puedan verse afectadas por las actividades en el Plan Consolidado y/o en el Plan de Acción Anual a que presenten sus comentarios por escrito, ya sea en persona, por teléfono, por correo postal o por correo electrónico (véase la información de contacto más abajo), y/o a que asistan a la audiencia pública para expresar sus opiniones y comentarios. La participación e la ciudadanía se considera un elemento importante del proceso de elaboración del Plan y HUD recomienda que los ciudades reciban e incorporen los comentarios del público en su proceso de planificación y revisión. Todos los comentarios recibidos antes de las 4:30 p. m. del 3 de mayo, 2026 en las direcciones que están a continuación, así como los realizados en la audiencia pública, serán considerados e incluidos en el documento del Plan de Acción Anual.

Una audiencia pública se llevará a cabo el 4 de mayo, 2026, a las 6:00 p.m. en la sala del Concilio de la Ciudad de Clovis, situada en el 1033 de Fifth Street en Clovis para consideración y discusión locante la aprobación del Plan. Estas instalaciones son están fácilmente accesibles a, y utilizables por, personas con discapacidades.

Comentarios Públicos
Residentes y grupos son invitados a someter comentarios por escrito ó orales locante los proyectos propuestos y el programa de CDBG al ponerse en contacto con:
Claudia Cazares, Supervisora de Programas de Viviendas
1033 Fifth Street, Clovis, CA 93612
La Sra. Cazares a la vez puede ser contactada por teléfono al (559) 324-2094, ó por correo electrónico al claudiac@clovisca.gov, de lunes a viernes, de las 8:00 a.m. a las 4:30 p.m.

Accesibilidad y Servicios de Traducción
Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al (559) 324-2094. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad.

Notificación de no discriminación:
Es la póliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene alguna queja o asunto, favor de contactar al coordinador del Programa 504 de la Ciudad de Clovis al (559) 324-2060.

Necesita asistencia contactando la Ciudad de Clovis?
El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordo-mudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar el 711.
IPL0326696
Apr 3 2026

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McClatchy

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The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald
The Modesto Bee
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Clovis, CA 93612
claudiac@clovisca.gov

PUBLIC NOTICE

TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAS LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAUS YUAV NTAWM TXOJ PHIAJ XWM MUAS LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev txhuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim rau pej xeem hauv txog qhov kev txhim kho Txoj Phiaj Xwm. Cov ntawv thov ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Dawb Hauv Chaweb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxaiv: www.clovisca.gov
- Nroog Clovis cov chaw txhaj xov xwm zej zog, zoo li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev ntaug tau yooj yim usa npaj txhij nau cov neeg usa muaj twb nwam kev txav mus los.

Txoj Phiaj Xwm Muab Los Ua Ke
Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoom Kas Pab Cuam Nyiaj Pab Ua Cuam Txhuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Tsev Pab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD). Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li lub qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev txwv tej vaj tse nyob uas zoo txim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov twv txwv nej kheej kheej hauv. Txim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis. Kev npaj tej pawy nyiaj yuav tsum muab saib ua qhov tseem ceeb txhaj plawv rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj kheev tau los qis-pes nrab, pab thiv thaiv los sis txhawm txwm cov kooj zej zog uas neeg coob chau los sis cov chaw puas tsuaj uas nyob tsis tau txwm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam muaj nqes.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo
Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias web kev pab nyiaj ntawm Lub Nroog Lub Khoom Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais dawb tau cov kev xav tau, kev muab saib ua qhov tseem ceeb txhaj plawv thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.

Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Tsev Pab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tau siv nrug muab txhaj tseem, tab sis Clovis khiav yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000. Cov nyiaj uas tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog $797,951 hauv cov nyiaj CDBG uas yuav nug muab faib rau xyoo khoos kas 2026-2027. Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj nees li nram qab no:

- Kev Kho Vaj Tsev - $130,000
- Lag Luam Chaw Ua Noj Qib Me - $87,000.00
- Cov Dej Num Tsim Kev Pab Rau Cov Neeg Laus Hauv Clovis - $40,000.00
- Lub Chaw Pab Cuam Marjorie Mason Cov Kev Pab Cuam Txog Kev Kub Ntxhov Hauv Tsev Uas Tseem Ceeb - $61,491.00
- Kev Txhim Kho Cole/Elm Alley - $ 193,000.00
- ADA/Kev Txhim Kho Kev Ntaug Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev now saib los sis poob qib hauv tseem kev pab nyiaj ntawm CDBG uas khiav yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Ntaug Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (saib laneg ntawv 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej, lossis nws xov tooj, los nws kev xa ntawv los sis nws e-mail (saib cov ntaub ntawv thi tau) hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Siab Dawb txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau. Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txhej txhem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes muab cov lus txawv txhawm rau pej xeem mus rau hauv nws tus txhej txhem kev npaj phiaj xwm thiab kev txhuaj xyuas. Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 tsev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov chaw myob hauv qab no, thiab cov uas tau txim nyob rau hauv lub rooj txiav txim rau sawv dawb, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv tsaus nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.

Tom qab ntawd yuav twb tau lub rooj txiav txim rau sawv dawb ntawm Pweg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 tsev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Laig Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau txhuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua. Lub chaw no muaj kev ntaug tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Dawb: Xav txhawb kom cov pej xeem thiab cov pab pawg sa cov lus xam pom rau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev thi tau) rau:
Claudia Cazares, Tswj Tsev Hwm Khoos Kas Vaj Tsev
1033 Fifth Street, Clovis, CA 93612
Qhau li no kom kuj tseem tuaj yeem tiv tau rau nu Ms. Cázares ntawm (559) 324-2094, los sis nws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 tsev sawv ntxov txog 4:30 tsev tsaus ntuj

Hauv Kev Ntaug thiab Cov Kev Pab Cuam Txhais Lus: Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim rau qhov txim nyog los sis txim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom nrau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv dawb, cia thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094. Kev ceeb toom 48 tsev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm txim tau cov kev npaj raws qhov txim nyog kom ntseeg tau tias muaj txoj hauv kev ntaug.

CEEB TOOM TXOG KEV TSIB MUAJ KEV CAW CAIS:
Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj ntsim txiv neej, thiab kev nyiam nus sab poj ntsim los sis txiv neej. Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, cia thov thi tau) rau lub Nroog Clovis 504 lus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Thi Tau) Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txais Lus uas tsis txaus kev coib qhia txhej xeeb rau cov kev sib tham nrog cov neeg tsis txaus li ntawm cov neeg laig ntsej, tsis hnov lus zoo, los sis hais lus tsis txaus los thiab cov neeg uas xiv cov xov tooj raws li tus qauv cai. Koj tuaj yeem siv qhov kev pab cuam no los mus thi tau) rau lub Nroog Clovis los ntawm kev ntaus rau 711.

Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev thi tau) rau peb cov chaw ua hauj lwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060. Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.
IPL0326757
Apr 3 2026

COUNTY OF FRESNO
STATE OF CALIFORNIA

The undersigned states:
McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee.
The Fresno Bee is a daily e-Edition and printed newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.
The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper; and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

1.0 insertion(s) published on:
04/03/26 Print

Print Tearsheet Link

Marketplace Link

Sherry Chasteen

DIGITALLY SIGNED

Sherry Chasteen

Amanda Rodela

DIGITALLY SIGNED

Sworn to and subscribed before me on Apr 3, 2026, 10:13 AM EDT

AMANDA RODELA
ELECTRONIC NOTARY PUBLIC
STATE OF TEXAS
COMMISSION # 13551139?
MY COMMISSION EXPIRES 4/10/2028

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

Las asignaciones de fondos del programa CDBG del Departamento de HUD, para el año 2026-2027, no han sido aprobadas por el gobierno federal. A aun así Clovis estima recibir una asignación de $710,000. Esta asignación, junto con $87,951 en fondos adicionales disponibles del año pasado, sumará un total de $797,951 en fondos de CDBG para ser repartidos entre varias actividades para el programa CDBG del año 2026-2027. El uso propuesto para los fondos CDBG es el siguiente:

- Rehabilitación de Viviendas- $130,000
- Ayuda a Micro-Empresa: Cocina Culinaria - $87,000
- Servicios Sociales en el Centro de la Tercera Edad de Clovis - $40,000
- Servicios Sociales para Victimas de Violencia Domestica en el Centro Marjaree Mason Clovis - $61,491
- Mejoras de Callejon: Cole/Elm - $193,000
- Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) - $144,460
- Administración – $142,000

Cualquier aumento o disminución en el nivel estimado de fondos del CDBG se aplicará al proyecto de Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) y a la administración (20% como máximo).

Mediante este aviso, la Ciudad de Clovis invita a las personas interesadas o que puedan verse afectadas por las actividades en el Plan Consolidado y/o en el Plan de Acción Anual a que presenten sus comentarios por escrito, ya sea en persona, por teléfono, por correo postal o por correo electrónico (véase la información de contacto más abajo), y/o a que asistan a la audiencia pública para expresar sus opiniones y comentarios. La participación e la ciudadanía se considera un elemento importante del proceso de elaboración del Plan y HUD recomienda que las ciudades reciban e incorporen los comentarios del público en su proceso de planificación y revisión. Todos los comentarios recibidos antes de las 4:30 p. m. del 3 de mayo, 2026 en las direcciones que están a continuación, así como los realizados en la audiencia pública, serán considerados e incluidos en el documento del Plan de Acción Anual.

Una audiencia pública se llevará a cabo el 4 de mayo, 2026, a las 6:00 p.m. en la sala del Concilio de la Ciudad de Clovis, situada en el 1033 de Fifth Street en Clovis para consideración y discusión tocante la aprobación del Plan. Estas instalaciones son están fácilmente accesibles a, y utilizables por, personas con discapacidades.

Comentarios Públicos
Residentes y grupos son invitados a someter comentarios por escrito ó orales tocante los proyectos propuestos y el programa de CDBG al ponerse en contacto con:
Claudia Cazares, Supervisora de Programas de Viviendas
1033 Fifth Street, Clovis, CA 93612
La Sra. Cazares a la vez puede ser contactada por teléfono al (559) 324-2094, ó por correo electrónico al claudiac@clovisca.gov, de lunes a viernes, de las 8:00 a.m. a las 4:30 p.m.

Accesibilidad y Servicios de Traducción
Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al (559) 324-2094. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad.

Notificación de no discriminación:
Es la póliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene alguna queja o asunto, favor de contactar al coordinador del Programa 504 de la Ciudad de Clovis al (559) 324-2060.

Necesita asistencia contactando la Ciudad de Clovis?
El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordo-mudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.
IPL0326696
Apr 3 2026

PUBLIC NOTICE

TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm. Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

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Txoj Phiaj Xwm Muab Los Ua Ke
Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoos Kas Pab Cuam Nyiaj Pab Uas Cuam Tshuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD). Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li ib qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev ceev tej vaj tse nyob uas zoo tsim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov hwv tsam fab kev khwv noj khwv haus. Tsim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis. Kev npaj tej peev nyiaj yuav tsum muab saib ua qhov tseem ceeb tshaj plaws rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj khwv tau los qis-pes nrab, pab tiv thaiv los sis tshem tawm cov koog zej zog uas neeg coob dhau los sis cov chaw puas tsuaj uas nyob tsis tau lawm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam maj rawm.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo
Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias seb kev pab nyiaj ntawm Lub Nroog Lub Khoos Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais daws tau cov kev xav tau, kev muab saib ua qhov tseem ceeb tshaj plaws thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.

Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tsis tau raug muab tshaj tawm, tab sis Clovis khwv yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000. Cov nyiaj uas tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog $797,951 hauv cov nyiaj CDBG uas yuav raug muab faib rau xyoo khoos kas 2026-2027. Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj raws li nram qab no:

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- ADA/Kev Txhim Kho Kev Nkag Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev nce siab los sis poob qis hauv theem kev pab nyiaj ntawm CDBG uas khwv yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Nkag Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (siab kawg nkaus 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej kiag, xa raws xov tooj, xa raws kev xa ntawv los sis raws e-mail (saib cov ntaub ntawv tiv tauj hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Sawv Daws txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau. Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txheej txheem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes muab cov lus tawm tswv yim los ntawm pej xeem mus rau hauv nws tus txheej txheem kev npaj phiaj xwm thiab kev tshuaj xyuas. Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 teev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov chaw nyob hauv qab no, thiab cov uas tau tsim nyob rau hauv lub rooj txiav txim rau sawv daws, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv txuas nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.

Tom qab ntawd yuav teeb tsa lub rooj txiav txim rau sawv daws ntawm Pawg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 teev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Lag Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau tshuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua. Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Daws: Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau:
Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev
1033 Fifth Street, Clovis, CA 93612
Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus: Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094. Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.
CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS:
Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej. Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.
Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws li tus qauv cai. Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.
Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev tiv tauj rau peb cov chaw ua haujlwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060. Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.
IPL0326757
Apr 3 2026

EMAILED NOTICES

From: Claudia Cazares
To: Housing Program; Claudia Cazares
Bcc: admin@fmaaa.org; Andrew Feil; Andrey Kovalenko; Ashley Hedemann; Beverly Hard; Big Brothers Big Sisters Fresno; CASA Fresno Madera; CCLS; Central California Hispanic Foundation; Coreen Campos; Des Haus; dwesterlund@fresnodbh.org; Emogene Nelson; EOC Executive Offices; Fabiola Gonzalez; Fresno Food Bank; Gabriela Rios; Genoveva Islas; Girl Scouts of Central California South (Fresno); Jeff Negrete; Jessa Santangelo; Jovana Morales-Tilgren; Kathryn Weakland (Boys and Girls Club Fresno); Kelly Avants; Kou Moua; "Laurie Doyle"; Lilia Becerril; Lilly Alexander; Linda Gleason; Lowell Ens; Lucy Esquivel; Margarita Rocha; Mélanie Faure; Michael Duarte; Michael Sigala; michaels.fhccc@gmail.com; MJ Borelli; Moreno, Laura; Msantana@Education-leadership.org; Naindeep Singh; Nayamin Martinez; Nicole Linder; Oliver Rodriguez; oscar.fhccc@gmail.com; Pao Yang; Regina Bach; Rob Cravy; Sara Mirhadi; Tish Valdez-Standley; Tom Collishaw; Adriana Arvizo; Andrew Nabors; Bernard Jimenez; Brian Weldon; CA DEPT OF TRANSPORTATION; CA HCD; City of Fresno; City of Sanger Comm Dev Director; CUSD; Dave Scott; Denver Stairs; Drew Esquer; FID; FMFCD; FMFCD; Fresno COG; HUD CPD, San Francisco Regional Office – Region IX:; Jerry Moore; Luis Murrieta; SJVAPOD 2; Tony Boren; Chad McCollum; attcommunityengagement@att.com; Anthony Bailey
Subject: City of Clovis - CDBG Consolidated Plan 2026-2030 Community Needs Survey
Date: Friday, September 5, 2025 1:03:00 PM
Attachments: image001.png
image002.png
image007.png
image008.png
image010.png
image011.png
image012.png
image013.png
image003.png
image004.png
image014.png

The City of Clovis invites you to participate in the preparation of the 2026-2030 (5-year) Consolidated Plan for the utilization of Community Development Block Grant (CDBG) Program funds.

The City receives funds from the U.S. Department of Housing and Urban Development (HUD) to invest in affordable housing, to address homelessness, provide improvements to public infrastructure, provide social services to our community, and assist businesses. The 5-year Consolidated Plan will serve as a guide to the City for the expenditure of CDBG funds over the next five years. This survey requests your input regarding housing and community development needs in the City of Clovis, to assist City staff in developing the 5-year Consolidated Plan.

This survey will be available on-line from September 5, 2025 to September 30, 2025, at 4PM. Your responses will remain anonymous.

You can access the Community Needs Survey by navigating online to the following link (https://forms.cloud.microsoft/g/WPvyMcrrHv) and/or QR code:



Should you have any questions, or would like to speak to City of Clovis staff regarding the Consolidated Plan, please email housing@clovisca.gov, or call (559) 324-2060.
Spanish and Hmong translation at bottom. Traducción al español disponible a continuación. Hmoob txhais lus nyob hauv qab no.

SPANISH TRANSLATION | TRADUCCIÓN EN ESPAÑOL

Ciudad de Clovis - Plan Consolidado CDBG 2026-2030 Encuesta Sobre las Necesidades de la Comunidad

La Ciudad de Clovis le invita a participar en la preparación del Plan Consolidado 2026-2030 (plan de 5 años) para la utilización de los fondos del Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG en inglés).

La Ciudad recibe fondos del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD en inglés) para invertir en viviendas asequibles, abordar la falta de vivienda, mejorar la infraestructura pública, proporcionar servicios sociales a nuestra comunidad y ayudar a las empresas. El Plan Consolidado de 5 años servirá de guía a la Ciudad para el gasto de los fondos del Programa CDBG durante los próximos 5 años. Esta encuesta solicita su opinión sobre las necesidades de vivienda y desarrollo comunitario en la Ciudad de Clovis, con el fin de ayudar al personal municipal a elaborar el Plan Consolidado de 5 años.

Esta encuesta estará disponible en línea desde el 5 de septiembre de 2025 hasta el 30 de septiembre de 2025, a las 4 p. m. Sus respuestas serán anónimas. Si requiere que la encuesta se le proporcione en español, favor de enviar una solicitud a housing@clovisca.gov o llamear al (559) 324-2060 de 8:00 a.m. a 4:30 p.m.

Si tiene alguna pregunta o desea hablar con el personal de la ciudad de Clovis sobre el Plan Consolidado, envíe un correo electrónico a housing@clovisca.gov o llame al (559) 324-2060.

Puede acceder a la Encuesta sobre las necesidades de la comunidad navegando en línea al siguiente enlace (https://forms.cloud.microsoft/g/WPvyMcrrHv y/o código QR (enlace en ingles):



HMONG TRANSLATION \ HMOOB TXHAIS LUS

Nroog Clovis - CDBG Daim Ntawv Soj Ntsuam Txog Kev Xav Tau Hauv Zej Zog Hauv Txoj Phiaj Xwm Sib Sau Ua Ke Xyoo 2026-2030

Nroog Clovis thov caw koj tuaj koom nrog hauv kev npaj Txoj Phiaj Xwm Sib Sau Ua Ke Xyoo 2026-2030 (5 xyoos) txog kev siv cov nyiaj pab ntawm Lub Khoos Kas Pob Nyiaj Pab Rau Kev Txhim Kho Zej Zog (CDBG).

Lub Nroog tau txais cov nyiaj pab tuaj ntawm Teb Chaws Meskas Lub Thawj Fab Saib Xyuas Kev Txhim Kho Vaj Tse Chaw Nyob thiab Lub Nroog (HUD) los nqis peev txog vaj tse chaw nyob uas tsis kim heev, los daws kev tsis muaj tsev nyob, muab kev txhim kho tej chaw nyob kev tsheb rau pej xeem, muab cov kev pab cuam zej tsoom rau peb lub zej zog, thiab pab rau cov chaw lag luam.Txoj Phiaj Xwm Sib Sau Ua Ke 5-xyoos no yuav siv los ua ib phau ntawv qhia rau Lub Nroog txog kev siv cov nyiaj pab ntawm CDBG hauv tsib lub xyoo tom ntej no.Daim ntawv soj ntsuam no xav thov koj li tswv yim pab hais txog cov kev xav tau txog kev txhim kho vaj tse nyob thiab lub zej zog hauv Nroog Clovis, los pab cov neeg ua hauj lwm hauv Lub Nroog txog kev txhim kho Txoj Phiaj Xwm Sib Sau Ua Ke 5-xyoos no.

Daim ntawv soj ntsuam no yuav muaj hauv on-line txij Lub Cuaj Hlis Ntuj Tim 5, 2025 txog Lub Cuaj Hlis Ntuj Tim 30, 2025, thaum 4 Teev Tsaus Ntuj. Koj cov lus teb yuav khaws cia tsis qhia npe. Yog tias koj xav kom muab daim ntawv soj ntsuam xa tuaj rau koj ua Lus Hmoob, thov xa email tuaj rau peb ntawm housing@clovisca.gov, los sis hu rau Lub Nroog ntawm (559) 324-2060 thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj.

Yog koj muaj lus nug dab tsi, los sis xav tham nrog cov neeg ua hauj lwm hauv Nroog Clovis hais txog Txoj Phiaj Xwm Sib Sau Ua Ke, thov xa email mus rau housing@clovisca.gov, los sis hu rau (559) 324-2060.

Koj tuaj yeem nkag cuag tau rau Daim Ntawv Soj Ntsuam Txog Cov Kev Xav Tau Hauv Zej Zog los ntawm kev nrhiav hauv onine mus rau txoj kab txuas hauv qab no thiab/los sis tus zauv QR - (https://forms.cloud.microsoft/g/WPvyMcrrHv. Txoj kab txuas mus rau daim ntawv soj ntsuam no yog sau ua Lus Askiv.

NOTICE OF NON-DISCRIMINATION:
It is the policy of the City of Clovis to not discriminate on the basis of race, color, national origin, religion, sex, and sexual preference. If you have a complaint or concern, please contact the City of Clovis 504 Program Coordinator at (559) 324-2060.

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¿Necesita asistencia contactando la Ciudad de Clovis?
El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordomudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.

CEEB TOOM TXOG KEV TSIS SIB CAIS:
Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob muaj kev sib cais raws haiv neeg, xim nqaij, keeb kwm haiv neeg, kev ntseeg, poj niam txiv neej, thiab kev nyiam rau sab poj niam txiv neej. Yog tias koj muaj lus tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov caw tiv tauj rau tus Neeg Cev Ncauj Cev Lus Txog Lub Phiaj Xwm 504 Hauv Nroog Clovis ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Tiv Tauj rau lub Nroog Clovis? Lub Chaw Pab Cuam Txog Kev Hloov Pauv Hauv California yuav muab cov Neeg Pab Txuas Lus uas tau txais kev cob qhia tshwj xeeb los rau cov kev sib tham hloov pauv rau cov neeg lag ntseg, tsis hnov lus zoo, los sis hais lus tsis tau thiab cov neeg uas siv lub xov tooj raws qauv Koj tuaj yeem siv qhov kev pab cuam no los tiv tauj rau lub Nroog Clovis los ntawm qhov hu rau 711.

CLAUDIA CÁZARES
Affordable Housing Program Manager

Clovis City Hall - Administration
1033 Fifth Street, Clovis, CA 93612
Office: (559) 324-2094
claudiac@cityofclovis.com

www.cityofclovis.com | www.visitclovis.com | www.clovis4business.com

From: Claudia Cazares
To: Richard Mostert; Lowell Ens; Russ Harding; bonnie.audas.02@gmail.com; Steven T
Cc: Claudia Cazares; Holly Greathouse
Subject: City of Clovis - CDBG Consolidated Plan 2026-2030 Community Needs Survey
Date: Friday, September 5, 2025 2:48:00 PM
Attachments: image001.png
image002.png
image007.png
image008.png
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image013.png
image005.png
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txhais lus nyob hauv qab no.

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HMONG TRANSLATION \ HMOOB TXHAIS LUS

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CLAUDIA CÁZARES

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Office: (559) 324-2094
claudiac@cityofclovis.com

www.cityofclovis.com | www.visitclovis.com | www.clovis4business.com

From: Claudia Cazares
To: Housing Program; Claudia Cazares
Bcc: Adriana Arvizo; Anthony Bailey
Subject: City of Clovis - CDBG 5-Year Consolidated Plan Public Input Meeting and Application Workshop - 1/26/26 at 4PM (Clovis Council Chambers)
Date: Thursday, January 8, 2026 1:59:00 PM
Attachments: image001.png

January 8, 2026
(Please note: this notice is hereby provided in English, Spanish and Hmong below with detailed tri-lingual information available on our website)

The City of Clovis is seeking your input to develop the City's five-year Consolidated Plan, which will also include the 2026-2027 Annual Action Plan and the Analysis to Impediments to Fair Housing Choice. The City is now also accepting community development and affordable housing project proposals for the 2026-2027 Community Development Block Grant (CDBG) Program. The City invites you to participate in a workshop for those interested in submitting a proposal, as well as a concurrent meeting to provide your input regarding the City's Community Development Block Grant (CDBG) Program, to be held on Monday, January 26, 2026, at 4:00 p.m., at City of Clovis Council Chambers, 1033 Fifth St., Clovis, CA 93612. The facility is readily accessible to individuals with disabilities. For further information about the CDBG program, this meeting, or to request an application packet, please visit www.cityofclovis.com/affordablehousing.

SPANISH/ESPAÑOL:
La Ciudad de Clovis solicita su opinión para desarrollar el Plan Consolidado quinquenal de la ciudad, que también incluirá el Plan de Acción Anual 2026-2027 y el Análisis de los Obstáculos para Vivienda Justa. La Ciudad también está ahora aceptando propuestas para proyectos o programas para viviendas asequibles o de desarrollo comunitario para el Programa de Fondos para el Desarrollo de la Comunidad ("CDBG" en inglés) para el año fiscal 2026-2027. La Ciudad le invita a participar en un taller de solicitudes para organizaciones interesadas en someter una solicitud y a la vez será una audiencia pública para proveer su opinión sobre el Programa de Subvenciones para el Desarrollo de la Comunidad (CDBG) de la ciudad, que se llevará al cabo el lunes 26 de enero de 2026, a las 4:00 p. m., en la sala del Concilio de la Ciudad de Clovis, 1033 Fifth St.,

Clovis, CA 93612. Las instalaciones son fácilmente accesibles para personas con discapacidad. Para obtener más información sobre el programa CDBG, sobre esta audiencia, o para solicitar un paquete de solicitud, favor de visitar a www.cityofclovis.com/affordablehousing.

HMONG/HMOOB:
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From:	Claudia Cazares
To:	Housing Program; Claudia Cazares
Bcc:	admin@fmaaa.org; Andrew Feil; Andrey Kovalenko; Ashley Hedemann; Beverly Hard; Big Brothers Big Sisters Fresno; CASA Fresno Madera; CCLS; Central California Hispanic Foundation; Coreen Campos; Des Haus; dwesterlund@fresnodbh.org; Emogene Nelson; EOC Executive Offices; Fabiola Gonzalez; Fresno Food Bank; Gabriela Rios; Genoveva Islas; Girl Scouts of Central California South (Fresno); Jeff Negrete; Jessa Santangelo; Jovana Morales-Tilgren; Kathryn Weakland (Boys and Girls Club Fresno); Kelly Avants; Kou Moua; "Laurie Doyle"; Lilia Becerril; Lilly Alexander; Linda Gleason; Lowell Ens; Lucy Esquivel; Margarita Rocha; Mélanie Faure; Michael Duarte; Michael Sigala; michaels.fhccc@gmail.com; MJ Borelli; Moreno, Laura; Msantana@Education-leadership.org; Naindeep Singh; Nayamin Martinez; Nicole Linder; Oliver Rodriquez; oscar.fhccc@gmail.com; Pao Yang; Regina Bach; Rob Cravy; Sara Mirhadi; Tish Valdez-Standley; Tom Collishaw
Subject:	City of Clovis - CDBG 5-Year Consolidated Plan Public Input Meeting and Application Workshop - 1/26/26 at 4PM (Clovis Council Chambers)
Date:	Thursday, January 8, 2026 1:59:00 PM
Attachments:	image001.png

January 8, 2026

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From: Claudia Cazares
To: Housing Program; Claudia Cazares
Bcc: AD Granite; alfredoi@chavezfoundation.org; Brad Hardie; Brian Burry Pritchard; Colin Brown; Connie Pritchard; ctoledo@chavezfoundation.org; DAVID YBARRA; dirk@dplds.com; Donald Dickson; Douglas Sheidt; Dylan Oak; George Lopez; George Starbucks; hilary@lesardevelopment.com; joshp@wathen-castanos.com; Laurie Doyle; Leonel Alvarado; Maria@dplds.com; Mary Mitchell; Michael Duarte; Michael Sigala; Nate Scholz; Patrick Otellini; ryan@upholdings.net; Sami Abdelatif; Sarah McDowell; Sarah Leads; sarah@upholdings.net; Steve Pratt; steveh@chavezfoundation.org; Terance Frazier
Subject: City of Clovis - CDBG 5-Year Consolidated Plan Public Input Meeting and Application Workshop - 1/26/26 at 4PM (Clovis Council Chambers)
Date: Thursday, January 8, 2026 2:00:00 PM
Attachments: image001.png

January 8, 2026
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From:	Claudia Cazares
To:	"joshua.goggins@ci.sanger.ca.us"; Andrew Nabors; Bernard Jimenez; Brian Weldon; CA DEPT OF TRANSPORTATION; CA DEPT OF TRANSPORTATION; Christian.D.Anderson@hud.gov; City of Fresno; Dave Scott; CUSD; Denver Stairs; Drew Esquer; FID; FMFCD; FMFCD; FMFCD; Jerry Moore; Luis Murrieta; SJVAPQD 2
Cc:	Housing Program; Claudia Cazares
Subject:	City of Clovis - CDBG 5-Year Consolidated Plan Public Input Meeting and Application Workshop - 1/26/26 at 4PM (Clovis Council Chambers)
Date:	Friday, January 9, 2026 8:03:00 AM
Attachments:	image001.png

January 9, 2026

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From: Claudia Cázares
To: Claudia Cázares
Cc: Housing Program
Bcc: Abner Calzada; admin@fmaaa.org; Andrew Feil; Andrey Kovalenko; Ashley Hedemann; Beverly Hard; Big Brothers Big Sisters Fresno; CASA Fresno Madera; CCLS; Central California Hispanic Foundation; Coreen Campos; Des Haus; dwesterlund@fresnodbh.org; Emogene Nelson; EOC Executive Offices; Fabiola Gonzalez; Fresno Food Bank; Gabriela Rios; Genoveva Islas; Girl Scouts of Central California South (Fresno); Hillaree Bennett; Info; info@ricv.org; Jeff Negrete; Jessa Santangelo; Jovana Morales-Tilgren; Kathryn Weakland (Boys and Girls Club Fresno); Kelly Avants; Kou Moua; "Laurie Doyle"; Lilia Becerril; Lilly Alexander; Linda Gleason; Lowell Ens; Lucy Esquivel; Margarita Rocha; Mélanie Faure; Michael Duarte; Michael Sigala; michaels.fhccc@gmail.com; MJ Borelli; Moreno, Laura; Msantana@Education-leadership.org; Naindeep Singh; Nayamin Martinez; Oliver Rodriquez; oscar.fhccc@gmail.com; Pao Yang; Regina Bach; Rob Cravy; Sara Mirhadi; Tish Valdez-Standley; tmorris@ricv.org; Tom Collishaw
Subject: CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date: Friday, April 3, 2026 10:11:00 AM
Attachments: image001.png
image003.png
image004.png
image005.png
image006.png

NOTICE OF PUBLIC HEARING AND 30-DAY PUBLIC COMMENT PERIOD FOR THE ADOPTION OF THE 2026-2030 CDBG CONSOLIDATED PLAN AND ANNUAL ACTION PLAN

April 3, 2026

NOTICE IS HEREBY GIVEN that the City of Clovis will conduct a 30-day public review and comment period of the proposed 2026-2030 Consolidated Plan (and Annual Action Plan) starting on April 3, 2026, and ending on May 3, 2026, to provide an opportunity for residents and interested organizations to express their views on the City's development of the Plan. Copies of the Plan are available at the following locations:

- Clovis City Hall: 1033 Fifth Street, Clovis, CA 93612
- Clovis Senior Center: 735 Third Street, Clovis, CA 93612
- Clovis Transit Center: 785 Third Street, Clovis, CA 93612
- Fresno County Public Library in Clovis: 1155 Fifth Street, Clovis, CA 93612
- Clovis Recreational Center: 3495 Clovis Ave., Clovis, CA 93612
- City of Clovis Web Site: https://www.clovisca.gov/services/affordable_housing/index.php
- City of Clovis social media sites, such as: Facebook, Instagram, and NextDoor

** All of the above facilities are readily accessible to individuals with mobility impairments.

Consolidated Plan

A Consolidated Plan is required in order for the City receive Community Development Block Grant (CDBG) Program funding from the U.S. Department of Housing and Urban Development (HUD). CDBG funds must be used for activities that meet one of three national goals, which are: securing decent housing, providing a suitable living environment and/or expanding economic opportunities. The Consolidated Plan is developed to determine how these goals will be met over a five-year period in the City of Clovis. Maximum priority shall be given to fund activities that benefit low-moderate income persons, aid in the prevention or elimination of slums or blight, and/or meet other urgent community development needs.

Annual Action Plan

The purpose of the Annual Action Plan is to show how the City's CDBG Program funding will be expended during the 2026-2027 program year in a way that addresses the needs, priorities and objectives contained in the City's proposed 2026-2030 Consolidated Plan.

The 2026-2027 CDBG allocations from the U.S. Department of Housing and Urban Development (HUD) have not been announced yet, but Clovis estimates receiving an entitlement allocation of $710,000. The entitlement amount, together with an additional $87,951 in carryover funds, will total $797,951 in CDBG funds to be allocated for the 2026-2027 program year. The proposed use of funds for the 2026-2027 program year is as follows:

- Micro-Enterprise Culinary Kitchen - $87,000.00
- Clovis Senior Senter Enrichment Activities - $40,000.00
- Marjaree Mason Center Critical Domestic Violence Services - $61,491.00
- Cole/Elm Alley Improvements - $ 193,000.00
- ADA/Sidewalk Accessibility Improvements (Estabrook/Music/Acacia) - $144,460.00 *
- Administration - $142,000.00 *

*An increase or decrease in the estimated CDBG funding level will be applied to the ADA/Sidewalk Accessibility Improvements Project (Estabrook/Music/Acacia), and Administration (20% maximum).

By this notice, the City of Clovis invites parties that have an interest in, or may be impacted by, the activities discussed in the Consolidated Plan and/or Annual Action Plan, to submit a written comment in-person, via telephone, via mail or e-mail (see contact information below) and/or attend the Public Hearing to provide their views and comments. Citizen participation is considered an important element of the Plan development process and HUD recommends Cities receive and incorporate public comments into its planning and review process. All comments received before 4:30 P.M. on May 3, 2026, at the addresses below, and those made at the public hearing, will be considered and included as attachments in the Annual Action Plan document.

A City Council public hearing will then be held on May 4, 2026, at 6:00 p.m. in the City of Clovis Council Chambers located at 1033 Fifth Street in Clovis to review and discuss approval of the Consolidated Plan and Action Plan. The facility is readily accessible to individuals with disabilities.

Public Comment

Citizens and groups are encouraged to submit written or verbal comments concerning the proposed projects and the CDBG Program by contacting:
Claudia Cazares, Housing Program Manager
1033 Fifth Street, Clovis, CA 93612
Ms. Cazares may also be contacted at (559) 324-2094 or via email at claudiac@clovisca.gov, Monday through Friday, from 8:00 A.M. to 4:30 P.M.

Accessibility and Language Services

If you require reasonable accommodation or need language assistance, translation services or interpretation services to participate in this meeting, or to submit public comment, please contact Claudia Cazares at (559) 324-2094. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.
NOTICE OF NON-DISCRIMINATION: It is the policy of the City of Clovis to not discriminate on the basis of race, color, national origin, religion, sex, and sexual preference. If you have a complaint or concern, please contact the City of Clovis 504 Program Coordinator at (559) 324-2060.

Need Assistance Contacting the City of Clovis? California Relay Service provides specially trained Communication Assistants to relay conversations between deaf, hard of hearing, or speech-loss individuals and people who use a standard telephone. You can use this service to contact the City of Clovis by dialing 711.
This notice is available in Spanish and/or Hmong by contacting our offices at (559) 324-2060. Esta notificación está disponible en español llamando al (559) 324-2060. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060. Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From: Claudia Cázares
To: Claudia Cázares
Cc: Housing Program
Bcc: Adriana Arvizo; anthony@bridgeforwardtech.org; Nathan Ahle
Subject: CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date: Friday, April 3, 2026 10:12:00 AM
Attachments: image001.png
image003.png
image004.png
image002.png
image007.png

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Public Comment

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Claudia Cazares, Housing Program Manager
1033 Fifth Street, Clovis, CA 93612
Ms. Cazares may also be contacted at (559) 324-2094 or via email at claudiac@clovisca.gov, Monday through Friday, from 8:00 A.M. to 4:30 P.M.

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CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	"City of Sanger Comm Dev Director"; Andrew Nabors; Bernard Jimenez; Brian Weldon; CA DEPT OF TRANSPORTATION; CA HCD; Christian.D.Anderson@hud.gov; City of Fresno; Kelly Avants; Dave Scott; Denver Stairs; Drew Esquer; FID; FMFCD; FMFCD; Fresno COG; Jerry Moore; Luis Murrieta; SJVAPQD 2; Tony Boren
Subject:	CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:19:00 AM
Attachments:	image001.png image003.png image004.png image005.png image006.png C2_signature_housing_emailsignature100px_logo_c8cd0876-7812-4a0e-af59-b524ba47bd29.png C2_signature_housing_emailsignature100px_logo_c8cd0876-7812-4a0e-af59-b524ba47bd29.png

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NOTICE OF PUBLIC HEARING AND 30-DAY PUBLIC COMMENT PERIOD FOR THE ADOPTION OF THE 2026-2030 CDBG CONSOLIDATED PLAN AND ANNUAL ACTION PLAN

April 3, 2026

NOTICE IS HEREBY GIVEN that the City of Clovis will conduct a 30-day public review and comment period of the proposed 2026-2030 Consolidated Plan (and Annual Action Plan) starting on April 3, 2026, and ending on May 3, 2026, to provide an opportunity for residents and interested organizations to express their views on the City's development of the Plan. Copies of the Plan are available at the following locations:

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HOUSING DIVISION

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From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	AD Granite; alfredoi@chavezfoundation.org; Brad Hardie; Brian Burry Pritchard; Colin Brown; Connie Pritchard; ctoledo@chavezfoundation.org; DAVID YBARRA; dirk@dplds.com; Donald Dickson; Douglas Sheidt; Dylan Oak; George Lopez; George Starbucks; hilary@lesardevelopment.com; joshp@wathen-castanos.com; "Laurie Doyle"; Leonel Alvarado; Leslie Alvarado; Maria@dplds.com; Mary Mitchell; Matthew Skelton ; Michael Duarte; Michael Sigala; Nate Scholz; Patrick Otellini; Ryan Lundergan; ryan@upholdings.net; Sami Abdelatif; Sarah McDowell; Sarah Leads; sarah@upholdings.net; Steve Pratt; steveh@chavezfoundation.org; Terance Frazier
Subject:	CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:24:00 AM
Attachments:	image001.png image003.png image004.png image005.png image006.png

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CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	Abner Calzada; admin@fmaaa.org; Andrew Feil; Andrey Kovalenko; Ashley Hedemann; Beverly Hard; Big Brothers Big Sisters Fresno; CASA Fresno Madera; CCLS; Central California Hispanic Foundation; Coreen Campos; Des Haus; dwesterlund@fresnodbh.org; Emogene Nelson; EOC Executive Offices; Fabiola Gonzalez; Fresno Food Bank; Gabriela Rios; Genoveva Islas; Girl Scouts of Central California South (Fresno); Hillaree Bennett; Info; info@ricv.org; Jeff Negrete; Jessa Santangelo; Jovana Morales-Tilgren; Kathryn Weakland (Boys and Girls Club Fresno); Kelly Avants; Kou Moua; "Laurie Doyle"; Lilia Becerril; Lilly Alexander; Linda Gleason; Lowell Ens; Lucy Esquivel; Margarita Rocha; Mélanie Faure; Michael Duarte; Michael Sigala; michaels.fhccc@gmail.com; MJ Borelli; Moreno, Laura; Msantana@Education-leadership.org; Naindeep Singh; Nayamin Martinez; Oliver Rodriguez; oscar.fhccc@gmail.com; Pao Yang; Regina Bach; Rob Cravy; Sara Mirhadi; Tish Valdez-Standley; tmorris@ricv.org; Tom Collishaw
Subject:	SPANISH - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:23:00 AM
Attachments:	image001.png image003.png image004.png image002.png image007.png

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AVISO DE AUDIENCIA PÚBLICA Y PERÍODO DE COMENTARIOS PÚBLICOS DE 30 DÍAS PARA LA APROBACIÓN DEL PLAN CONSOLIDADO DE 2026-2030 DEL PROGRAMA CDBG Y DEL PLAN DE ACCIÓN ANUAL

3 DE ABRIL, 2026

SE NOTIFICA POR EL PRESENTE ANUNCIO, que la Ciudad de Clovis llevará a cabo un período de revisión y comentarios públicos de 30 días sobre el Plan Consolidado (y el Plan de Acción Anual) propuesto para 2026-2030, que comenzará el 3 de abril, 2026 y finalizará el 3 de mayo, 2026, con el fin de proveer a los residentes y a las organizaciones interesadas la oportunidad de expresar sus opiniones sobre la elaboración del Plan por parte de la Ciudad. Se pueden obtener copias del Plan en los siguientes lugares:

- Centro Cívico de Clovis: 1033 Fifth Street, Clovis, CA 93612
- Centro de Personas de Tercera Edad de Clovis: 735 Third Street, Clovis, CA 93612
- Centro de Tránsito de Clovis: 785 Third Street, Clovis, CA 93612
- Biblioteca Pública del Condado de Fresno en Clovis: 1155 Fifth Street, Clovis, CA 93612
- Centro Recreativo de Clovis: 3495 Clovis Avenue, Clovis, CA 93612
- Sitio Web de la Ciudad de Clovis: www.cityofclovis.com
- Ciudad de Clovis sitios de medios sociales, tales como: Facebook, Instagram y NextDoor

**Todas las instalaciones anteriores son fácilmente accesibles para las personas con discapacidades de movilidad.

Plan Consolidado

Se requiere un Plan Consolidado para que la ciudad pueda recibir fondos del Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG en ingles) del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD en ingles). Los fondos del CDBG deben destinarse a actividades que cumplan uno de los tres objetivos nacionales, que son: garantizar una vivienda digna, proporcionar un entorno de vida adecuado y/o ampliar las oportunidades económicas. El Plan Consolidado se elabora para determinar cómo se alcanzarán estos objetivos a lo largo de un periodo de cinco años en la Ciudad de Clovis. Se dará máxima prioridad a la financiación de actividades que beneficien a personas con ingresos bajos o moderados, que contribuyan a la prevención o eliminación de areas marginales o zonas degradadas, y/o que satisfagan otras necesidades urgentes de desarrollo comunitario.

Plan de Acción Anual

El objetivo del Plan de Acción Anual es mostrar cómo se utilizarán los fondos del Programa CDBG de la Ciudad durante el año fiscal 2026-2027, de manera que se enfoquen en las necesidades, prioridades y objetivos contenidos en el Plan Consolidado 2026-2030 propuesto por la Ciudad.

Las asignaciones de fondos del programa CDBG del Departamento de HUD, para el año 2026-2027, no han sido aprobadas por el gobierno federal. A aun así Clovis estima recibir una asignación de $710,000. Esta asignación, junto con $87,951 en fondos adicionales disponibles del año pasado, sumará un total de $797,951 en fondos de CDBG para ser repartidos entre varias actividades para el programa CDBG del año 2026-2027. El uso propuesto para los fondos CDBG es el siguiente:

- Rehabilitación de Viviendas- $130,000
- Ayuda a Micro-Empresa: Cocina Culinaria - $87,000
- Servicios Sociales en el Centro de la Tercera Edad de Clovis - $40,000
- Servicios Sociales para Victimas de Violencia Domestica en el Centro Marjaree Mason Clovis - $61,491
- Mejoras de Callejon: Cole/Elm - $193,000
- Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) - $144,460
- Administración – $142,000

Cualquier aumento o disminución en el nivel estimado de fondos del CDBG se aplicará al proyecto de Mejoras de Accesibilidad e Instalación de Banqueta y Rampas (Estabrook/Music/Acacia) y a la administración (20% como máximo).

Mediante este aviso, la Ciudad de Clovis invita a las personas interesadas o que puedan verse afectadas por las actividades en el Plan Consolidado y/o en el Plan de Acción Anual a que presenten sus comentarios por escrito, ya sea en persona, por teléfono, por correo postal o por correo electrónico (véase la información de contacto más abajo), y/o a que asistan a la audiencia pública para expresar sus opiniones y comentarios. La participación e la ciudadanía se considera un elemento importante del proceso de elaboración del Plan y HUD recomienda que las ciudades reciban e incorporen los comentarios del público en su proceso de planificación y revisión. Todos los comentarios recibidos antes de las 4:30 p. m. del 3 de mayo, 2026 en las direcciones que están a continuación, así como los realizados en la audiencia pública, serán considerados e incluidos en el documento del Plan de Acción Anual.

Una audiencia pública se llevará a cabo el 4 de mayo, 2026, a las 6:00 p.m. en la sala del Concilio de la Ciudad de Clovis, situada en el 1033 de Fifth Street en Clovis para consideración y discusión tocante la aprobación del Plan. Estas instalaciones son están fácilmente accesibles a, y utilizables por, personas con discapacidades.

Comentarios Públicos

Residentes y grupos son invitados a someter comentarios por escrito ó orales tocante los proyectos propuestos y el programa de CDBG al ponerse en contacto con:

Claudia Cazares, Supervisora de Programas de Viviendas
1033 Fifth Street, Clovis, CA 93612
La Sra. Cazares a la vez puede ser contactada por teléfono al (559) 324-2094, ó por correo electrónico al claudiac@clovisca.gov, de lunes a viernes, de las 8:00 a.m. a las 4:30 p.m.

Accesibilidad y Servicios de Traducción

Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al (559) 324-2094. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad.

Notificación de no discriminación:

Es la póliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene alguna queja o asunto, favor de contactar al coordinador del Programa 504 de la Ciudad de Clovis al (559) 324-2060.

Necesita asistencia contactando la Ciudad de Clovis?

El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordo-mudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.

CITY of CLOVIS
HOUSING DIVISION

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Office: 559-324-2094
claudiac@clovisca.gov

From: Claudia Cázares
To: Claudia Cázares
Cc: Housing Program
Bcc: Adriana Arvizo; anthony@bridgeforwardtech.org; Nathan Ahle
Subject: SPANISH - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date: Friday, April 3, 2026 10:25:00 AM
Attachments: image001.png
image003.png
image004.png
image005.png
image006.png

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Las asignaciones de fondos del programa CDBG del Departamento de HUD, para el año 2026-2027, no han sido aprobadas por el gobierno federal. A aun así Clovis estima recibir una asignación de $710,000. Esta asignación, junto con $87,951 en fondos adicionales disponibles del año pasado, sumará un total de $797,951 en fondos de CDBG para ser repartidos entre varias actividades para el programa CDBG del año 2026-2027. El uso propuesto para los fondos CDBG es el siguiente:

- Rehabilitación de Viviendas- $130,000
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CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	Andrew Nabors; Bernard Jimenez; Brian Weldon; CA DEPT OF TRANSPORTATION; CA HCD; Christian.D.Anderson@hud.gov; City of Fresno; City of Sanger Comm Dev Director; CUSD; Dave Scott; Denver Stairs; Drew Esquer; FID; FMFCD; FMFCD; Fresno COG; Jerry Moore; Luis Murrieta; SJVAPQD 2; Tony Boren
Subject:	SPANISH - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:28:00 AM
Attachments:	image001.png image003.png image004.png image002.png image007.png

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AVISO DE AUDIENCIA PÚBLICA Y PERÍODO DE COMENTARIOS PÚBLICOS DE 30 DÍAS PARA LA APROBACIÓN DEL PLAN CONSOLIDADO DE 2026-2030 DEL PROGRAMA CDBG Y DEL PLAN DE ACCIÓN ANUAL

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claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	AD Granite; alfredoi@chavezfoundation.org; Brad Hardie; Brian Burry Pritchard; Colin Brown; Connie Pritchard; ctoledo@chavezfoundation.org; DAVID YBARRA; dirk@dplds.com; Donald Dickson; Douglas Sheidt; Dylan Oak; George Lopez; George Starbucks; hilary@lesardevelopment.com; joshp@wathen-castanos.com; Laurie Doyle; Leonel Alvarado; Leslie Alvarado; Maria@dplds.com; Mary Mitchell; Matthew Skelton ; Michael Duarte; Michael Sigala; Nate Scholz; Patrick Otellini; Ryan Lundergan; ryan@upholdings.net; Sami Abdelatif; Sarah McDowell; Sarah Leads; sarah@upholdings.net; Steve Pratt; steveh@chavezfoundation.org; Terance Frazier
Subject:	SPANISH - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:28:00 AM
Attachments:	image001.png image003.png image004.png image002.png image007.png

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1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	Abner Calzada; admin@fmaaa.org; Andrew Feil; Andrey Kovalenko; Ashley Hedemann; Beverly Hard; Big Brothers Big Sisters Fresno; CASA Fresno Madera; CCLS; Central California Hispanic Foundation; Coreen Campos; Des Haus; dwesterlund@fresnodbh.org; Emogene Nelson; EOC Executive Offices; Fabiola Gonzalez; Fresno Food Bank; Gabriela Rios; Genoveva Islas; Girl Scouts of Central California South (Fresno); Hillaree Bennett; Info; info@ricv.org; Jeff Negrete; Jessa Santangelo; Jovana Morales-Tilgren; Kathryn Weakland (Boys and Girls Club Fresno); Kelly Avants; Kou Moua; "Laurie Doyle"; Lilia Becerril; Lilly Alexander; Linda Gleason; Lowell Ens; Lucy Esquivel; Margarita Rocha; Mélanie Faure; Michael Duarte; Michael Sigala; michaels.fhccc@gmail.com; MJ Borelli; Moreno, Laura; Msantana@Education-leadership.org; Naindeep Singh; Nayamin Martinez; Oliver Rodriguez; oscar.fhccc@gmail.com; Pao Yang; Regina Bach; Rob Cravy; Sara Mirhadi; Tish Valdez-Standley; tmorris@ricv.org; Tom Collishaw
Subject:	HMONG - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:31:00 AM
Attachments:	image001.png image003.png image004.png image005.png image006.png

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TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

4/3/2026

THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm.Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Daws Hauv Cheeb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxais: www.clovisca.gov
- Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Txoj Phiaj Xwm Muab Los Ua Ke

Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoos Kas Pab Cuam Nyiaj Pab Uas Cuam Tshuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD).Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li ib qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev ceev tej vaj tse nyob uas zoo tsim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov hwv

tsam fab kev khwv noj khwv haus.Tsim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis.Kev npaj tej peev nyiaj yuav tsum muab saib ua qhov tseem ceeb tshaj plaws rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj khwv tau los qis-pes nrab, pab tiv thaiv los sis tshem tawm cov koog zej zog uas neeg coob dhau los sis cov chaw puas tsuaj uas nyob tsis tau lawm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam maj rawm.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo

Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias seb kev pab nyiaj ntawm Lub Nroog Lub Khoos Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais daws tau cov kev xav tau, kev muab saib ua qhov tseem ceeb tshaj plaws thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.
Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tsis tau raug muab tshaj tawm, tab sis Clovis khwv yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000.Cov nyiaj uas tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog $797,951 hauv cov nyiaj CDBG uas yuav raug muab faib rau xyoo khoos kas 2026-2027.Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj raws li nram qab no:

- Kev Kho Vaj Tsev - $130,000
- Lag Luam Chav Ua Noj Qib Me - $87,000.00
- Cov Dej Num Tsim Kev Paub Rau Cov Neeg Laus Hauv Clovis - $40,000.00
- Lub Chaw Pab Cuam Marjaree Mason Cov Kev Pab Cuam Txog Kev Kub Ntxhov Hauv Tsev Uas Tseem Ceeb - $61,491.00
- Kev Txhim Kho Cole/Elm Alley - $ 193,000.00
- ADA/Kev Txhim Kho Kev Nkag Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev nce siab los sis poob qis hauv theem kev pab nyiaj ntawm CDBG uas khwv yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Nkag Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (siab kawg nkaus 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej kiag, xa raws xov tooj, xa raws kev xa ntawv los sis raws e-mail (saib cov ntaub ntawv tiv tauj hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Sawv Daws txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau.Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txheej txheem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes muab cov lus tawm tswv yim los ntawm pej xeem mus rau hauv nws tus txheej txheem kev npaj phiaj xwm thiab kev tshuaj xyuas.Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 teev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov

chaw nyob hauv qab no, thiab cov uas tau tsim nyob rau hauv lub rooj txiav txim rau sawv daws, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv txuas nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.

Tom qab ntawd yuav teeb tsa lub rooj txiav txim rau sawv daws ntawm Pawg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 teev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Lag Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau tshuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua.Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Daws

Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau:

Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev

1033 Fifth Street, Clovis, CA 93612

Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus

Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094.Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.

CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS:

Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws li tus qauv cai.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev tiv tauj rau peb cov chaw ua haujlwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060.Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094.Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060.Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	Adriana Arvizo; anthony@bridgeforwardtech.org; Nathan Ahle
Subject:	HMONG - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:31:00 AM
Attachments:	image001.png image003.png image004.png image002.png image007.png

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TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

4/3/2026

THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm.Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Daws Hauv Cheeb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxais: www.clovisca.gov
- Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Txoj Phiaj Xwm Muab Los Ua Ke

Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoos Kas Pab Cuam Nyiaj Pab Uas Cuam Tshuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD).Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li ib qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev ceev tej vaj tse nyob uas zoo tsim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov hwv

tsam fab kev khwv noj khwv haus.Tsim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis.Kev npaj tej peev nyiaj yuav tsum muab saib ua qhov tseem ceeb tshaj plaws rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj khwv tau los qis-pes nrab, pab tiv thaiv los sis tshem tawm cov koog zej zog uas neeg coob dhau los sis cov chaw puas tsuaj uas nyob tsis tau lawm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam maj rawm.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo

Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias seb kev pab nyiaj ntawm Lub Nroog Lub Khoos Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais daws tau cov kev xav tau, kev muab saib ua qhov tseem ceeb tshaj plaws thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.
Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tsis tau raug muab tshaj tawm, tab sis Clovis khwv yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000.Cov nyiaj uas tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog $797,951 hauv cov nyiaj CDBG uas yuav raug muab faib rau xyoo khoos kas 2026-2027.Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj raws li nram qab no:

- Kev Kho Vaj Tsev - $130,000
- Lag Luam Chav Ua Noj Qib Me - $87,000.00
- Cov Dej Num Tsim Kev Paub Rau Cov Neeg Laus Hauv Clovis - $40,000.00
- Lub Chaw Pab Cuam Marjaree Mason Cov Kev Pab Cuam Txog Kev Kub Ntxhov Hauv Tsev Uas Tseem Ceeb - $61,491.00
- Kev Txhim Kho Cole/Elm Alley - $ 193,000.00
- ADA/Kev Txhim Kho Kev Nkag Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev nce siab los sis poob qis hauv theem kev pab nyiaj ntawm CDBG uas khwv yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Nkag Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (siab kawg nkaus 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej kiag, xa raws xov tooj, xa raws kev xa ntawv los sis raws e-mail (saib cov ntaub ntawv tiv tauj hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Sawv Daws txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau.Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txheej txheem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes muab cov lus tawm tswv yim los ntawm pej xeem mus rau hauv nws tus txheej txheem kev npaj phiaj xwm thiab kev tshuaj xyuas.Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 teev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov

chaw nyob hauv qab no, thiab cov uas tau tsim nyob rau hauv lub rooj txiav txim rau sawv daws, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv txuas nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.

Tom qab ntawd yuav teeb tsa lub rooj txiav txim rau sawv daws ntawm Pawg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 teev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Lag Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau tshuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua.Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Daws

Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau:

Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev

1033 Fifth Street, Clovis, CA 93612

Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus

Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094.Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.

CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS:

Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws li tus qauv cai.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev tiv tauj rau peb cov chaw ua haujlwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060.Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094.Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060.Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	Andrew Nabors; Bernard Jimenez; Brian Weldon; CA DEPT OF TRANSPORTATION; CA HCD; Christian.D.Anderson@hud.gov; City of Fresno; City of Sanger Comm Dev Director; CUSD; Dave Scott; Denver Stairs; Drew Esquer; FID; FMFCD; FMFCD; Fresno COG; Jerry Moore; Luis Murrieta; SJVAPCD 2
Subject:	HMONG - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:32:00 AM
Attachments:	image001.png image003.png image004.png image002.png image007.png

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TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

4/3/2026

THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm.Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Daws Hauv Cheeb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxais: www.clovisca.gov
- Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Txoj Phiaj Xwm Muab Los Ua Ke

Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoos Kas Pab Cuam Nyiaj Pab Uas Cuam Tshuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD).Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li ib qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev ceev tej vaj tse nyob uas zoo tsim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov hwv tsam fab kev khwv noj khwv haus.Tsim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis.Kev npaj tej peev nyiaj yuav tsum muab saib ua qhov tseem ceeb tshaj plaws rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj khwv tau los qis-pes nrab, pab tiv thaiv los sis tshem tawm cov koog zej zog uas neeg coob dhau los sis cov chaw puas tsuaj uas nyob tsis tau lawm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam maj rawm.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo

Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias seb kev pab nyiaj ntawm Lub Nroog Lub Khoos Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais daws tau cov kev xav tau, kev muab saib ua qhov tseem ceeb tshaj plaws thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.
Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tsis tau raug muab tshaj tawm, tab sis Clovis khwv yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000.Cov nyiaj uas tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog $797,951 hauv cov nyiaj CDBG uas yuav raug muab faib rau xyoo khoos kas 2026-2027.Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj raws li nram qab no:

- Kev Kho Vaj Tsev - $130,000
- Lag Luam Chav Ua Noj Qib Me - $87,000.00
- Cov Dej Num Tsim Kev Paub Rau Cov Neeg Laus Hauv Clovis - $40,000.00
- Lub Chaw Pab Cuam Marjaree Mason Cov Kev Pab Cuam Txog Kev Kub Ntxhov Hauv Tsev Uas Tseem Ceeb - $61,491.00
- Kev Txhim Kho Cole/Elm Alley - $ 193,000.00
- ADA/Kev Txhim Kho Kev Nkag Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev nce siab los sis poob qis hauv theem kev pab nyiaj ntawm CDBG uas khwv yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Nkag Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (siab kawg nkaus 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej kiag, xa raws xov tooj, xa raws kev xa ntawv los sis raws e-mail (saib cov ntaub ntawv tiv tauj hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Sawv Daws txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau.Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txheej txheem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes muab cov lus tawm tswv yim los ntawm pej xeem mus rau hauv nws tus txheej txheem kev npaj phiaj xwm thiab kev tshuaj xyuas.Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 teev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov chaw nyob hauv qab no, thiab cov uas tau tsim nyob rau hauv lub rooj txiav txim rau sawv daws, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv txuas nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.
Tom qab ntawd yuav teeb tsa lub rooj txiav txim rau sawv daws ntawm Pawg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 teev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Lag Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau tshuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua.Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Daws

Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau:

Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev

1033 Fifth Street, Clovis, CA 93612

Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus

Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094.Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.

CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS:

Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws li tus qauv cai.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev tiv tauj rau peb cov chaw ua haujlwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060.Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094.Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060.Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

From:	Claudia Cázares
To:	Claudia Cázares
Cc:	Housing Program
Bcc:	AD Granite; alfredoi@chavezfoundation.org; Brad Hardie; Brian Burry Pritchard; Colin Brown; Connie Pritchard; ctoledo@chavezfoundation.org; DAVID YBARRA; dirk@dplds.com; Donald Dickson; Douglas Sheidt; Dylan Oak; George Lopez; George Starbucks; hilary@lesardevelopment.com; joshp@wathen-castanos.com; Laurie Doyle; Leonel Alvarado; Leslie Alvarado; Maria@dplds.com; Mary Mitchell; Matthew Skelton ; Michael Duarte; Michael Sigala; Nate Scholz; Patrick Otellini; Ryan Lundergan; ryan@upholdings.net; Sami Abdelatif; Sarah McDowell; Sarah Leads; sarah@upholdings.net; Steve Pratt; steveh@chavezfoundation.org; Terance Frazier
Subject:	HMONG - ESPANOL - CITY OF CLOVIS - Public Comment Period and Notice of Public Hearing - HUD 2026-2030 Consolidated Plan and 2026-2027 Annual Action Plan
Date:	Friday, April 3, 2026 10:36:00 AM
Attachments:	image001.png image003.png image004.png image005.png image006.png

TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

4/3/2026

THOV CEEB TOOM QHIA RAU SAWV DAWS PAUB tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm.Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Daws Hauv Cheeb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxais: www.clovisca.gov
- Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Txoj Phiaj Xwm Muab Los Ua Ke

Yuav tsum tau muaj Txoj Phiaj Xwm Muab Los Ua Ke txhawm rau kom Lub Nroog tau txais Lub Khoos Kas Pab Cuam Nyiaj Pab Uas Cuam Tshuam Txog Kev Txhim Kho Zej Zos (Community Development Block Grant, CDBG) uas pab nyiaj los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (U.S. Department of Housing and Urban Development, HUD).Yuav tsum tau siv CDBG cov nyiaj pab rau cov dej num uas ua tau raws li ib qho ntawm peb lub hom phiaj hauv teb chaws, uas yog: kev ceev tej vaj tse nyob uas

zoo tsim nyog, kev muab huab cua ib puag ncig kev ua neej nyob kom phim thiab/los sis kev nthuav dav cov hwv tsam fab kev khwv noj khwv haus.Tsim Txoj Phiaj Xwm Muab Los Ua Ke los txiav txim siab seb yuav ua tau raws li cov hom phiaj no li cas hauv ncua sij hawm tsib-lub xyoo hauv Nroog Clovis.Kev npaj tej peev nyiaj yuav tsum muab saib ua qhov tseem ceeb tshaj plaws rau cov dej num uas ua kom tau txais txiaj ntsig rau cov neeg muaj nyiaj khwv tau los qis-pes nrab, pab tiv thaiv los sis tshem tawm cov koog zej zog uas neeg coob dhau los sis cov chaw puas tsuaj uas nyob tsis tau lawm, thiab/los sis ua kom tau raws li lwm cov kev xav tau txog kev txhim kho lub zej zog yam maj rawm.

Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo

Lub hom phiaj ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo yog muaj los qhia kom pom tias seb kev pab nyiaj ntawm Lub Nroog Lub Khoos Kas Pab Cuam CDBG yuav tau txais kev nthuav dav hauv lub xyoo khoos kas 2026-2027 li cas hauv txoj hau kev uas hais daws tau cov kev xav tau, kev muab saib ua qhov tseem ceeb tshaj plaws thiab cov hom phiaj uas tau muaj nyob hauv Lub Nroog Txoj Phiaj Xwm Muab Los Ua Ke xyoo 2026-2030 uas tau thov tuaj.
Cov kev faib nyiaj CDBG xyoo 2026-2027 los ntawm Teb Chaws Mes Kas Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Txhim Kho Vaj Tse Nyob thiab Hauv Nroog (Housing and Urban Development, HUD) tseem tsis tau raug muab tshaj tawm, tab sis Clovis khwv yees hais tias yuav tau txais kev faib nyiaj txiag txog $710,000.Cov nyiaj uas tau txais, ua ke nrog $87,951 ntxiv hauv cov nyiaj pab tag nrho yuav ua rau muaj nyiaj tag nrho yog $797,951 hauv cov nyiaj CDBG uas yuav raug muab faib rau xyoo khoos kas 2026-2027.Qhov kev siv cov nyiaj uas tau hais qhia nyob rau xyoo lub khoos kas pab cuam 2026-2027 yog muaj raws li nram qab no:

- Kev Kho Vaj Tsev - $130,000
- Lag Luam Chav Ua Noj Qib Me - $87,000.00
- Cov Dej Num Tsim Kev Paub Rau Cov Neeg Laus Hauv Clovis - $40,000.00
- Lub Chaw Pab Cuam Marjaree Mason Cov Kev Pab Cuam Txog Kev Kub Ntxhov Hauv Tsev Uas Tseem Ceeb - $61,491.00
- Kev Txhim Kho Cole/Elm Alley - $ 193,000.00
- ADA/Kev Txhim Kho Kev Nkag Cuag Tau Rau Kev Taug Kev Taw (Estabrook/Music/Acacia) - $144,460.00
- Kev Khiav Haujlwm - $142,000.00

Kev nce siab los sis poob qis hauv theem kev pab nyiaj ntawm CDBG uas khwv yees cia yuav muab los siv rau ADA/Lub Khoos Kas Kev Txhim Kho Kev Nkag Cuag Tau Txoj Kev Taug Taw (Estabrook/Music/Acacia), thiab Kev Tuav Tswj (siab kawg nkaus 20%).

Los ntawm daim ntawv ceeb toom no, lub Nroog Clovis caw cov neeg uas muaj kev txaus siab rau, los sis tej zaum yuav raug cuam tshuam los ntawm, cov haujlwm uas tau muab sib tham nyob rau hauv Txoj Phiaj Xwm Muab Los Ua Ke thiab/los sis Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo, txhawm rau xa cov lus xam pom ua ntaub ntawv ntawm tus kheej kiag, xa raws xov tooj, xa raws kev xa ntawv los sis raws e-mail (saib cov ntaub ntawv tiv tauj hauv qab no) thiab/los sis mus koom lub Rooj Txiav Txim Rau Sawv Daws txhawm rau muab lawv cov kev xav thiab cov lus xam pom rau.Kev koom tes ntawm pej xeem raug muab xam tias yog ib yam tseem ceeb ntawm tus txheej txheem kev txhim kho Txoj Phiaj Xwm thiab HUD xav kom Cov Nroog tau txais thiab koom tes muab cov lus tawm tswv yim los ntawm pej xeem mus rau hauv nws tus txheej txheem kev npaj phiaj xwm thiab kev tshuaj xyuas.Txhua yam lus xam pom uas tau txais ua ntej thaum 4:30 teev tsaus ntuj nyob rau lub Tsib Hlis Tim 3, 2026, ntawm qhov

chaw nyob hauv qab no, thiab cov uas tau tsim nyob rau hauv lub rooj txiav txim rau sawv daws, yuav raug muab xam tias yog thiab suav nrog ua cov ntaub ntawv txuas nrog nyob rau hauv cov ntaub ntawv hais txog Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo.

Tom qab ntawd yuav teeb tsa lub rooj txiav txim rau sawv daws ntawm Pawg Xab Phas Hauv Nroog nyob rau Lub Tsib Hlis tim 4, 2026, thaum 6:00 teev tsaus ntuj hauv nroog Clovis cov Chaw Saib Xyuas Lag Luam uas nyob rau ntawm txoj Kev Thib Tsib 1033 hauv Clovis txhawm rau tshuaj xyuas thiab sib tham txog kev pom zoo ntawm Txoj Phiaj Xwm Kev Nqis Tes Ua.Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Lus Xam Pom Ntawm Sawv Daws

Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau:

Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev

1033 Fifth Street, Clovis, CA 93612

Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais Lus

Yog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094.Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag.

CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS:

Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.

Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws li tus qauv cai.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.

Tsab ntawv ceeb toom no muaj ua lus Spanish thiab/los sis lus Hmoob los ntawm kev tiv tauj rau peb cov chaw ua haujlwm ntawm (559) 324-2060.Esta notificación está disponible en español llamando al (559) 324-2060.Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al (559) 324-2094.Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm (559) 324-2060.Yog koj xav tau kev pab txhais lus thov hu rau (559) 324-2060.

CITY of CLOVIS
HOUSING DIVISION

Claudia Cázares
Housing Program Manager
City of Clovis - Administration Department
1033 Fifth Street, Clovis, CA 93612
Office: 559-324-2094
claudiac@clovisca.gov

CITIZEN COMMENT(S)

Claudia Cázares

From: Citizen 1 via e-mail
Sent: Thursday, February 26, 2026 11:39 AM
To: Housing Program
Subject: Housing Needs for Families with Children with Disabilities

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Housing and Community Development Team,
My name is --redacted---. I am a single mother of two young boys, one of whom has severe autism and requires constant supervision and intensive support services.
I am writing to provide input regarding the City's Five-Year Consolidated Plan and the 2026–2027 Community Development Block Grant (CDBG) Program.
Families like mine face significant barriers when seeking affordable housing. Three-bedroom units that are both affordable and safe are extremely limited. Many programs do not account for the unique needs of children with severe disabilities who cannot safely share rooms due to behaviors, elopement risk, and self-injury.
Additionally, families relocating for medical and behavioral services often struggle with:
Long waiting lists for housing assistance
Lack of accessible units
Limited short-term transitional housing options
Financial strain due to caregiving responsibilities
I respectfully ask that the City consider prioritizing:
Affordable multi-bedroom housing for families with disabled children
Supportive housing options connected to regional services
Protection for mixed-income or SSI-dependent households
Faster processing or preference for families with documented disability needs
Access to stable housing directly impacts a child's safety, education, and long-term development.
Thank you for inviting community input and for considering the needs of families like mine.
Sincerely,
--redacted--

WEBSITE AND SOCIAL MEDIA POSTINGS

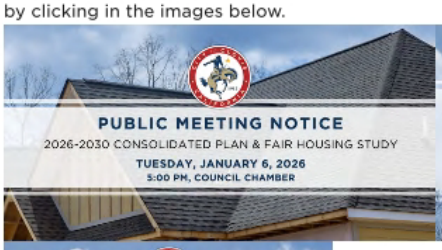
WEBSITE 12-12-25

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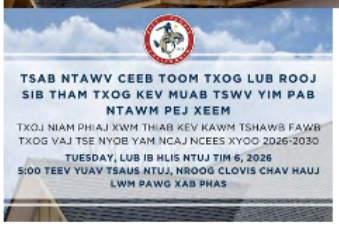
AFFORDABLE HOUSING

Edit Content

The City of Clovis invites you to participate in a meeting regarding the City's Community Development Block Grant (CDBG) Program, its 5-year Consolidated Plan and Analysis of Impediments to Fair Housing Choice, to be held on Tuesday, January 6, 2026, at 5:00 p.m., at City of Clovis Council Chambers, 1033 Fifth St., Clovis, CA 93612. The facility is readily accessible to individuals with disabilities. Additional Information about the meetings can be found by clicking in the images below.







The City of Clovis, located in the heart of California's Central Valley, is prized for its award-winning schools, miles of walking and biking trails, and a charming historic downtown. The City's Affordable Housing Program administers various programs including housing repairs, first time homebuyer assistance, housing element settlement administration, and affordable housing financing. Clovis supports the development of affordable housing and will work with potential developers to identify sites of opportunity in the city. City staff work hand in hand with our developers to determine entitlement requirements and look for funding opportunities to help bring projects to life. Let us know how our Affordable Housing team can assist you!

Edit Content

Click on the links below for additional information regarding affordable housing programs:

- Housing Repair for Low-Income Homeowners
- First-Time Homebuyer Program
- Martinez v. City of Clovis Judgment
- Housing Trust Fund
- Deferred Impact Fees
- MIZO

FACEBOOK 12-12-2025







City of Clovis, California - Government
Published by Taylor Danielson · December 12 at 11:27 AM ·

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The City is seeking your input to develop the City's five-year Consolidated Plan, which will also include the 2026-2027 Annual Action Plan and the Analysis to Impediments to Fair Housing Choice.

The Consolidated Plan will provide the framework for utilizing CDBG Program funds over the five-year period beginning July 1, 2026 and ending June 30, 2030.

La ciudad de Clovis le invita a participar en una audiencia sobre el Programa de Subvenciones para el Desarrollo de la Comunidad (CDBG) de la ciudad, que se llevará al cabo el martes 6 de enero de 2026, a las 5:00 p. m., en la sala del Concilio de la Ciudad de Clovis, 1033 Fifth St., Clovis, CA 93612.

La ciudad solicita su opinión para desarrollar el Plan Consolidado quinquenal de la ciudad, que también incluirá el Plan de Acción Anual 2026-2027 y el Análisis de los Obstáculos para Vivienda Justa.

El Plan Consolidado servira de marco para la utilización de los fondos del programa CDBG durante el período de cinco años que comienza el 1 de julio de 2026 y termina el 30 de junio de 2030.

Nroog Clovis thov caw koj tuaj koom nrog hauv lub rooj sib tham hais txog Lub Nroog Lub Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (CDBG) uas yuav teeb tsa nyob rau Hnub Tuesday, Lub Ib Hlis Ntuj Tim 6, 2026, thaum 5:00 teev yuav tsaus ntuj, ntawm Nroog Clovis Chav Hauj Lwm Pawg Xab Phas, 1033 Fifth St., Clovis, CA 93612.

Lub Nroog xav tau koj lub tswv yim pab los tsim kho Lub Nroog Txoj Niam Phiaj Xwm tsib lub xyoo, uas kuj yuav muaj Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo 2026-2027 thiab Kev Tsom Xam Rau Kev Nqis Tes Ua rau Kev Xaiv Txog Vaj Tse Nyob Yam Ncaj Ncees.

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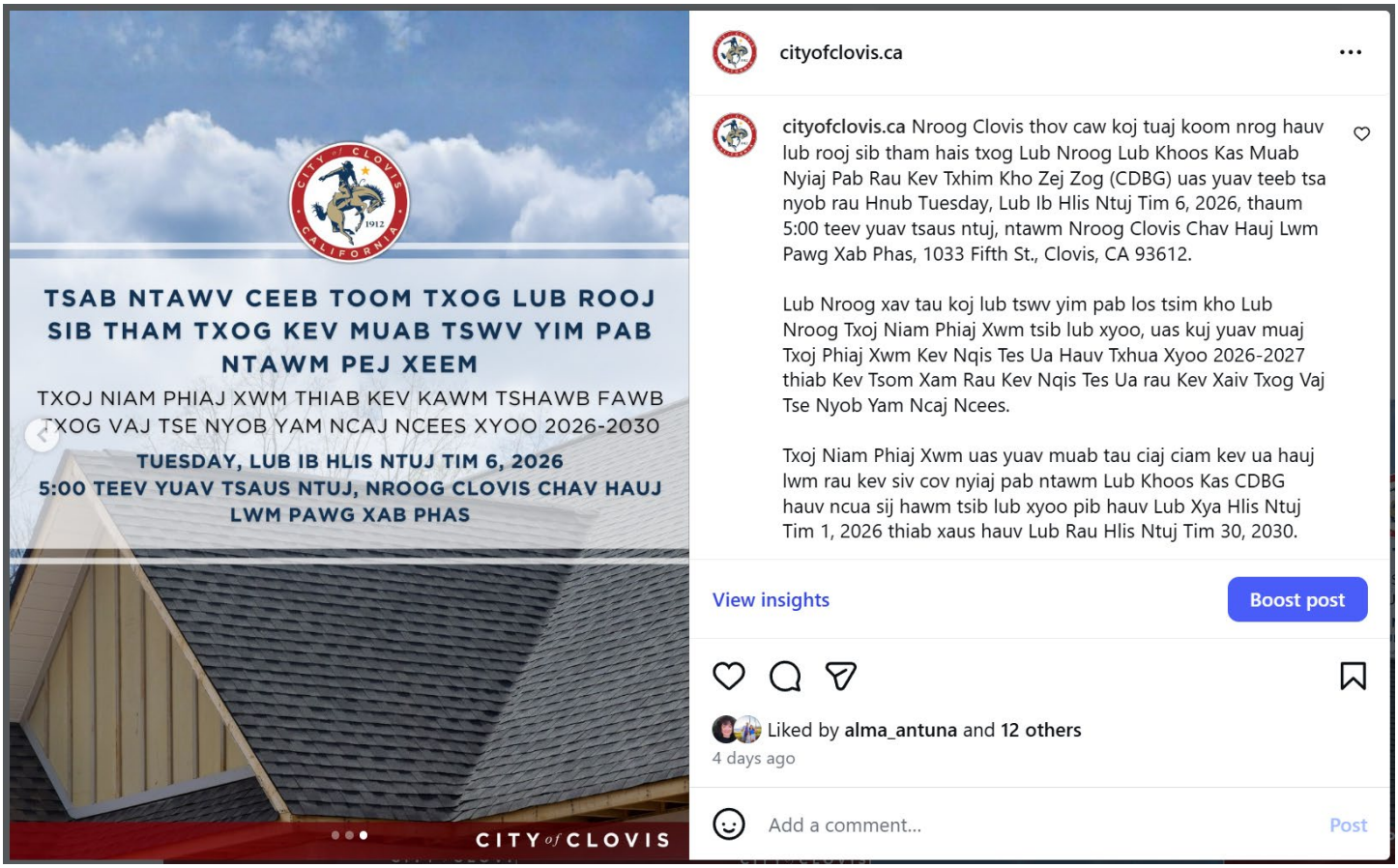
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INSTAGRAM 12-12-2025




AVISO DE AUDIENCIA PÚBLICA
PLAN CONSOLIDADO 2026-2030
Y ESTUDIO SOBRE VIVIENDA JUSTA
MARTES 6 DE ENERO DE 2026
5:00 PM, LA SALA DEL CONCILIO
HMONG
CITY of CLOVIS
cityofclovis.ca
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TXOJ NIAM PHIAJ XWM THIAB KEV KAWM TSHAWB FAWB TXOG VAJ TSE NYOB YAM NCAJ NCEES XYOO 2026-2030
TUESDAY, LUB IB HLIS NTUJ TIM 6, 2026
5:00 TEEV YUAV TSAUS NTUJ, NROOG CLOVIS CHAV HAUJ LWM PAWG XAB PHAS
CITY of CLOVIS
cityofclovis.ca
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NEXTDOOR 12-12-2025

City of Clovis
Communications Division · 2 days ago

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WEBSITE 1-8-2026

AFFORDABLE HOUSING

January 8, 2026

CDBG APPLICATION PACKET
TRI-LINGUAL DETAILED NOTICE: ENGLISH | SPANISH/ESPAÑOL | HMONG/HMOOB:

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SPANISH/ESPAÑOL:

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HMONG/HMOOB:

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FACEBOOK 1-9-2026

City of Clovis, California - Government
January 9 at 2:50 PM ·

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January 9 at 2:50 PM ·

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Para obtener más información sobre el programa CDBG, sobre esta audiencia, o para solicitar un paquete de solicitud, favor de visitar a ClovisCA.gov/AffordableHousing. See less

1



City of Clovis, California - Government
January 9 at 2:50 PM ·

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ClovisCA.gov/AffordableHousing. See less

INSTAGRAM 1-9-2026






TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB THAM TXOG KEV MUAB TSWV YIM PAB NTAWM PEJ XEEM THIAB ROOJ COB QHIA
TXOJ NIAM PHIAJ XWM THIAB KEV KAWM TSHAWB FAWB TXOG VAJ TSE NYOB YAM NCAJ NCEES XYOO 2026-2030
MONDAY, LUB IB HLIS NTUJ TIM 26, 2026
4:00 TEEV YUAV TSAUS NTUJ, NROOG CLOVIS CHAV HAUJ LWM PAWG XAB PHAS
ClovisCA.gov/AffordableHousing
CITY of CLOVIS
cityofclovis.ca
4d
cityofclovis.ca HMONG: Lub Nroog xav tau koj lub tswv yim pab los tsim kho Lub Nroog Txoj Niam Phiaj Xwm tsib lub xyoo, uas kuj yuav muaj Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo 2026-2027 thiab Kev Ntaus Nqi Cov Teeb Meem rau Kev Xaiv Txog Vaj Tse Nyob Yam Ncaj Ncees. Tam sim no Lub Nroog Clovis kuj tab tom lees txais cov ntawv thov tes dej num saib xyuas kev tsim kho zej zog thiab vaj tsev uas pheej yig rau Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (Community Development Block Grant, CDBG) Xyoo 2026-2027. Nroog Clovis thov caw koj tuaj koom nrog hauv lub rooj cob qhia txog cov neeg uas xav xa daim ntawv thov, ua ke nrog lub rooj sib tham ua ke ntawd los muab koj li tswv yim pab hais txog Lub Nroog Lub Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (CDBG) uas yuav teeb tsa nyob rau Hnub Monday, Lub Ib Hlis Ntuj Tim 26, 2026, thaum 4:00 teev yuav tsaus ntuj, ntawm Nroog Clovis Chav Hauj Lwm Pawg Xab Phas, 1033 Fifth St., Clovis, CA 93612.
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City of Clovis
Communications Division · 4 days ago

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Para obtener más información sobre el programa CDBG, sobre esta audiencia, o para solicitar un paquete de solicitud, favor de visitar a ClovisCA.gov/AffordableHousing.

Lub Nroog xav tau koj lub tswv yim pab los tsim kho Lub Nroog Txoj Niam Phiaj Xwm tsib lub xyoo, uas kuj yuav muaj Txoj Phiaj Xwm Kev Nqis Tes Ua Hauv Txhua Xyoo 2026-2027 thiab Kev Ntaus Nqi Cov Teeb Meem rau Kev Xaiv Txog Vaj Tse Nyob Yam Ncaj Ncees. Tam sim no Lub Nroog Clovis kuj tab tom lees txais cov ntawv thov tes dej num saib xyuas kev tsim kho zej zog thiab vaj tsev uas pheej yig rau Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (Community Development Block Grant, CDBG) Xyoo 2026-2027. Nroog Clovis thov caw koj tuaj koom nrog hauv lub rooj cob qhia txog cov neeg uas xav xa daim ntawv thov, ua ke nrog lub rooj sib tham ua ke ntawd los muab koj li tswv yim pab hais txog Lub Nroog Lub Khoos Kas Muab Nyiaj Pab Rau Kev Txhim Kho Zej Zog (CDBG) uas yuav teeb tsa nyob rau Hnub Monday, Lub Ib Hlis Ntuj Tim 26, 2026, thaum 4:00 teev yuav tsaus ntuj, ntawm Nroog Clovis Chav Hauj Lwm Pawg Xab Phas, 1033 Fifth St., Clovis, CA 93612.

Lub chaw no muaj kev nkag tau yooj yim rau cov neeg uas muaj kev xiam oob qhab.

Yog xav paub ntau ntxiv txog ntawm lub khoos kas pab cuam CDBG, lub rooj sib tham no, los sis xav thov txog cov ntaub ntawv tso npe thov, ces thov tiv tauj rau: ClovisCA.gov/AffordableHousing.







REMINDER SOCIAL MEDIA 1-26-26

City of Clovis, California - Government
7h ·

REMINDER: For those interested in submitting a CDBG proposal or providing input on the City's five-year Consolidated Plan, we invite you to participate in an application workshop and concurrent meeting tonight, Monday, January 26, 2026, at 4:00 p.m., at Clovis City Council Chamber, 1033 Fifth St., Clovis, CA 93612.



City of Clovis, California - Government
January 9 at 2:50 PM ·

The City is seeking your input to develop the City's five-year Consolidated Plan, which will also include the 2026-2027 Annual Action Plan and the Analysis to I... See more

FACEBOOK 4-3-26

City of Clovis, California - Government
April 3 at 4:58 PM ·

Notice is hereby given that the City of Clovis will conduct a 30-day public review and comment period of the proposed 2026-2030 Consolidated Plan (and Annual Action Plan) starting on April 3, 2026, and ending on May 3, 2026, to provide an opportunity for residents and interested organizations to express their views on the City's development of the Plan.

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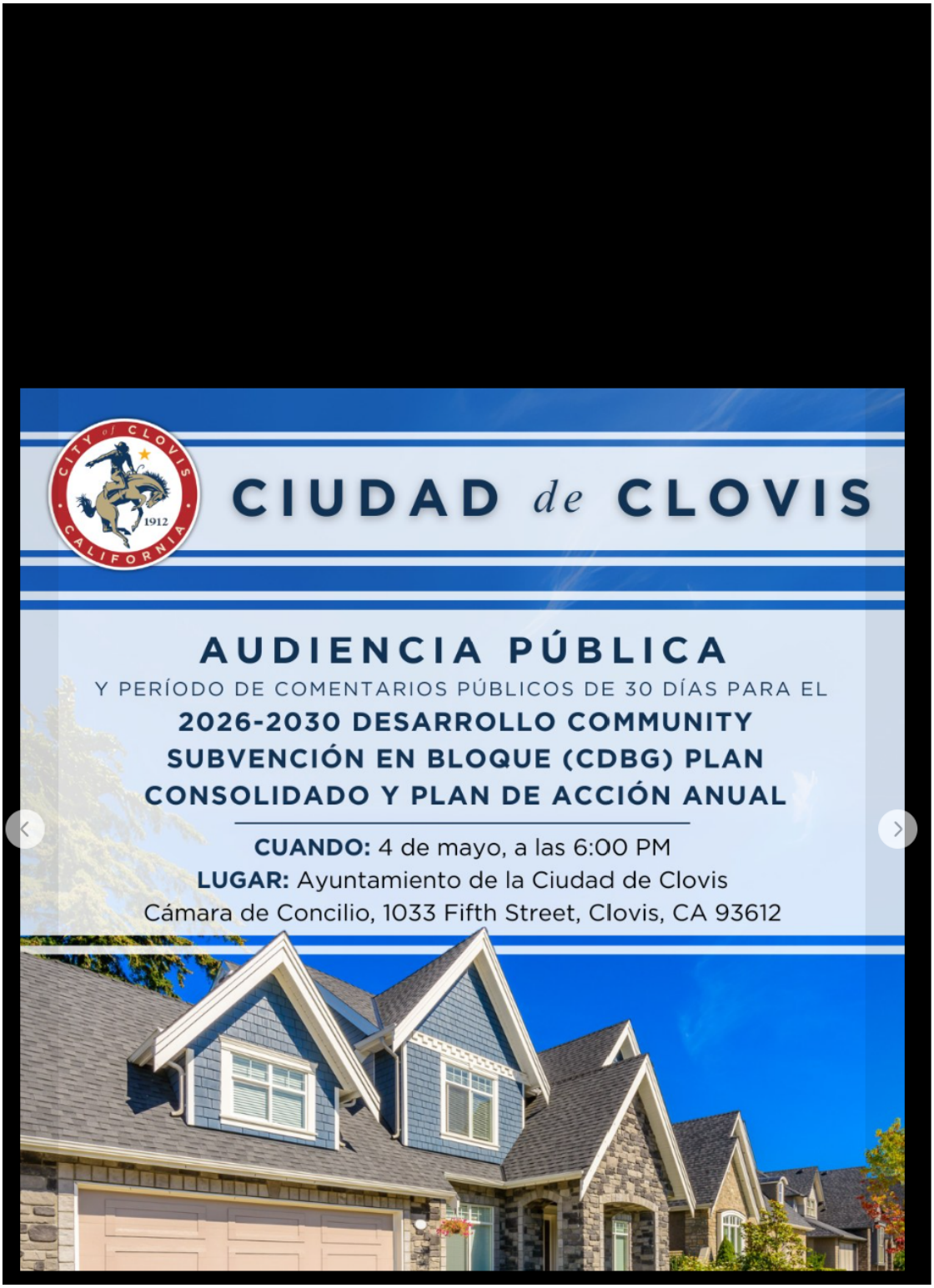
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City of Clovis, California - Government
April 3 at 4:58 PM ·

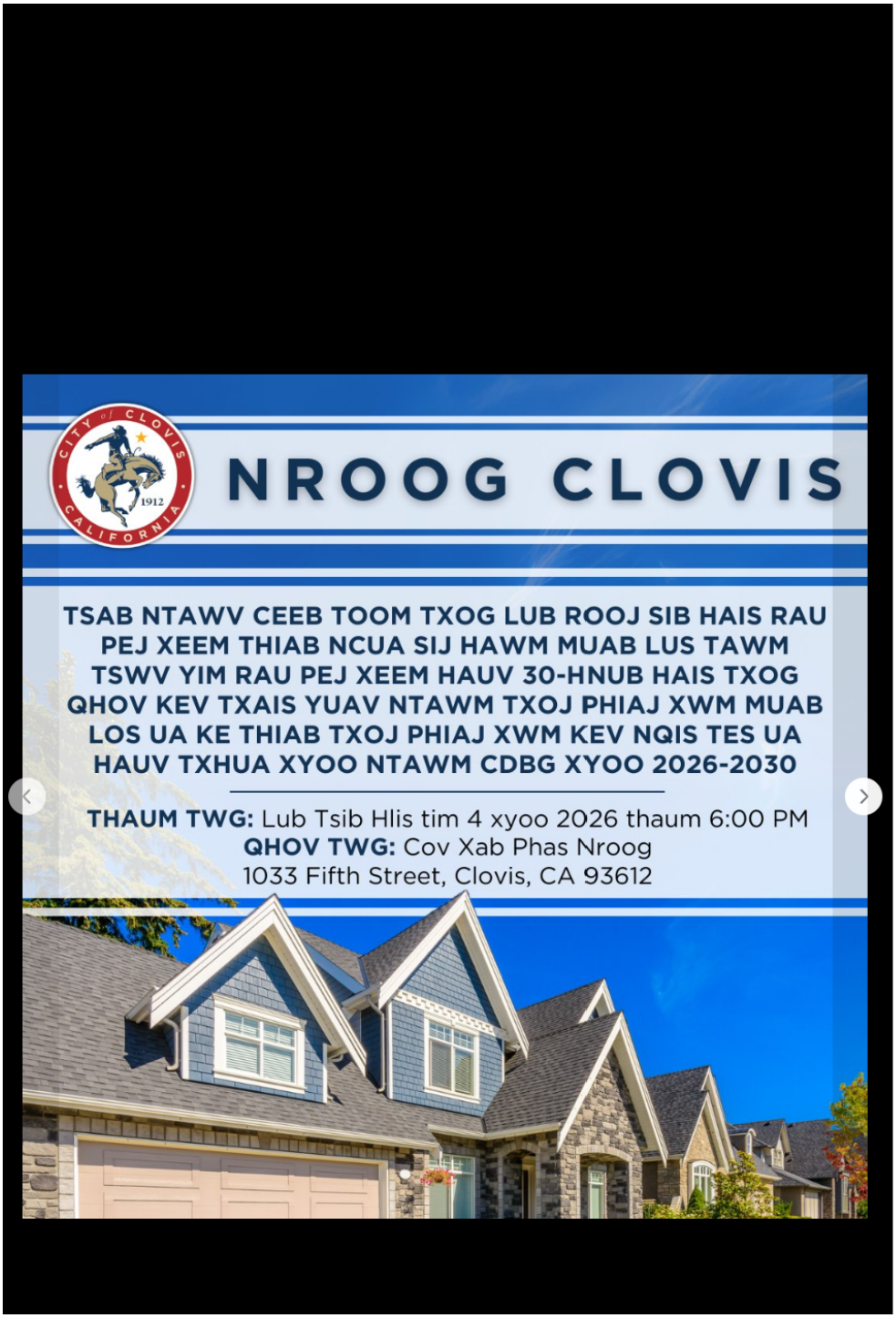
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City of Clovis, California - Government
April 3 at 4:58 PM ·

Thov ceeb toom qhia rau sawv daws paub tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm. Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau: Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev, 1033 Fifth Street, Clovis, CA 93612. Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm (559) 324-2094, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj.

Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

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• Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais LusYog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj (559) 324-2094. Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag. CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS: Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm (559) 324-2060.Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws qauv.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711. See less

INSTAGRAM 4-3-26



cityofclovis.ca

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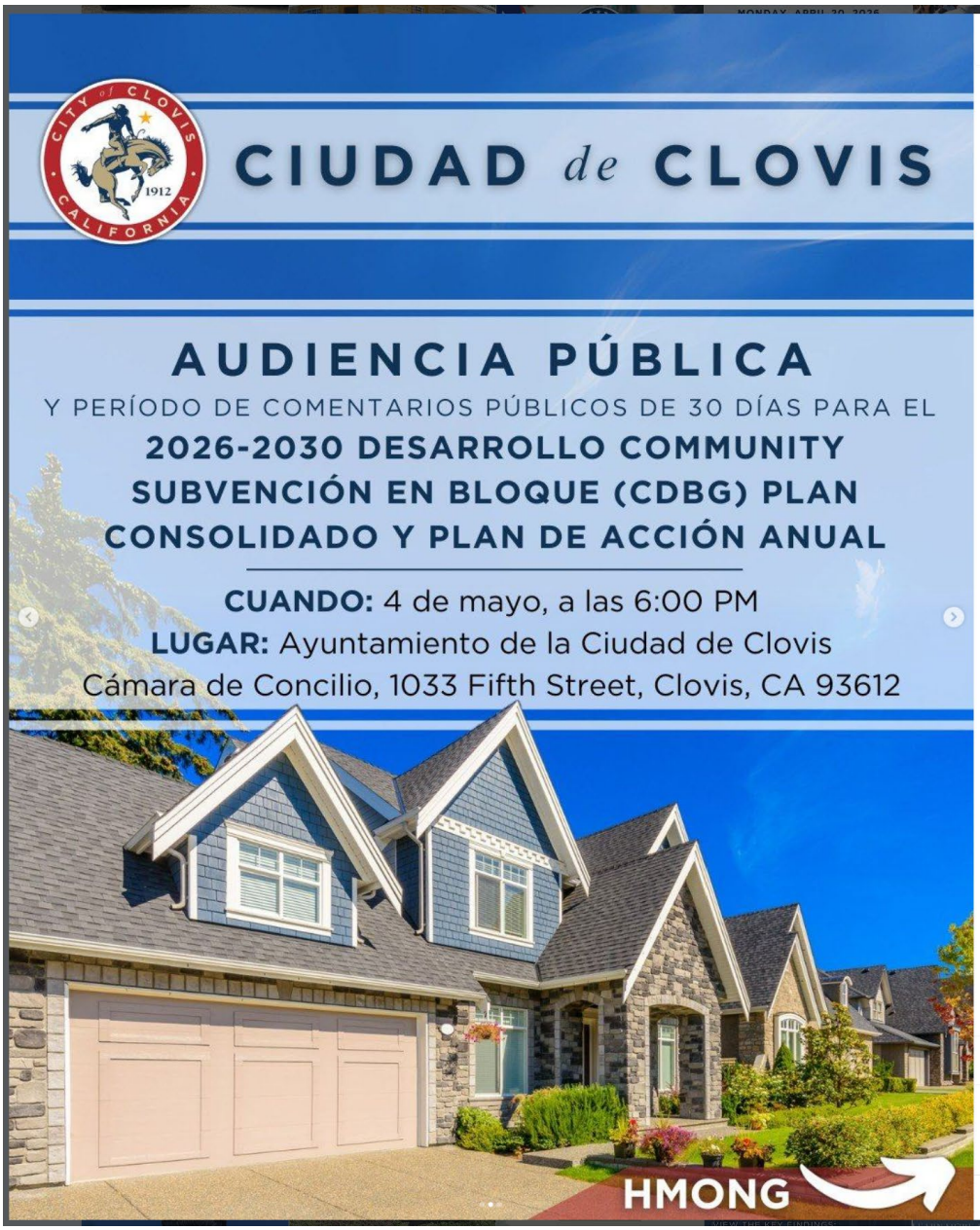
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April 3

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2w Reply See translation

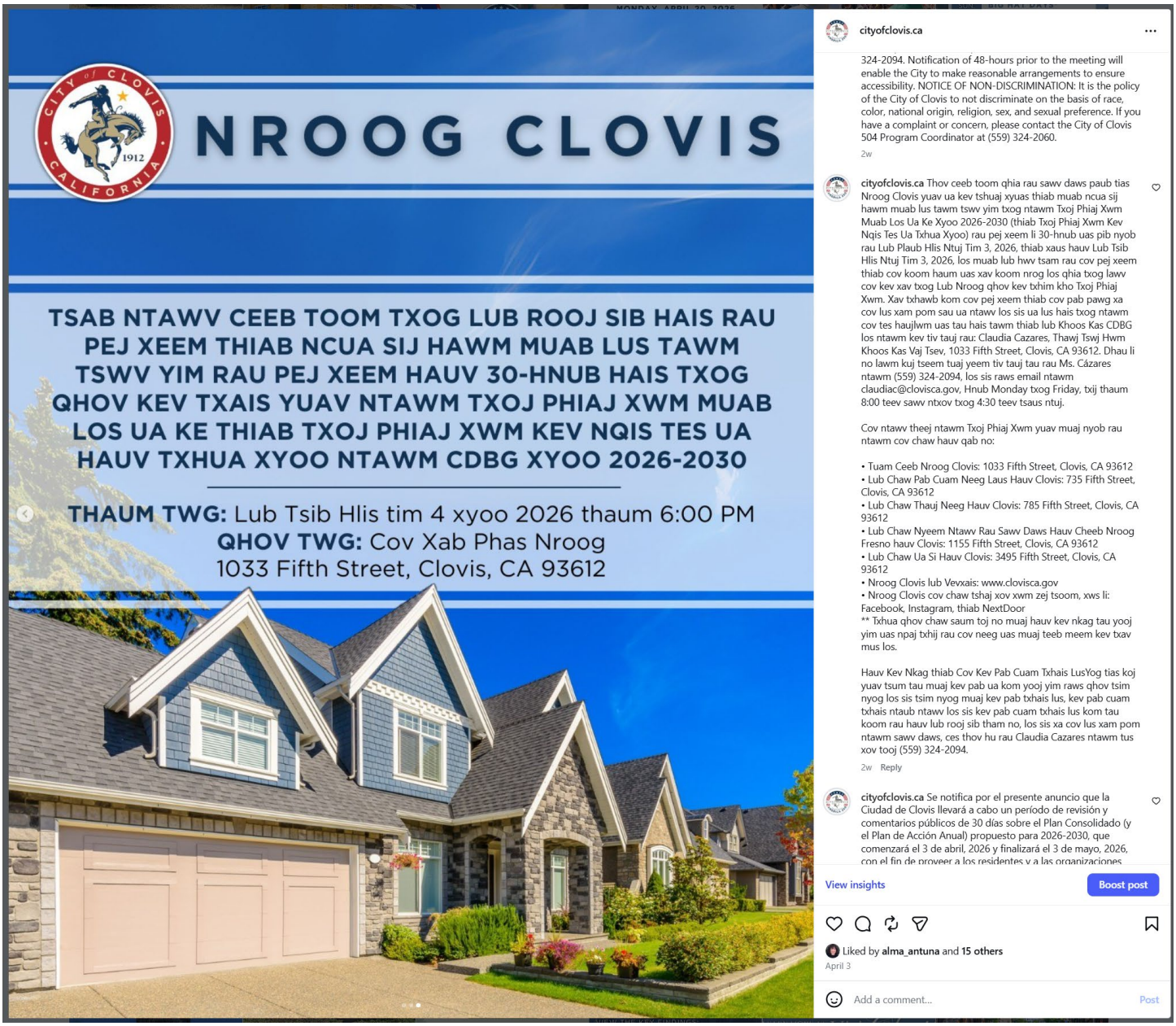
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April 3

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NROOG CLOVIS
TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030
THAUM TWG: Lub Tsib Hlis tim 4 xyoo 2026 thaum 6:00 PM
QHOV TWG: Cov Xab Phas Nroog
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NEXTDOOR 4-3-26

City of Clovis
Communications Division · 3 Apr · Edited

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- City of Clovis social media sites, such as: Facebook, Instagram, and NextDoor

** All of the above facilities are readily accessible to individuals with mobility impairments.

Accessibility and Language Services: If you require reasonable accommodation or need language assistance, translation services or interpretation services to participate in this meeting, or to submit public comment, please contact Claudia Cazares at **(559) 324-2094**. Notification of 48-hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility. NOTICE OF NON-DISCRIMINATION: It is the policy of the City of Clovis to not discriminate on the basis of race, color, national origin, religion, sex, and sexual preference. If you have a complaint or concern, please contact the City of Clovis 504 Program Coordinator at **(559) 324-2060**. Need Assistance Contacting the City of Clovis? California Relay Service provides specially trained Communication Assistants to relay conversations between deaf, hard of hearing, or speech-loss individuals and people who use a standard telephone. You can use this service to contact the City of Clovis by dialing 711. This notice is available in Spanish and/or Hmong by contacting our offices at **(559) 324-2060**. Esta notificación está disponible en español llamando al **(559) 324-2060**. Si usted requiere servicios de interpretación o traducción favor de llamar a Claudia Cázares al **(559) 324-2094**. Yog xav tau daim ntawv Hmoob hu rau peb qhov chaw ua hauj lwm ntawm **(559) 324-2060**. Yog koj xav tau kev pab txhais lus thov hu rau **(559) 324-2060**.

AVISO DE AUDIENCIA PÚBLICA Y PERÍODO DE COMENTARIOS PÚBLICOS DE 30 DÍAS PARA EL PLAN CONSOLIDADO DE 2026-2030 DEL PROGRAMA CDBG Y DEL PLAN DE ACCIÓN ANUAL

Se notifica por el presente anuncio que la Ciudad de Clovis llevará a cabo un período de revisión y comentarios públicos de 30 días sobre el Plan Consolidado (y el Plan de Acción Anual) propuesto para 2026-2030, que comenzará el 3 de abril, 2026 y finalizará el 3 de mayo, 2026, con el fin de proveer a los residentes y a las organizaciones interesadas la oportunidad de expresar sus opiniones sobre la elaboración del Plan por parte de la Ciudad. Residentes y grupos son invitados a someter comentarios por escrito ó orales tocante los proyectos propuestos y el programa de CDBG al ponerse en contacto con Claudia Cazares, Supervisora de Programas de Viviendas, 1033 Fifth Street, Clovis, CA 93612, La Sra. Cazares a la vez puede ser contactada por teléfono al **(559) 324-2094**, ó por correo electrónico al claudiac@clovisca.gov, de lunes a viernes, de las 8:00 a.m. a las 4:30 p.m. Una audiencia pública se llevará a cabo el 4 de mayo, 2026, a las 6:00 p.m. en la sala del Concilio de la Ciudad de Clovis, situada en el 1033 de Fifth Street en Clovis para consideración y discusión tocante la aprobación del Plan.

Se pueden obtener copias del Plan en los siguientes lugares:

- Centro Cívico de Clovis: 1033 Fifth Street, Clovis, CA 93612
- Centro de Personas de Tercera Edad de Clovis: 735 Third Street, Clovis, CA 93612
- Centro de Tránsito de Clovis: 785 Third Street, Clovis, CA 93612
- Biblioteca Pública del Condado de Fresno en Clovis: 1155 Fifth Street, Clovis, CA 93612
- Centro Recreativo de Clovis: 3495 Clovis Avenue, Clovis, CA 93612
- Sitio Web de la Ciudad de Clovis: www.clovisca.gov
- Ciudad de Clovis sitios de medios sociales, tales como: Facebook, Instagram y NextDoor

**Todas las instalaciones anteriores son fácilmente accesibles para las personas con discapacidades de movilidad.

Accesibilidad y Servicios de Traducción: Si usted requiere adaptaciones razonables, o requiere asistencia en otro idioma, de traducción o interpretación para participar en esta reunión, favor de contactar a Claudia Cazares al **(559) 324-2094**. Notificación de 48 horas antes de la reunión permitirá a la ciudad para hacer los arreglos razonables para garantizar la accesibilidad. Notificación de no discriminación: Es la poliza de la Ciudad de Clovis de no discriminar basado en su raza, color, origen de nacionalidad, religión, sexo, o preferencia sexual. Si tiene algúna queja o asunto, favor de contactar al coordinador del Program 504 de la Ciudad de Clovis al **(559) 324-2060**. Necesita asistencia contactando la Ciudad de Clovis? El programa de Servicio de Re-Transmisión de California le puede proveer Asistencia de Comunicación especialmente capacitada para transmitir comunicaciones entre personas sordas, los que sufren de ensordecimiento, personas sordo-mudas y los que usan teléfonos fijos. Puedes usar este servicio para contactar a la Ciudad de Clovis al marcar al 711.

TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030

Thov ceeb toom qhia rau sawv daws paub tias Nroog Clovis yuav ua kev tshuaj xyuas thiab muab ncua sij hawm muab lus tawm tswv yim txog ntawm Txoj Phiaj Xwm Muab Los Ua Ke Xyoo 2026-2030 (thiab Txoj Phiaj Xwm Kev Nqis Tes Ua Txhua Xyoo) rau pej xeem li 30-hnub uas pib nyob rau Lub Plaub Hlis Ntuj Tim 3, 2026, thiab xaus hauv Lub Tsib Hlis Ntuj Tim 3, 2026, los muab lub hwv tsam rau cov pej xeem thiab cov koom haum uas xav koom nrog los qhia txog lawv cov kev xav txog Lub Nroog qhov kev txhim kho Txoj Phiaj Xwm. Xav txhawb kom cov pej xeem thiab cov pab pawg xa cov lus xam pom sau ua ntawv los sis ua lus hais txog ntawm cov tes haujlwm uas tau hais tawm thiab lub Khoos Kas CDBG los ntawm kev tiv tauj rau: Claudia Cazares, Thawj Tswj Hwm Khoos Kas Vaj Tsev, 1033 Fifth Street, Clovis, CA 93612. Dhau li no lawm kuj tseem tuaj yeem tiv tauj tau rau Ms. Cázares ntawm **(559) 324-2094**, los sis raws email ntawm claudiac@clovisca.gov, Hnub Monday txog Friday, txij thaum 8:00 teev sawv ntxov txog 4:30 teev tsaus ntuj.

Cov ntawv theej ntawm Txoj Phiaj Xwm yuav muaj nyob rau ntawm cov chaw hauv qab no:

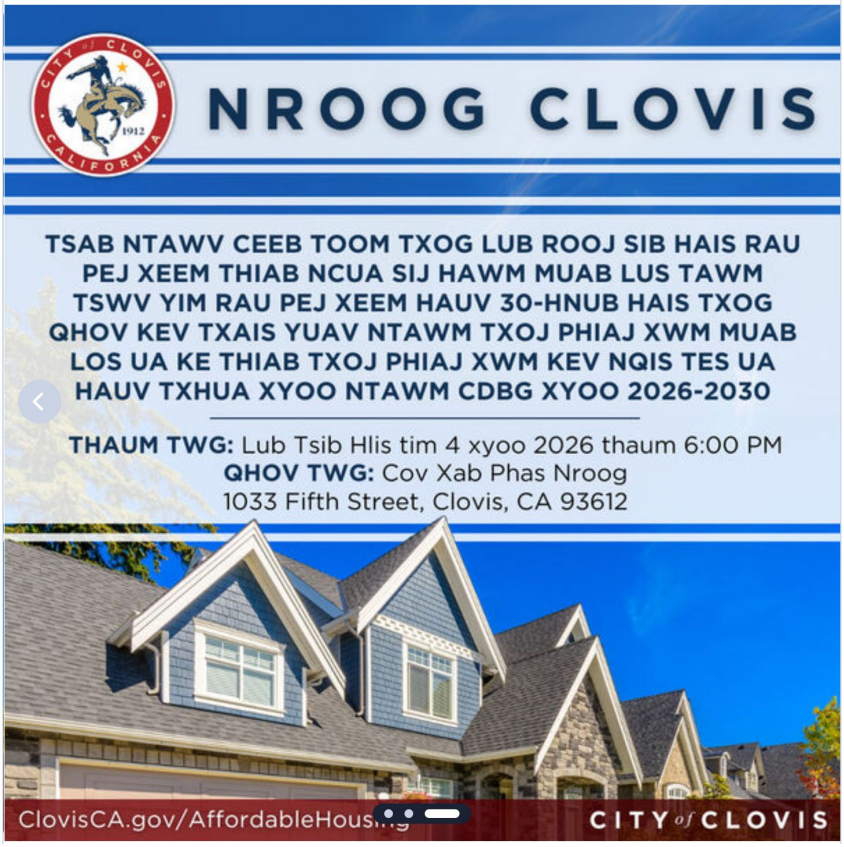
- Tuam Ceeb Nroog Clovis: 1033 Fifth Street, Clovis, CA 93612
- Lub Chaw Pab Cuam Neeg Laus Hauv Clovis: 735 Fifth Street, Clovis, CA 93612
- Lub Chaw Thauj Neeg Hauv Clovis: 785 Fifth Street, Clovis, CA 93612
- Lub Chaw Nyeem Ntawv Rau Sawv Daws Hauv Cheeb Nroog Fresno hauv Clovis: 1155 Fifth Street, Clovis, CA 93612
- Lub Chaw Ua Si Hauv Clovis: 3495 Fifth Street, Clovis, CA 93612
- Nroog Clovis lub Vevxais: www.clovisca.gov
- Nroog Clovis cov chaw tshaj xov xwm zej tsoom, xws li: Facebook, Instagram, thiab NextDoor

** Txhua qhov chaw saum toj no muaj hauv kev nkag tau yooj yim uas npaj txhij rau cov neeg uas muaj teeb meem kev txav mus los.

Hauv Kev Nkag thiab Cov Kev Pab Cuam Txhais LusYog tias koj yuav tsum tau muaj kev pab ua kom yooj yim raws qhov tsim nyog los sis tsim nyog muaj kev pab txhais lus, kev pab cuam txhais ntaub ntawv los sis kev pab cuam txhais lus kom tau koom rau hauv lub rooj sib tham no, los sis xa cov lus xam pom ntawm sawv daws, ces thov hu rau Claudia Cazares ntawm tus xov tooj **(559) 324-2094**. Kev ceeb toom 48 teev ua ntej yuav txog thaum muaj lub rooj sib tham yuav ua rau lub Nroog muaj peev xwm tsim tau cov kev npaj raws qhov tsim nyog kom ntseeg tau tias muaj txoj hauv kev nkag. CEEB TOOM TXOG KEV TSIS MUAJ KEV CIAV CAIS: Nws yog txoj cai txhawb ntawm lub Nroog Clovis kom tsis txhob ciav cais raws haiv neeg, xim nqaij, chiv keeb haiv neeg, kab lis kev cai, poj niam txiv neej, thiab kev nyiam rau sab poj niam los sis txiv neej.Yog tias koj muaj ib qhov kev tsis txaus siab los sis kev txhawj xeeb dab tsi, ces thov tiv tauj rau lub Nroog Clovis 504 tus Neeg Cev Ncauj Cev Lus Hauv Lub Khoos Kas ntawm **(559) 324-2060**.Puas Yog Xav Tau Kev Pab Txog Kev Tiv Tauj Rau Lub Nroog Clovis? Qhov Chaw Pab Cuam Rau Cov Neeg Tsis Taus Hauv California muab Cov Neeg Pab Cuam Txog Kev Txuas Lus uas tau txais kev cob qhia tshwj xeeb rau cov kev sib tham nrog cov neeg tsis taus li ntawm cov neeg lag ntseg, tsis hnov lus zoo, los sis hais tsis tau lus thiab cov neeg uas siv cov xov tooj raws qauv.Koj tuaj yeem siv qhov kev pab cuam no los mus tiv tauj rau lub Nroog Clovis los ntawm kev ntaus rau 711.




CIUDAD de CLOVIS
AUDIENCIA PÚBLICA
Y PERÍODO DE COMENTARIOS PÚBLICOS DE 30 DÍAS PARA EL
2026-2030 DESARROLLO COMMUNITY
SUBVENCIÓN EN BLOQUE (CDBG) PLAN
CONSOLIDADO Y PLAN DE ACCIÓN ANUAL
CUANDO: 4 de mayo, a las 6:00 PM
LUGAR: Ayuntamiento de la Ciudad de Clovis
Cámara de Concilio, 1033 Fifth Street, Clovis, CA 93612
HMONG
CITY of CLOVIS


NROOG CLOVIS
TSAB NTAWV CEEB TOOM TXOG LUB ROOJ SIB HAIS RAU
PEJ XEEM THIAB NCUA SIJ HAWM MUAB LUS TAWM
TSWV YIM RAU PEJ XEEM HAUV 30-HNUB HAIS TXOG
QHOV KEV TXAIS YUAV NTAWM TXOJ PHIAJ XWM MUAB
LOS UA KE THIAB TXOJ PHIAJ XWM KEV NQIS TES UA
HAUV TXHUA XYOO NTAWM CDBG XYOO 2026-2030
THAUM TWG: Lub Tsib Hlis tim 4 xyoo 2026 thaum 6:00 PM
QHOV TWG: Cov Xab Phas Nroog
1033 Fifth Street, Clovis, CA 93612
CITY of CLOVIS

CONSOLIDATED PLAN

COMMUNITY NEEDS SURVEY

RESULTS

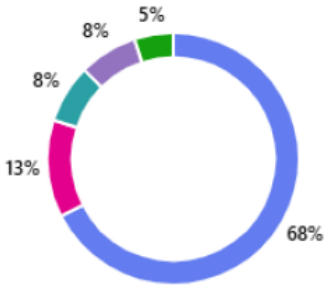
Responses Overview

Closed

Responses	Average Time	Duration
36	21:22	173 Days

1. Which of the following best describes you?

I live in the City of Clovis.	27
I work in the City of Clovis.	5
I am a City of Clovis employee.	3
I work for a non-profit organization that provides services in the City of Clovis.	3
I do not live or work in the City of Clovis, but I am interested in providing my insights in this process.	2



2. How many persons are in your household (live in your home), including yourself?

36
Responses

Latest Responses
"3"
"Three"
"5"
• • •

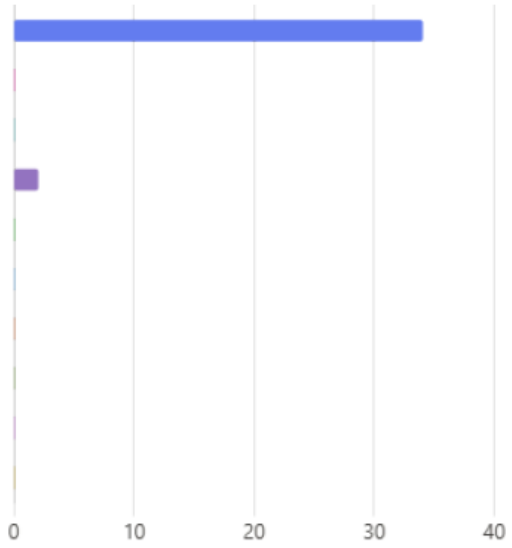
3. How many children under 18 years old live in your home?

36
Responses

Latest Responses
"0"
"None"
"1"
• • •

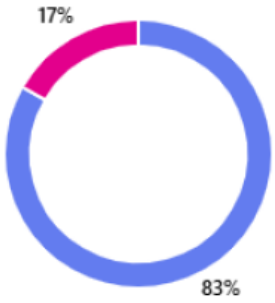
4. What kind of housing do you live in?

House - Single Family	34
House - Condominium	0
House - Mobile Home	0
Multifamily or Apartment	2
Duplex	0
Housing Unit in hotel, motel, etc.	0
Housing Unit in permanent supportive housing	0
Housing Unit in rooming or boarding type house	0
Retirement Home	0
Other	0



5. Please select the option that best describes your housing situation.

I own the home that I live in.	30
I rent the home/housing unit that I live in.	6
I rent under a government housing subsidy or low-income program (example: Housing Choice Vouche...	0
Other	0



6. Are you able to afford the home that you live in? In other words, are you able to pay for your home and still have enough money for other basic needs for yourself and your family such as food, clothing, gas, etc.)

Yes	34
No	2



7. If you are not able to afford the home that you and your family live in, please let us know why not.

5
Responses

Latest Responses
"Rent has gone up we are retired"
...

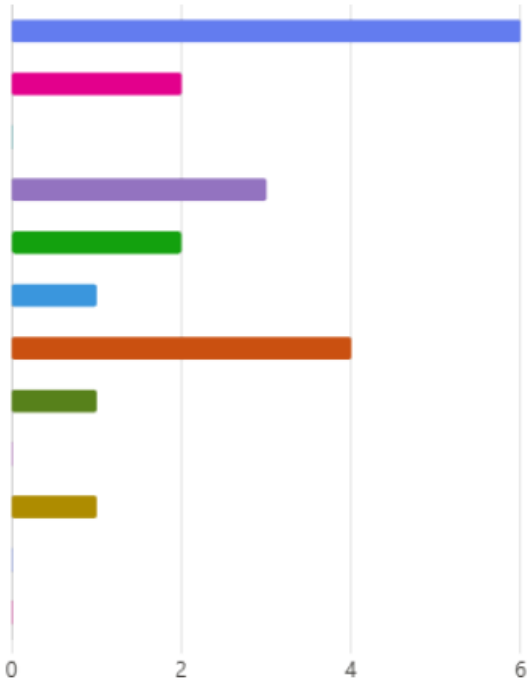
8. Is your home/housing unit in need of repairs?

Yes	19
No	17

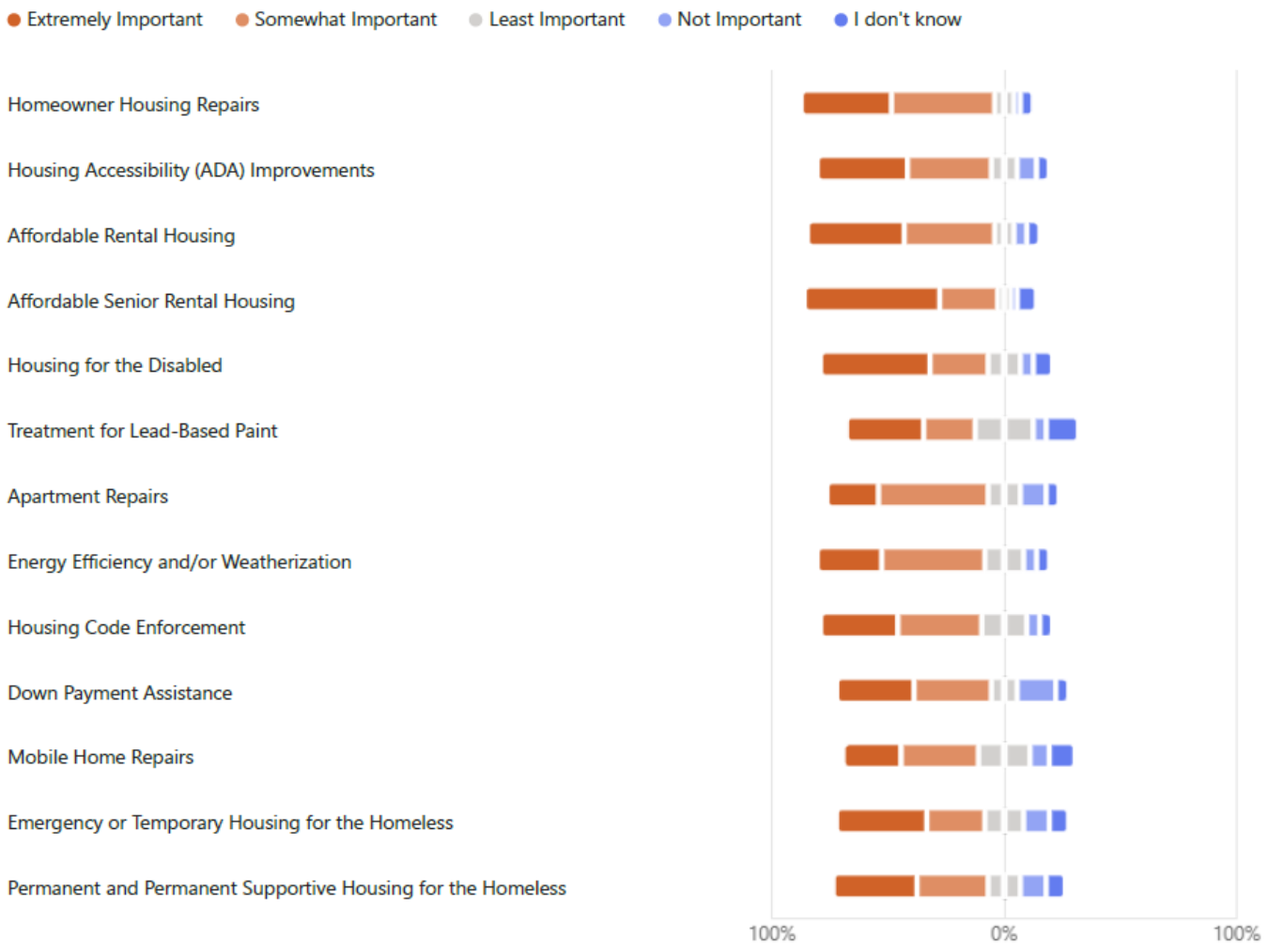


9. If your home/housing unit is in need of repair(s), which of the following facilities need repair?

Windows/Screens	6
Roof	2
Doors	0
Flooring/Carpeting	3
Plumbing	2
Electricity	1
Kitchen/Bathroom Facilities/Fixtures	4
Ceiling	1
Interior Paint	0
Exterior Paint	1
Smoke Detectors/Carbon Monoxide Detectors	0
Mold	0



10. Please rank the Affordable Housing Programs and Services listed below in terms of how important they are for the City of Clovis.



11. If you are a Clovis resident: what types of housing, if any, are missing in your community? Where should that missing housing be built?

23
Responses

Latest Responses
"Homeless shelter"
"Need more housing for veterans no"
...

12. If you are a Clovis resident: have you ever been at risk of eviction or losing your home?

28
Responses

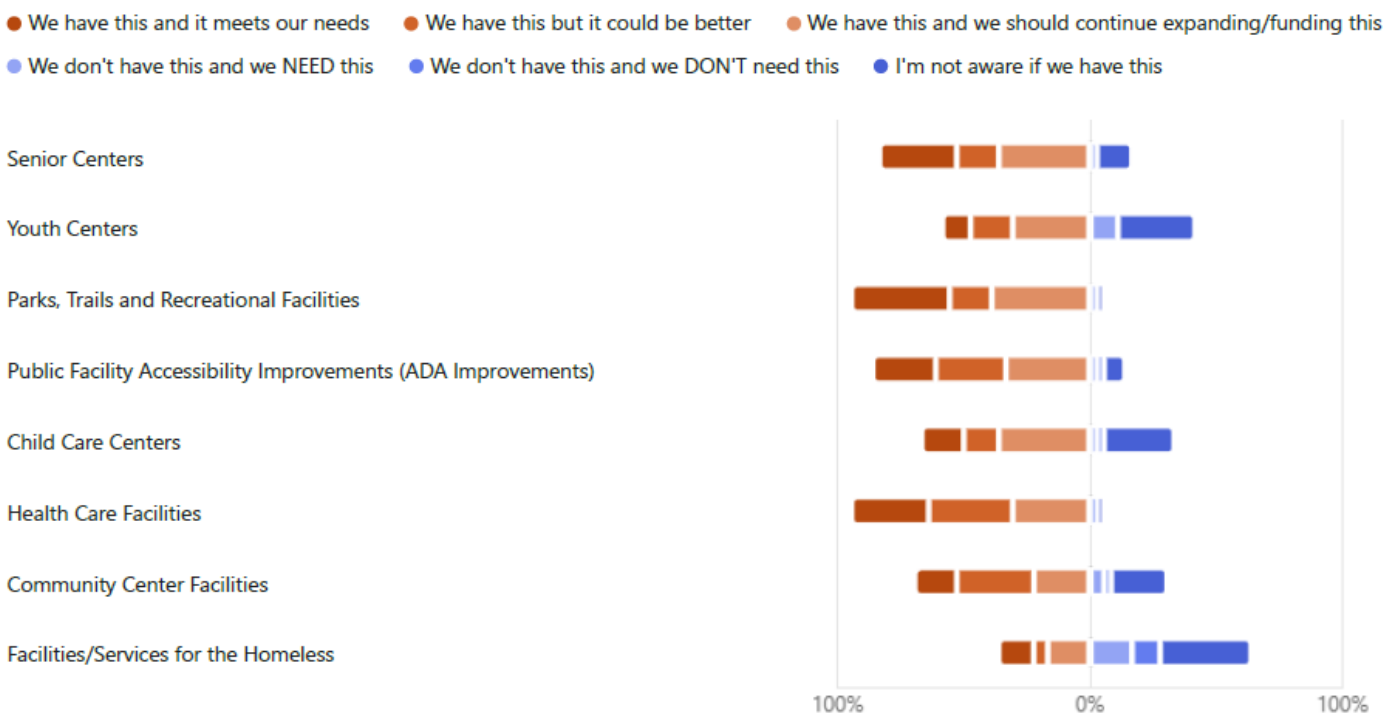
Latest Responses
"Yes"
"No"
...

13. What role should local government play in sustaining fair, safe and affordable housing within the City of Clovis.

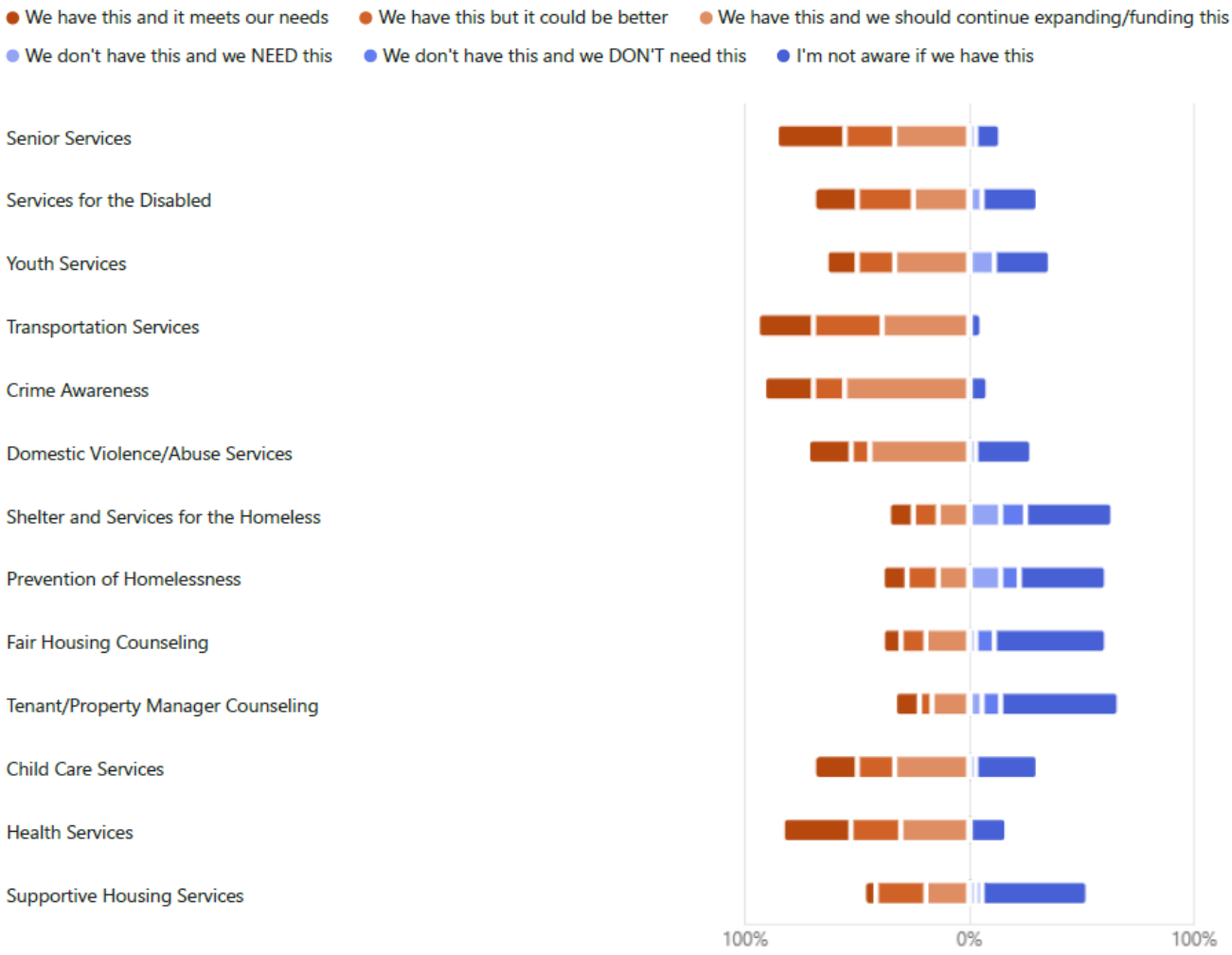
28
Responses

Latest Responses
"Options for homeless while in transition to self-sustaining."
"Should provide programs for seniors with first and last rental costs and deposits"
...

14. Please rank the Community Facility types listed below in terms of how needed they are in the City of Clovis.



15. Please rank the Community/Special Needs projects and service types listed below in terms of how needed they are in the City of Clovis.



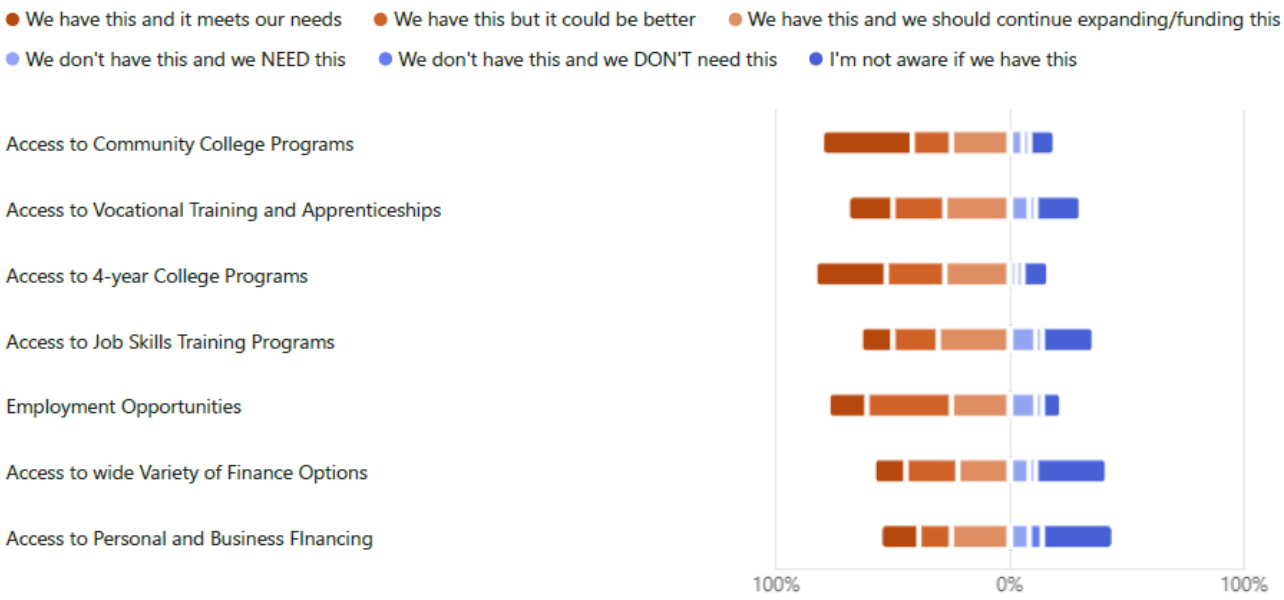
16. Are you a person experiencing homelessness or who has experienced homelessness?



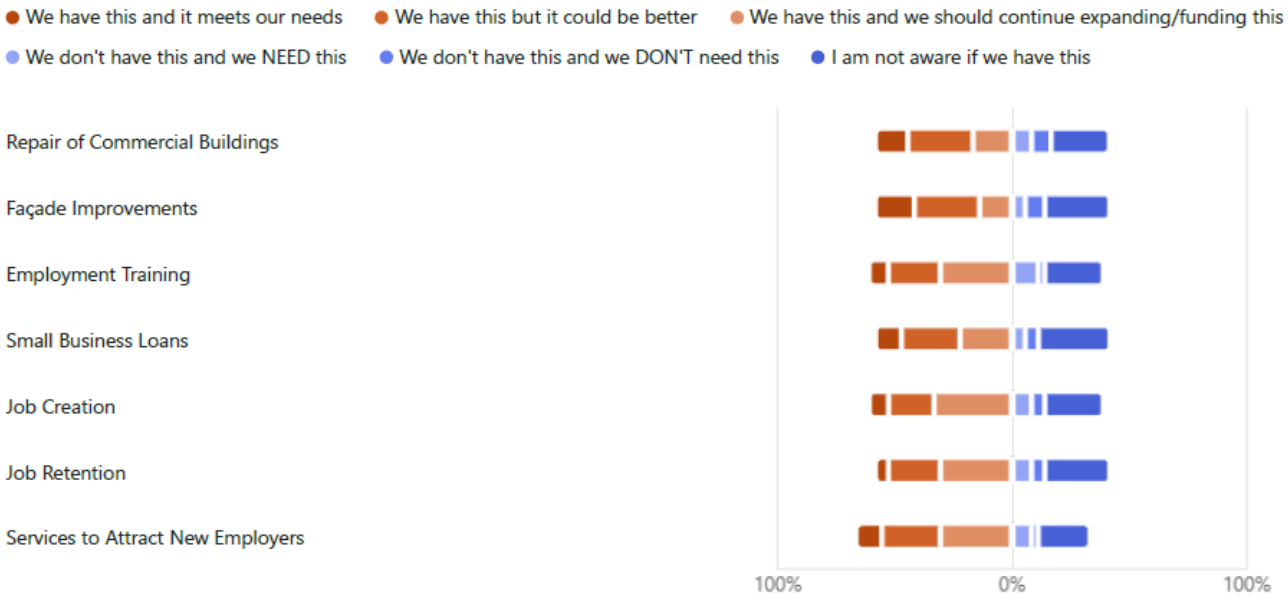
17. If yes, please rank these needs based on your own needs, and/or those of your family:



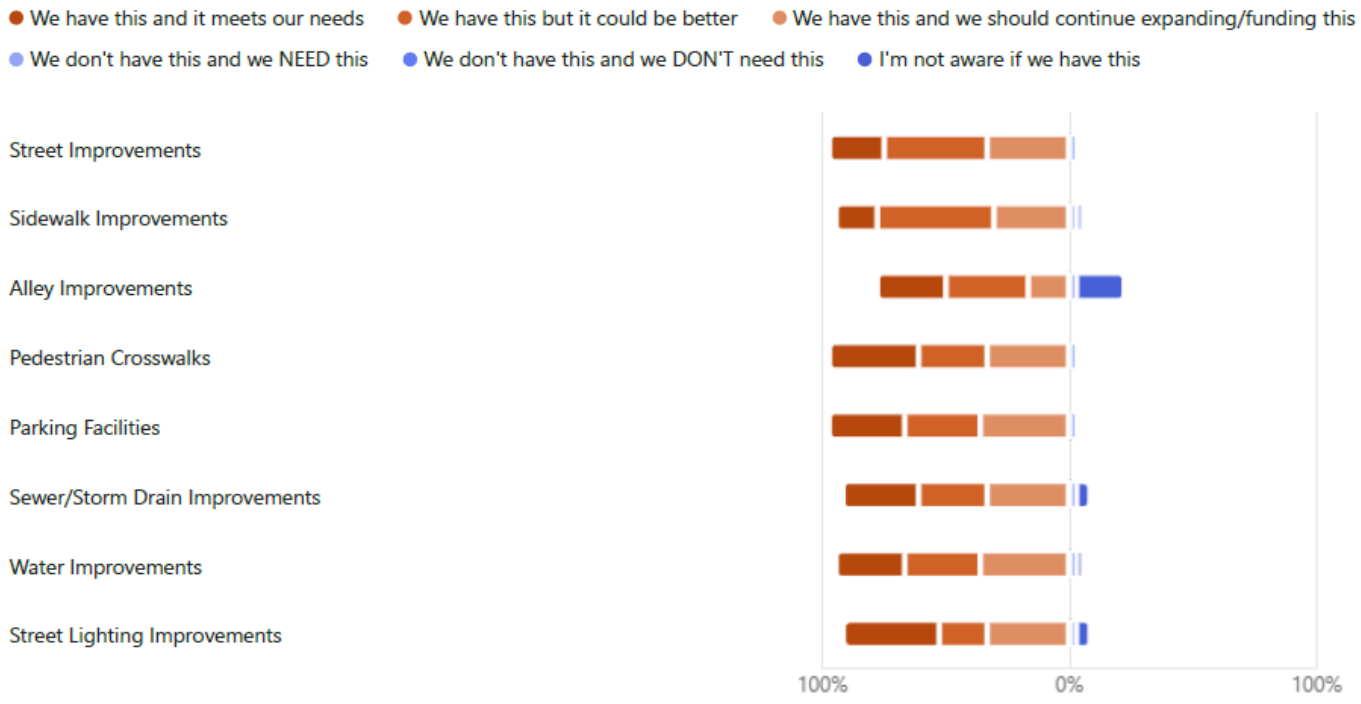
18. Please rank the Economic, Business Development, and Educational Program and Service types listed below in terms of how needed they are in the City of Clovis.



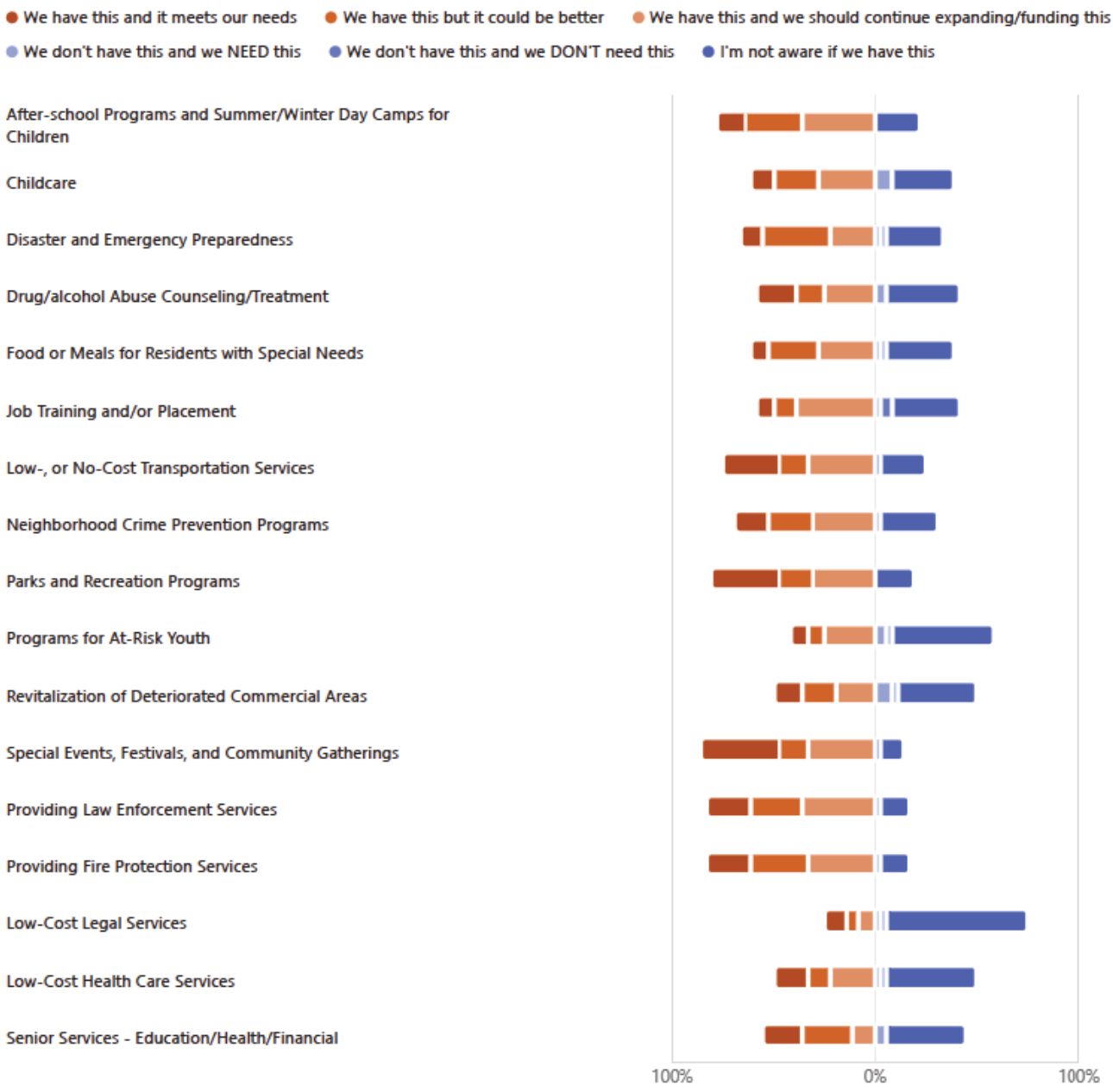
19. Please rank the Business and Economic Development needs and service types listed below in terms of how needed they are in the City o f Clovis.



20. Please rank the Public Works and Infrastructure projects and services listed below in terms of how needed they are in Clovis.

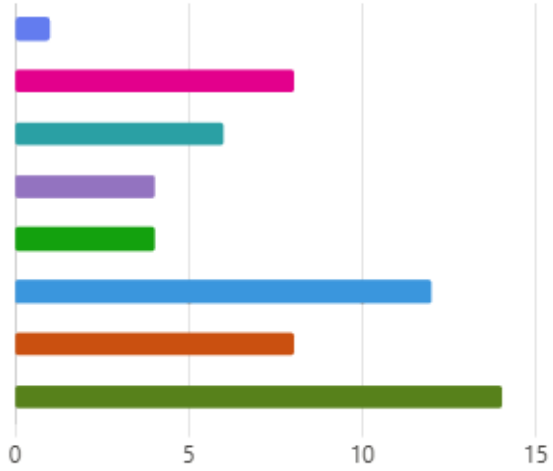


21. Please rank the following Social Services programs and service types listed below in terms of how needed they are for the City of Clovis.



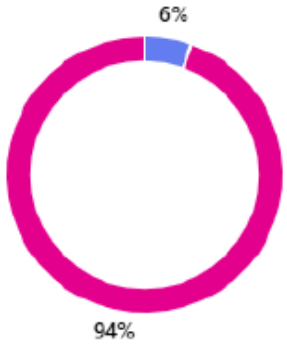
22. Please list the particular needs and/or concerns of your household related to Health Services. Please select all that apply.

AIDS/HIV	1
Hearing or Sight Impairment	8
Mobility Impairment	6
Development Disability	4
Learning Disability	4
Mental or Emotional Disability	12
Medical Disability	8
Other	14



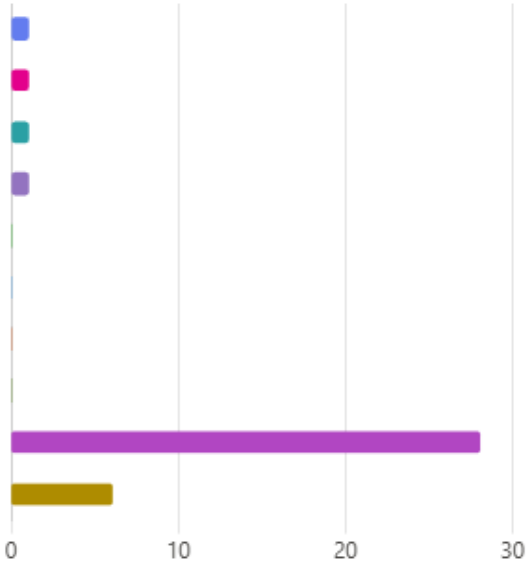
23. Do you use public transit in the City of Clovis?

Yes	2
No	34



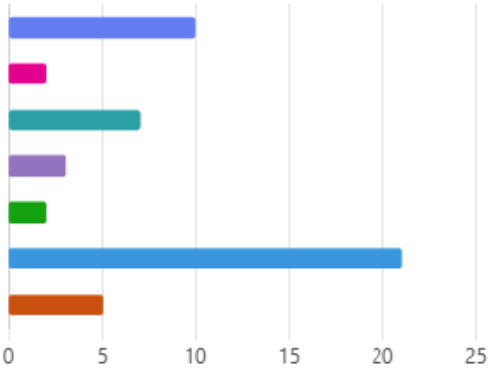
24. Please check below any difficulties that you have related to transportation? Please select all that apply.

I don't have a car	1
I have difficulty getting to my job in the early morning (prior to 9:00 A.M.)	1
I have difficulty getting to and from my job on weekdays (9:00 A.M. – 5:00 P.M.	1
I have difficulty getting to and from my job in the evening (after 5:00 P.M.)	1
I have difficulty getting to and from my job on weekends	0
I have difficulty getting to medical services	0
I have difficulty getting my children to/from daycare/school	0
I have difficulty getting to public services or shopping	0
I don't have any transportation difficulties	28
Other	6



25. Please place a checkmark next to what would encourage you to use transit services in the City of Clovis more often. Please select all that apply.

Provide more widely published information about routes/times	10
Improve personal safety and security when riding public transportation and/or at bus stops	2
Increase frequency of transit services	7
Provide more assistance to get to the transit vehicle	3
Increase the days and hours of service	2
Nothing, I prefer to drive/walk/bicycle	21
Other	5



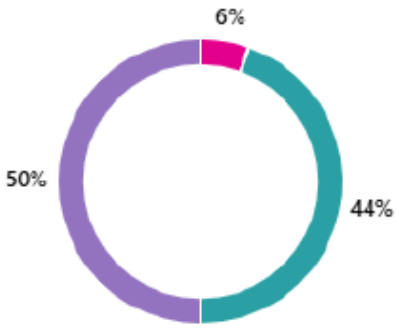
26. What improvements or changes would most enhance your public transportation experience?

13
Responses

Latest Responses
"Info on what is available and where"
"Benches and coverings over them"
...

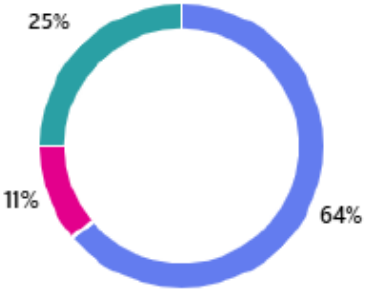
27. How often do you use public transportation?

Daily	0
Several times a week	2
Once a week	16
Rarely, or not at all	18



28. Does your neighborhood have adequate broadband access?

Yes	23
No	4
I don't know	9



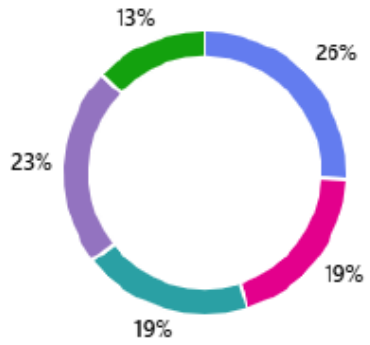
29. How do you think broadband/internet access can be improved?

36
Responses

Latest Responses
"Yes"
"Don't know"
"Affordable"
• • •

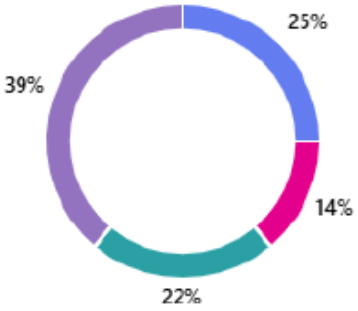
30. If you live in the City of Clovis, which of the following best describes your neighborhood?

I live in Southwest Clovis.	8
I live in Old Town Clovis.	6
I live in Southeast Clovis.	6
I live in Northeast Clovis.	7
I live in Northwest Clovis.	4



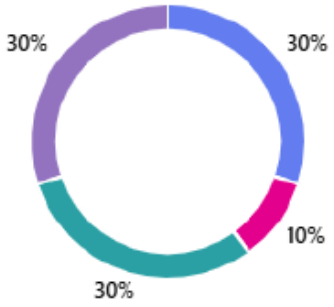
31. If you live in the City of Clovis, how many years have you lived in Clovis?

Less than 5 years	9
5-10 years	5
10-20 years	8
More than 20 years	14



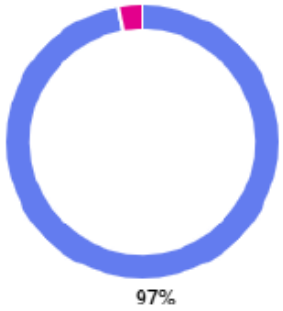
32. If you do not live in the City of Clovis, which City or area do you reside in?

City of Fresno	3
City of Sanger	1
County of Fresno and/or County Island	3
Other	3



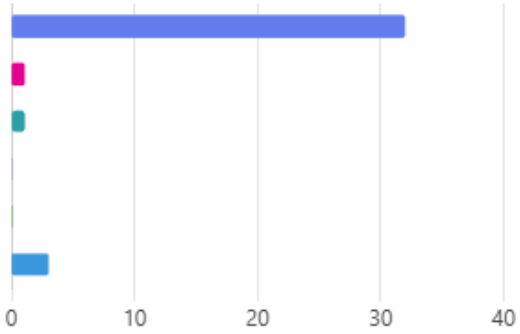
33. What is the primary language you speak at home?

English	35
Spanish	1
Hmong	0
Other	0



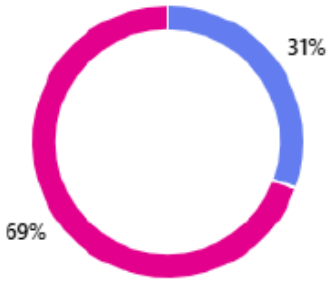
34. What is your Race? Please select all that apply.

White	32
Black or African American	1
American Indian or Alaska Native	1
Native Hawaiian or Other Pacific Islander	0
Asian	0
Other	3



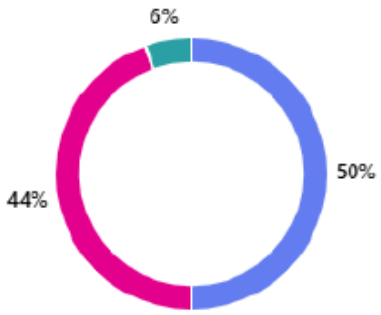
35. What is your Ethnicity?

Hispanic/Latino	11
Not Hispanic/Latino	25



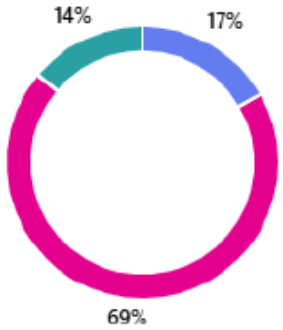
36. Gender:

Male	18
Female	16
Prefer not to say	2
Other	0



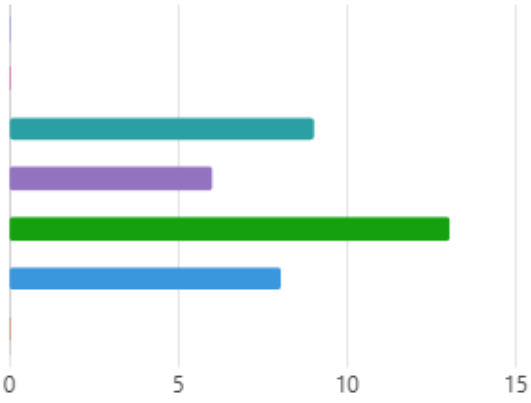
37. Do you have one or more conditions subject to the Americans with Disabilities Act (ADA)?

Yes	6
No	25
Prefer not to say	5



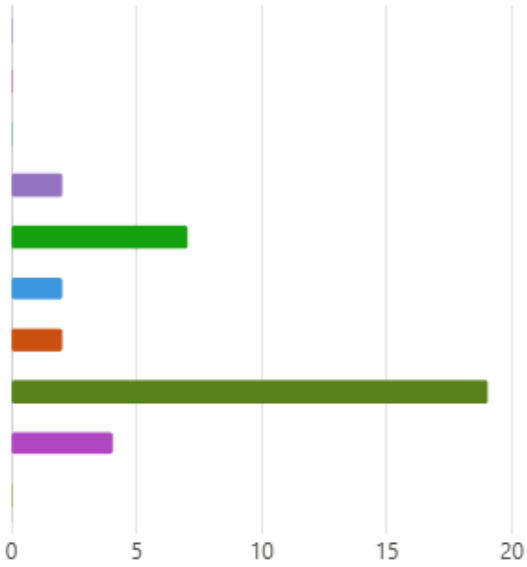
38. What is your age?

Under 18 years old	0
18-30 years old	0
31-40 years old	9
41-50 years old	6
51-61 years old	13
62 years or older	8
Prefer not to say	0



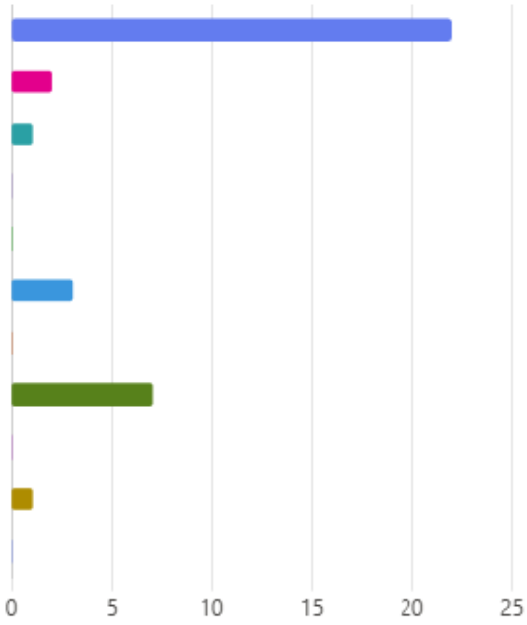
39. What is the highest degree you have received, or level of schooling you have completed?

No schooling completed	0
8th grade	0
Some High School, no diploma	0
High School Graduate, or equivalent	2
Some College, no degree	7
Trade/Technical/Vocational Training	2
Associate's Degree Received	2
College Graduate, Bachelors Degree Received	19
Masters, Doctorate Degree Received	4
Other	0



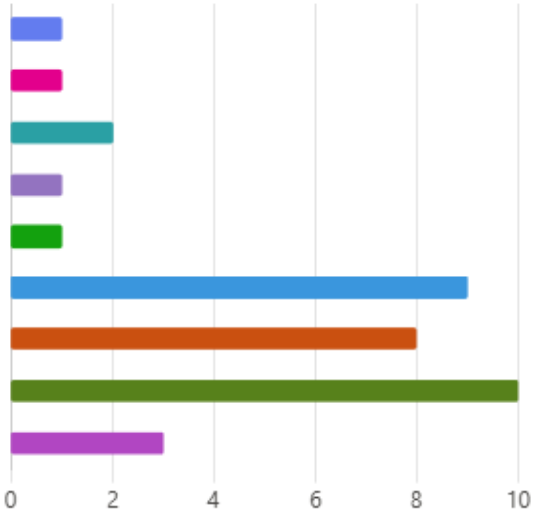
40. What is your current employment status?

Full-time employed	22
Part-time employed	2
Self-employed	1
Unemployed, seeking work	0
Unemployed, not seeking work	0
Homemaker	3
Military	0
Retired	7
Student	0
Unable to work	1
Other	0



41. What is your household's total annual income (before taxes)?

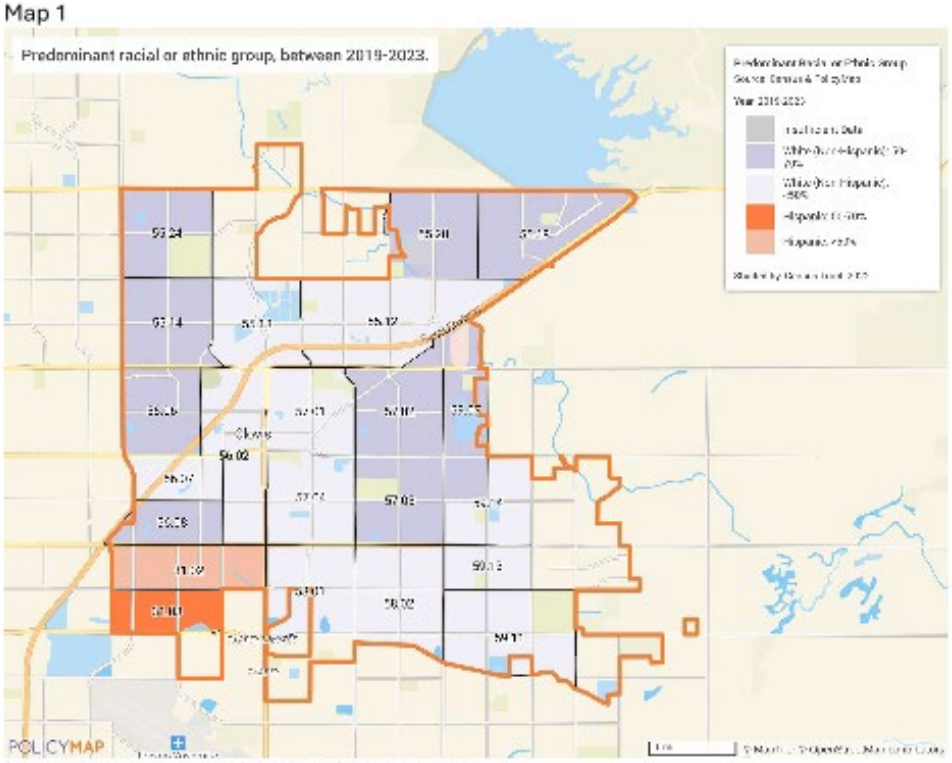
under $10,000	1
$10,000 - $24,999	1
$25,000 - $34,999	2
$35,000 - $49,999	1
$50,000 - $74,999	1
$75,000 - $99,999	9
$100,000 - $149,999	8
$150,000 or more	10
Other	3



MAPS

Exhibit: Maps

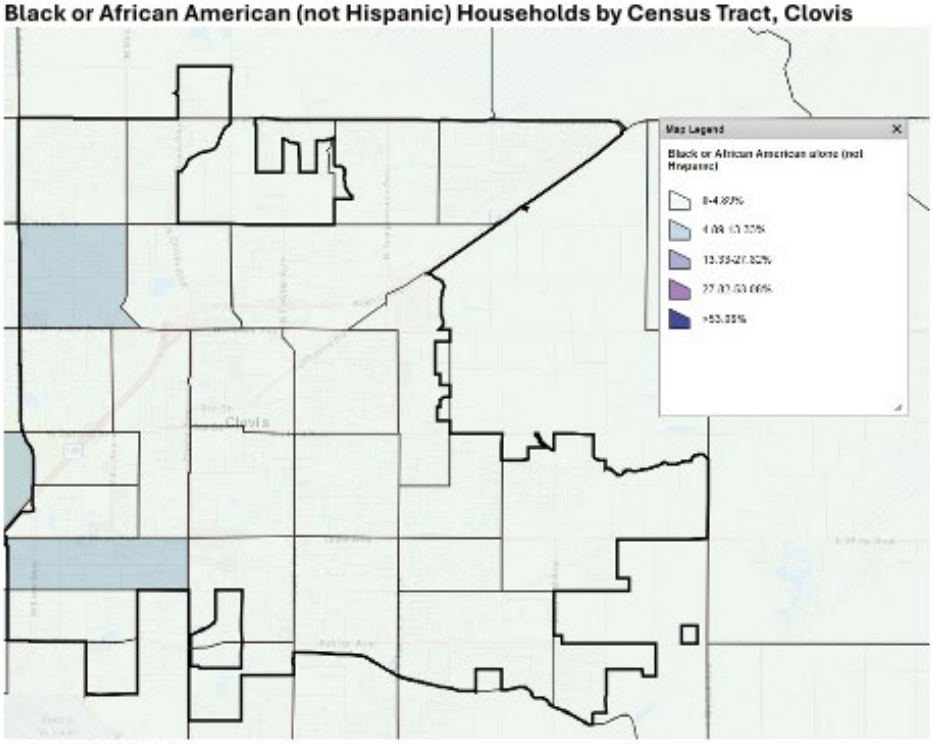
Map 1



Source: 2019-2023 American Community Survey and PolicyMap

Map 2

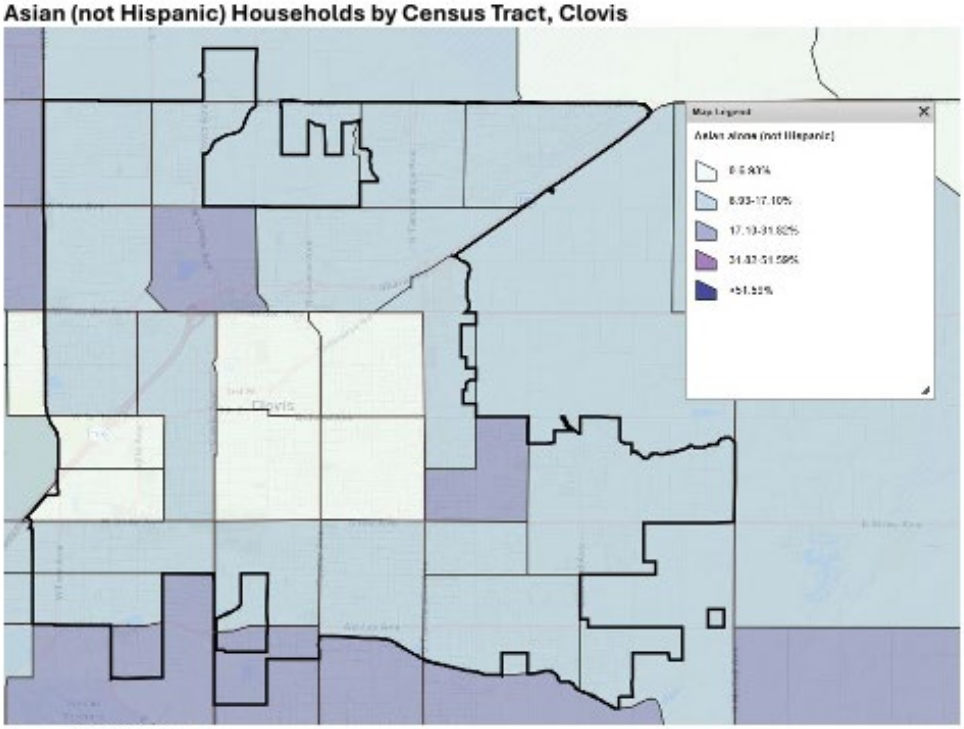
Black or African American (not Hispanic) Households by Census Tract, Clovis



Source: HUD CPD Maps

Map 3

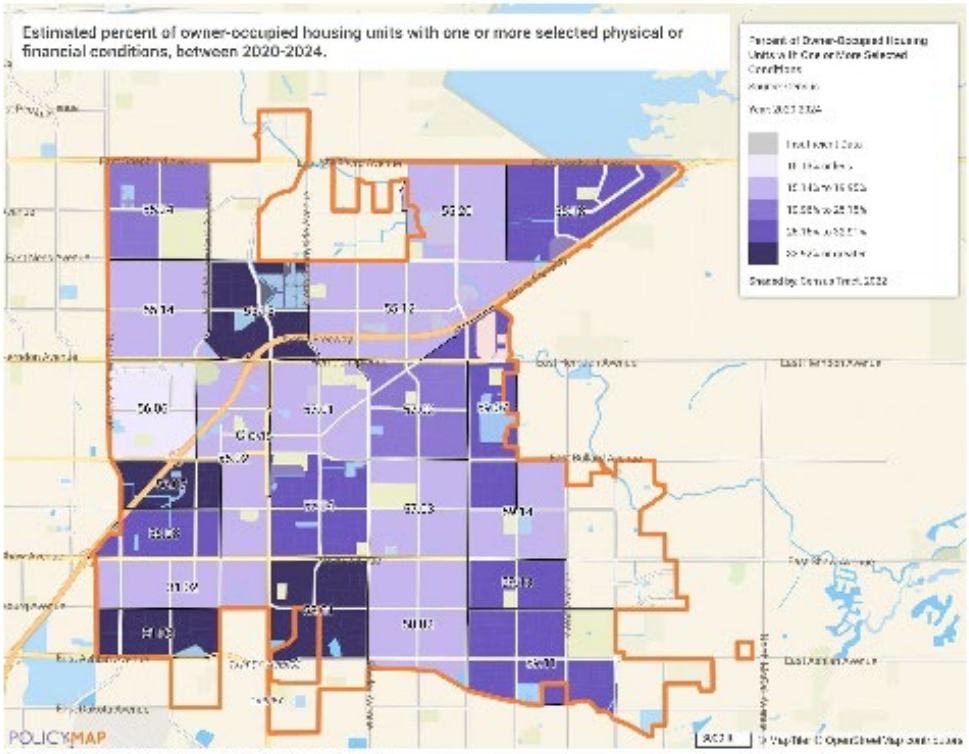
Asian (not Hispanic) Households by Census Tract, Clovis



Source: HUD CPD Maps

Map 4

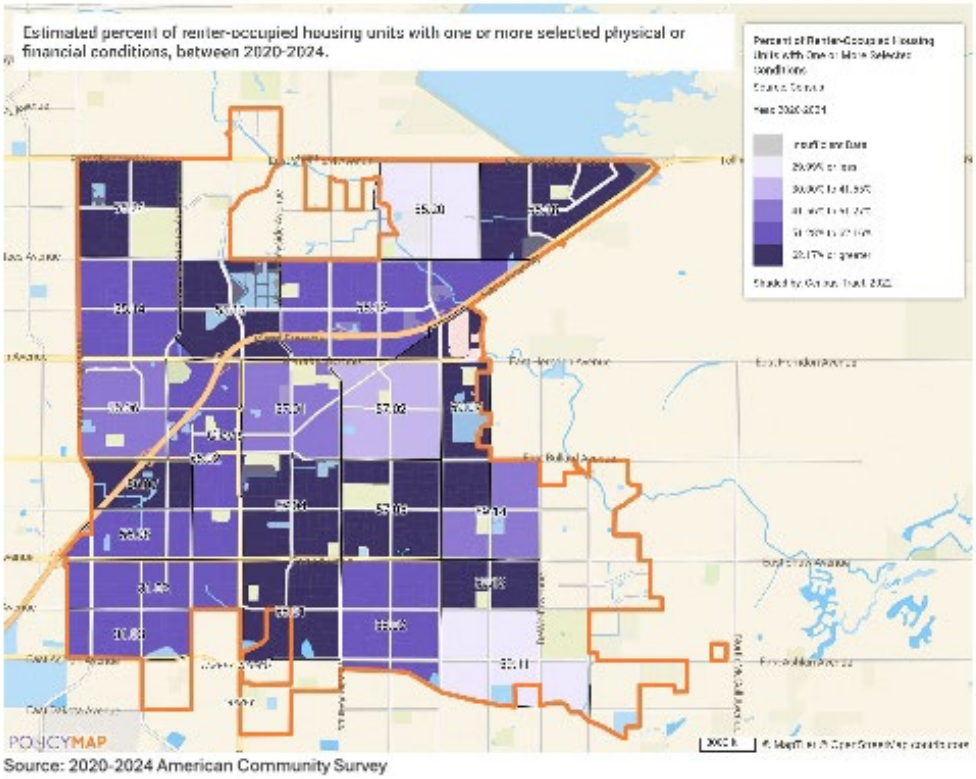
Percentage of Owner-Occupied Housing Units with One or More Housing Problems by Census Tract



Source: 2020-2024 American Community Survey

Map 5

Percentage of Renter-Occupied Housing Units with One or More Housing Problems by Census Tract



Source: 2020-2024 American Community Survey

LIST OF ASSISTED HOUSING IN CLOVIS

Development Name	Number of Rent-Restricted and/or Assisted Units	Funding Source(s) and/or Land Use Restriction(s) and/or Rental Assistance/Subsidy Contract(s) and/or Recorded Covenant(s)	End Date of Regulatory Agreement or Covenant
Butterfly Gardens	73	Low Income Housing Tax Credit	10/4/2078
Silver Ridge	101	Low Income Housing Tax Credit	12/31/2028
Cottonwood Grove	30	CalHFA Permanent Loan	5/1/2033
Coventry Place Apartments	28	Low Income Housing Tax Credit	12/31/2059 and 2060
Hotchkiss Terrace	74	HUD Capital Advance	1/31/2046
Lexington	128	Low Income Housing Tax Credit	12/31/2028
Rose View Terrace	59	HUD Capital Advance	1/31/2052
The Willows	76	Low Income Housing Tax Credit	12/31/2059
Solivita Commons	59	Low Income Housing Tax Credit	12/31/2077

Appendix - Alternate/Local Data Sources

1	**Data Source Name** Clovis Consolidated Plan Community Needs Survey
	List the name of the organization or individual who originated the data set. City of Clovis
	Provide a brief summary of the data set. The Community Needs Survey included a series of over forty (40) questions to gauge community feedback regarding their priorities in the expenditure of Community Development Block Grant (CDBG) program funds.
	What was the purpose for developing this data set? The City of Clovis developed the Community Needs Survey to appropriately take into account recommendations of area residents and stakeholders.
	Provide the year (and optionally month, or month and day) for when the data was collected. September 2025 through December 2025
	Briefly describe the methodology for the data collection. Data collection was completed online through an anonymous community survey. Data was aggregated.
	Describe the total population from which the sample was taken. Total population included residents of City of Clovis, workers of community based agencies serving low-income individuals and families, and city staff.
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed. A total of thirty-six (36) responses were received. Twenty-nine respondents live in the City of Clovis. Ninety-seven percent (97%) are primarily English-speaking households. Eighty-six percent (86%) of the respondents are White, and thirty-one percent (31%) are Latino. Forty-four percent (44%) of the respondents were male. Fifty-eight percent (58%) of the respondents are over fifty-one years old or older. All respondents have at least a high school graduation, with fifty-three percent (53%) having a college degree.
2	**Data Source Name** 2024 American Community Survey 5-Year Estimates
	List the name of the organization or individual who originated the data set. U.S. Census Bureau
	Provide a brief summary of the data set. Provides yearly data on population and housing.
	What was the purpose for developing this data set? See above.

	Provide the year (and optionally month, or month and day) for when the data was collected. 2024 5-Year Estimates
	Briefly describe the methodology for the data collection. Data collection was completed by mail, internet, telephone, or in-person. It is a legally mandated survey.
	Describe the total population from which the sample was taken. N/A
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed. N/A
3	**Data Source Name** 2024 American Com Survey 5-Yr Estimates Pop by Age
	List the name of the organization or individual who originated the data set.
	Provide a brief summary of the data set.
	What was the purpose for developing this data set?
	Provide the year (and optionally month, or month and day) for when the data was collected.
	Briefly describe the methodology for the data collection.
	Describe the total population from which the sample was taken.
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed.
4	**Data Source Name** 2018-2022 CHAS
	List the name of the organization or individual who originated the data set. U.S. Department of Housing and Urban Development (HUD)

	Provide a brief summary of the data set. Each year, the U.S. Department of Housing and Urban Development (HUD) receives custom tabulations of American Community Survey (ACS) data from the U.S. Census Bureau. These data, known as the "CHAS" data (Comprehensive Housing Affordability Strategy), demonstrate the extent of housing problems and housing needs, particularly for low income households.
	What was the purpose for developing this data set? The CHAS data are used by local governments to plan how to spend HUD funds, and may also be used by HUD to distribute grant funds.
	Provide the year (and optionally month, or month and day) for when the data was collected. 2018-2022
	Briefly describe the methodology for the data collection. HUD receives custom tabulations of the American Community Survey (ACS) data from the U.S. Census Bureau to calculate the CHAS data.
	Describe the total population from which the sample was taken. N/A
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed. N/A
5	**Data Source Name** Fresno Housing
	List the name of the organization or individual who originated the data set. Fresno Housing
	Provide a brief summary of the data set. Data provided the local housing authority for residents who live in zip codes 93611, 93612, 93613, and 93619. These zip codes align with the Clovis jurisdiction and a few additional County-only areas. Tables 25 and 26 contain data for all Fresno Housing residents.
	What was the purpose for developing this data set?
	How comprehensive is the coverage of this administrative data? Is data collection concentrated in one geographic area or among a certain population?
	What time period (provide the year, and optionally month, or month and day) is covered by this data set?
	What is the status of the data set (complete, in progress, or planned)?

6	**Data Source Name** 2026 FMR, Fresno, CA HUD Metro FMR Area, 2025 HOME
	List the name of the organization or individual who originated the data set.
	Provide a brief summary of the data set.
	What was the purpose for developing this data set?
	Provide the year (and optionally month, or month and day) for when the data was collected.
	Briefly describe the methodology for the data collection.
	Describe the total population from which the sample was taken.
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed.
7	**Data Source Name** Fresno Housing HMIS Data, Fresno County
	List the name of the organization or individual who originated the data set.
	Provide a brief summary of the data set.
	What was the purpose for developing this data set?
	Provide the year (and optionally month, or month and day) for when the data was collected.
	Briefly describe the methodology for the data collection.
	Describe the total population from which the sample was taken.
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed.

8	**Data Source Name** 2025 Clovis Community Survey
	List the name of the organization or individual who originated the data set. City of Clovis
	Provide a brief summary of the data set. The City of Clovis administers a bi-annual Community Survey through the National Community Survey (NCS) to get public input on various topics including safety, economic health and other quality of life questions.
	What was the purpose for developing this data set? The survey helps the City better understand the views and needs of residents to help shape the future of Clovis.
	Provide the year (and optionally month, or month and day) for when the data was collected. September 5, 2025 to October 17, 2025
	Briefly describe the methodology for the data collection. Surveys were mailed to 3,000 randomly selected households. Additionally, in October 2025, the survey was open for all to participate via the City's website.
	Describe the total population from which the sample was taken. Surveys were initially mailed to 3,000 randomly selected households in Clovis. In October 2025 the survey was open to all residents.
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed. A total of 333 responses were received. Of the total survey respondents, 28% were between 18 and 34, 37% between 35 to 54, and 34% are 55 years or older. Two thirds (66%) were homeowners while 28% were renters. The survey respondents were the following race and/or ethnicity: 72% is not Hispanic or Latino, 28% Hispanic or Latino, 52% White, and 48% non-White.

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: McKencie Perez, Deputy City Planner, Sean Smith, Deputy City Engineer

Subject: Consider various items associated with fees under the Planning and Development Services Department and find that the project is exempt from further environmental review under Section 15061(b)(3) of the California Environmental Quality Act Guidelines. City of Clovis, applicant.
a. Consider Approval - Res. 26-___, A request to approve a resolution amending Plan Check, Inspection Services, Encroachment Permits, and Community Investment Program Rates.
b. Consider Approval - Res. 26-___, A request to approve the 2026 City of Clovis Planning Division fee schedule.

Recommendation: Approve

Attachments:
1. Fees and Hourly Rate Update ATT 1 Res. 26-___ Engineering
2. Fees and Hourly Rate Update ATT 2 Res. 26-___ Planning Fee Schedule

Recommendation:
For the City Council to:

1. Approve a Resolution amending Plan Check, Inspection Services, Encroachment Permits, and Community Investment Program (CIP) Rates; and
2. Approve a Resolution approving the 2026 City of Clovis Planning Division fee schedule.

Executive Summary:
Staff is recommending updates to the following fee programs:

1. Engineering Division hourly rates and inspection fees
2. Planning Division fees

Engineering Division Hourly Rates
The Engineering Division hourly rates were last updated in 2024 by Resolution 24-78. The operation costs have increased for the Engineering Division and an increase of 4% is recommended, based on

the consumer price index (CPI) for All Urban Consumers. The CPI has been identified as the most applicable index for an adjustment to the Engineering hourly rate, which is based primarily on personnel costs. Staff is recommending the increase from $150 to $156 per hour to follow the increasing costs of employee benefits that are expected to continue to rise for the foreseeable future. In accordance with the Clovis Municipal Code, the City Council establishes, by resolution, a schedule of fees for inspection, staking, and other services to be rendered by the City in connection with work performed by Engineering staff. Going forward, staff will review the hourly rate and adjust according to the CPI as part of the annual, or biannual review of the Development Impact Fees. The revised rate will take effect beginning July 6, 2026, 60 days after approval.

Planning Division Fee Schedule
The Planning Division fee schedule was last updated by Resolution 25-44, which took effect July 7, 2025. The operational costs have increased for the Planning Division and a 4.48% across-the-board increase is recommended, based on the five-year average change in the CPI. This methodology is consistent with the strategy used in conjunction with the 2022, 2023, 2024 and 2025 annual fee updates, following a comprehensive update in 2021. The five-year average was used because it accounts for the changes in costs that have occurred while softening the effects of single-year CPI changes that have occurred over the last few years. The updated fee schedule will provide the funding necessary for the City to recover the costs of Planning Division staff time and other expenses related to the review and processing of various applications to maintain a functional level of service to the public. The updated fees will take effect beginning July 6, 2026, 60 days after approval.

Background:
Plan Check, Inspection Services, Encroachment Permits, and Community Investment Program Rates
The Engineering Division last updated the hourly rates in 2024 by Resolution 24-78. The cost of employee benefits has been increasing and is expected to continue to rise for the foreseeable future. Staff is recommending an hourly rate of $156 to follow the overhead increases. In accordance with the Clovis Municipal Code, the City Council establishes, by resolution, a schedule of fees for inspection, staking, and other services to be rendered by the City in connection with work performed by Engineering staff. The $150 per hour billing rate was last updated in July 2024. Going forward, staff will review the hourly rate and adjust according to the CPI as part of the annual, or biannual review of the Development Impact Fees.

Planning Division Fee Schedule
Based on the evaluation completed in April 2026, staff is recommending an update to the 2025 Planning Division Fee Schedule utilizing the CPI for All Urban Consumers. The CPI has been identified as the most applicable index for an adjustment to the Planning fees, which are based primarily on personnel costs. The recommended methodology utilizes the average of the last five (5) years of the CPI percentage changes to arrive at a total increase of 4.48%. While it is relatively common to use the single-year change in CPI to make these routine annual adjustments, a five-year average is recommended for the 2026 update. The five-year average of the CPI percentage change has been consistently recommended by staff since the comprehensive fee analysis was completed in 2021. Generally speaking, recommending the five-year average helps avoid the "spiking effect" that may occur if only the most recent year's CPI was utilized. The following entitlement types are excepted from the recommended CPI increase:

- Small Home Occupation Permits, Staff Research & Document Preparation, and the Redistribution Fee for applications during the commenting period are proposed to be increased from the current hourly rate of $150 per hour to $156 per hour as proposed by the Engineering Division.

- The "per acre, per building permit, per sign, per unit, and per lot" fees are not being proposed to change.

The new rates within the Planning Division Fee schedule will take effect July 6, 2026, 60 days following the approval of the resolution by City Council.

Public Outreach

Stakeholder Outreach
An email was sent on April 13, 2026, to a group of over 5,000 stakeholders, including the local Building Industry Association of Fresno/Madera Counties describing the proposed fee updates. No comments have been received as of the completion of this staff report.

Public Notification
A public notice for the upcoming City Council public hearing was published in *The Business Journal* on April 15, 2026. No comments have been received as of the completion of this staff report.

California Environmental Quality Act
The proposed adjustments have been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) Section 15061(b)(3) and determined there is no substantial evidence that the project will have a significant effect on the environment, therefore, is exempt from CEQA. Staff will file the notice of exemption with the County Clerk if the fee updates are approved.

Fiscal Impact:
Engineering Division revenue increases will offset increased staff costs and allow City staff to maintain the current level of plan check and inspection services. The increase in the hourly rate will cover the increased costs of CIP staff and will not exceed the estimated amount required to provide the service for which the applicable fee is charged.

Planning Division fee updates are needed to cover the increased cost of providing the services to applicants and allow City staff to maintain the current level of service for entitlement applications without reliance on the General Fund to cover the increased costs. The fee increases will not exceed the estimated cost to the City to provide the service for which the applicable fee is charged.

Reason for Recommendation:
Staff is recommending an increase in the hourly billing rate to $156 per hour to cover the cost of staff services provided on Plan Checks, Inspection Services, Encroachment Permits, and CIP projects.

Staff is recommending an update to the Planning Division fee schedule to cover the cost of staff services provided on entitlement applications. The recommended fee updates are consistent with the discussion presented to stakeholders, during which staff outlined the recommendation to proceed with routine or annual adjustments to the fees.

Actions Following Approval:

1. Engineering staff will notify the development community and implement the new rates for Plan Check, Inspection Services, Encroachment Permits, and the CIP 60 days after approval of the resolution.
2. Planning staff will notify the development community and implement the new rates for the

Planning Fee Schedule 60 days after approval of the resolution.

Conflict of Interest:
None.

RESOLUTION 26-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS AMENDING PLAN CHECK, INSPECTION SERVICES, ENCROACHMENT PERMITS AND COMMUNITY INVESTMENT PROGRAM RATES AND FINDING THE PROJECT EXEMPT FROM FURTHER ENVIRONMENTAL REVIEW UNDER SECTION 15061(B)(3) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

WHEREAS, Chapter 2 of Title 7 of the Clovis Municipal Code provides rules and regulations for excavations and other work in City streets, for issuance of permits and fees therefore, and provides for a schedule of fees for engineering, inspection, staking and other services rendered by the City in connection with such work performed thereunder; and

WHEREAS, the Clovis Municipal Code provides that fees be fixed by resolution; and

WHEREAS, the City Council of the City of Clovis desires to revise fees associated with services rendered by the City; and

WHEREAS, the data supporting the proposed fee increase was made available to the public in accordance with applicable law, including Government Code section 66016, and the City duly published a notice of the City Council Public Hearing for May 4, 2026, to consider the fee update in *The Business Journal* more than 10 days prior to said hearing in accordance with applicable law; and

WHEREAS, on May 4, 2026, the City Council duly conducted the public hearing and considered testimony and information received at the public hearing and the oral and written reports from City staff, as well as other documents contained in the record of proceedings ("Administrative Record") relating to the fee update, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the City Council has had an opportunity to review and consider the entire Administrative Record relating to the proposed fees, which is on file with the City of Clovis Department of Planning and Development Services ("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

WHEREAS, the proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and, based upon the Section 15061(b)(3) of the CEQA Guidelines, there is no substantial evidence that the project or approval of the updated fee schedule will have a significant effect on the environment.

Attachment 1

NOW, THEREFORE, BE IT IS RESOLVED, that the City of Clovis will proceed as follows**:**

That the City Council of the City of Clovis hereby adopts the following revisions to the fee schedule for services hereinafter set forth and referenced in **Attachment A**:

Hourly Rate
The hourly rate for Engineering services rendered shall be set at $156 per hour.

With Respect to Initial Submittal Fees:
Initial plan review fees shall include four (4) submittals of the plans and preparation of all standard agreements (as indicated below). All additional submittals and preparation of non-standard agreements shall be subject to additional review fees per hour or fractions thereof at the Hourly Rate. Overtime fees will be 1.5 times the Hourly Rate per hour or fractions thereof with a two-hour minimum.

Encroachment Permit Fees:
The administrative charge for processing an application for an encroachment permit shall be based on 1 hour.

1. A minimum inspection fee of 3 hours at the hourly rate, or a fee calculated using the following inspection fees, whichever is greater, shall be applied to the proposed facilities to be installed within the City right-of-way. The fee shall be paid prior to issuance of a permit for the installation or construction of any of the items installed in the City right-of-way.

Inspection Fees:
See **Attachment A**.

Hourly Charges for Reinspection/Retest and Overtime:

Inspector	Based on the Hourly Rate
Inspector (overtime)	1.5 times the Hourly Rate, two hour minimum
Other City Staff	Based on the Hourly Rate

Community Investment Program Fees:
Staff charges to the Community Investment Program will be billed at the established Hourly Rate.

Subdivision Plan Checking, Testing, and Inspection Fees:
Each person submitting a parcel map or a subdivision map to the City shall pay to the City, prior to submission of final subdivision or parcel map for approval, a fee for the checking of

improvement plans associated with conditions of approval, testing, and inspecting all proposed improvements within the public right-of-way as follows:

- On the first $10,000.00 of the estimated cost of improvements: 7%
- On the next $490,000.00 of the estimated cost of improvements: 3.75%
- On the estimated cost of improvements in excess of the $500,000: 2%

Said fees established by Section shall be based upon final cost estimates approved by the City Engineer and shall include all improvements as required under the conditions of approval for the entitlement, adjustment in or refund of such fees shall be made once fees have been paid; except when an entitlement is withdrawn or a reversion to acreage map is recorded, the unexpended portion of the required fee may be refunded upon written request made by the payer of said fees to the City Engineer.

Other Entitlement Plan Check Fees:
Each person submitting an entitlement other than a parcel map or a subdivision map to the City shall pay to the City, prior to submission of improvement plans for approval, a fee at the Hourly Rate based on 10 hours plus 11 hours per gross acre of development for the checking of all proposed improvement plans associated with conditions of approval within the public right-of-way. For entitlements with minimal conditioned work, the fee shall be based on 4 hours at the Hourly Rate.

Initial Submittal Fees:
The initial submittal of all tract map and parcel map reviews shall include a non-refundable payment for services to be rendered as follows:

- For each initial submittal of parcel maps with minimal off-site improvements: 1.5 hours
- For each initial submittal of parcel maps with significant off-site improvements: 12 hours
- For each initial submittal of tract maps: 30 hours

The initial submittal of all entitlements other than tract map and parcel map reviews shall include a non-refundable payment for services to be rendered as follows:

- For each initial submittal: either 20 hours or 10 hours plus 11 hours per gross acres, whichever is less.
- For each initial submittal of entitlements with minimal conditioned work: 4 hours

Said fees for this section shall be considered part of the fees calculated in Paragraphs 2 or 3 above. This initial payment shall be credited against the total plan check and/or inspection fee for the project with the balance due paid prior to final map or improvement plan approval.

The above said plan review fee shall include four (4) submittals of the plans and preparation of all standard agreements (as indicated below). All additional submittals and preparation of non-standard agreements shall be subject to additional review fees of the per-hour or fractions thereof based on the Hourly Rate. Overtime fees will be 1.5 times the Hourly Rate per hour or fractions thereof with a two-hour minimum.

Standard Agreements shall consist of the following:

- Subdivision and Parcel Map Agreement (a draft and one revision)
- Landscape Maintenance District Covenants

Non-Standard Agreements consist of the following:

- Deferment Agreements (includes fees and improvements)
- Perpetual Maintenance Agreements
- Escrow Instructions
- Special Research Requests
- Reciprocal Access/Maintenance Agreements
- Solid Waste and/or Temporary Turnaround Covenants
- Deeds, Easements and Irrevocable Offers of Dedication
- Right of Entry
- Partial Reconveyances
- Temporary Basin Maintenance Covenants
- Legal Descriptions for Street and Utility

BE IT FURTHER RESOLVED that the provisions of this Resolution shall not in any way affect provisions for fees or charges in any other Resolution or Ordinance of the City of Clovis.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: May 4, 2026

_____	_____
Mayor	City Clerk

INSPECTION FEES 2026-2027				
Fee description	Quantity	Unit	Unit Price	Total Fee
STREET WORK				
PERMIT PROCESSING FEE *	**0**	**LS**	**$254.00**	***$0.00***
DEVELOPER APPLICATION FEE	**0**	**LS**	**$156.00**	**$0.00**
MINIMUM INSPECTION FEE	**0**	**EA**	**$468.00**	***$0.00***
RE-INSPECTION FEE (per occurrence)	**0**	**EA**	**$234.00**	***$0.00***
WORKING IN R-O-W WITHOUT PERMIT	**0**	**DAY**	**$500.00**	***$0.00***
VALLEY GUTTER	**0**	**LF**	**$3.10**	***$0.00***
CURB / CURB AND GUTTER	**0**	**LF**	**$1.55**	***$0.00***
SIDEWALK	**0**	**SF**	**$0.80**	***$0.00***
MISC CONCRETE	**0**	**SF**	**$0.80**	***$0.00***
DRIVE APPROACH	**0**	**SF**	**$0.80**	***$0.00***
A/C PAVEMENT / TRENCH REPAIR	**0**	**SY**	**$2.35**	***$0.00***
TRAFFIC MARKING / SIGNING	**0**	**EA**	**$156.00**	***$0.00***
STREET LIGHTS	**0**	**EA**	**$39.00**	***$0.00***
TRAFFIC CONTROL / LANE CLOSURE	**0**	**EA**	**$312.00**	***$0.00***
TRAFFIC CONTROL / DETOUR	**0**	**EA**	**$780.00**	***$0.00***
SEWER FACILITIES				
SEWER LATERAL	**0**	**EA**	**$49.40**	***$0.00***
SEWER MAIN	**0**	**LF**	**$3.10**	***$0.00***
MANHOLE	**0**	**EA**	**$104.00**	***$0.00***
WATER FACILITIES				
WATER TIE-IN, 1"-3"	**0**	**EA**	**$172.50**	***$0.00***
WATER TIE-IN, 4"-6"	**0**	**EA**	**$345.00**	***$0.00***
WATER TIE-IN, 8" AND LARGER	**0**	**EA**	**$690.00**	***$0.00***
WATER SERVICE HOT TAP	**0**	**EA**	**$104.00**	***$0.00***
WATER MAIN / SERVICE LINE	**0**	**LF**	**$3.10**	***$0.00***
WATER METER	**0**	**EA**	**$104.00**	***$0.00***
FIRE HYDRANT	**0**	**EA**	**$104.00**	***$0.00***
BLOW-OFF	**0**	**EA**	**$104.00**	***$0.00***
DRAINAGE FACILITIES				
STORM DRAIN MAIN	**0**	**LF**	**$3.10**	***$0.00***
MANHOLE	**0**	**EA**	**$104.00**	***$0.00***
SIDEWALK DRAINS	**0**	**EA**	**$104.00**	***$0.00***
DRAIN INLETS	**0**	**EA**	**$104.00**	***$0.00***
LANDSCAPE FACILITIES				
PUBLIC LANDSCAPE	**0**	**SF**	**$0.13**	***$0.00***
PUBLIC IRRIGATION (per each component)	**0**	**EA**	**$78.00**	***$0.00***
WELO INSPECTION	**0**	**EA**	**$156.00**	**$0.00**
SUB TOTAL OF FEES				**$0.00**
FIBER UTILITY PROCESSING FEE (1-3 hrs.)	**1**	**HR**	**$156.00**	**$156.00**
Credit			***$0.00***	***$0.00***
Processing Fee Waver	***0***		***$192.00***	***$0.00***
TOTAL FEES				***$156.00***

NOTE:

*** includes a $20 Energov Fee**

Attachment A

RESOLUTION 26-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING THE 2026 CITY OF CLOVIS PLANNING DIVISION FEE SCHEDULE AND FINDING THE PROJECT EXEMPT FROM FURTHER ENVIRONMENTAL REVIEW UNDER SECTION 15061(B)(3) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

WHEREAS, the City of Clovis (City) Planning Division is proposing an update to the 2026 Planning Division Fee Schedule; and

WHEREAS, the update to the Fee Schedule is based primarily on the Consumer Price Index (CPI) for all urban consumers, including utilizing the average of the last five (5) years of the CPI percentage changes to arrive at a total increase of 4.48% to cover the increased costs to the City of providing the applicable services; and

WHEREAS, certain exceptions to the 4.48% increase are included where the fee is based on the hourly rate; and

WHEREAS, the hourly rate is proposed to increase from the current rate of $150 to a proposed rate of $156 to cover the costs to the City of providing the applicable services; and

WHEREAS, the “per acre, per building permit, per sign, per unit, and per lot” fees are not being proposed to change; and

WHEREAS, the data supporting the proposed fee increases in the updated Fee Schedule was made available to the public in accordance with applicable law, including Government Code section 66016, and the City duly published a notice of the City Council Public Hearing for May 4, 2026, to consider the 2026 City of Clovis Planning Division fee schedule in *The Business Journal* more than 10 days prior to said hearing in accordance with applicable law; and

WHEREAS, on May 4, 2026, the City Council duly conducted the public hearing and considered testimony and information received at the public hearing and the oral and written reports from City staff, as well as other documents contained in the record of proceedings (Administrative Record) relating to the 2026 City of Clovis Planning Division fee schedule, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the City Council has had an opportunity to review and consider the entire Administrative Record relating to the proposed fees, which is on file with the City of Clovis Department of Planning and Development Services (“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

WHEREAS, the proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and, based upon the Section 15061(b)(3) of the CEQA Guidelines, there is no substantial evidence that the project or approval of the updated fee schedule will have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis finds and determines as follows:

1. The City of Clovis Council approves the 2026 City of Clovis Planning Division fee schedule attached as **Attachment A** hereto and finds the fees set forth therein to be necessary to cover the increased costs to the City of providing the applicable services and the fess set forth do not exceed the estimated cost to the City of providing the services for which the fees are charged.

2. The City of Clovis Council finds that the request is in compliance with the provisions of the CEQA Guidelines Section 15061(b)(3) and there is no substantial evidence that the project or this approval will have a significant effect on the environment and is therefore exempt from CEQA.

3. The basis for the findings is detailed in the May 4, 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 introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: May 4, 2026

_____ _____

Mayor City Clerk

City of Clovis Planning Division
FEE SCHEDULE

The following are the fees to be paid when filing an application with the City of Clovis Planning Division. The fee must accompany the application. Once an application is accepted, refunds and/or withdrawals shall be processed in accordance with Development Code Section 9.50.070.

Effective Date: July 6, 2026 (*Adopted on May 4, 2026 by City Council Resolution 26-XX*)

ENTITLEMENT	FEE	
ABANDONMENT		
Abandonment (Summary)	$1,209	
Abandonment of Right-of-Way	$1,916	
AMENDMENTS		
General Plan Amendment	$15,371	+ $55/Acre
Ordinance Amendment	$7,080	
ANNEXATION/ REORGANIZATION Does not include LAFCo Fees		
Sphere of Influence Expansion	$26,789	+ $119/Acre
Annexation/ Reorganization	$26,789	+ $119/Acre
Willow Corridor Annexation Fair Share Cost Recovery- Site Specific Development	$174 Per Acre	
Agricultural Preserve Annexation (In addition to Annexation Fee)	$8,497	+ $119/Acre
APPEALS		
Appeal requiring a City Council Hearing	$1,916	
Appeal requiring a Planning Commission Hearing	$3,629	
ENVIRONMENTAL ASSESSMENT		
EIR or EA by Consultant hired by the City	Cost + 15% ($10,000 Initial Deposit)	
Categorical Exemption	$1,425	
Negative Declaration	$5,218	
Mitigated Negative Declaration	$6,056	
NEPA Compliance	Actual Cost	
HOME OCCUPATION PERMIT		
Small Home Occupation Permit	$156	
Large Home Occupation Permit	$283	
MISCELANEOUS		
Adult Oriented Business Permit	$9,145	
Rear Yard Encroachment Permit	$258	
Staff Research & Document Preparation (Deferment Agreements, Zoning Confirmations, etc)	$156/hr (1 Hr. Min.)	
Determination of Use	$5,339	
Redistribution Fee (Within the commenting period)	$156	
Redistribution Fee (After the commenting period)	$413	
Sidewalk Permit (Contact the Economic Development Department for more information)	$79	
RESIDENTIAL SITE PLAN REVIEW		
Residential Site Plan Review, Single Family Residential, Subdivision	$5,428	+ 60/ Building Permit
Residential Site Plan Review, Single Family Residential Amendments, Individual Lot	$1,031	
SIGN REVIEW		
Sign Review	$368	+ $20/Sign
Sign Review (Subdivision)	$766	+ $20/Sign
Sign Review Amendment	1/2 Base Fee	

Attachment A

SITE PLAN REVIEW		
Site Plan Review, Non-Residential	$6,755	+ $119/Acre
Site Plan Review, Non-Residential (Requiring Planning Commission hearing)	$11,417	+ $119/Acre
Site Plan Review, 1-4 Multifamily Units	$4,868	+ $55/Unit
Site Plan Review, Multifamily Residential 5+ Units	$6,756	+ $55/Unit
Site Plan Review, Multifamily Residential (Requiring Planning Commission hearing)	$11,417	+ $55/Unit
Site Plan Review, Amendment	1/2 Established Fee	
Site Plan Review, Exterior Amendment/ Amendments to Conditions	$1,592	
MULTIFAMILY DESIGN REVIEW (Objective Standards)		
Multifamily Residential Design Review (1-4 Multifamily Units)	$4,868	+ $55/Unit
Multifamily Residential Design Review (5+ Multifamily Units)	$6,755	+ $55/Unit
Multifamily Design Review Amendment	1/2 Established Fee	
SUBDIVISIONS		
Lot Line Adjustment- Minor (Involves one lot line)	$1,297	
Lot Line Adjustment- Major (Involves multiple lot lines)	$1,828	
Tentative Parcel Maps	$8,084	
SB9 - Tentative Parcel Maps	$7,198	
Final Parcel Maps	$2,537	+ $55/Lot or Unit
SB9 - Final Parcel Maps	$2,448	+ $55/Lot or Unit
Tentative Tract Map, Planning Commission	$13,069	+ $55/Lot or Unit
Tentative Tract Map, Planning Commission & City Council	$15,902	+ $55/Lot or Unit
Final Tract Map	$3,658	+ $30/Lot or Unit
Tentative Tract Map- Amendment/ Amendment to Conditions	1/2 Base Fee	
Refiling of an Expired Tentative Tract Map (Request can incorporate no changes to the approved map and must be filed within 6 months of expiration)	1/2 Established Fee	
USE PERMITS		
Administrative Use Permit	$1,946	
Conditional Use Permit	$9,057	
Conditional Use Permit, requiring City Council Hearing	$11,063	
Office & Business Campus PUD	$11,948	+ $35/Lot or Unit
Planned Development Permit (Residential and Non-Residential)	$11,948	+ $35/Lot or Unit
Conditional Use Permit, Major Amendment	$6,992	
Conditional Use Permit, Minor Amendment/ Extension	$3,642	
Temporary Use Permit	$560	
VARIANCE		
Single Family Residential	$5,841	
All Other Variances	$8,910	
Minor Deviation	$5,104	
Minor Adjustment- Signs	$1,179	
ZONING		
Single Family Rezone/ Prezone	$15,400	+ $55/Acre
Rezone/ Prezone other than Single Family & PCC	$15,400	+ $55/Acre
Planned Commercial Center (PCC) Rezone/ Prezone	$17,466	+ $55/Acre
Planned Commercial Center (PCC) Rezone, Amendments/ Amendments to Conditions	1/2 Base Fee	
Mixed Use Zone	$17,466	+ $55/Acre
Master Plan Community Overlay District	$21,124	+ $55/Acre
Master Plan Community Overlay District Amendments- Minor Amendment	$1,592	
Master Plan Community Overlay District Amendments- Major Amendment	1/2 Base Fee	

Planning and Development Services - Planning Division
1033 Fifth Street, Clovis CA
559-324-2340
https://www.clovisca.gov/services/planning_development/planning/applications_fees.php

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: Tiffany Williams, Associate Planner

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

a. 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.
b. Consider Approval — Res. 26-__, TM6543, A resolution recommending that the City Council approve a Vesting Tentative Tract Map for a 137-lot single-family planned residential development on approximately 17.41 acres of land.
c. Consider Approval — Res. 26-__, PDP2025-001, A resolution recommending that the City Council approve a planned development permit for a 137-lot single-family planned residential development.

Recommendation: Approve

Attachments:

1. Lennar Homes ATT 1 Res. 26-__ CEQA
2. Lennar Homes ATT 2 Res. 26-__ TM6543
3. Lennar Homes ATT 3 Res. 26-__ PDP2025-001
4. Lennar Homes ATT 4 Modifications
5. Lennar Homes ATT 5 Proposed Development Standards for PDP2025-001
6. Lennar Homes ATT 6 Proposed PDP2025-001 Amenities
7. Lennar Homes ATT 7 Elevations and Floor Plans
8. Lennar Homes ATT 8 Addendum to ISMND
9. Lennar Homes ATT 9 ISMND with Appendices
10. Lennar Homes ATT 10 Correspondence from Commenting Agencies

Recommendation:
The Planning Commission recommends that the City Council deny the resolutions approving each component of the Project as identified below:

a. A resolution recommending 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.
b. A resolution recommending Council approve a Vesting Tentative Tract Map for a 137-lot single-family planned residential development on approximately 17.41 acres of land.
c. A resolution recommending Council approve a planned development permit for a 137-lot single-family planned residential development.

Staff recommends that the City Council adopt the resolutions approving each component of the Project as identified above.

Executive Summary:
On March 26, 2026, the Planning Commission considered Vesting Tentative Tract Map (TM) 6543 and Planned Development Permit (PDP) 2025-001 and recommended denial to the City Council.

The project site was previously considered on October 24, 2024, when 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 137 on approximately 17.41 acres of land within the City's Heritage Grove planned growth area. The Project is also proposing to eliminate alley-loaded lots and offer standard single-family lots, as well as 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 137 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	137 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 137 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 137-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 N. 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.

Figure 1



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, subdivision (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.

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, these deviations are less than those previously approved. 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

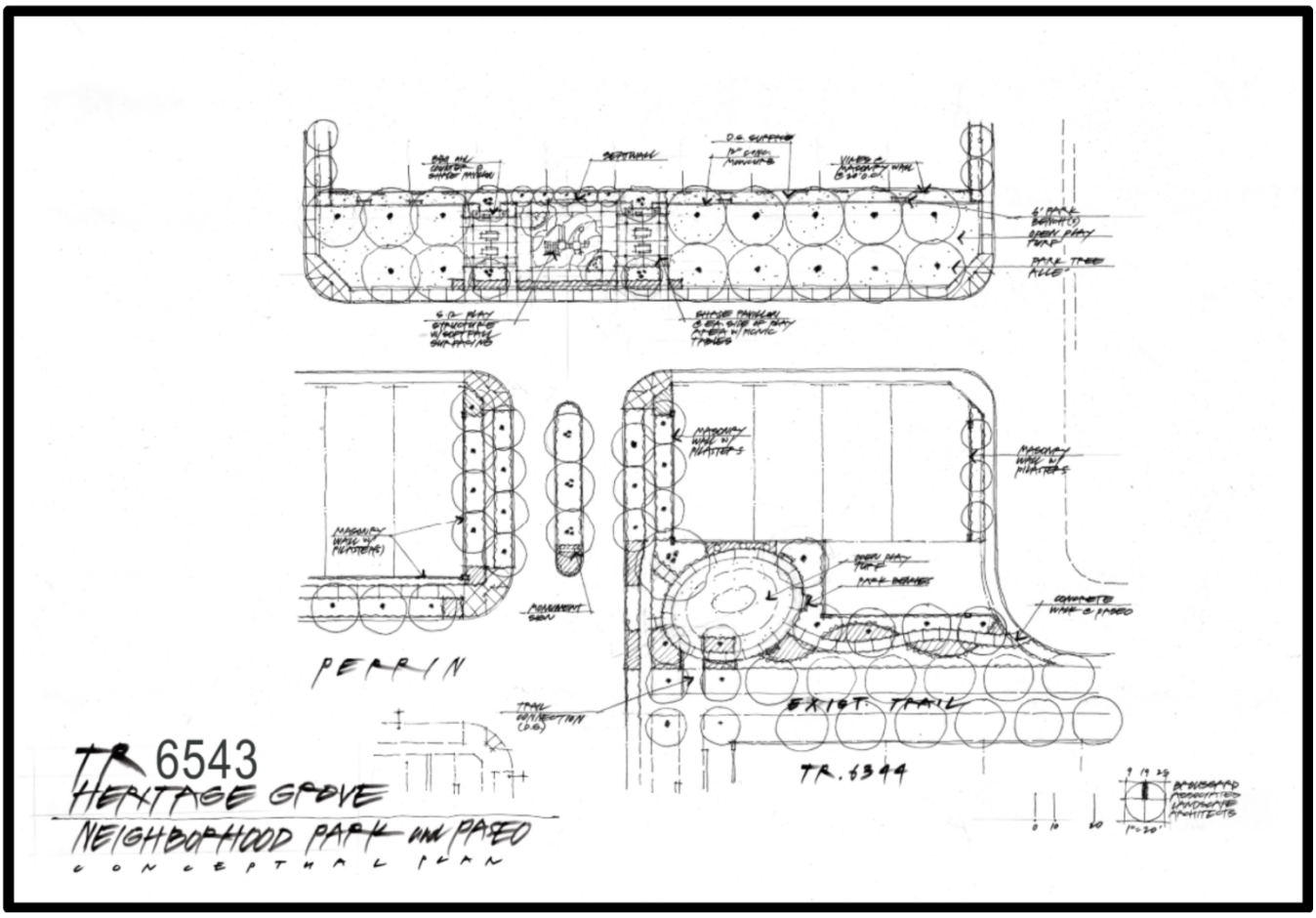
Upon Final Map approval, the Project's open spaces and common areas are proposed to be dedicated to and owned by the city, with maintenance to be assumed by the Homeowners' Association (HOA), ensuring they remain well-kept and functional. This setup is designed to uphold community standards and elevate 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 274 covered spaces and 137 guest spaces. The Applicant is proposing a two-car garage for each unit and 137 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 ½) 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 ½) 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.



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 137-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 an RSPR application where aesthetics and design will be evaluated in compliance with the Development Code.

Vesting Tentative Tract Map

As shown in Attachment 2A, the Applicant is requesting approval of TM6543 to subdivide the property into a 137-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 N. 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 N. 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, to guide development in a manner that is of high quality, fiscally sustainable, and balanced. The Guidelines establish an overall agricultural theme and provide direction for architectural, landscape, and site design elements to ensure consistency throughout the area. The proposed Project is located within the Heritage Grove Urban Center and is required to comply with these adopted design standards as outlined in the Heritage Grove Design Guidelines.

The Heritage Grove Urban Center is one (1) of three (3) urban centers identified in the General Plan to accommodate growth within the City of Clovis. Each urban center is planned to accommodate approximately 30,000 residents and is intended to support a mix of land uses that foster a cohesive, community-oriented environment.

The Project includes roadway improvements and enhanced pedestrian and bicycle connectivity and is consistent with the overall growth that is planned within the Heritage Grove Urban Center. The Project will develop N. Baron and Perrin Avenues as neighborhood boulevards in accordance with the Heritage Grove Design Guidelines, incorporating a twenty (20) foot parkway between the right-of-

way and private parcels. In addition, the Project will design the northeast corner of N. 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. As proposed, the project contributes to the City's broader strategy to accommodate planned growth in a cohesive and efficient manner, and staff will continue to work with the applicant to ensure the final design is consistent with the intent of the Heritage Grove Design Guidelines.

Findings for Vesting Tentative Tract Map

The following are findings required to approve a vesting tentative tract map (CMC §§ 9.102.060, subd. (A) and 9.102.110, subd. (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 Design Guidelines. 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.

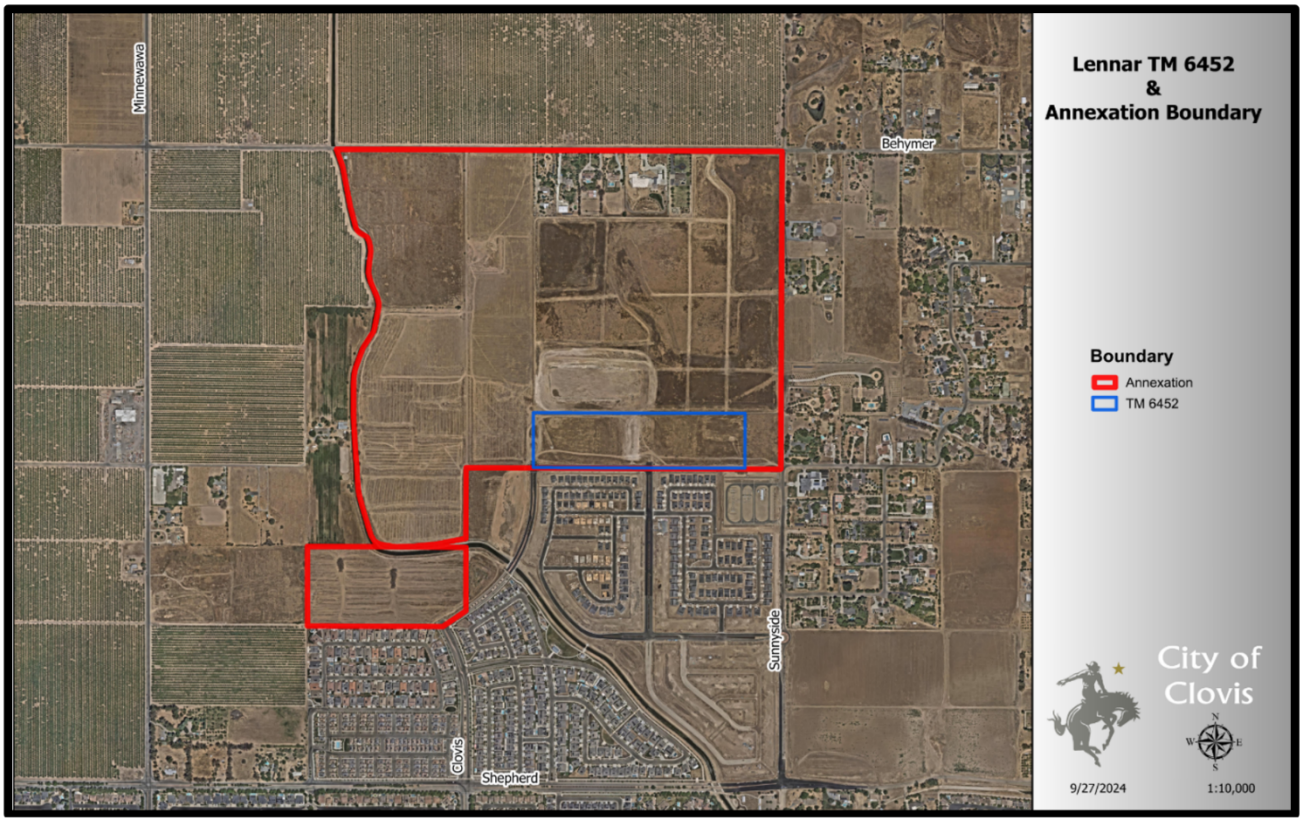
The proposed subdivision comprises single-family housing, consistent with the prescribed land uses outlined in the General Plan. The existing R-1-PRD Zone District allows for the proposed use and PDP development standards. The proposed development will process an RSPR application, where aesthetics and 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



Planning Commission Hearing – March 26, 2026

On March 26, 2026, the Planning Commission held a public hearing to consider the Project. Staff presented the Project, recommendations, and analysis as outlined in the staff report. No public comments were received in favor of or in opposition to the Project, during the public hearing. Commissioners voiced concerns to the proposed Project, expressing the following key concerns:

- Opposition to higher density projects and compatibility to the neighborhood.
- Desire to have a mix of housing with more larger lot developments.
- Interest in incorporating single-story units that are more suitable for the aging population.
- Did not support the blended density approach that utilizes unused density capacity from the adjacent previously approved project TM6200.

Following discussion and deliberation, the Planning Commission voted to recommend that the City Council deny the entitlements associated with the proposed Project. The recommendation to deny all components of the Project was approved by a 3-2 vote.

Mixed Income Zoning Ordinance

The Mixed Income Zoning Ordinance (MIZO) adopted on April 13, 2026, requires new residential developments with 11 units or more to allocate a set percentage of units as affordable housing. While the proposed project exceeds 11 units, it is not subject to MIZO requirements because the application was deemed complete prior to the ordinance taking effect.

Public Comments

The City published a notice of this public hearing in The Business Journal on Wednesday, April 15, 2026, and a public hearing notice was mailed to property owners within 600 feet of the property boundaries for the May 4, 2026, City Council 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 (Res. No. 24-129). 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, subdivision (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 City Council'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.

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 137 lots, it will reduce impacts to the area. The recommended project eliminates alley-loaded lots in favor of standard single-family lot configurations, which are more consistent with surrounding development patterns. 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 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:

If the Project is approved, it will continue through the RSPR process.

Conflict of Interest:

None.

RESOLUTION 26-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS ADOPTING 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 SECTION 15164

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, on November 18, 2024, the City Council also adopted an Initial Study/Mitigated Negative Declaration (IS/MND), incorporated herein by reference, for TM6452 pursuant to the California Environmental Quality Act (CEQA) (Pub. Res. 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, the Applicant subsequently submitted TM6543, a revised vesting tentative tract map and associated PDP2025-001 for a 137-lot subdivision with modified development standards; and

WHEREAS, Staff has reviewed and evaluated TM6543, a 137-lot subdivision, 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

Attachment 1

WHEREAS, pursuant to CEQA Guidelines section 15164, an Addendum to the previously adopted IS/MND was prepared; and

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 section 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 considered and voted 3-2 to deny TM6543, PDP2025-001, and the CEQA analysis outlined in the staff report provided for its March 26, 2026, meeting.

WHEREAS, the City Council has given careful consideration to the TM6543, and considered the Addendum, the previously adopted IS/MND and MMRP, the staff report dated May 4, 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 ("Administrative Record"). This Project will be subject to the mitigation measures adopted in conjunction with the aforementioned environmental documents.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis 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 entire Administrative 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 City Council hereby adopts the addendum to the IS/MND and the mitigation monitoring program set forth in **Attachment A**.

6. The City Council hereby directs 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 May 4, 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 introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

Date: May 4, 2026

_____ _____

Mayor City Clerk

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 CITY COUNCIL OF THE CITY OF CLOVIS APPROVING VESTING TENTATIVE TRACT MAP 6543 FOR A 137-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 137-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 is a modified version 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 Planning Commission considered TM6543 on March 26, 2026, recommending denial of said map; and

WHEREAS, TM6543 was filed on September 23, 2025, and was presented to the Clovis City Council for approval in accordance with the Subdivision Map Act of the State of California and Title 9, Chapter 2, of the Clovis Municipal Code; and

WHEREAS, the City of Clovis ("City") published notice of the public hearing in the Fresno Business Journal on April 15, 2026, mailed public notices to property owners within 600 feet of the Property, a minimum of ten (10) days prior to said City Council hearing, and otherwise posted notice of the Public Hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on May 4, 2026; and

WHEREAS, the City Council has given careful consideration to TM6543 (attached and labeled **Attachment A**) on May 4, 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 previously performed for TM6452. This Project will be subject to the mitigation measures adopted in conjunction with the aforesaid environmental documents; and

WHEREAS, the City Council 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 City Council finds and determines that approval of TM6543 should be conditioned on all conditions recommended by the City staff, as set forth in **Attachment B**.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis resolves and finds as follows**:**

1. TM6543 satisfies the required findings for approval of a vesting tentative tract map, pursuant to Clovis Municipal Code section 9.102.060, 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 City Council 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 City Council hereby approves 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 May 4, 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 introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: May 4, 2026

_____ _____

Mayor City Clerk

Attachment A

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 4 OF PARCEL MAP NO. 1772, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 11, PAGE 53 OF PARCEL MAPS, FRESNO COUNTY RECORDS;

EXCEPTING THEREFROM THAT PORTION GRANTED TO CITY OF CLOVIS, A CALIFORNIA MUNICIPAL CORPORATION, GRANT DEED, RECORDED SEPTEMBER 9, 2022, AS DOCUMENT NO. 2022-0113129, COUNTY OF FRESNO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF PARCEL 4 OF PARCEL MAP NO. 1772, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 11 OF PARCEL MAPS, AT PAGE 53, FRESNO COUNTY RECORDS, LYING IN THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 12 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL UNITED STATES GOVERNMENT TOWNSHIP PLAT THEREOF, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL 4, SAID CORNER BEING A POINT ON THE NORTH LINE OF LOT 178 OF TACT NO. 6200, ACCORDING TO THE MAP THEREOF RECORDED IN VOLUME 89 OF PLATS, AT PAGES 39 THROUGH 45, FRESNO COUNTY RECORDS; THENCE NORTH 0°21'59" EAST, 59.38 FEET ALONG THE WEST LINE OF SAID PARCEL 4 TO A POINT ON A LINE 59.38 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID PARCEL 4; THENCE SOUTH 89°17'41" EAST, 30.45 FEET ALONG SAID PARALLEL LINE; THENCE SOUTH 44°25'45" EAST, 41.65 FEET TO A POINT ON A LINE 30.00 FEET NORTH OF AND PARALLEL WITH SAID SOUTH LINE; THENCE SOUTH 89°17'41" EAST, 844.77 FEET ALONG SAID PARALLEL LINE; THENCE NORTH 45°42'19" EAST, 34.12 FEET TO A POINT ON A LINE 54.13 FEET NORTH OF AND PARALLEL WITH SAID SOUTH LINE; THENCE SOUTH 89°17'41" EAST, 90.73 FEET ALONG SAID PARALLEL LINE; THENCE SOUTH 0°42'19" WEST, 54.13 FEET TO SAID SOUTH LINE AND SAID NORTH LINE OF SAID LOT 178; THENCE NORTH 89°17'41" WEST 1019.23 FEET ALONG SAID SOUTH LINE AND SAID NORTH LINE TO A POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, THAT PORTION GRANTED TO CITY OF CLOVIS, A CALIFORNIA MUNICIPAL CORPORATION, GRANT DEED, RECORDED MARCH 5, 2024, AS DOCUMENT NO. 2024-0021846, COUNTY OF FRESNO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 4 OF PARCEL MAP NO. 1772, RECORDED IN BOOK 11 OF PARCEL MAPS, AT PAGE 53, FRESNO COUNTY RECORDS, SITUATED IN THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 12 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL 4, THENCE NORTH 89°17'41" WEST ALONG THE SOUTH LINE OF SAID PARCEL 4, ALSO BEING THE SOUTH LINE OF THE SAID NORTHEAST QUARTER, 318.00 FEET;

THENCE NORTH 0°32'52" EAST PARALLEL WITH THE EAST LINE OF SAID PARCEL 4, A DISTANCE OF 455.92 FEET TO THE INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND 455.92 FEET NORTH OF SAID SOUTH LINE OF THE NORTHEAST QUARTER;

THENCE ALONG LAST SAID PARALLEL LINE SOUTH 89°17'41" EAST, 318.00 FEET TO THE EAST LINE OF SAID PARCEL 4;

THENCE SOUTH 0°32'52" WEST ALONG SAID EAST LINE, 455.92 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 4 AND THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, THAT PORTION GRANTED TO THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT BY ORDER OF CONDEMNATION, CASE NUMBER 404831-D, 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 21 EAST, 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 1317.44 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 PARCEL MAP NO.1772 AND THE NORTHERLY PROLONGATION OF SAID WEST LINE A DISTANCE OF 556.50 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.

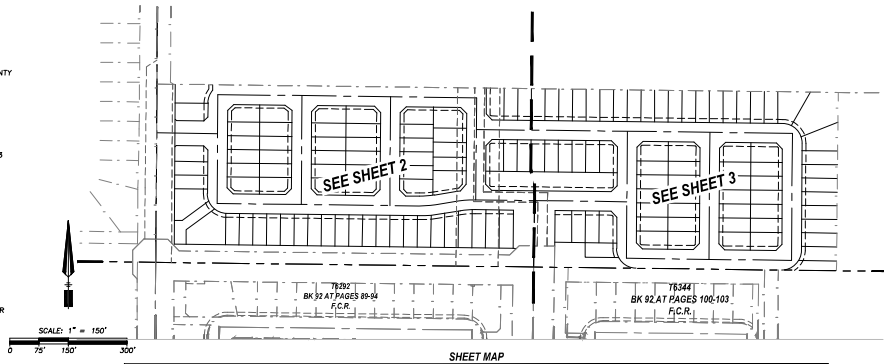
ALSO EXCEPTING THEREFROM, THAT PORTION GRANTED TO THE CITY OF CLOVIS, A CALIFORNIA MUNICIPAL CORPORATION, GRANT DEED, RECORDED MARCH 21, 2025, AS DOCUMENT NO. 2025-0028649, COUNTY OF FRESNO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 4 OF PARCEL MAP NO. 1772 RECORDED IN BOOK 11 OF PARCEL MAPS AT PAGE 53, FRESNO COUNTY RECORDS, LYING IN THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20 TOWNSHIP 12 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL 4; THENCE NORTH 00°11'32" WEST, ALONG THE WEST LINE OF SAID PARCEL 4, A DISTANCE OF 59.38 FEET TO THE TRUE POINT OF BEGINNING, SAID BEGINNING ALSO BEING THE NORTHWEST CORNER OF THAT AREA GRANTED TO THE CITY OF CLOVIS PER GRANT DEED RECORDED SEPTEMBER 9, 2022 AS DOCUMENT NO. 2022-0113129, OFFICIAL RECORDS OF FRESNO COUNTY; THENCE NORTH 00°11'32" WEST, CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 396.55 FEET TO THE NORTHWEST CORNER OF THAT LAND DESCRIBED IN GRANT DEED RECORDED DECEMBER 5, 2019 AS DOCUMENT NO. 2019-0146843, OFFICIAL RECORDS OF FRESNO COUNTY; THENCE SOUTH 89°51'17" EAST, ALONG THE NORTH LINE OF SAID LAND, A DISTANCE OF 47.00 FEET; THENCE SOUTH 00°11'32" EAST, PARALLEL WITH AND 47.00 FEET EAST OF SAID WEST LINE, A DISTANCE OF 413.11 FEET TO A POINT ON THE NORTHERLY LINE OF SAID AREA; THENCE, ALONG THE NORTHERLY LINE OF SAID AREA, THE FOLLOWING TWO (2) COURSES (1) NORTH 44°59'21" WEST, A DISTANCE OF 23.49 FEET TO A POINT BEING 59.38 FEET NORTH OF THE SOUTH LINE OF SAID PARCEL 4; THENCE (2) NORTH 89°51'17" WEST, PARALLEL WITH AND 59.38 FEET NORTH OF THE SOUTH LINE OF SAID PARCEL 4, A DISTANCE OF 30.45 FEET TO THE TRUE POINT OF BEGINNING.

ALSO 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. 4808.

ALSO EXCEPTING THEREFROM, THE REMAINING UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 500 FEET BENEATH THE SURFACE OF SAID LAND WITHOUT THE RIGHT OF SURFACE ENTRY.



SHEET MAP

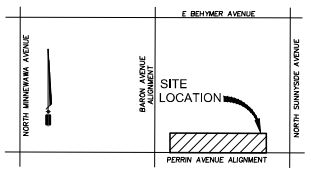
VESTING TENTATIVE SUBDIVISION MAP OF TRACT NO. 6543

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 1 OF 3
BOUNDARY ANALYSIS

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 57 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 PUBLIC AND PRIVATE UTILITY PURPOSES:
   OUTLOT 'E' = 14,651 SQ.FT.
10. TO BE DEDICATED FOR TRAIL, PARK, AND LANDSCAPING PURPOSES:
    OUTLOT 'A' = 3,863 SQ.FT.
    OUTLOT 'B' = 16,060 SQ.FT.
    OUTLOT 'C' = 7,669 SQ.FT.
11. TO BE DEDICATED TO THE CITY OF CLOVIS FOR ADJACENT WATER TANK PURPOSES:
    OUTLOT 'D' = 2,743 SQ.FT.

VICINITY MAP:



NOTES:

- EXISTING STORM DRAIN INLET
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING STREET LIGHT
- EXISTING UTILITY POLE
- CENTERLINE
- PROJECT LIMITS/ BOUNDARY
- PROPOSED STREET LIGHT
- PROPOSED AREA LIGHT
- PROPOSED SETBACK
- PROPOSED SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN MANHOLE
- RELINQUISHED ACCESS FOR PUBLIC PURPOSES
- PROPOSED DRAINAGE DIRECTION
- (SD) EXISTING STORM DRAIN LINE
- (SS) EXISTING SEWER LINE
- (W) EXISTING WATER LINE
- (OH-E) EXISTING OVERHEAD ELECTRIC LINE
- (IRR) EXISTING IRRIGATION LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE (CHAIN LINK)
- (XXX) EXISTING CONTOUR ELEVATION
- EXISTING TREE
- EXISTING FIRE HYDRANT
- EASEMENT DEEDED TO THE CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES RECORDED SEPTEMBER 9, 2022 AS DOCUMENT NO. 2022-0113129
- EASEMENT GRANTED TO FRESNO METROPOLITAN FLOOD CONTROL DISTRICT FOR RIGHT-OF-WAY AND UTILITY PURPOSES RECORDED JULY 20, 2022 AS DOCUMENT NO. 2022-0093357
- EASEMENT TO FRESNO METROPOLITAN FLOOD CONTROL DISTRICT FOR RIGHT-OF-WAY PURPOSES PER GRANT OF EASEMENT RECORDED JULY 20, 2022 AS DOCUMENT NO. 2022-0093356, O.R.F.C.
- EASEMENT GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY FOR ELECTRIC UTILITY PURPOSES RECORDED MAY 22, 2015 AS DOCUMENT NO. 2015-0063356, O.R.F.C
- PREVIOUSLY GRATINED IN FEE TO CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES PER GRANT OF DEED RECORDED MARCH 21, 2025 AS DOCUMENT NO. 2025-0028649, O.R.F.C.

FH	FIRE HYDRANT
GW	GUY WIRE
SDDI	STORM DRAIN INLET
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
SP	IRRIGATION STANDPIPE
STL	STREETLIGHT
PP	POWER POLE
UP	UTILITY POLE
TEL	TELEPHONE POLE
WV	WATER VALVE
O.R.F.C.	OFFICIAL RECORDS FRESNO COUNTY
F.C.R.	FRESNO COUNTY RECORDS

SITE INFORMATION:

EXISTING TREES
NONE (ON AREA FOR DEVELOPMENT)
EXISTING BUILDINGS
NONE (ON AREA FOR DEVELOPMENT)
EXISTING USE
VACANT LAND
EXISTING GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6-2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1-7.0 DU/AC)
EXISTING ZONING
R-1-PRD (SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT)
PROPOSED USE
SINGLE FAMILY RESIDENTIAL
PROPOSED GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6-2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1-7.0 DU/AC)
PROPOSED ZONING
R-1-PRD (SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT)
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
556-040-30
SITE AREA

PROJECT GROSS: 17.41 ACRES, MORE OR LESS
PROJECT NET: 16.67 ACRES, MORE OR LESS

SITE ADDRESS
PARCEL 4 OF PARCEL MAP NO. 1772

LOT INFO:

TOTAL	MIN. WIDTH	MIN. DEPTH
137	35 FT.	80 FT.

NET AREA = 16.67 AC
DENSITY = 8.22 DU/AC

OWNER:

FRANCES RICCHIUTI, SUCCESSOR TRUSTEE OF THE PAT AND FRANCES RICCHIUTI CHARITABLE TRUST, DATED APRIL 5, 1995, AS TO AN UNDIVIDED 50.13% INTEREST AND PATRICK VINCENT RICCHIUTI, AS TRUSTEE OF THE PATRICK VINCENT RICCHIUTI FAMILY TRUST DATED MAY 17, 1985 AS TO AN UNDIVIDED 49.87% INTEREST

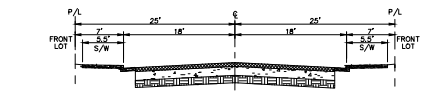
2917 EAST SHEPHERD AVENUE
CLOVIS, CA 93619

SUBDIVIDER:

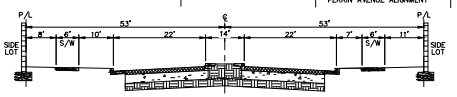
LENNAR HOMES OF CALIFORNIA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
5 RIVER PARK PLACE EAST, SUITE 210
FRESNO, CA 93720
PH. (559)437-4600

PREPARED BY:

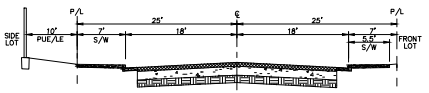
YAMABE & HORN ENGINEERING, INC.
2985 N. BURL AVE, SUITE 101
FRESNO, CALIFORNIA 93727
PH. (559) 244-3123



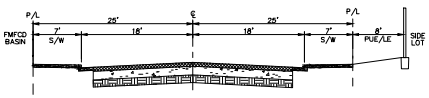
A-A 50' FT LOCAL STREET SECTION
NOT TO SCALE



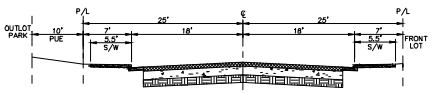
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NOT TO SCALE



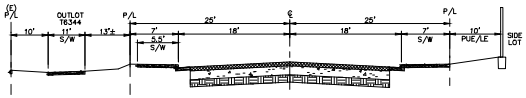
B-B 50' FT LOCAL STREET SECTION
NOT TO SCALE



E-E 50' FT LOCAL STREET SECTION
NOT TO SCALE



C-C 50' FT LOCAL STREET SECTION
NOT TO SCALE



F-F 50' FT LOCAL STREET SECTION
NOT TO SCALE

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 6543

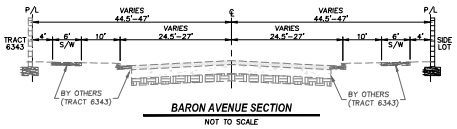
Dr. By: JP
Ch. By: AL
Date: 4/27/2026
Scale: As Noted
YH Job No. 23-196
Sheet No. 1
of 3 Sheets

By Jamie Pinon File Name: P:\2023\23-196\Design\Exhibits\Tentative Map\23-196 Exhibit A_TM_Sheet 1.dwg

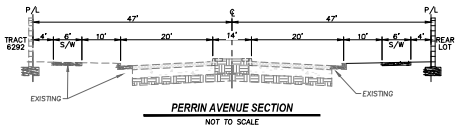
VESTING
TENTATIVE SUBDIVISION MAP
OF

TRACT NO. 6543

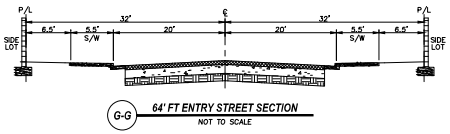
(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 2 OF 3
BOUNDARY ANALYSIS



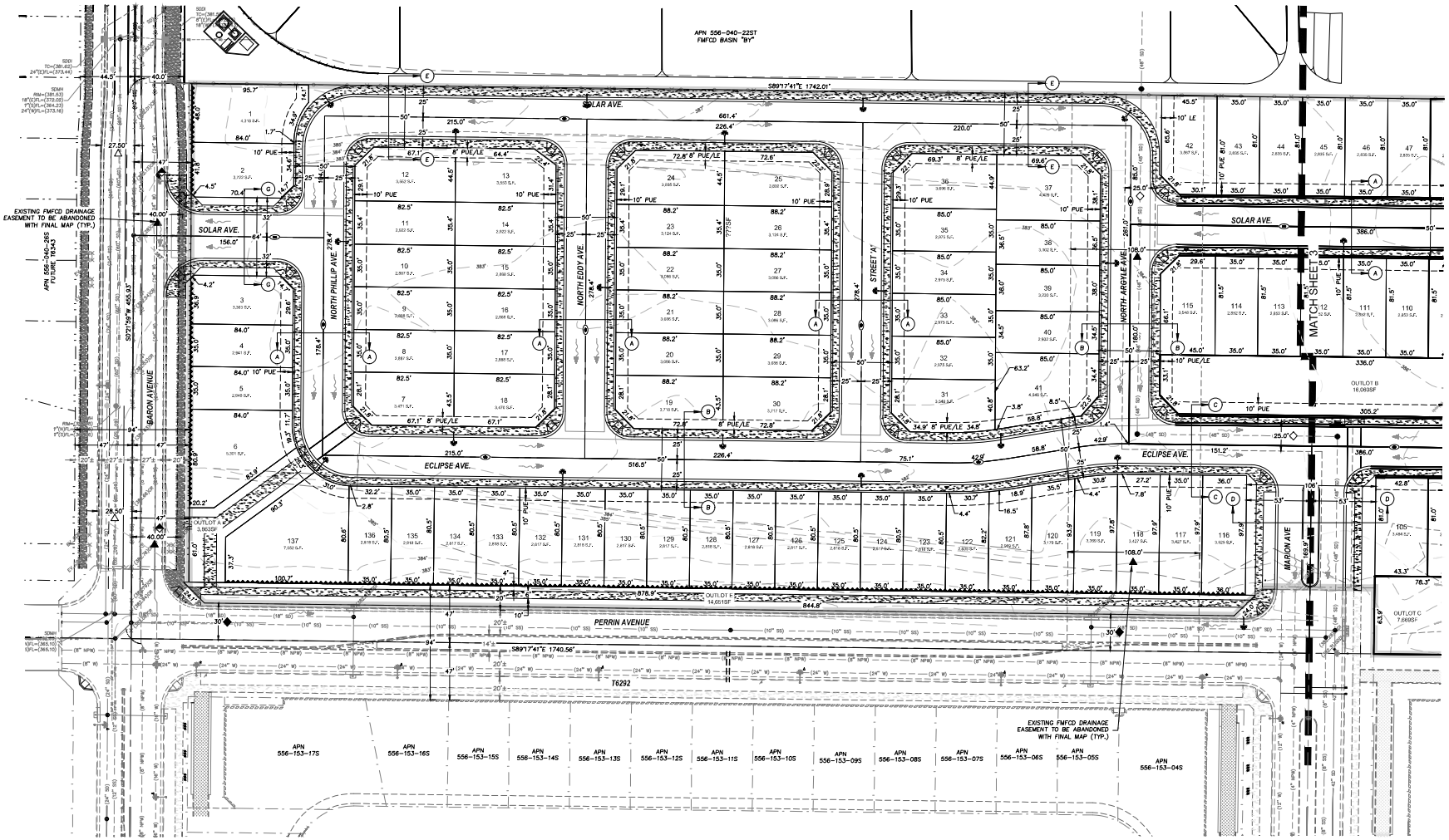
BARON AVENUE SECTION
NOT TO SCALE



PERRIN AVENUE SECTION
NOT TO SCALE



G-G 64' FT ENTRY STREET SECTION
NOT TO SCALE



Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BRUS AVENUE SUITE 1H1 FRESNO, CA 93727
TEL: (559) 344-1213 WEBSITE: YAMABEHORN.COM

PROJECT TITLE
LENNAR HOMES OF CALIFORNIA, LLC

SHEET DESCRIPTION
NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6543

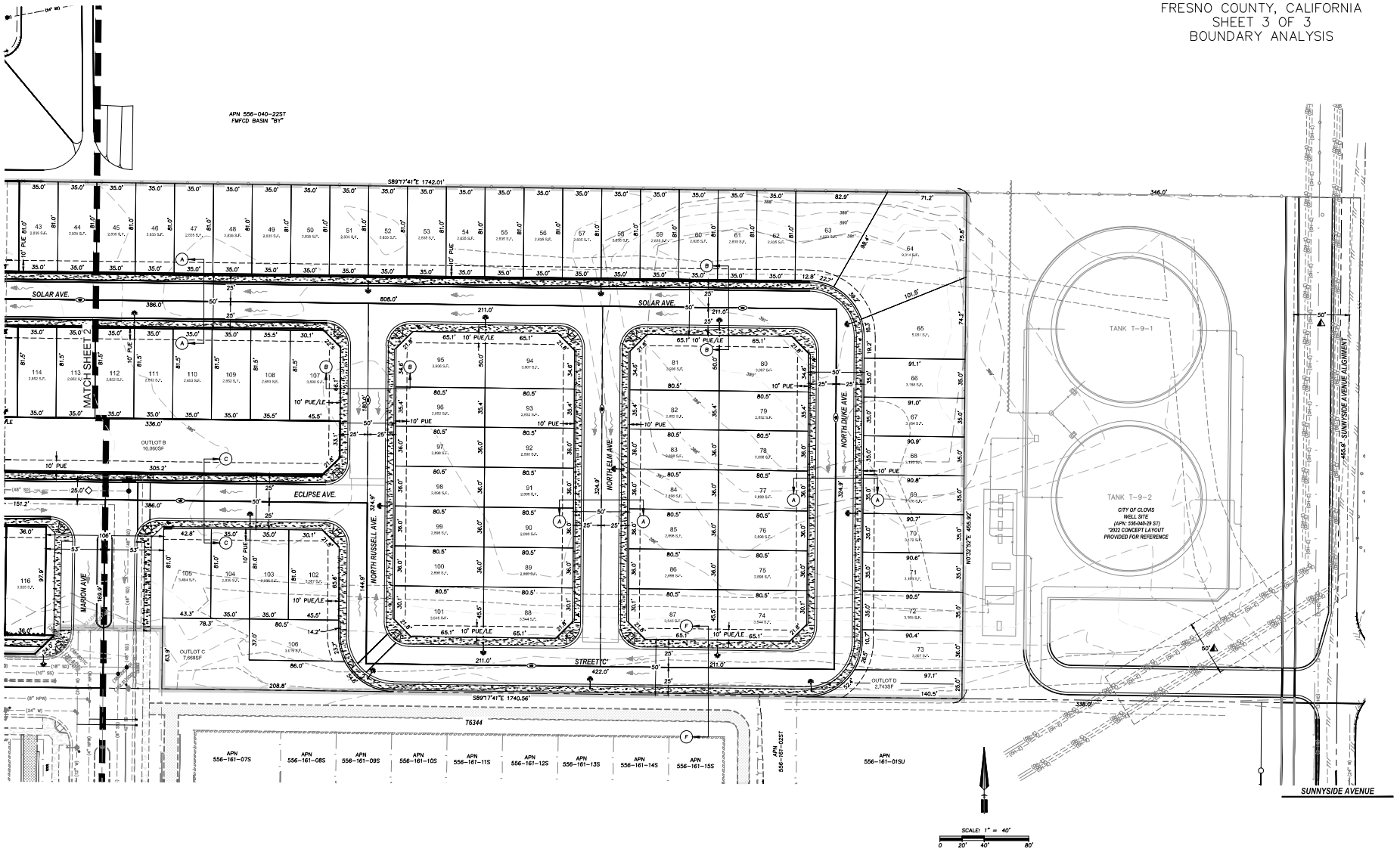
Dr. By:	JP
Ch. By:	AL
Date:	4/27/2026
Scale:	As Noted
YH Job No.	23-196
Sheet No.	2
of	3 Sheets

© By Yamabe & Horn Engineering, Inc. File Name: K:\2023\23-196\Design\Exhibits\Tentative Map\23-196 Tentative Map_Sheet 2 of 3_Boundary Analysis.dwg

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 191 FRESNO, CA 93727
TEL: (559) 344-3123 WEBSITE: YAMABEHORN.COM

PROJECT TITLE
LENNAR HOMES OF CALIFORNIA, LLC

SHEET DESCRIPTION
NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6543

Dr. By: JP
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YH Job No. 23-196
Sheet No. 3
of 3 Sheets

Attachment B
Conditions of Approval – TM6543
(Text modifications are in **Bold** & underline)
(Text deletions are in ~~Strikethrough~~)

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.~~ **Along North Baron Avenue, the setback shall consist of a 10-foot landscaped area, a 6-foot sidewalk, and a 4-foot landscape buffer. Along Perrin Avenue, the setback shall consist of a 10-foot landscaped area and a 10-foot sidewalk, which may serve 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 137 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 CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A 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 137-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, 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 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, the Planning Commission considered PDP2025-001 on March 26, 2026, recommending denial of said PDP; and

WHEREAS, the City published notice of the public hearing in *The Business Journal* on April 15, 2026, mailed public notices to property owners within 600 feet of the Property ten (10) days prior to said City Council hearing, and otherwise posted notice of the Public Hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on May 4, 2026; and

WHEREAS, the City Council 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 adopts an Addendum to the previously adopted IS/MND and a Mitigation Monitoring and Reporting Program; and

WHEREAS, the City Council 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").

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis resolves and finds as follows**:**

1. The Project satisfies each of the required findings for approval of a PDP pursuant to Clovis Municipal Code section 9.66.060, 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 City Council 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 City Council hereby approves 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 May 4, 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 introduced and adopted at a regular meeting of the City Council of the City of Clovis held on May 4, 2026, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: May 4, 2026

_____ _____

Mayor City Clerk

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.

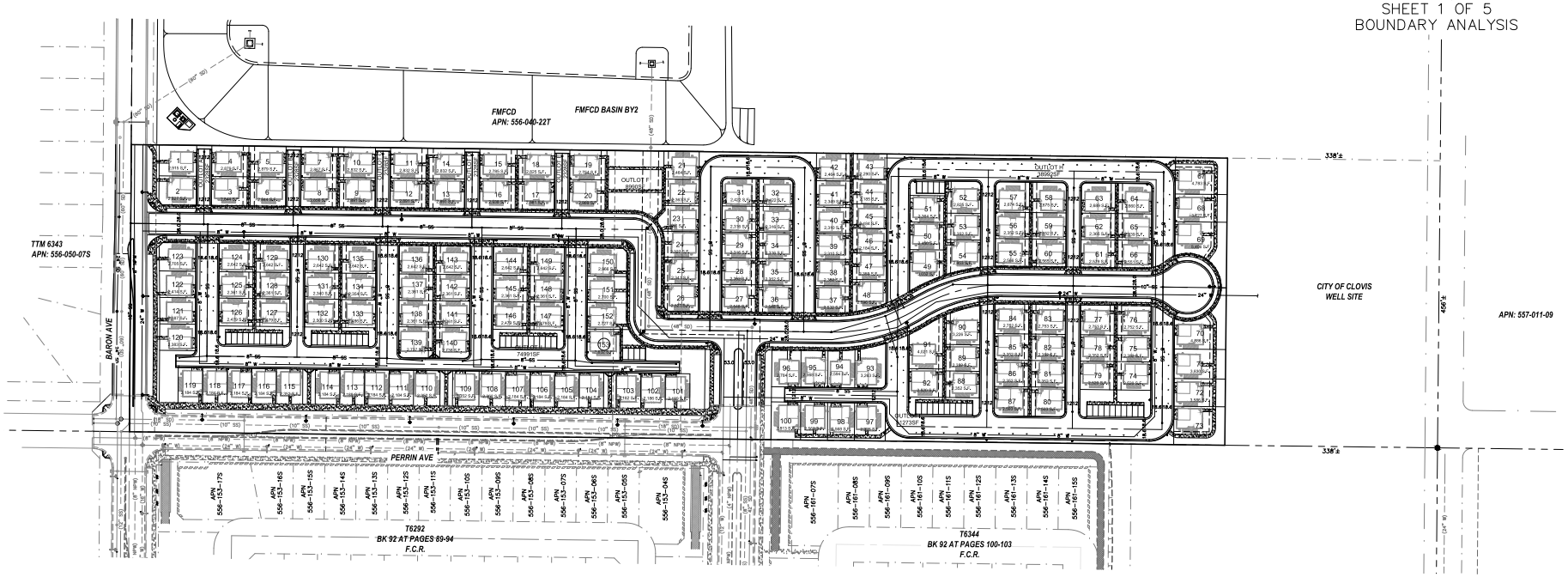
Previously Approved TM6542

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

Ref. & Rev.



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

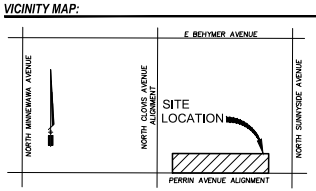
PREPARED BY:

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 MAP NO. 1772, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 11, PAGE 53 OF PARCEL MAPS, 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 404831-0, 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 536.30 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		

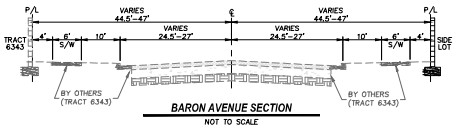
SCALE: 1" = 80'

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YAMABEHORN.COM

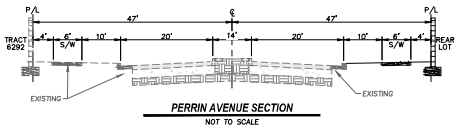
PROJECT TITLE: LENNAR HOMES OF CALIFORNIA, LLC
SHEET DESCRIPTION: NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6452

Dr. By: JP
Ch. By: AL
Date: 8/7/2024
Scale: As Noted
YH Job No. 23-196
Sheet No. 1
Sheets 5

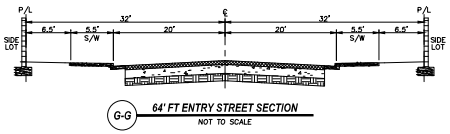
Proposed TM6543



BARON AVENUE SECTION
NOT TO SCALE



PERRIN AVENUE SECTION
NOT TO SCALE

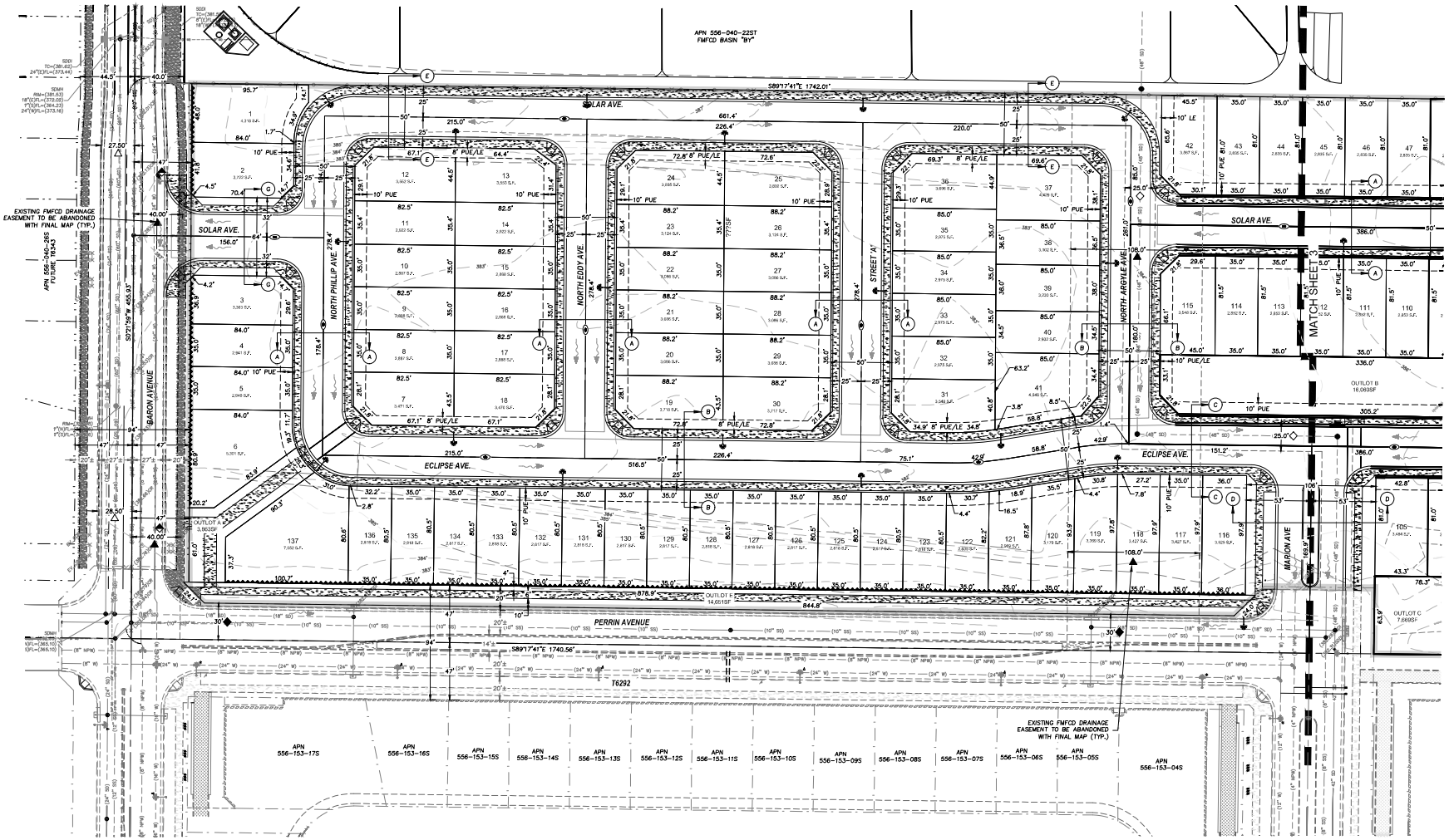


G-G 64' FT ENTRY STREET SECTION
NOT TO SCALE

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



Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BRUS AVENUE SUITE 1H1 FRESNO, CA 93727
TEL: (559) 344-1313 WEBSITE: YAMABEHORN.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:	4/27/2026
Scale:	As Noted
YH Job No.	23-196
Sheet No.	2
of	3 Sheets

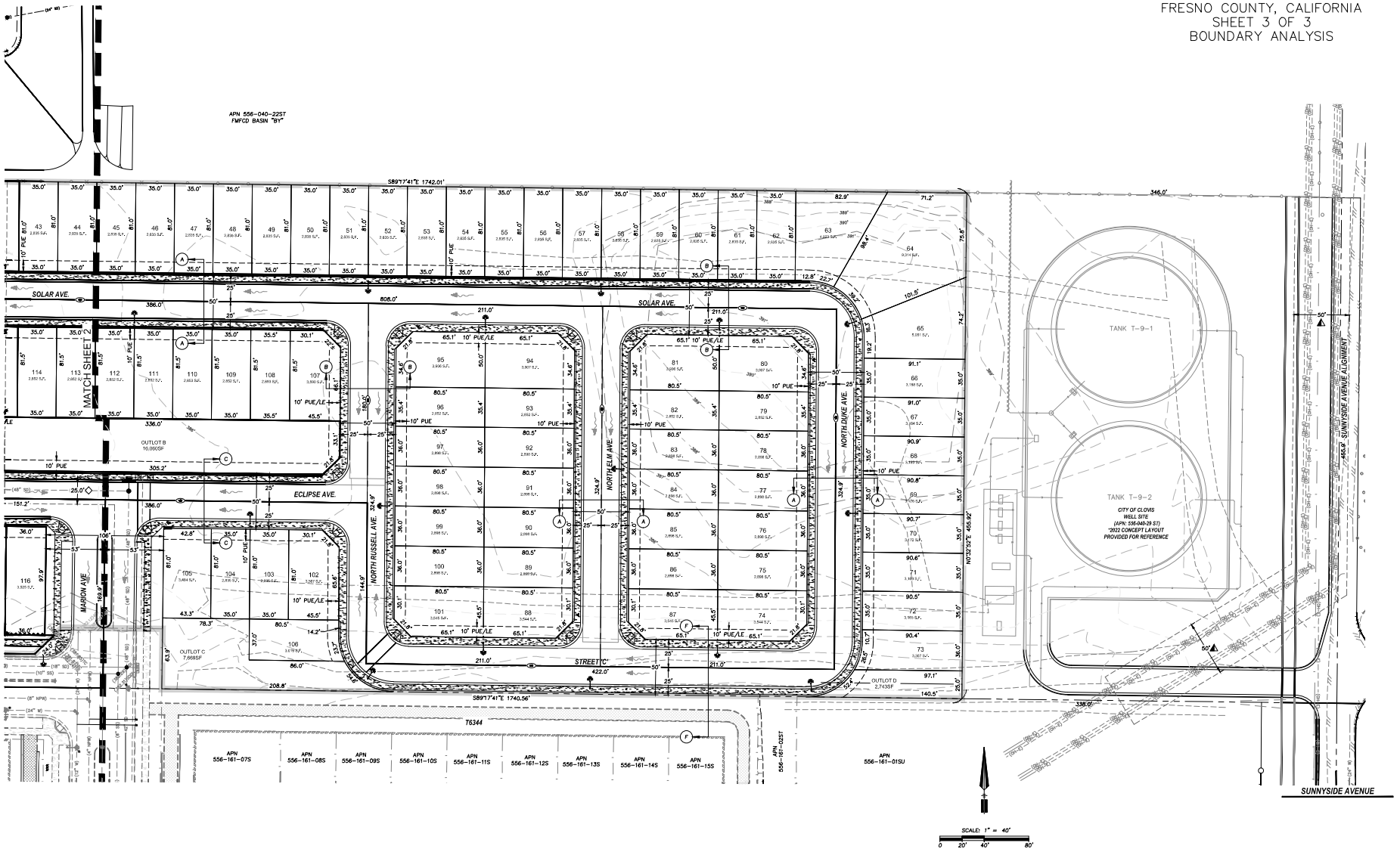
© by Yamabe & Horn

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. BRUS AVENUE SUITE 191 FRESNO, CA 93727
TEL: (559) 344-3123 WEBSITE: YAMABEHORN.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:	4/27/2026
Scale:	As Noted
YH Job No.	23-196
Sheet No.	3
of	3 Sheets

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.

Tract 6543
Planned Development Permit

Proposed Development Standards

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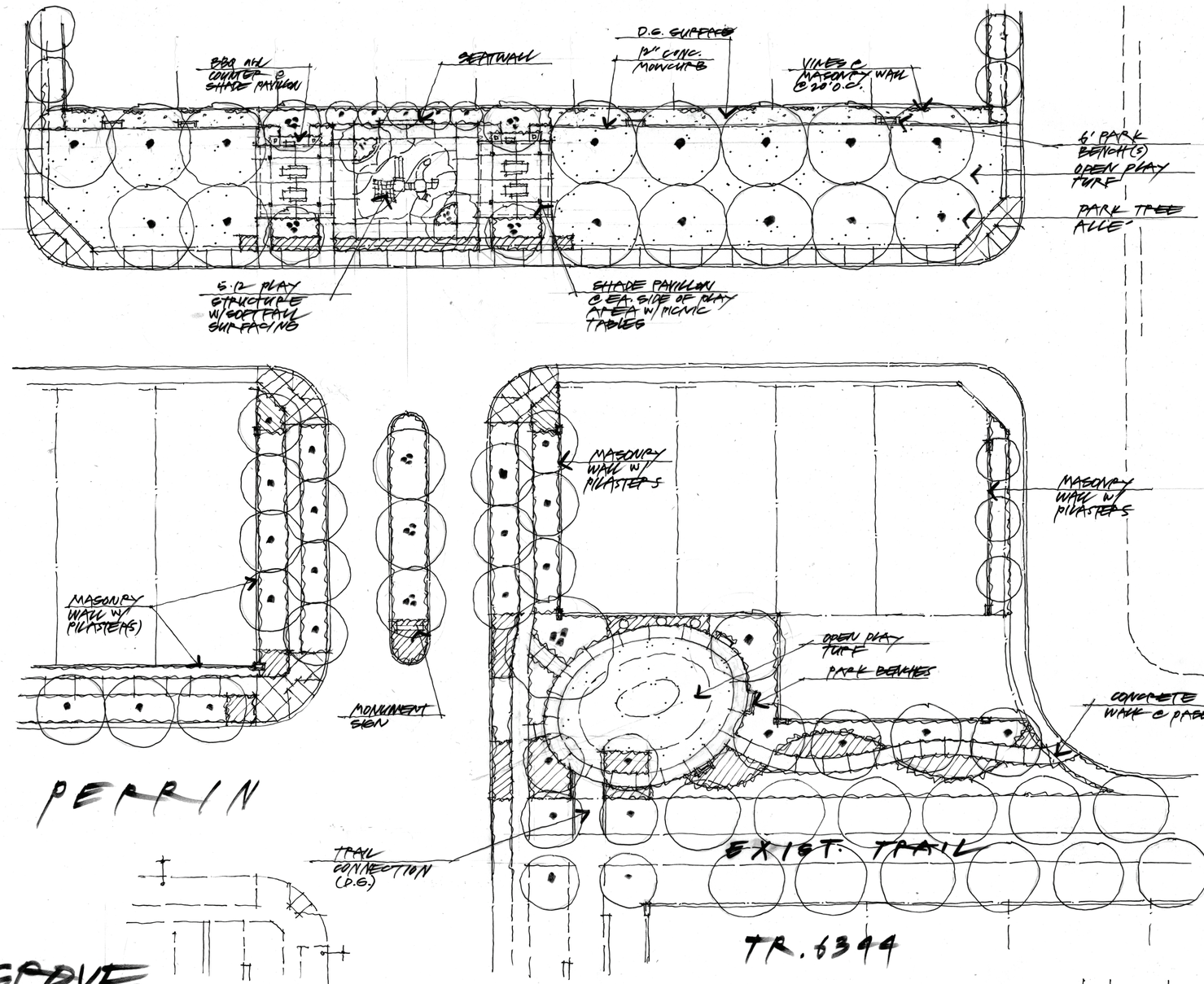
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Amenities

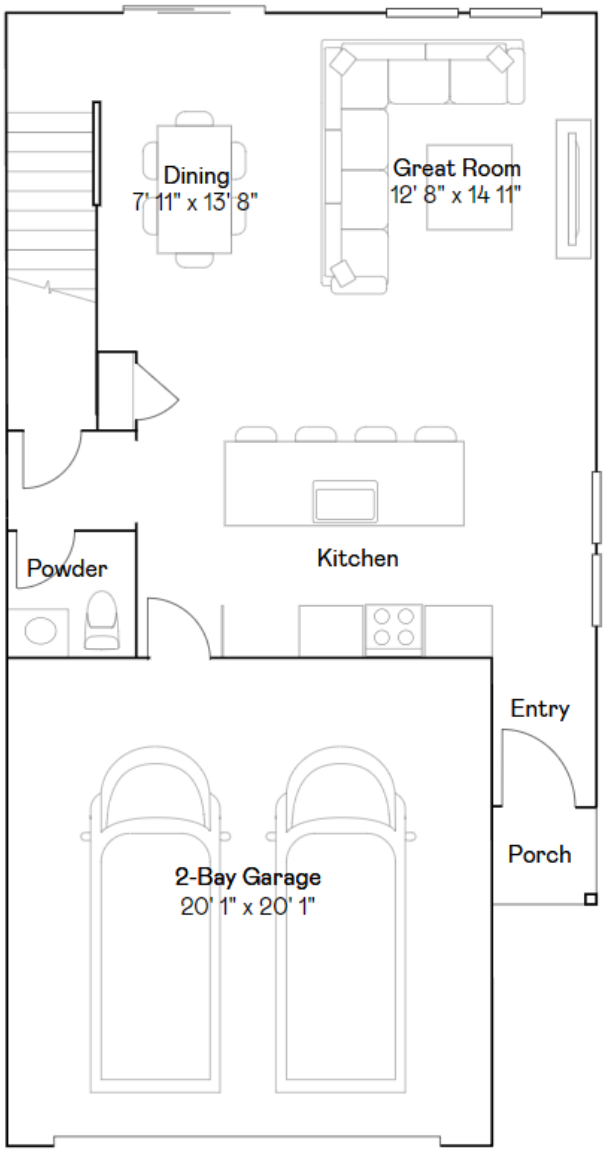
Tract 6543 provides a connected layout to existing and planned surrounding subdivisions. Outlot A of Tract 6543 is a 3,863-sf corner paseo, providing subdivision pedestrian access to Perrin and Baron Avenues and the existing/planned trails and sidewalks as outlined in the Heritage Grove Master Plan (page 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.


BBQ AREA COUNTER & SHADE PAVILION
SEATWALL
D.G. SURFACE
12" CONC. MONCURB
VINES @ MASONRY WALL @ 20'O.C.
6' PARK BENCH(S)
OPEN PLAY TURF
PARK TREE ALLEE
5-12 PLAY STRUCTURE W/SOFTFALL SURFACING
SHADE PAVILION @ EA. SIDE OF PLAY AREA W/ PICNIC TABLES
MASONRY WALL W/ PILASTERS
MASONRY WALL W/ PILASTERS
MASONRY WALL W/ PILASTERS
MONUMENT SIGN
OPEN PLAY TURF
PARK BENCHES
CONCRETE WALK @ PASEO
TRAIL CONNECTION (D.G.)
EXIST. TRAIL
PERRIN
TR. 6344
TR 6543
HERITAGE GROVE
NEIGHBORHOOD PARK and PASEO
CONCEPTUAL PLAN
0 10 20
1"=20'
BROUSSARD ASSOCIATES LANDSCAPE ARCHITECTS

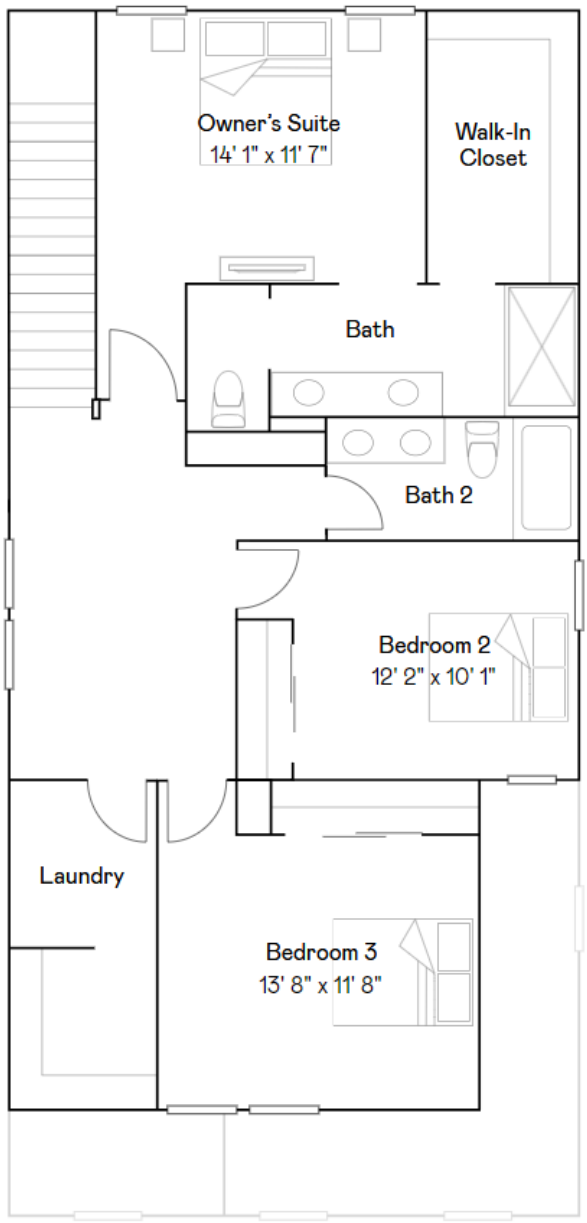
Celestial Series

Lyra –Floorplan

First Floor



Second Floor



Attachment 7

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

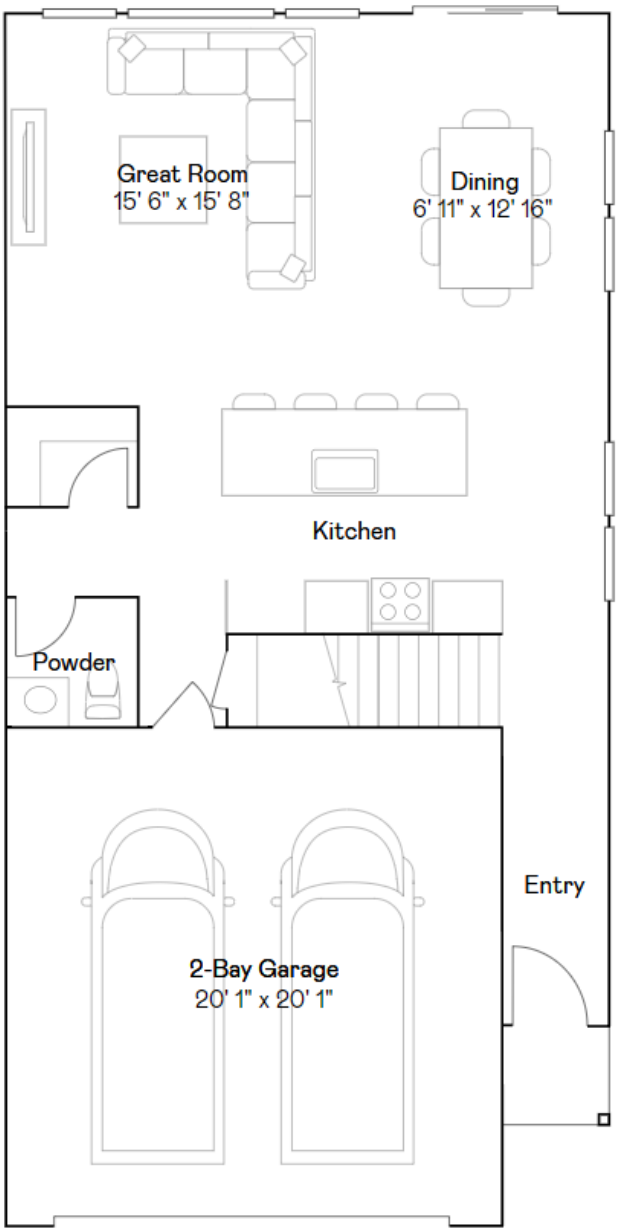
2501 Lyra – Elevation E



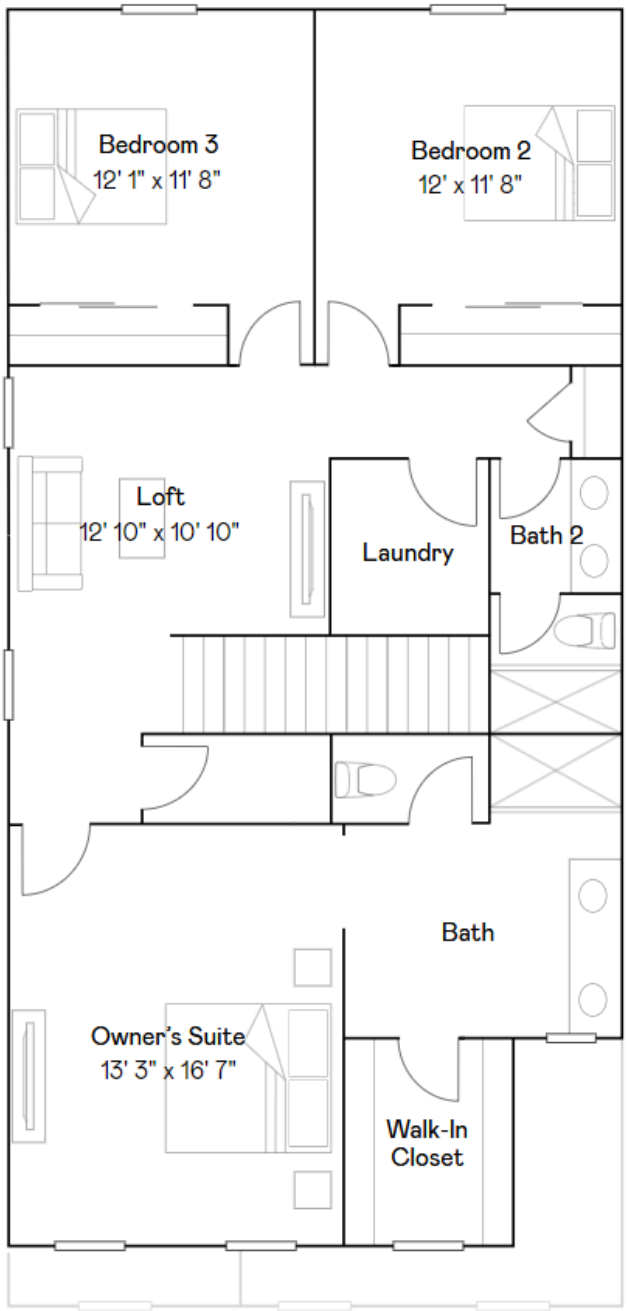
Celestial Series

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

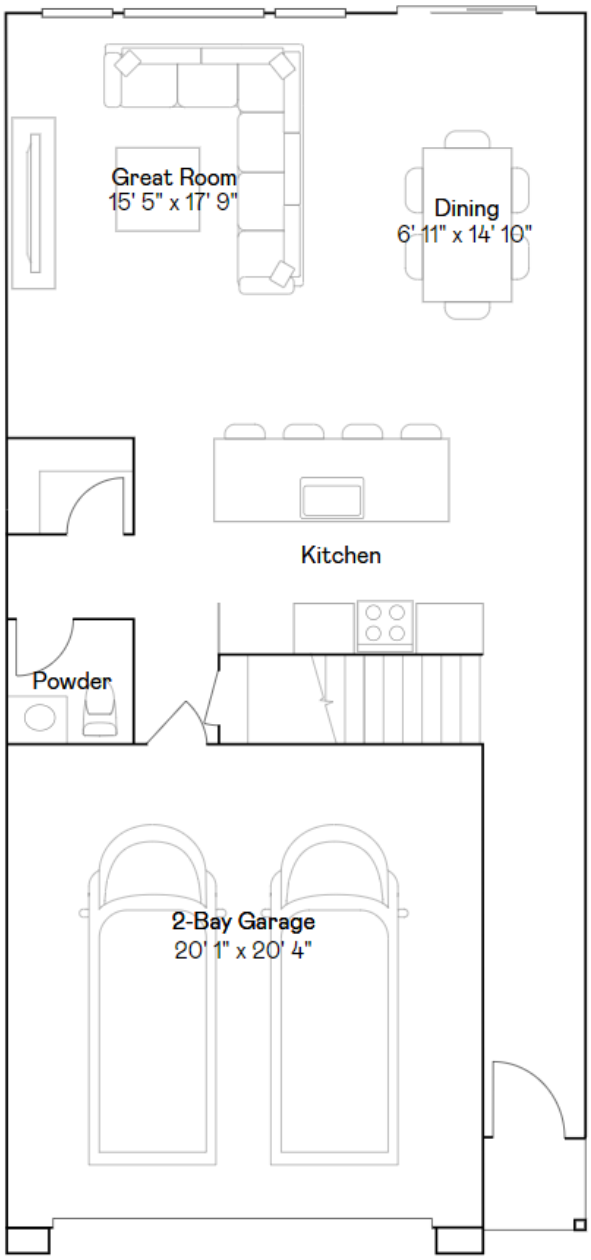
2502 Draco – Elevation E



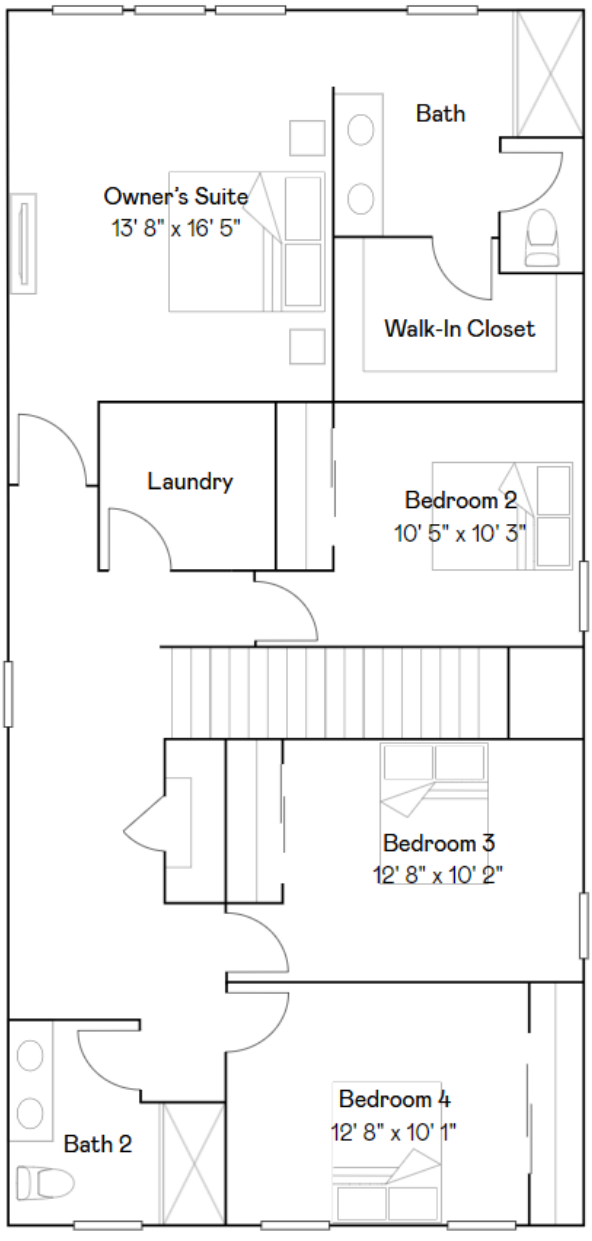
Celestial Series

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:

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Associate Planner
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CITY of CLOVIS
PLANNING & DEVELOPMENT
1033 FIFTH STREET • CLOVIS, CA 93612

ATTACHMENT 8

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 137-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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Assistant Planner
Planning & Development Services
(559) 324-2305
lizs@clovisca.gov

CITY of CLOVIS
PLANNING & DEVELOPMENT
1033 FIFTH STREET • CLOVIS, CA 93612

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

TABLE OF CONTENTS

A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 5
B. PROJECT OVERVIEW 6
C. PROJECT LOCATION 6
D. EXISTING SETTING 6
1. Existing Conditions 6
2. Surrounding Conditions 6
3. Land Use Designation 6
4. Zoning Designation 7
E. PROJECT DESCRIPTION 7
1. Project Construction 7
2. Site Preparation 7
3. Project Components 7
F. REQUIRED PROJECT APPROVALS 9
G. TECHNICAL STUDIES 9
H. ENVIRONMENTAL CHECKLIST 16
1. Aesthetics 17
2. Agriculture and Forestry Resources 19
3. Air Quality 21
4. Biological Resources 25
5. Cultural Resources 28
6. Energy 30
7. Geology and Soils 31
8. Greenhouse Gas Emissions 33
9. Hazards and Hazardous Materials 37
10. Hydrology and Water Quality 39
11. Land Use and Planning 43
12. Mineral Resources 44
13. Noise 45
14. Population and Housing 47
15. Public Services 48
16. Recreation 50
17. Transportation 51
18. Tribal Cultural Resources 56

19. Utilities and Service Systems 58
20. Wildfire 60
21. Mandatory Findings of Significance 61

LIST OF FIGURES

FIGURE 1: PROJECT LOCATION 10
FIGURE 2: AERIAL OF PROJECT SITE 11
FIGURE 3: LAND USE DESIGNATION 12
FIGURE 4: ZONING DISTRICT 13
FIGURE 5: PROPOSED SITE PLAN 14
FIGURE 6: PROPOSED DEVELOPMENT STANDARDS 15
FIGURE 7: CONCEPTUAL ELEVATIONS 16

LIST OF TABLES

TABLE 1: SURROUNDING LAND USES 6
TABLE 2: AMBIENT AIR QUALITY STANDARDS 22

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

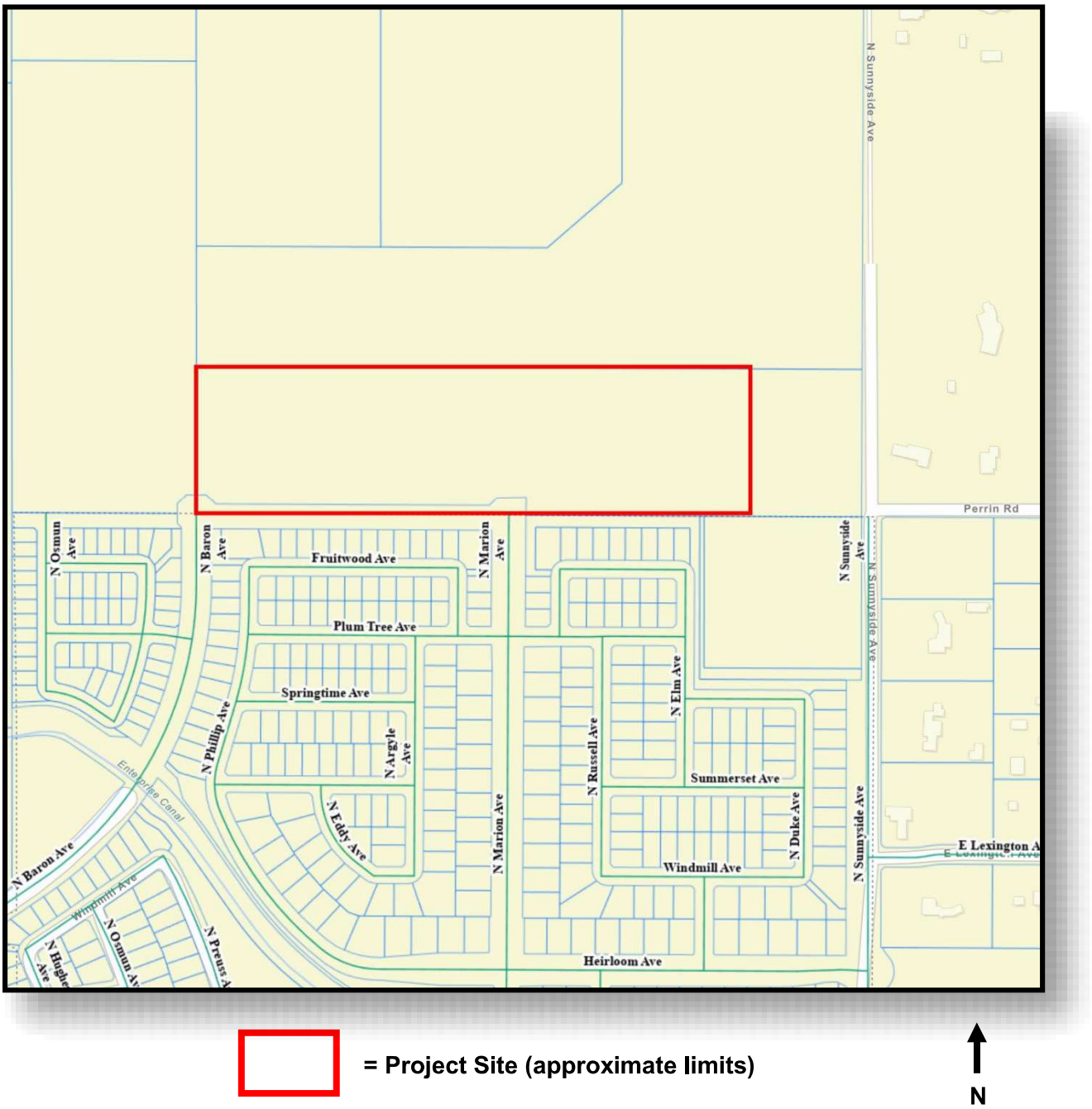
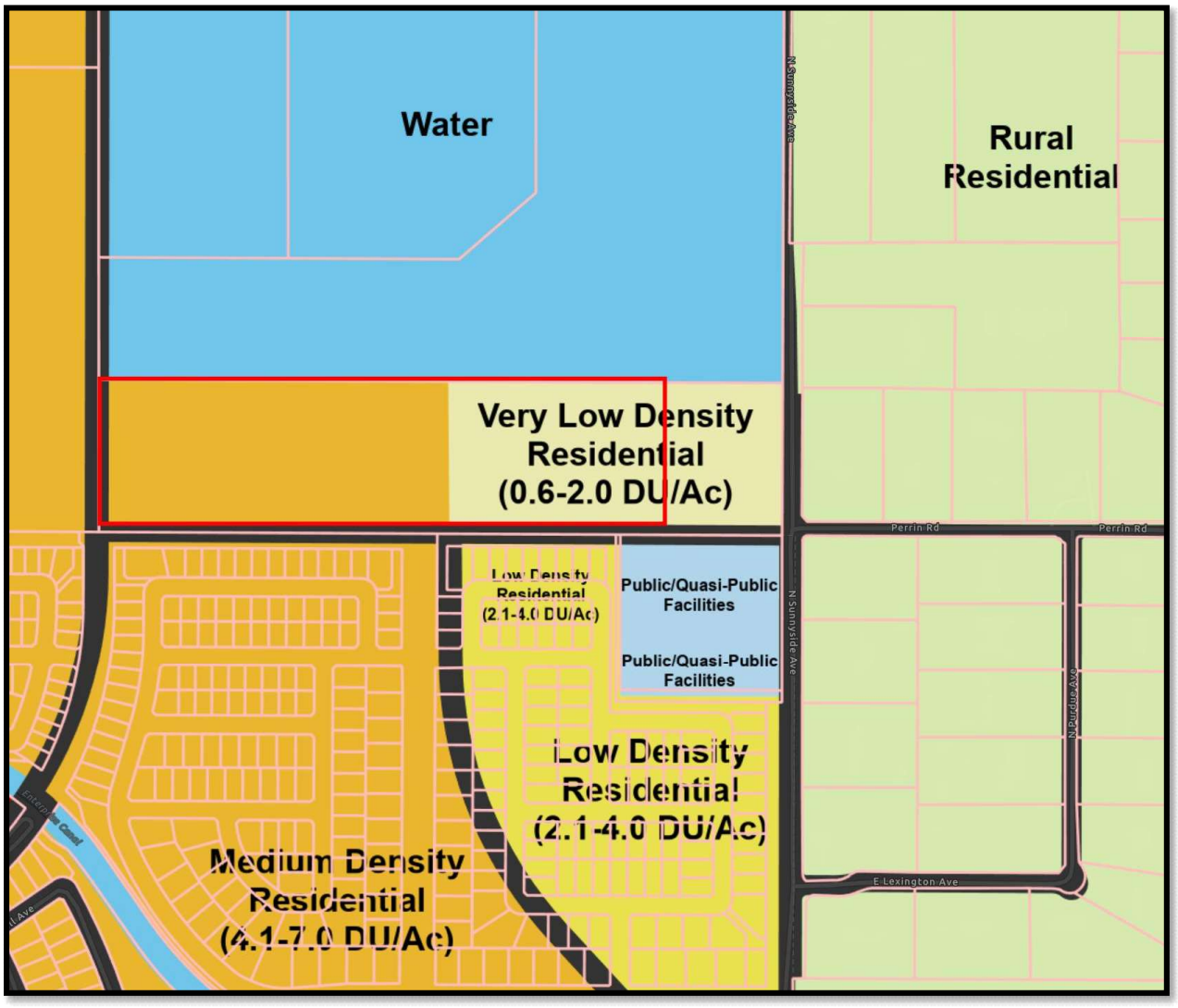


Figure 2: Aerial of Project Site



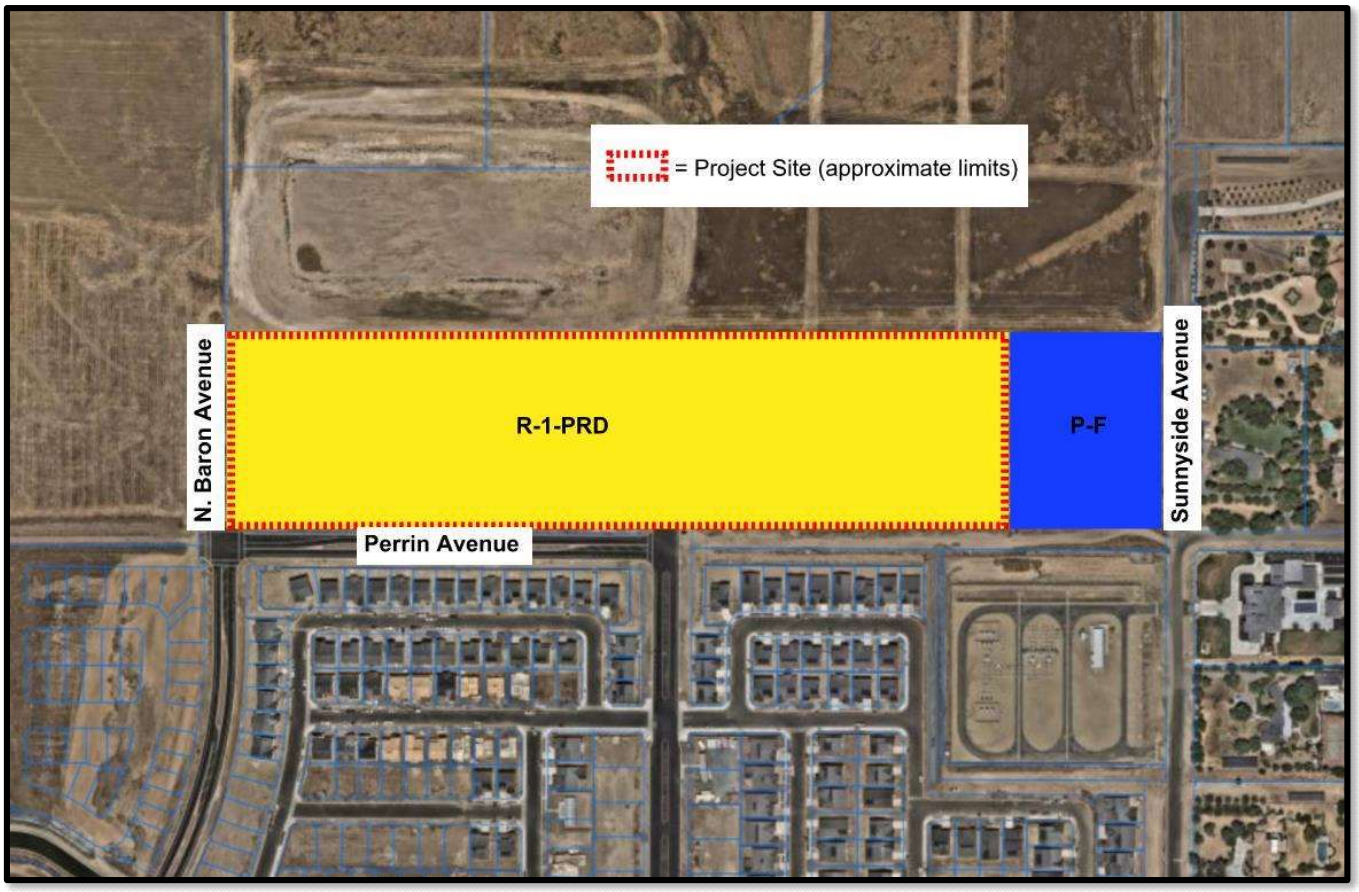
Figure 3: Land Use Designation



EXISTING DENSITY:
Medium Density and Very Low Density Residential

PROPOSED DENSITY:
No change

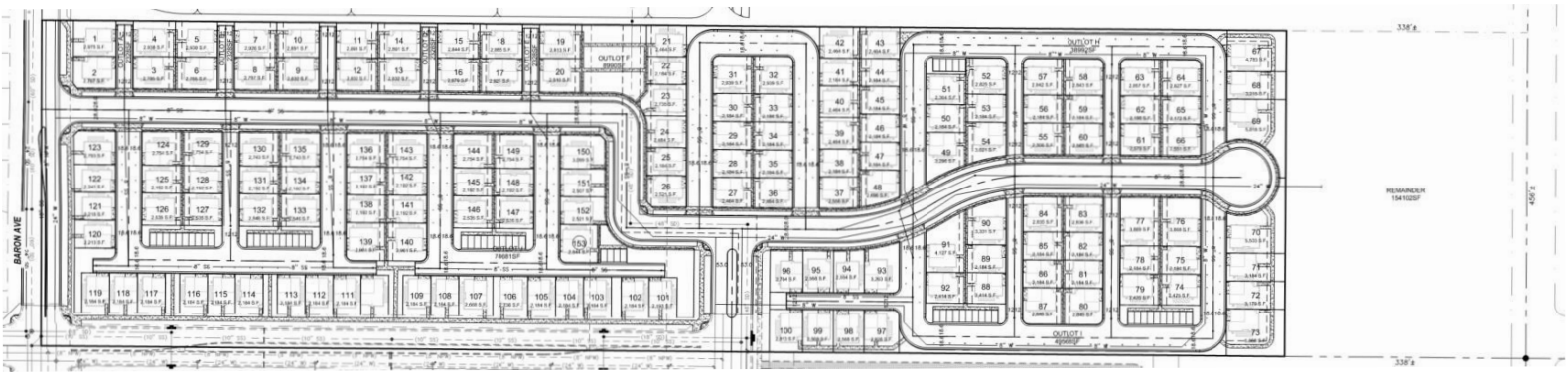
Figure 4: Zoning District



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

Prepared by:
VRPA Technologies, Inc.
4630 W. Jennifer, Suite 105
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Table of Contents

Section	Description	Page
1.0	Introduction	1
1.1	Description of the Region/Project	1
1.2	Regulatory	1
1.2.1	Federal Agencies	1
1.2.2	Federal Regulations	5
1.2.3	State Agencies	6
1.2.4	State Regulations	11
1.2.5	Regional Agencies	14
1.2.6	Regional Regulations	15
1.2.7	Local Plans	17
2.0	Environmental Setting	18
2.1	Geographical Locations	18
2.2	Topographic Conditions	18
2.3	Climate Conditions	18
2.4	Anthropogenic (Man-made) Sources	20
2.4.1	Motor Vehicles	21
2.4.2	Agricultural and Other Miscellaneous	22
2.4.3	Industrial Plants	22
2.5	San Joaquin Valley Air Basin Monitoring	22
2.6	Air Quality Standards	25
2.6.1	Ozone (1-hour and 8-hour)	25
2.6.2	Suspended PM (PM10 and PM2.5)	27
2.6.3	Carbon Monoxide (CO)	28
2.6.4	Nitrogen Dioxide (NO2)	29
2.6.5	Sulfur Dioxide (SO2)	31
2.6.6	Lead (Pb)	31
2.6.7	Toxic Air Contaminants (TAC)	31
2.6.8	Odors	34
2.6.9	Naturally Occurring Asbestos (NOA)	35
2.6.10	Greenhouse Gas Emissions	35

3.0 Air Quality Impacts 37
3.1 Methodology 37
3.1.1 CalEEMod 37
3.2 Short-Term Impacts 38
3.3 Long Term Emissions 39
3.3.1 Localized Operational Emissions 39
Ozone/Particulate Matter 39
3.3.2 Other Localized Operational Emissions 39
3.3.3 Indirect Source Review 50

4.0 Impact Determinations and Recommended Mitigation 51
4.1 Air Quality 51
4.1.1 Conflict with or obstruct implementation of the applicable air quality plan 51
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 52
4.1.3 Expose sensitive receptors to substantial pollutant concentrations 52
4.1.4 Result in other emissions such as those leading to odors adversely affecting a substantial number of people 54
4.2 Greenhouse Gas Emissions 55
4.2.1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment 55
4.2.2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases 57

Appendices

Appendix A – CalEEMod Worksheets
Appendix B– ISR FEE Estimate

List of Tables

1	Ambient Air Quality Standards	9
2	Maximum Pollutant Levels at Fresno Garland Monitoring Station	23
3	Kings County Attainment Status	24
4	Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities	33
5	Screening Levels for Potential Odor Sources	35
6	SJVAPCD Air Quality Thresholds of Significance	37
7	Project Construction Emissions	39
8	Project Operational Emissions (tons/year)	39
9	2005/2020 Operational Greenhouse Gas Emissions (tons/year)	50
10	Project Operational Greenhouse Gas Emissions (tons/year)	50

List of Figures

1	Regional Location	3
2	Project Location	4
3	San Joaquin Valley Air Basin	8

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

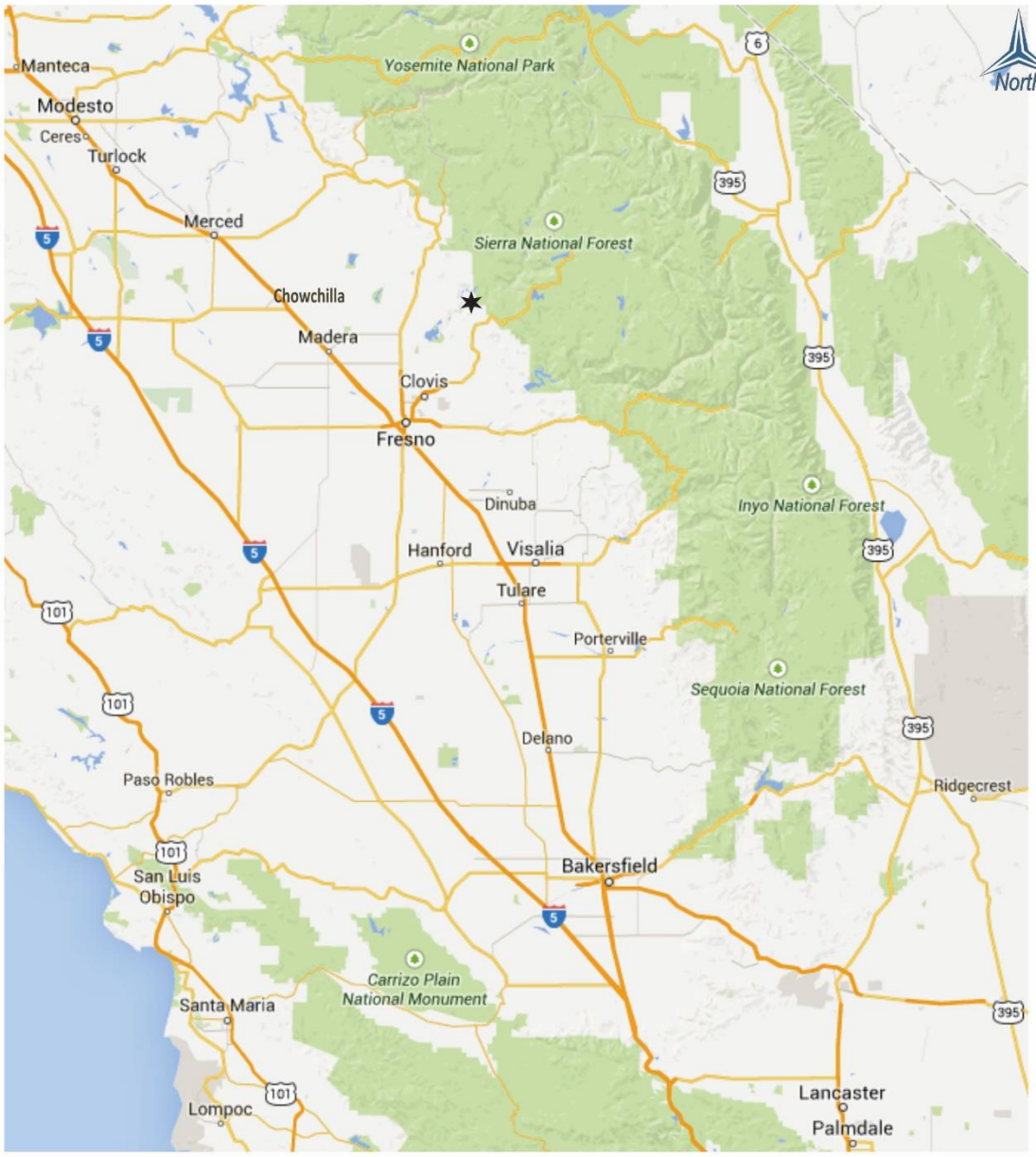
six criteria pollutants include ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, particulate matter, and lead.

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.

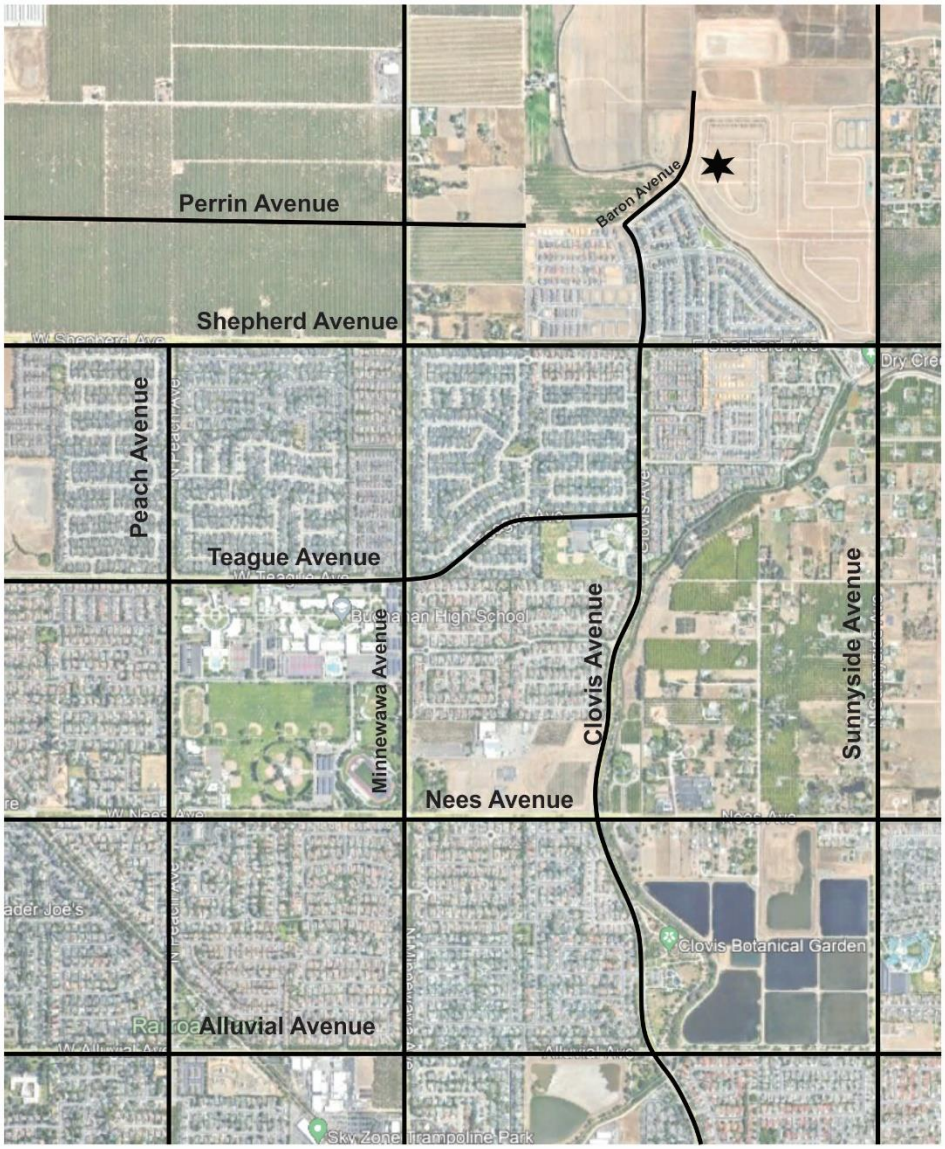
The EPA approved San Joaquin Valley reclassification of the ozone (8-hour) designation to extreme nonattainment in the Federal Register on May 5, 2010, even though the San Joaquin Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard. In accordance with the CAA, 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

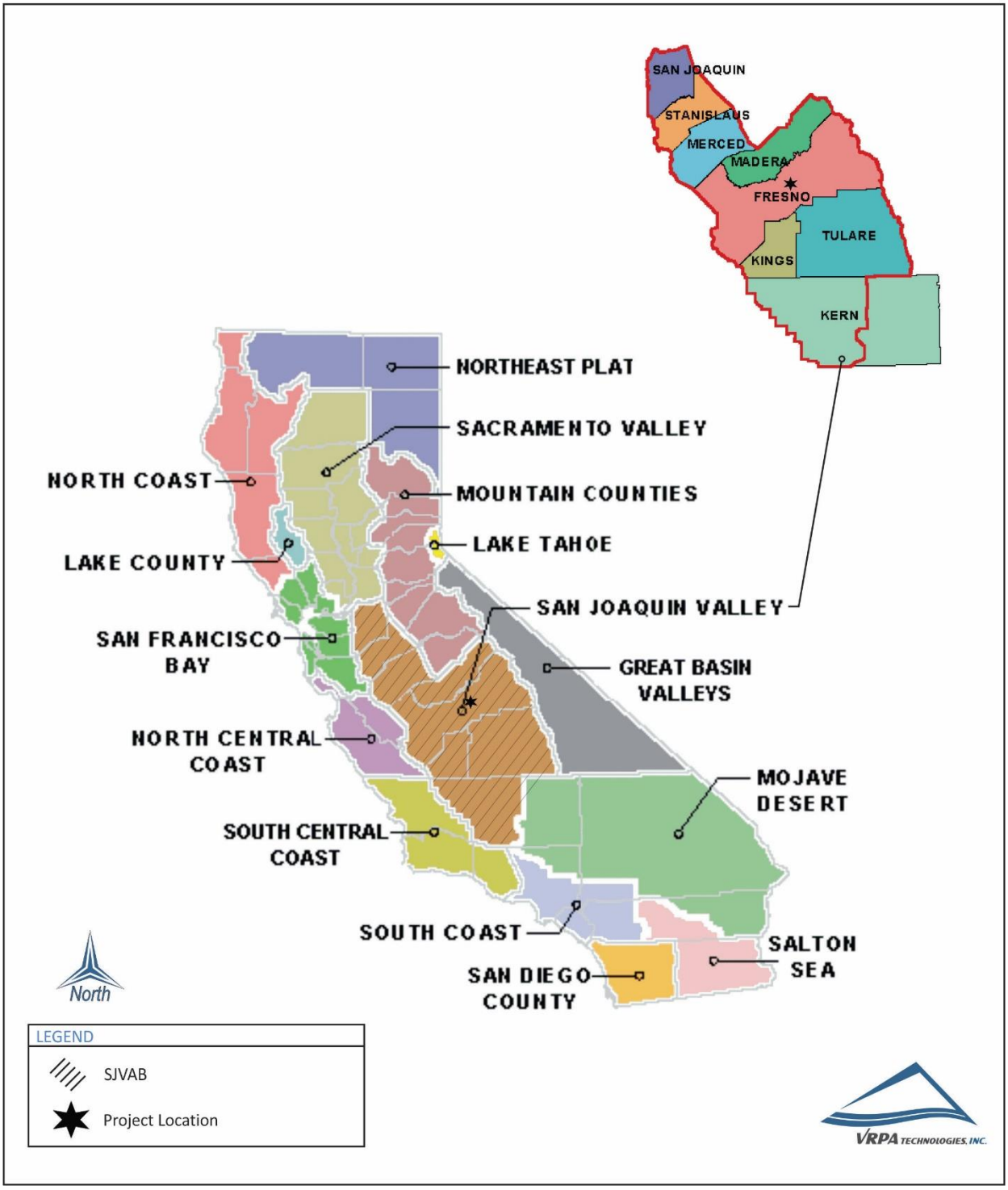


Table 1
Ambient Air Quality Standards

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**

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	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

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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**

Tract 000 - Fresno County, Annual

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

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**

Tract 000 - Fresno County, Annual

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)
NOx	3.4000
PM10	8.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	3.4000
PM10	8.0000

TABLE 2 - NO FDS

2021
3.4000
8.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
3.4000
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
$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					

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

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.

Austin Pearson, Vice President
Rebekah Jensen, Senior Project Manager and Ecologist

Prepared for:

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Lennar Central Valley
8080 North Palm Avenue, Suite 110
Fresno, CA 93711

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.

TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... **ii**
1.0 INTRODUCTION **1**
1.1 PROJECT DESCRIPTION **1**
1.2 REPORT OBJECTIVES **1**
1.3 STUDY METHODOLOGY **4**
2.0 EXISTING CONDITIONS **5**
2.1 REGIONAL SETTING **5**
2.2 PROJECT SITE **7**
2.3 LAND USES / BIOTIC HABITATS **7**
2.4 SPECIAL STATUS PLANTS AND ANIMALS **9**
2.5 JURISDICTIONAL WATERS **16**
2.6 SENSITIVE NATURAL COMMUNITIES **17**
2.7 WILDLIFE MOVEMENT CORRIDORS **17**
2.8 DESIGNATED CRITICAL HABITAT **17**
3.0 RELEVANT GOALS, POLICIES, AND LAWS **19**
3.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT **19**
3.2 OTHER RELEVANT LAWS AND POLICIES **20**
3.2.1 Fresno County and Clovis General Plans 20
3.2.2 Threatened and Endangered Species 21
3.2.3 California Fully Protected Species 22
3.2.4 Migratory Birds 22
3.2.5 Birds of Prey 23
3.2.6 Nesting Birds 23
3.2.7 Habitat Conservation Plans and Natural Community Conservation Plans 23
3.2.8 Wetlands and Other Jurisdictional Waters 23
4.0 IMPACTS AND MITIGATIONS **26**
4.1 POTENTIALLY SIGNIFICANT PROJECT IMPACTS/MITIGATION **26**
4.1.1 Potential Project Impacts to Nesting Birds and Raptors including the Swainson's Hawk 26
4.2 LESS THAN SIGNIFICANT PROJECT IMPACTS **27**
4.2.1 Potential Project Impacts to Special Status Plants 27
4.2.2 Project Impacts to Special Status Animal Species Absent from or Unlikely to Occur on the Project Site 27
4.2.3 Project Impacts to Special Status Animal Species that Would Use the Site for Foraging Only 28
4.2.4 Project Impacts to Wildlife Movement Corridors 29
4.2.5 Project Impacts to Sensitive Natural Communities and Critical Habitat 29
4.2.6 Project Impacts to Jurisdictional Waters 29
4.2.7 Consistency with Local Policies and Ordinances 29
4.2.8 Consistency with Habitat Conservation Plans and Natural Community Conservation Plans 29
APPENDIX A: VASCULAR PLANT LIST **31**
APPENDIX B: TERRESTRIAL VERTEBRATE SPECIES THAT POTENTIALLY OCCUR ON THE PROJECT SITE **34**
APPENDIX C: REPRESENTATIVE PHOTOS OF THE PROJECT SITE **39**

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).

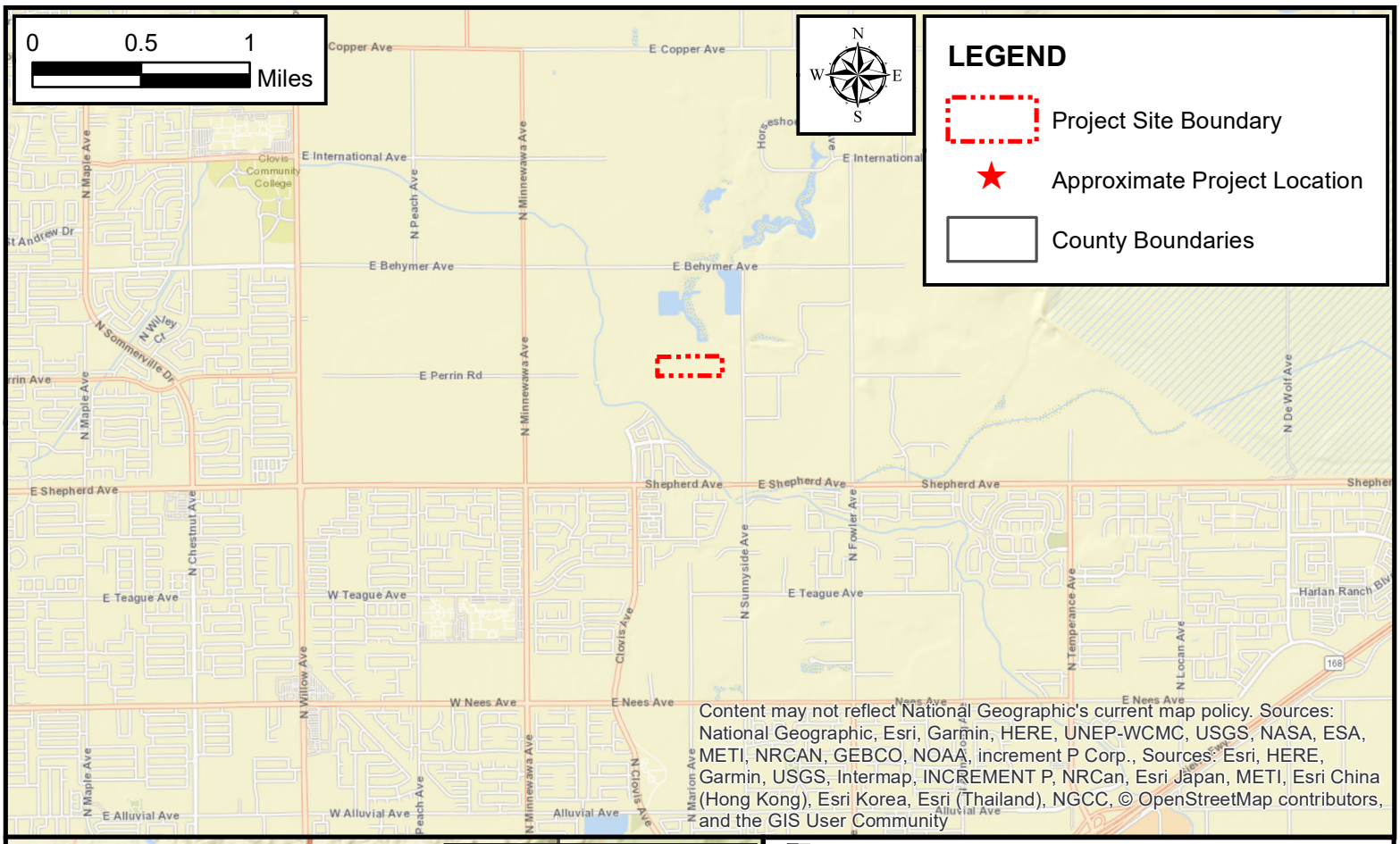
1.1 PROJECT DESCRIPTION

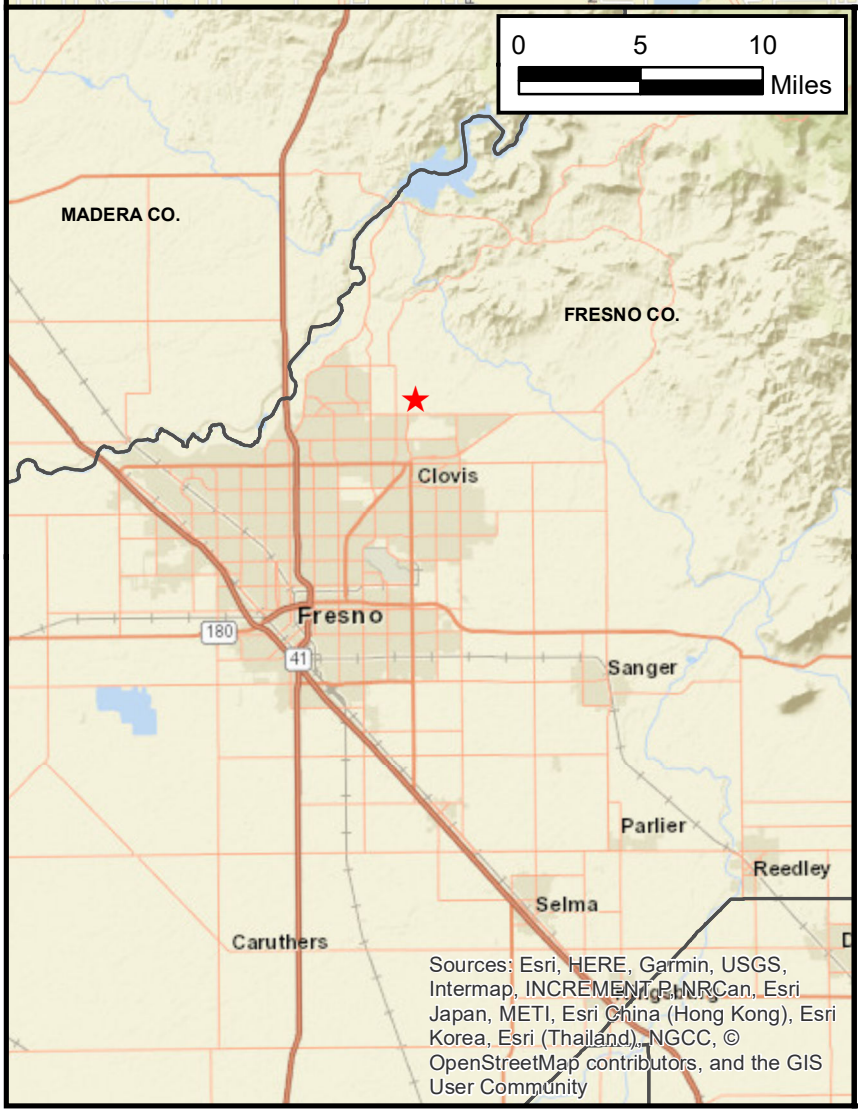
Lennar Homes Central Valley proposes a residential development on approximately 18 acres located between Barron and Sunnyside Avenues, north of Perrin Avenue. The existing Tract 6452 will be subdivided into 153 single-family lots and annexed into the City of Clovis. Current County of Fresno zoning is 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.



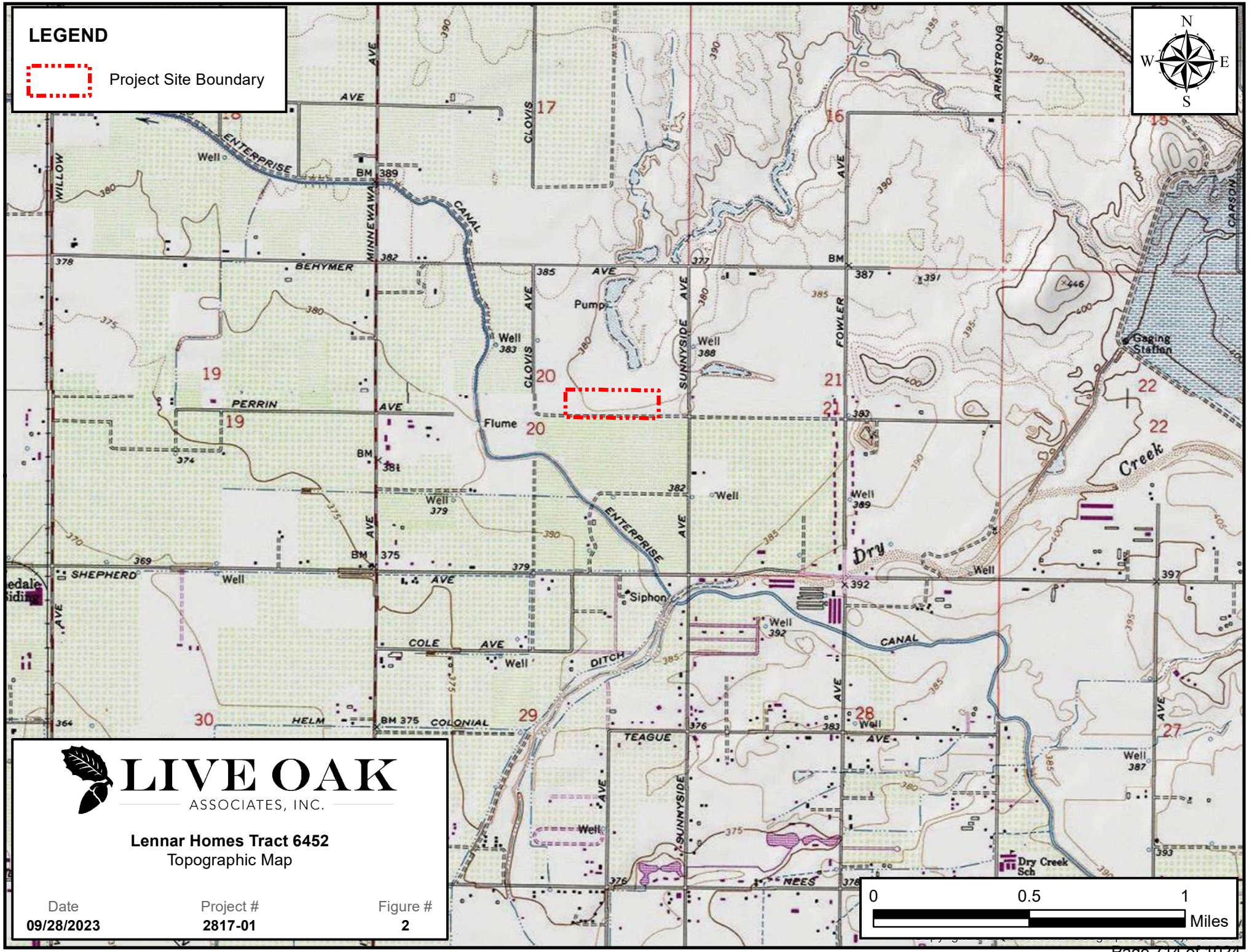




LIVE OAK ASSOCIATES, INC.

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.

CONTENTS

1 INTRODUCTION....1
1.1 PROJECT DESCRIPTION....1
1.2 REGULATORY CONTEXT....1
1.3 PROJECT PERSONNEL....5
1.4 REPORT ORGANIZATION....5

2 NATURAL AND CULTURAL SETTING....6
2.1 PHYSICAL ENVIRONMENT....6
2.2 PREHISTORY AND ARCHAEOLOGY....6
2.3 ETHNOGRAPHY....8
2.4 HISTORIC CONTEXT....9
2.4.1 Early Settlement in the Clovis Area (1853–1874)....9
2.4.2 Initial Development of Agriculture in the Fresno-Clovis Area (1875–1900)....10
2.4.3 Diversification and Water Issues (1900–1950)....12
2.4.4 Modern Water Management (1950–Present)....13

3 METHODS....14
3.1 RECORDS SEARCH....14
3.2 BACKGROUND RESEARCH....14
3.3 NATIVE AMERICAN OUTREACH....14
3.4 PEDESTRIAN SURVEY....15

4 FINDINGS....16
4.1 RECORDS SEARCH....16
4.1.1 Previous Studies....16
4.1.2 Previously Recorded Resources....16
4.2 BACKGROUND RESEARCH....17
4.3 NATIVE AMERICAN OUTREACH....17
4.4 PEDESTRIAN SURVEY....19

5 CONCLUSIONS AND RECOMMENDATIONS....21
5.1 RECOMMENDATIONS....21
5.1.1 Inadvertent Discovery of Archaeological Resources....21
5.1.2 Inadvertent Discovery of Human Remains....22

6 REFERENCES....23

APPENDICES

A Personnel Qualifications
B Records Search Results
C Native American Outreach

FIGURES AND TABLES

Figure 1-1 Project vicinity in Fresno County, California. 2
Figure 1-2 Project location on USGS Clovis and Friant 7.5-minute topographic quadrangles. 3
Figure 1-3 Aerial view of the Project area. 4
Figure 4-1 1856 GLO map showing transport routes and Big Dry Creek. 17
Figure 4-2 Cleared and sparsely vegetated ground surface with high visibility; facing northeast. 19
Figure 4-3 Waist-high grass and star thistle with zero percent ground visibility; facing west. 20

Table 4-1 Previous Studies in the Project Area and Surrounding 0.25-Mile Radius 16

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.

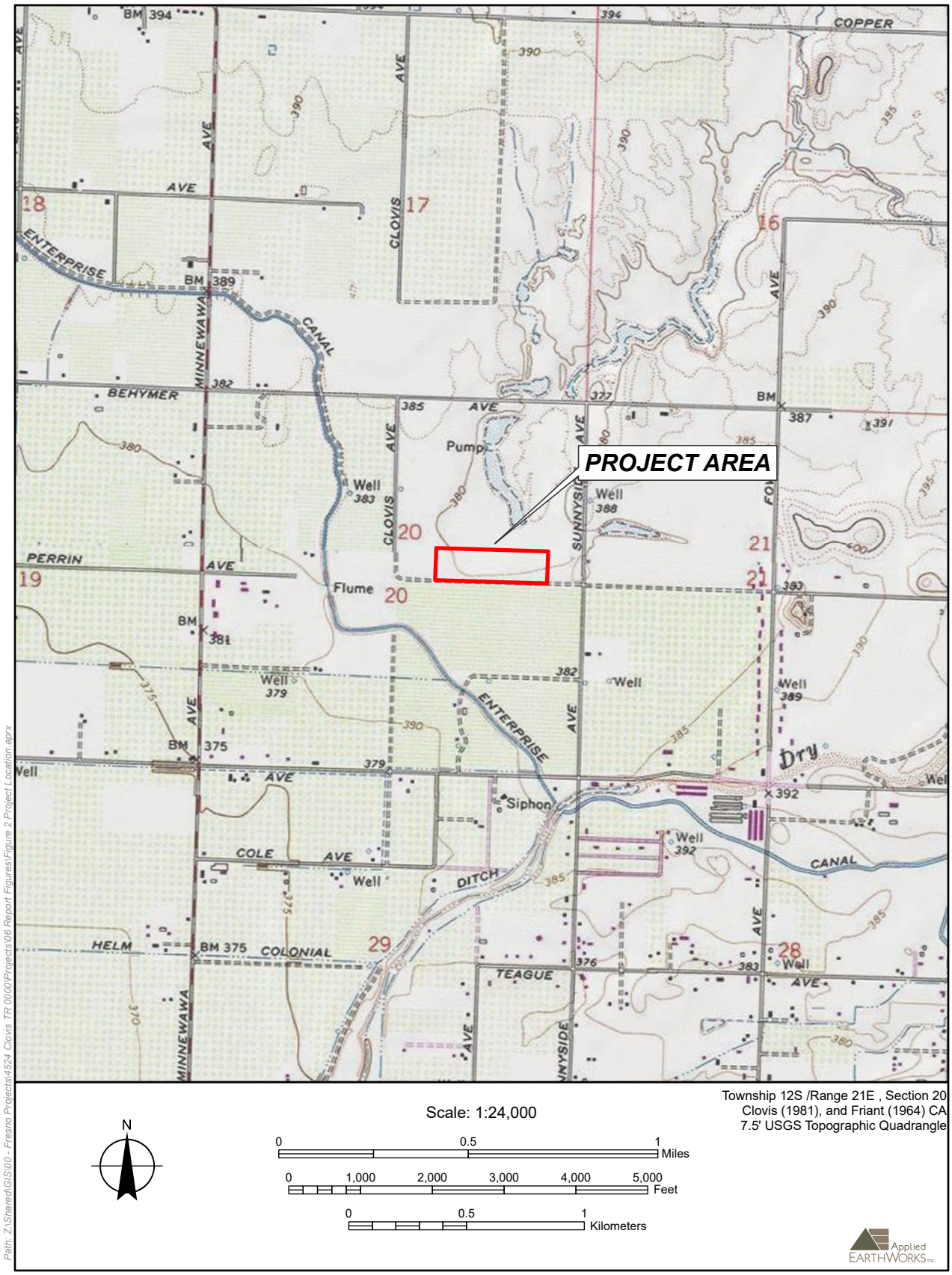


Figure 1-2 Project location on USGS Clovis and Friant 7.5-minute topographic quadrangles.



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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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.

Applied EARTHWORKS Inc.

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).

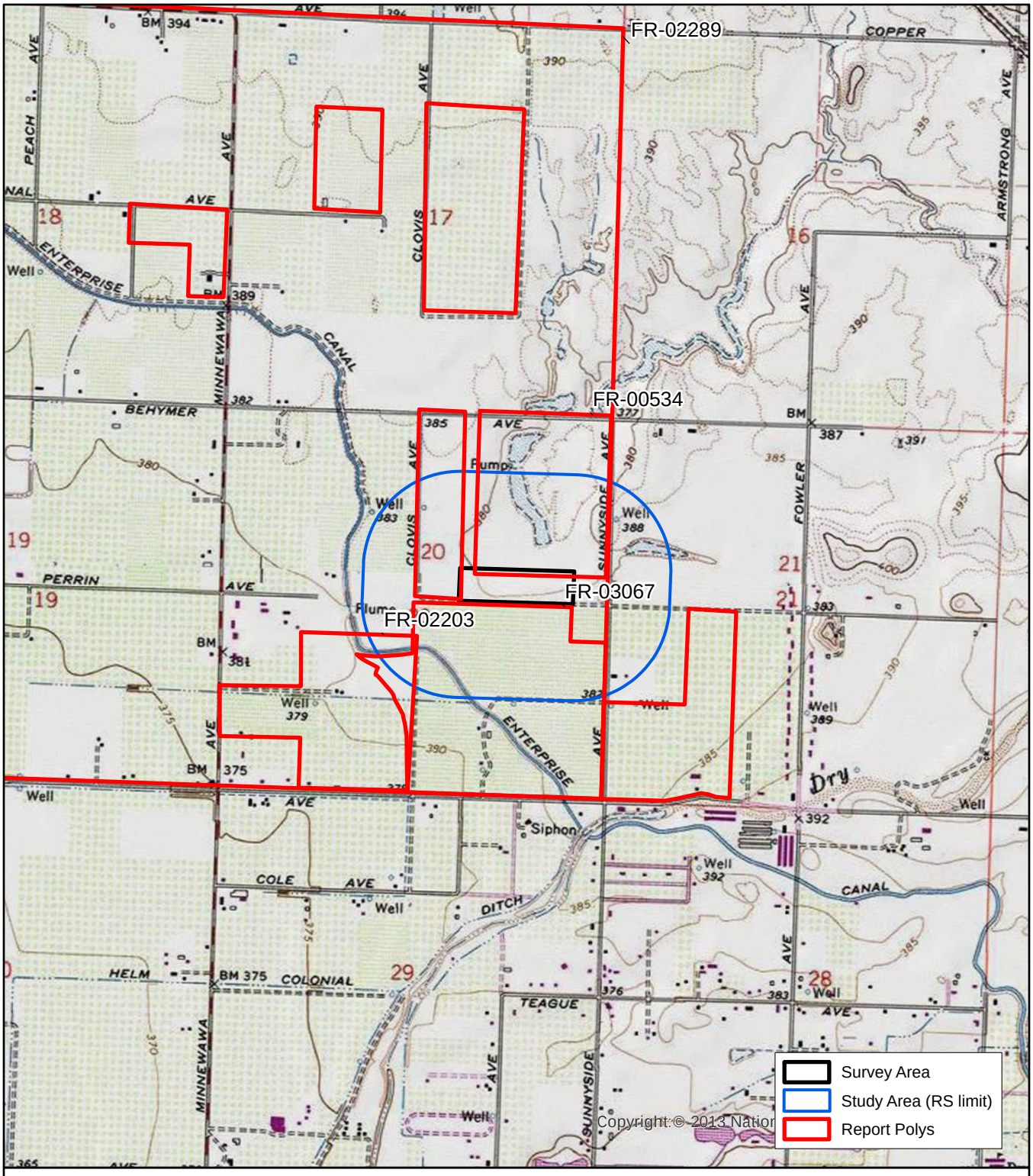
Sincerely,

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

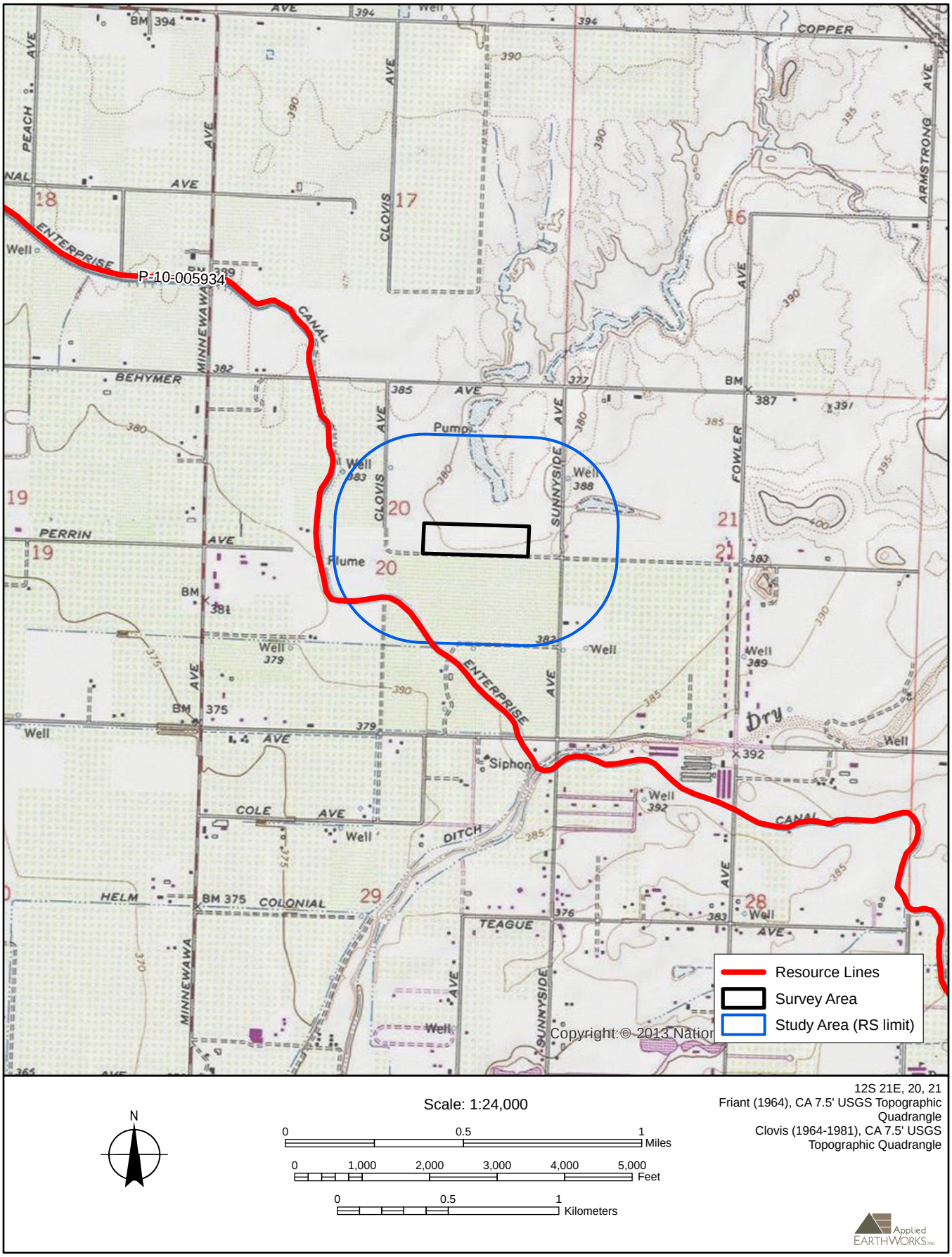


Record Search Results Map: Reports

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.

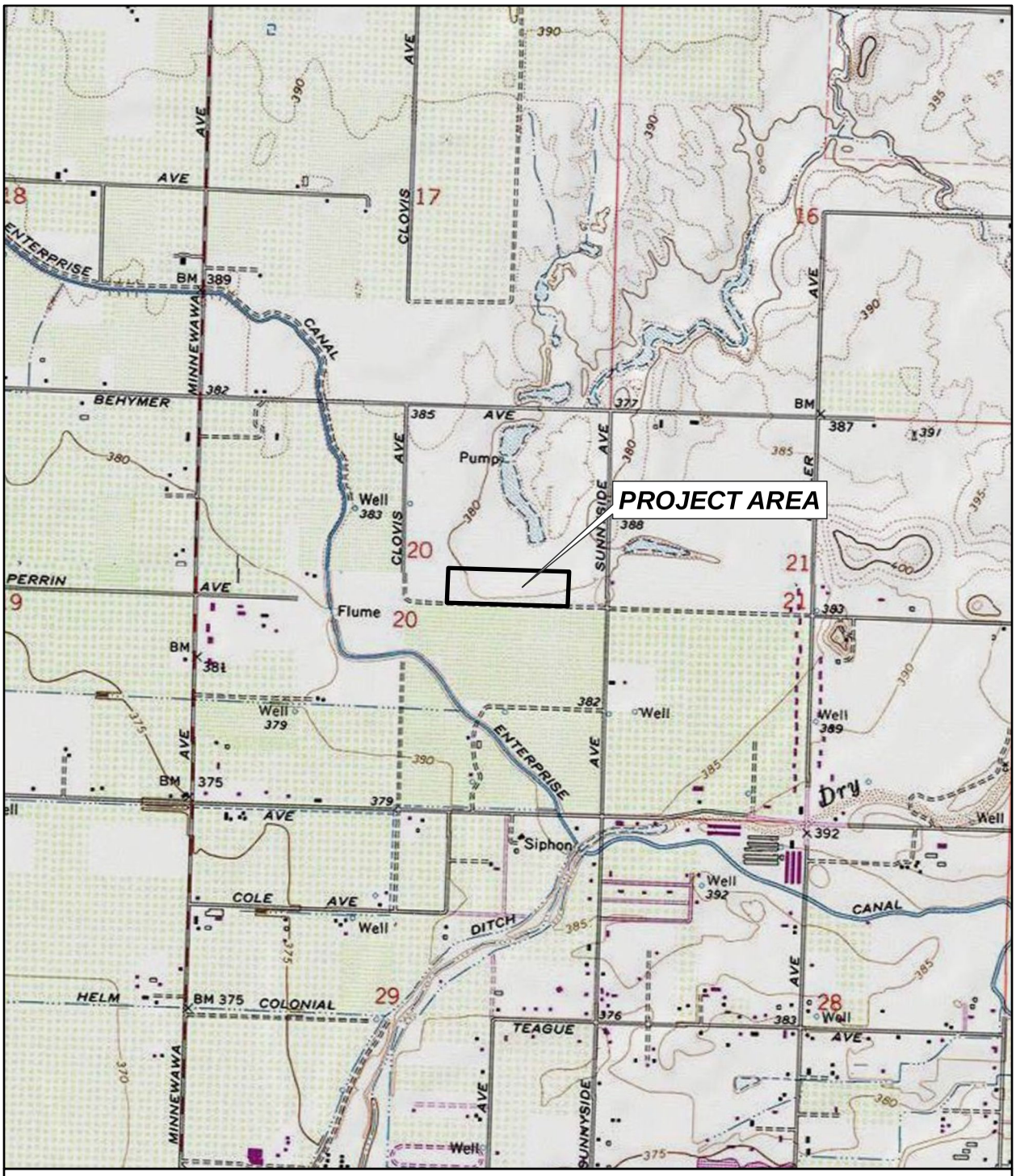
Æ has requested a sacred lands file search from the Native American Heritage Commission. The results were received on September 12, 2023 and indicated a negative result. Your name and address were provided to us by the NAHC as someone who may have additional information and/or concerns about the project.

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



This message and any attachments are intended only for the use of the individual or entity to which they are addressed. If the reader of this message or an attachment is not the intended recipient or the employee or agent responsible for delivering the message or attachment to the intended recipient you are hereby notified that any dissemination, distribution or copying of this message or any attachment is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the sender. The information transmitted in this message and any attachments may be privileged, is intended only for the personal and confidential use of the intended recipients, and is covered by the Electronic Communications Privacy Act, 18 U.S.C. §2510-2521.

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.

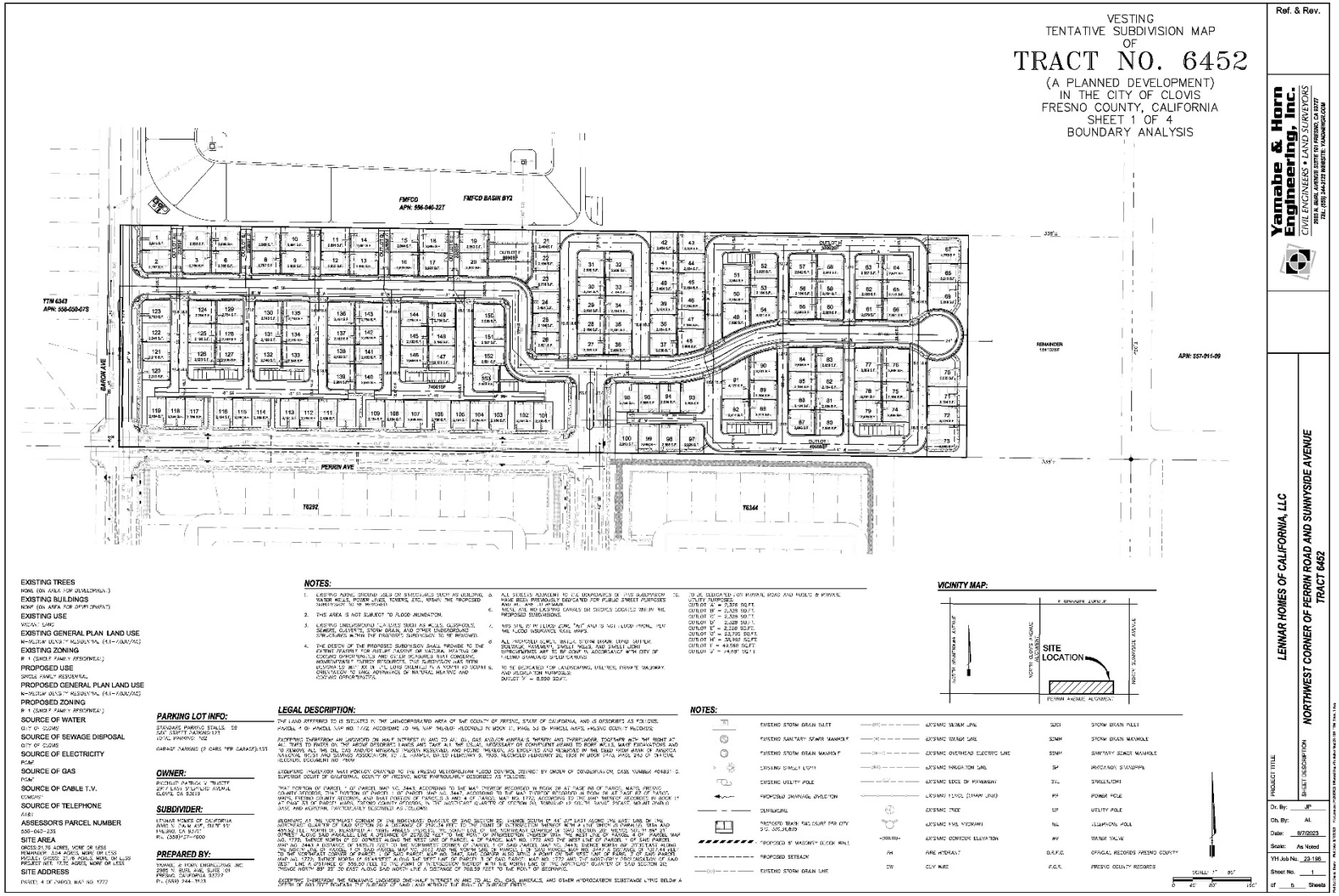
Respectfully submitted,



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.

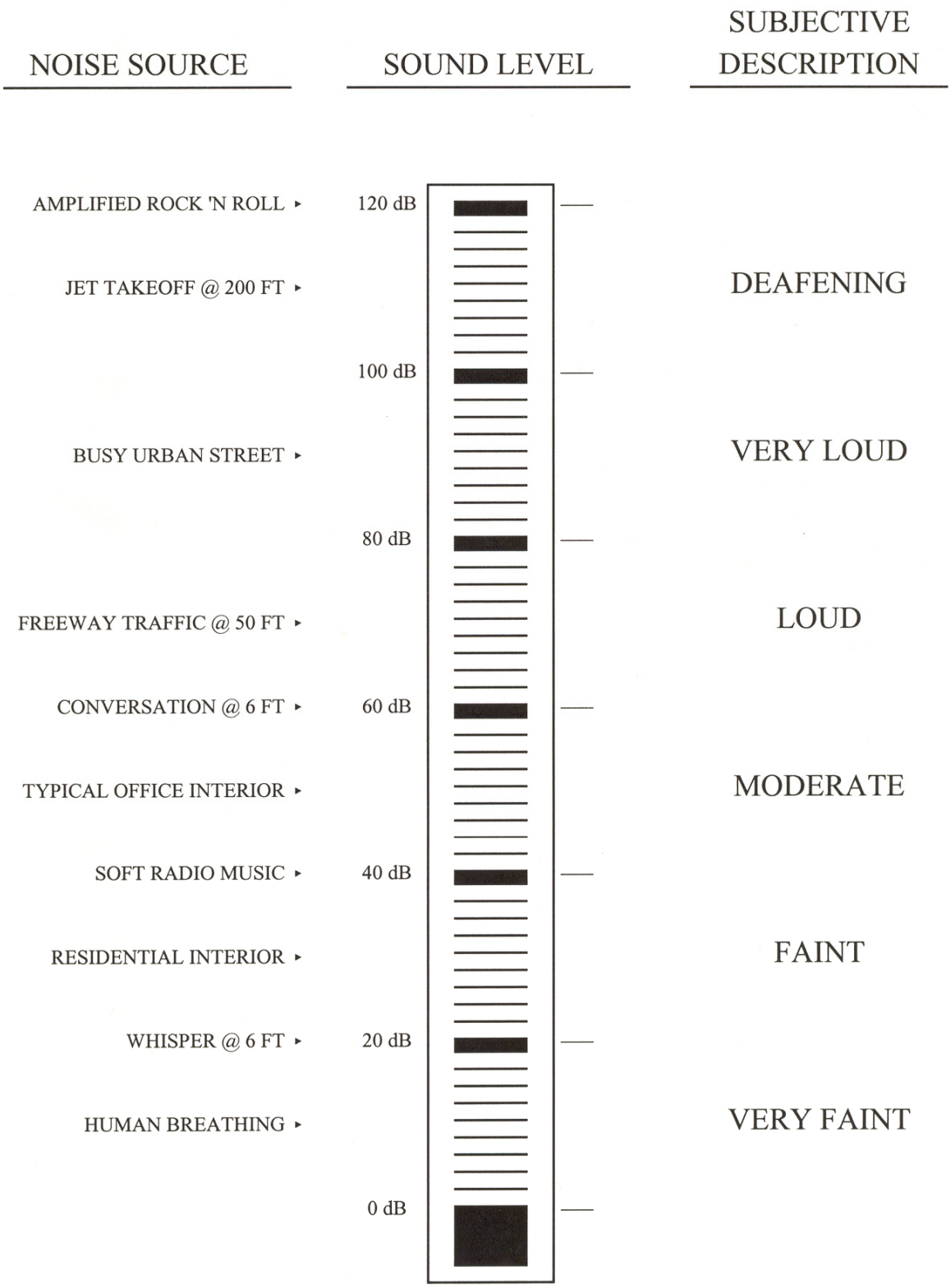
NOISE LEVEL REDUCTION (NLR): The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise level reduction" combines the effect of the transmission loss 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.

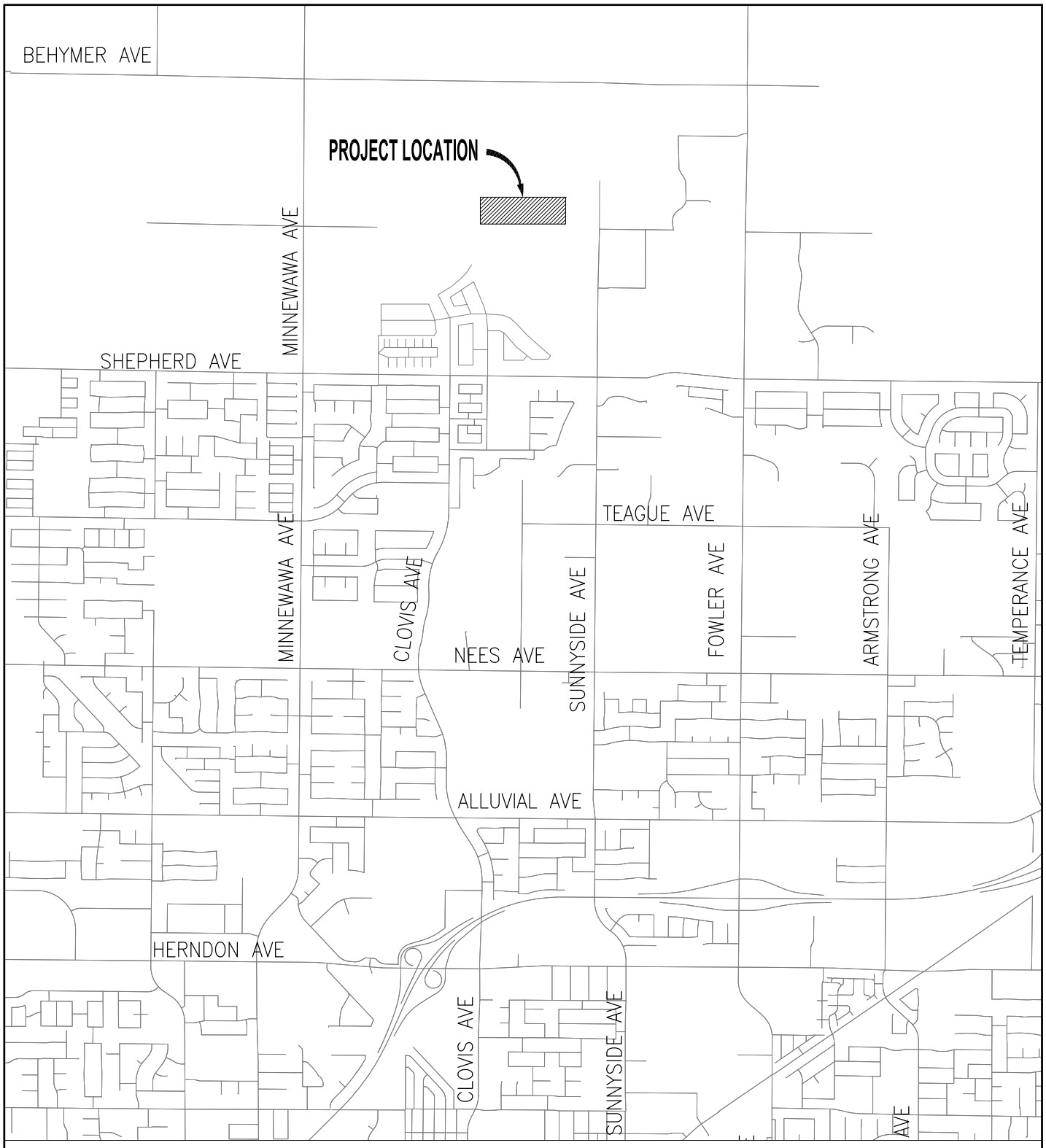
PETERS ENGINEERING GROUP

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



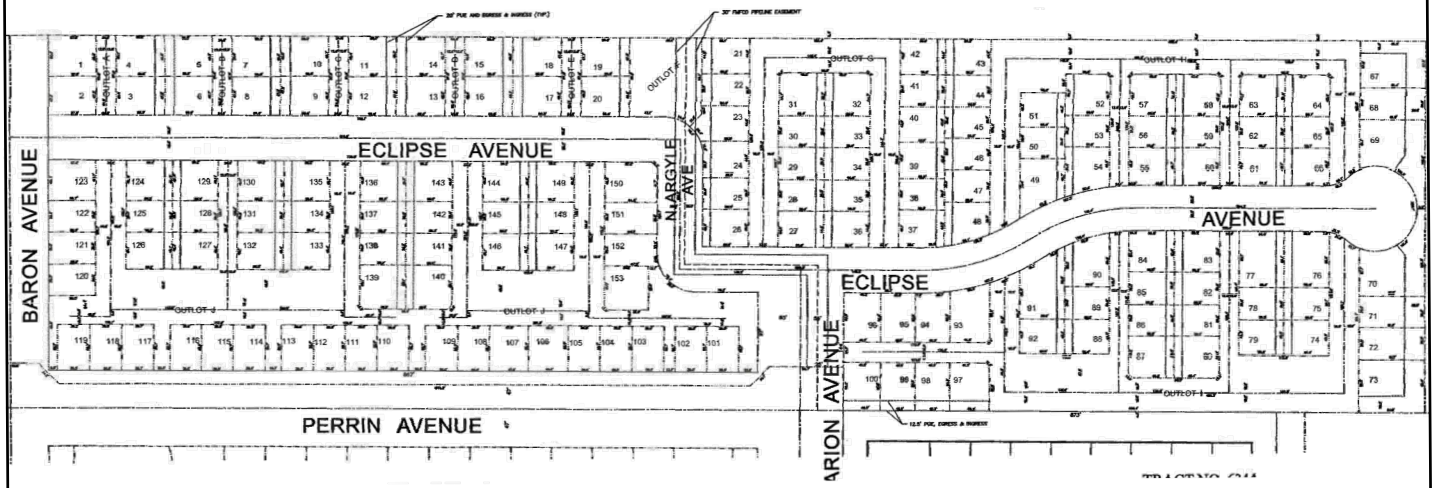
Proposed Tract 6452
Clovis, California

LEGEND

PROJECT SITE

VICINITY MAP

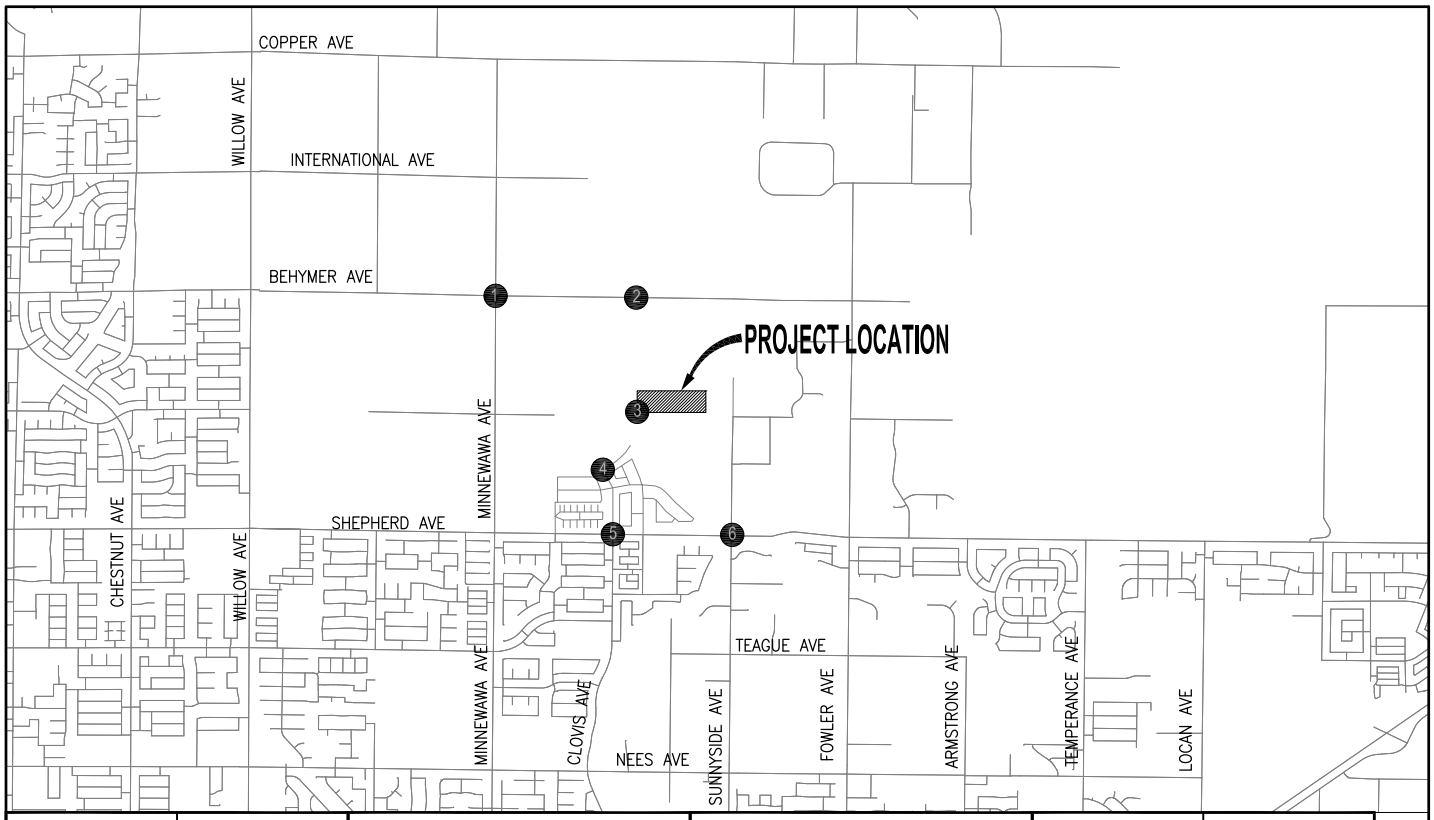
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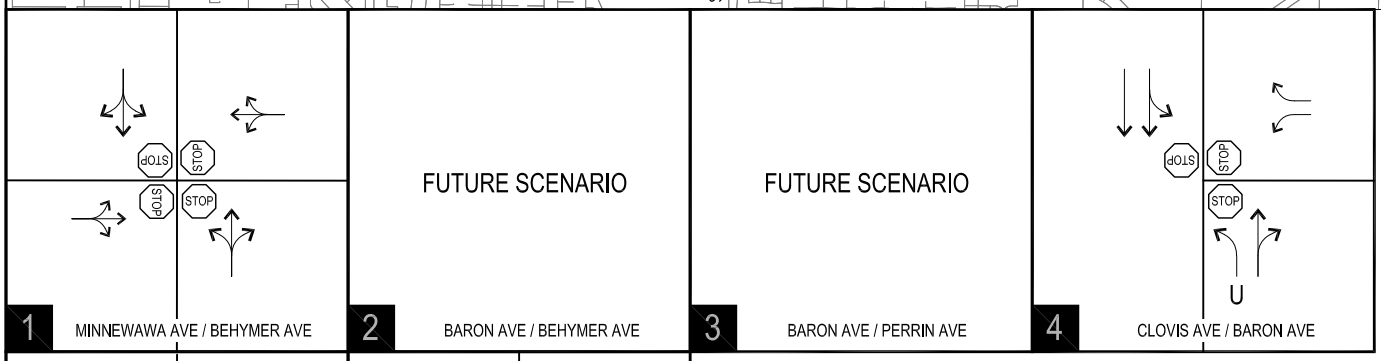


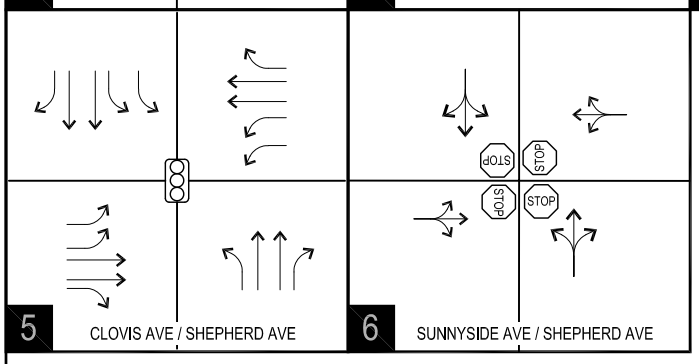
Proposed Tract 6452
Clovis, California

SITE PLAN

Not to Scale







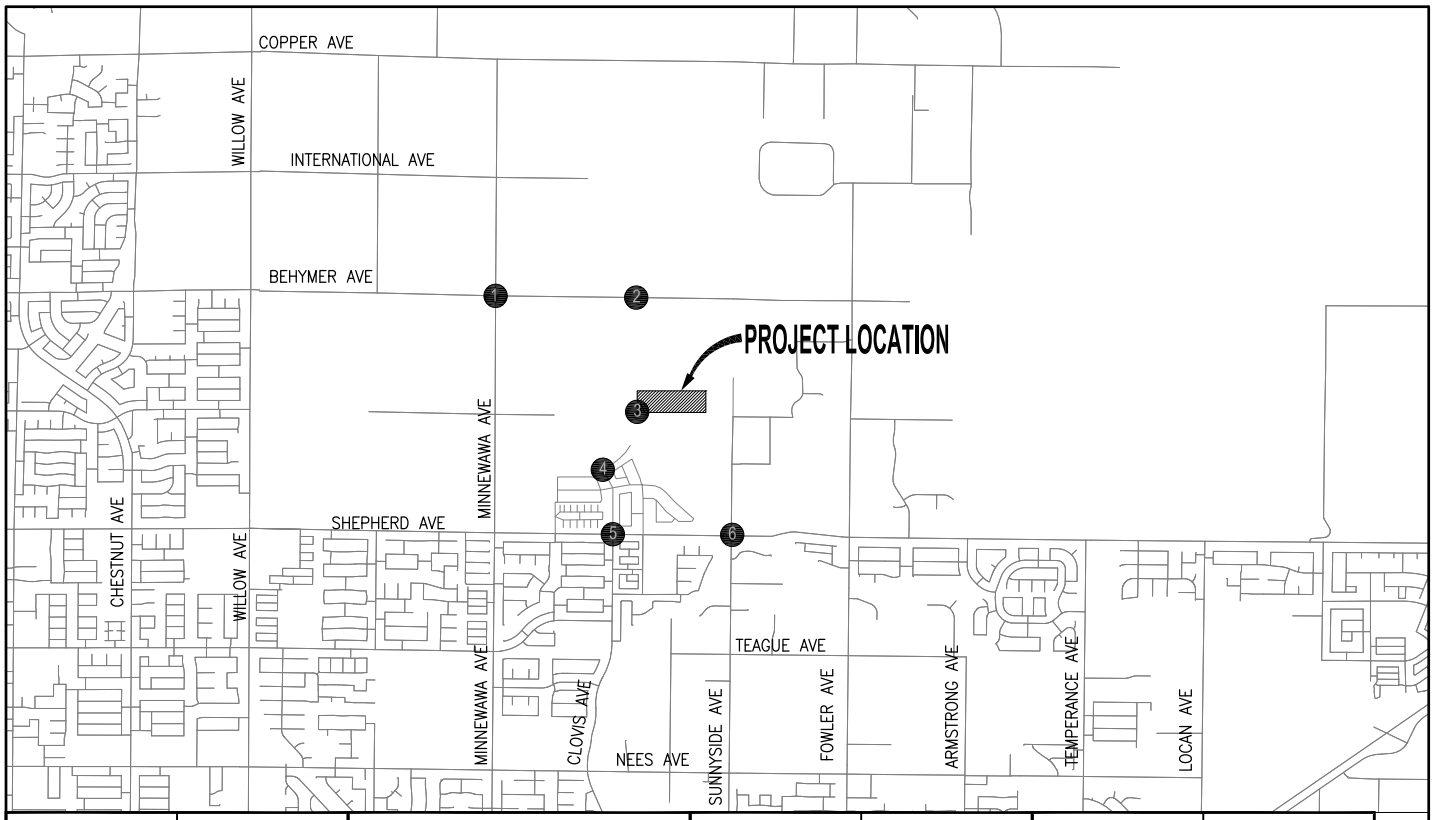
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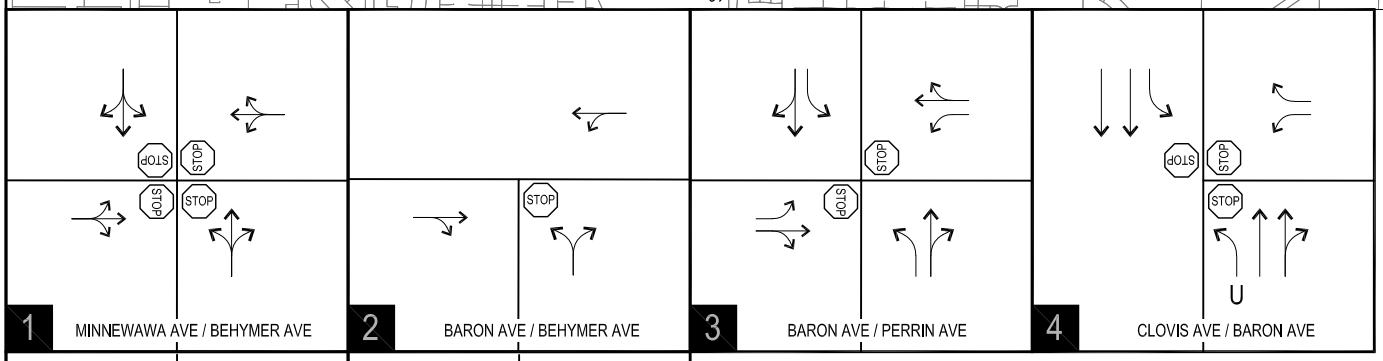
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- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP STOP SIGN
- DIRECTION OF TRAVEL
- U U-TURN

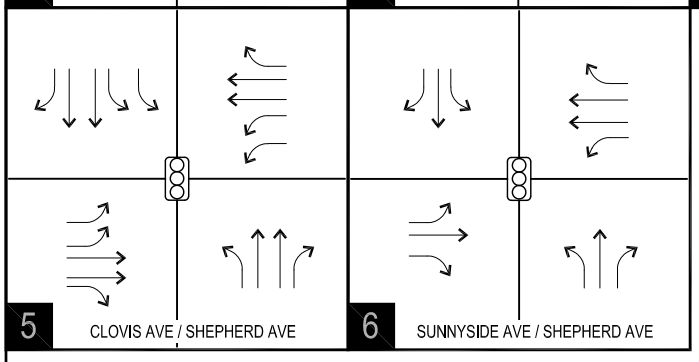
Proposed Tract 6452
Clovis, California

EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL

Not to Scale







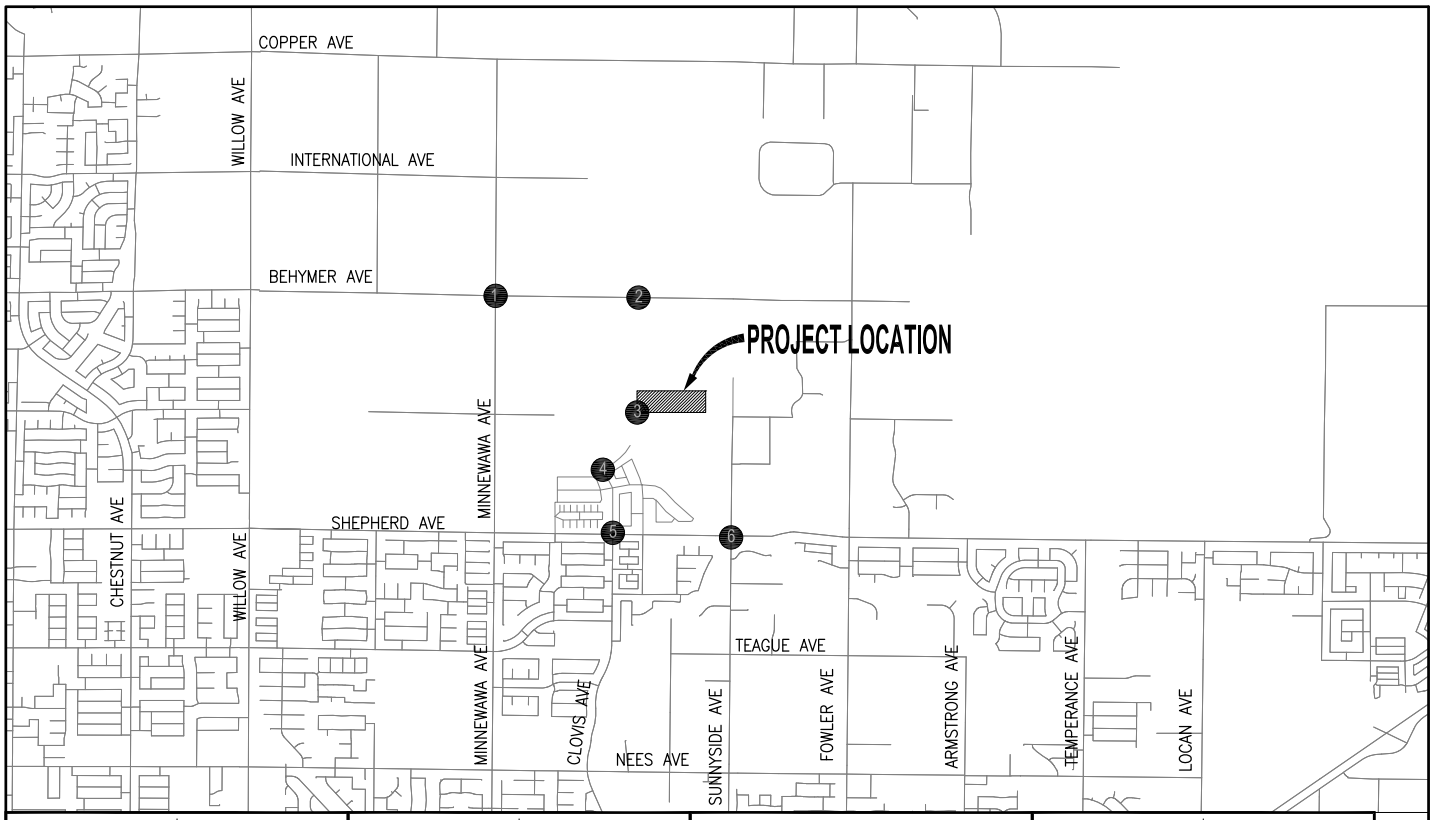
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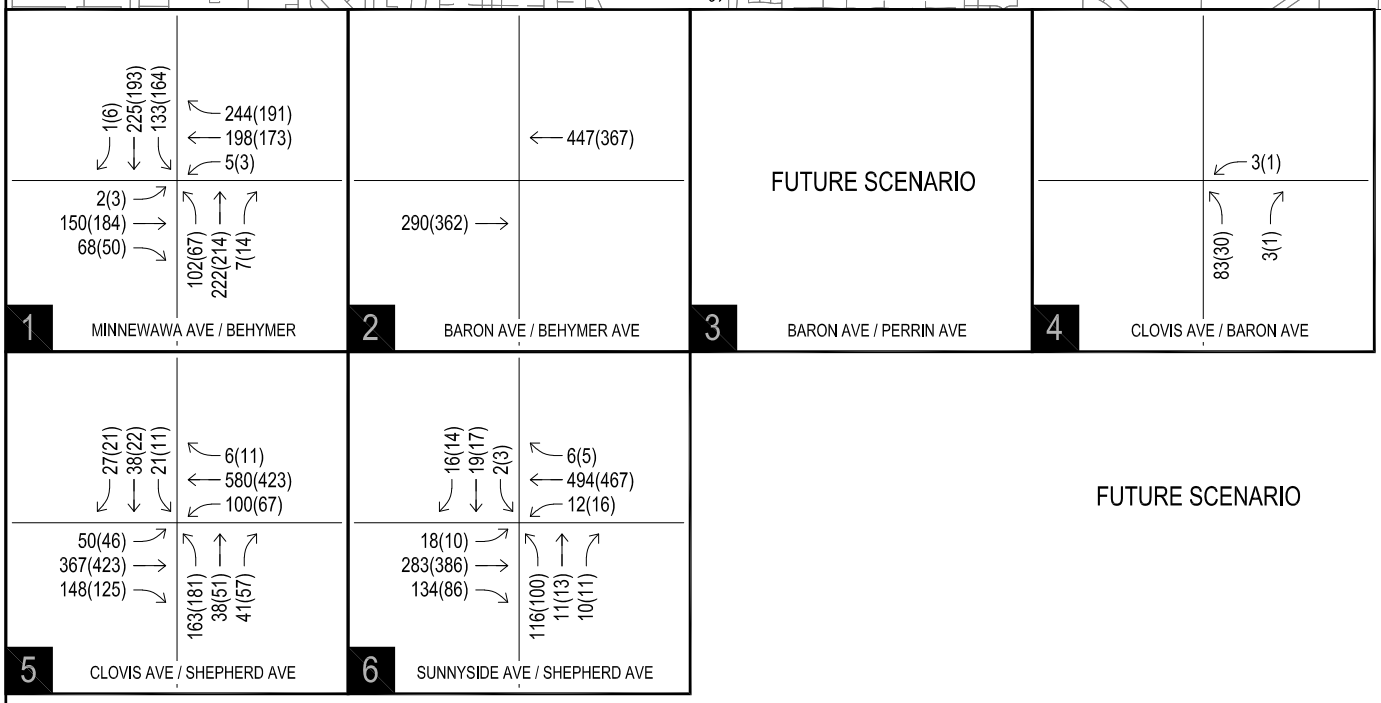
- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP STOP SIGN
- DIRECTION OF TRAVEL
- U U-TURN

Proposed Tract 6452
Clovis, California

YEAR 2045 LANE CONFIGURATIONS AND INTERSECTION CONTROL

Not to Scale





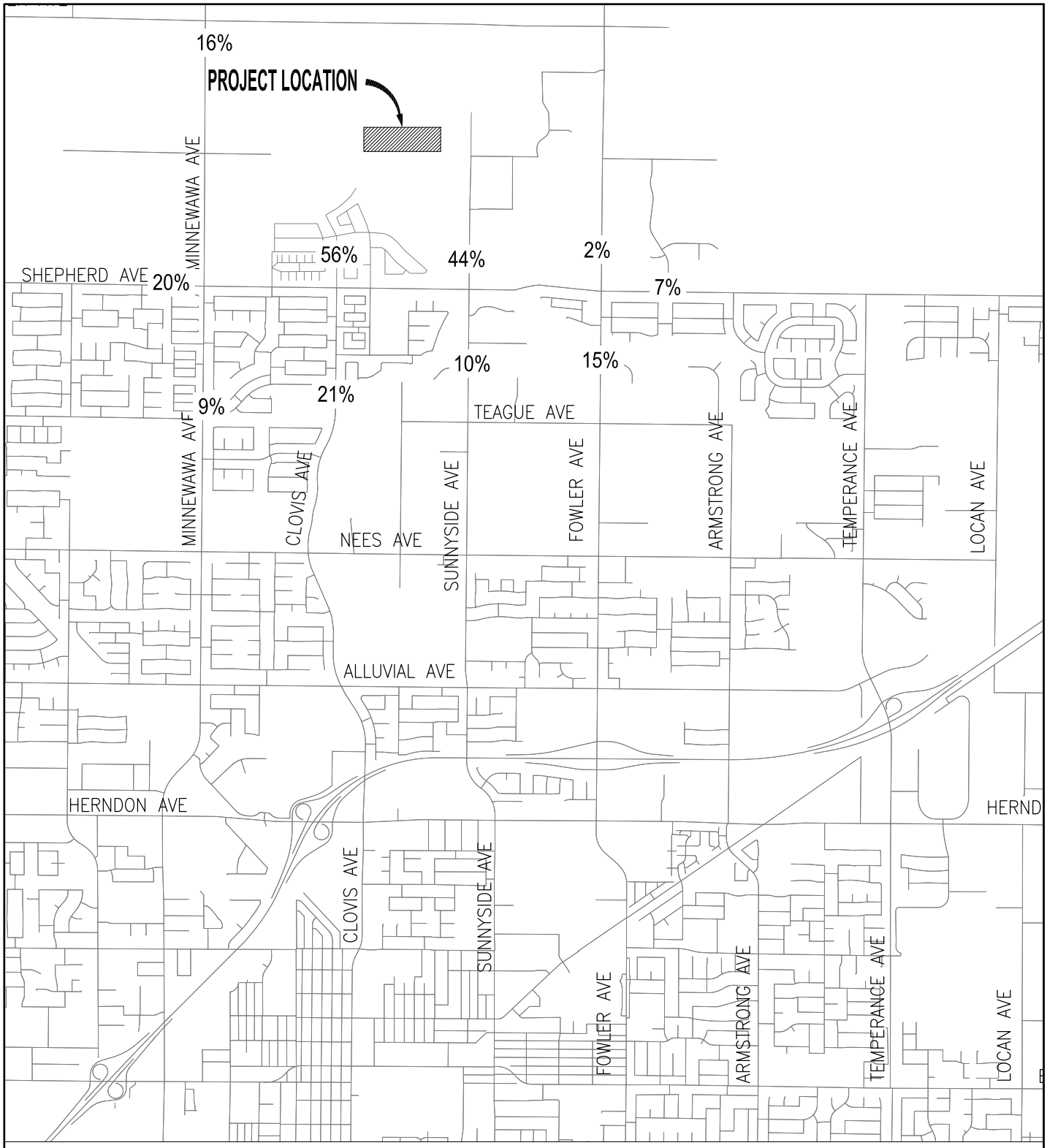
LEGEND

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



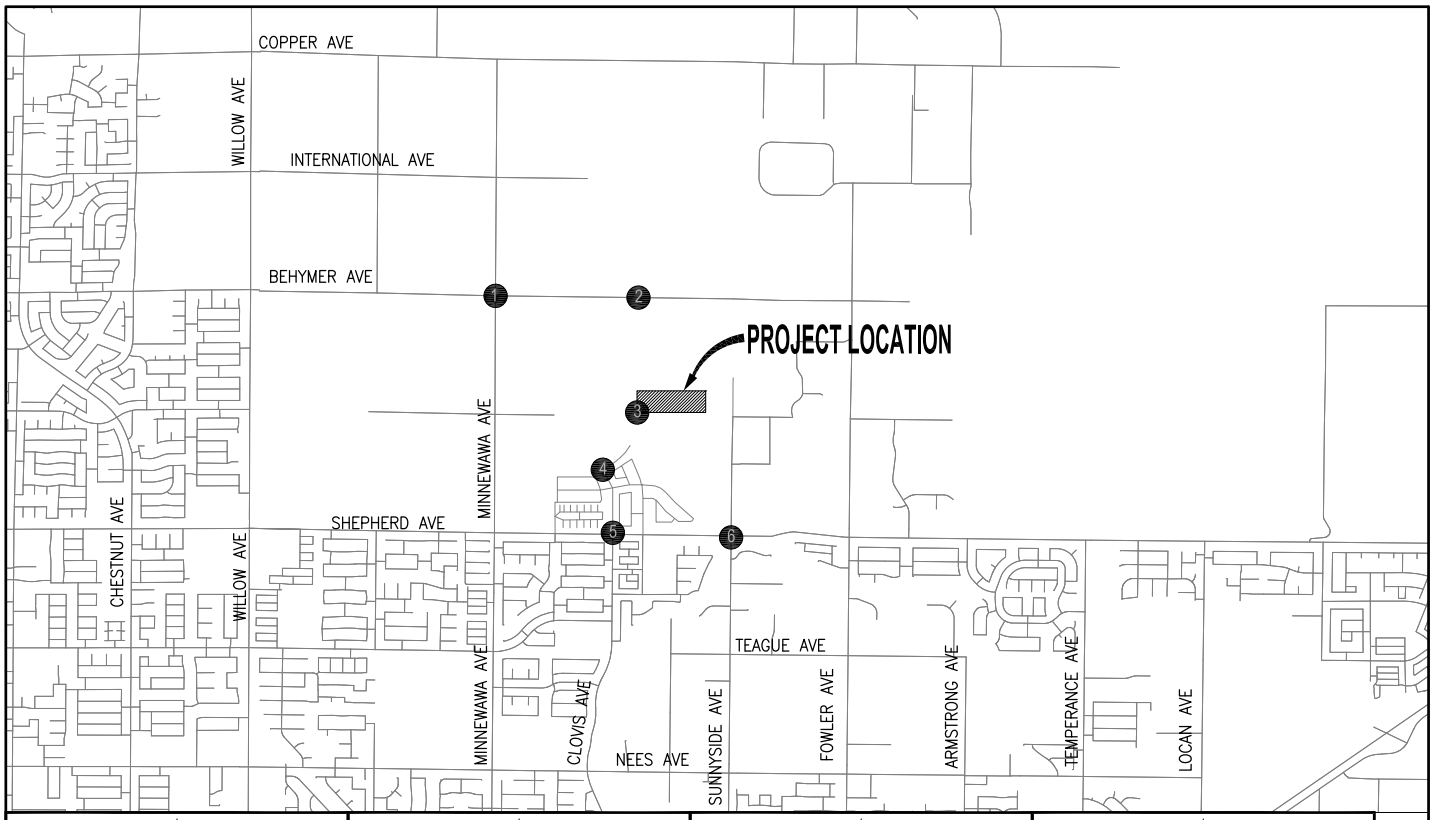
Proposed Tract 6452
Clovis, California

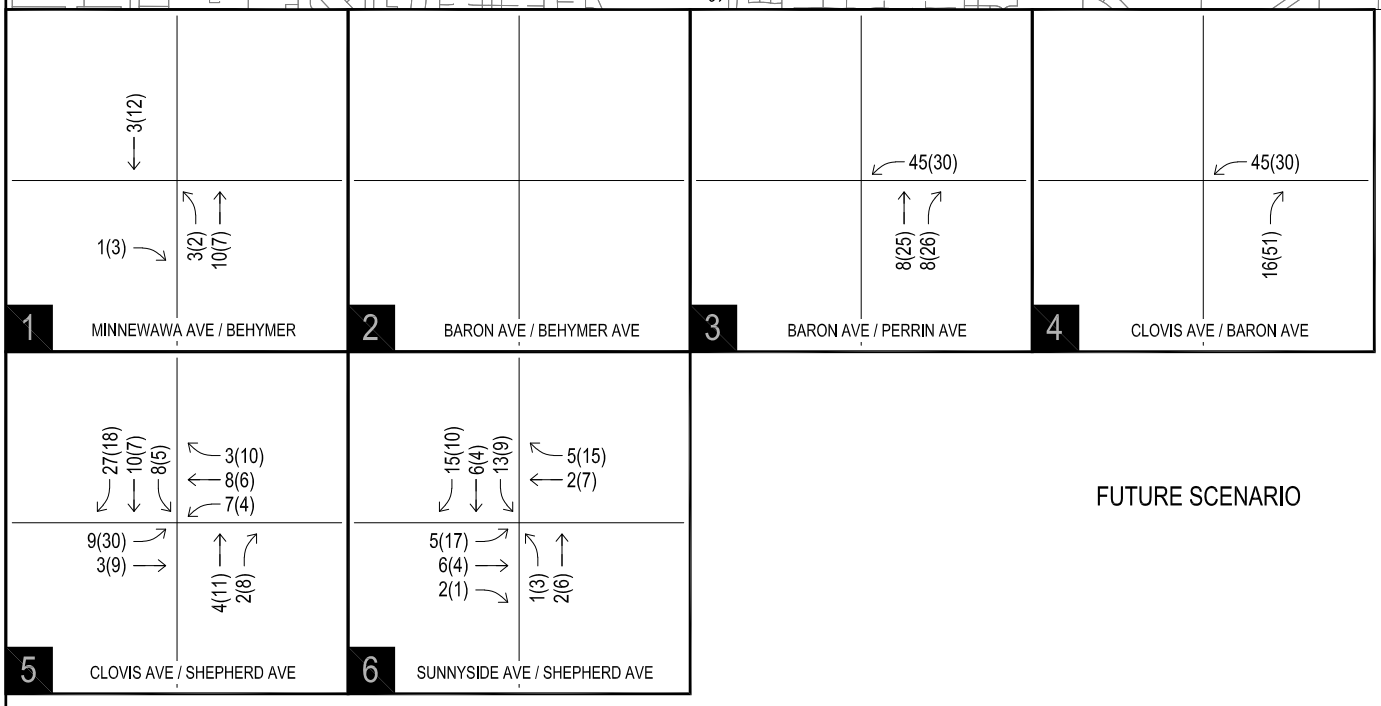
LEGEND

PROJECT SITE

PEAK HOUR PROJECT TRAFFIC TRIP DISTRIBUTION PERCENTAGES

Not to Scale





FUTURE SCENARIO

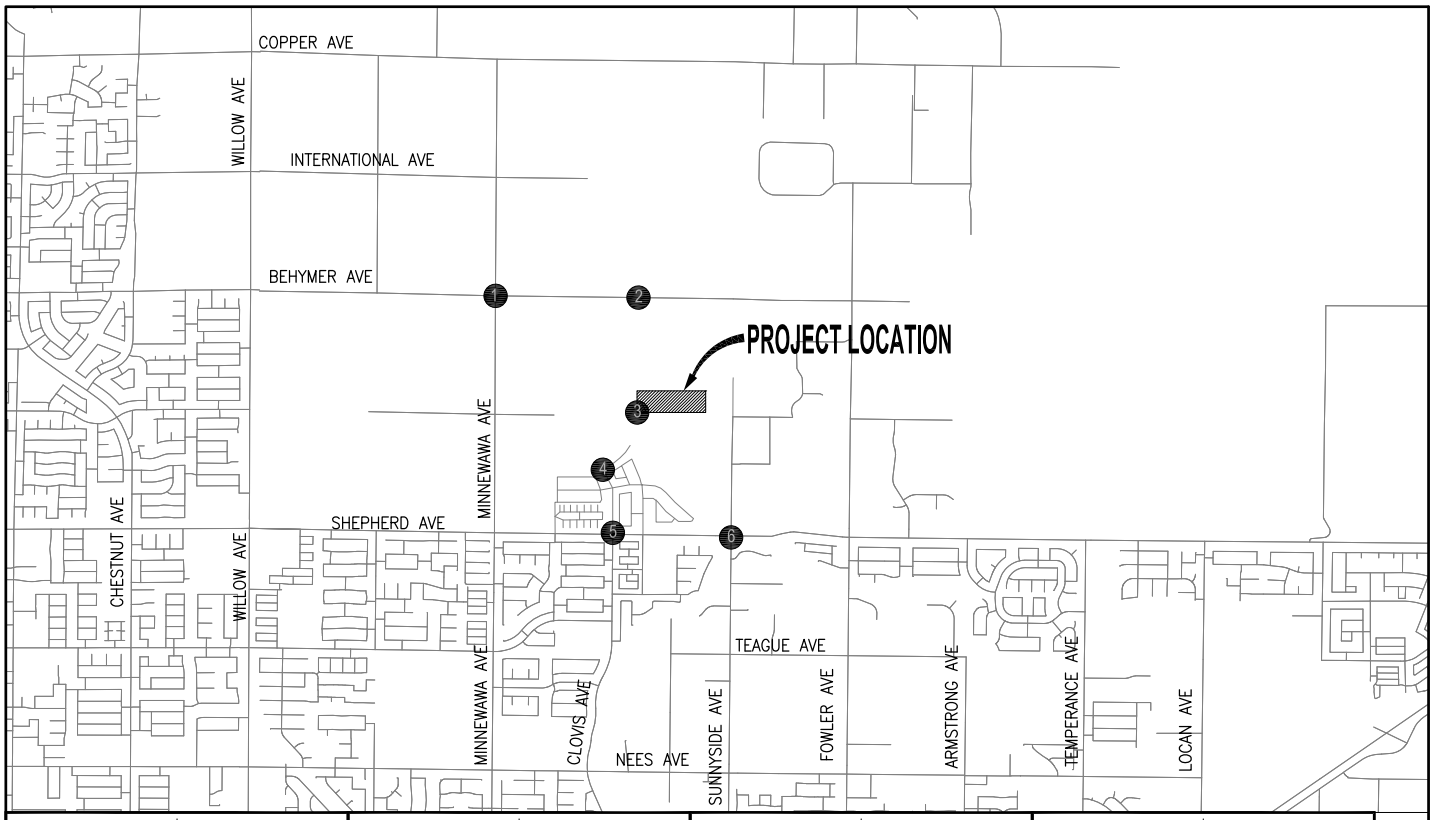
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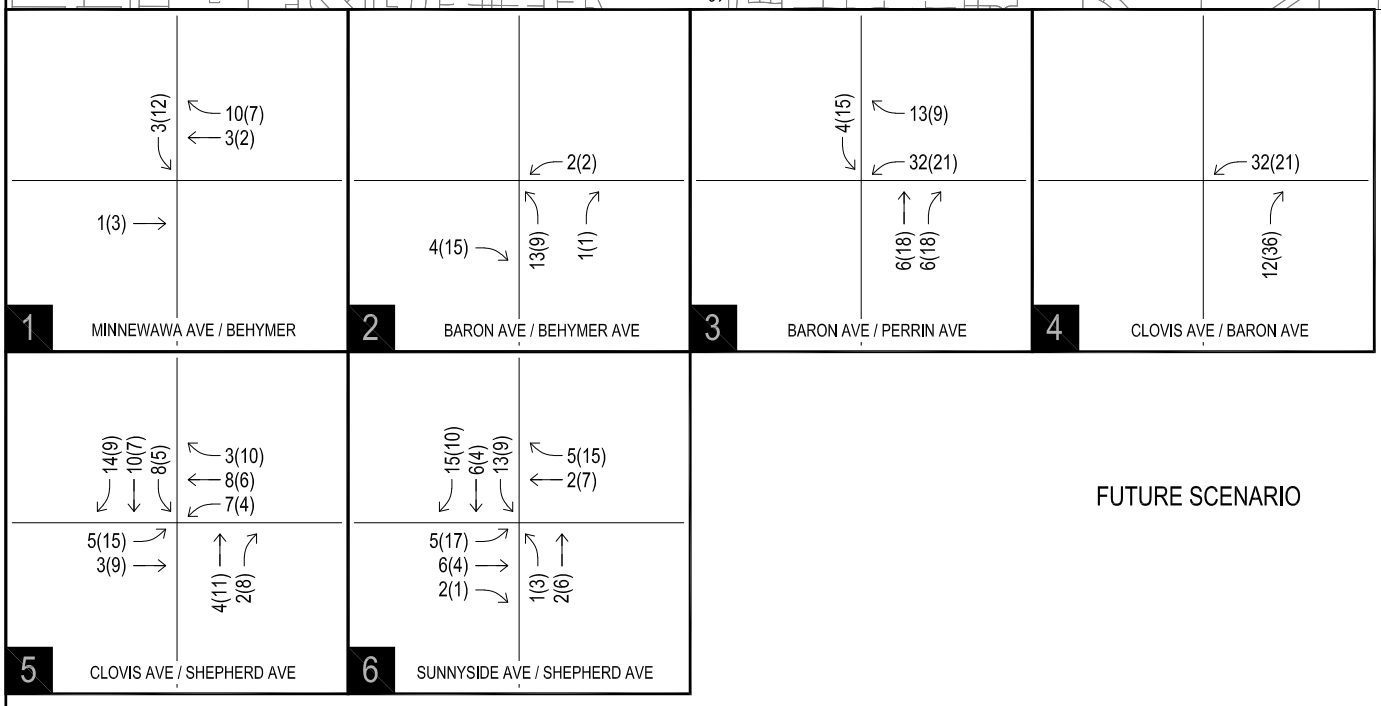
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XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

PEAK-HOUR PROJECT TRAFFIC VOLUMES

Not to Scale





FUTURE SCENARIO

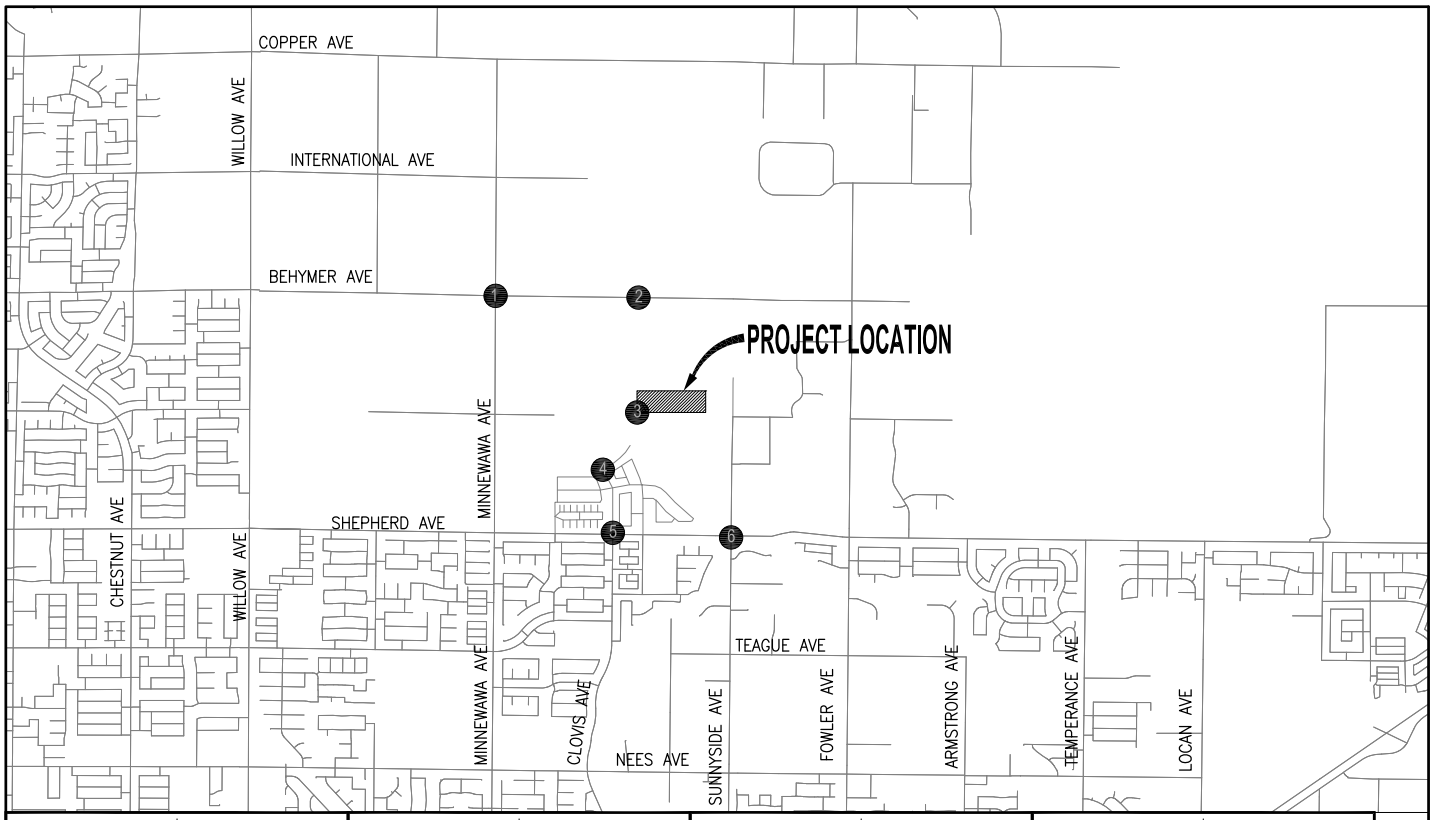
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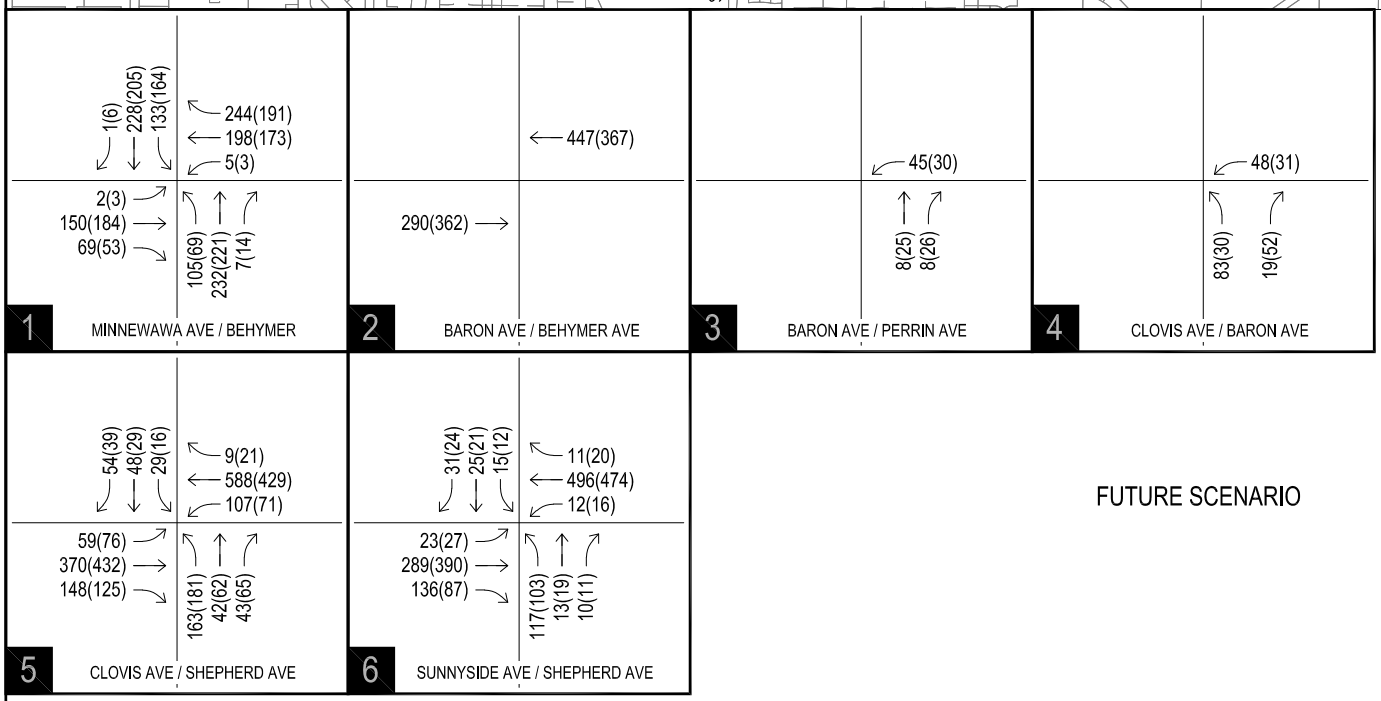
X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

Proposed Tract 6452
Clovis, California

PEAK-HOUR PROJECT TRAFFIC VOLUMES (NEAR-TERM AND FUTURE SCENARIOS)

Not to Scale





FUTURE SCENARIO

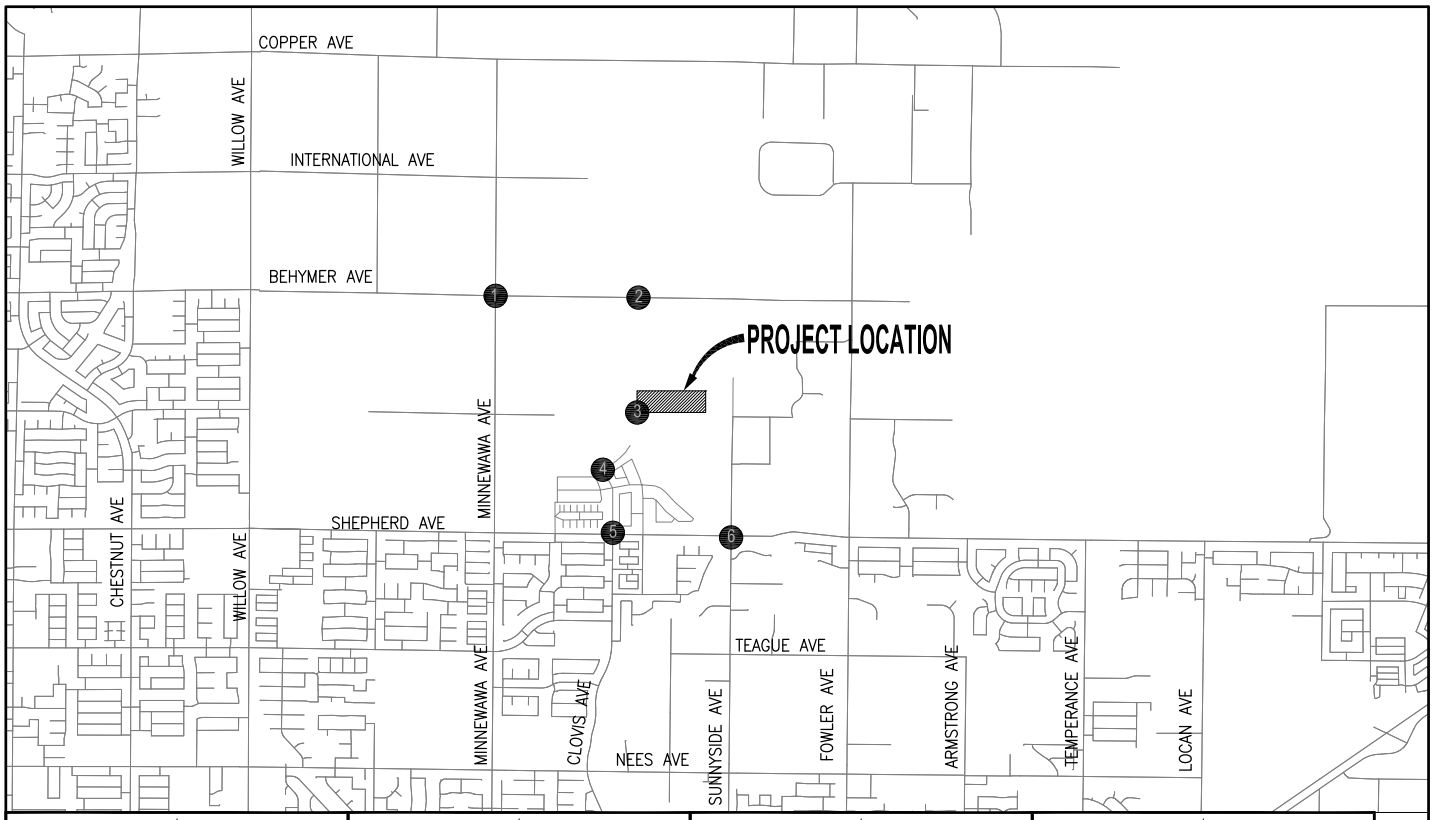
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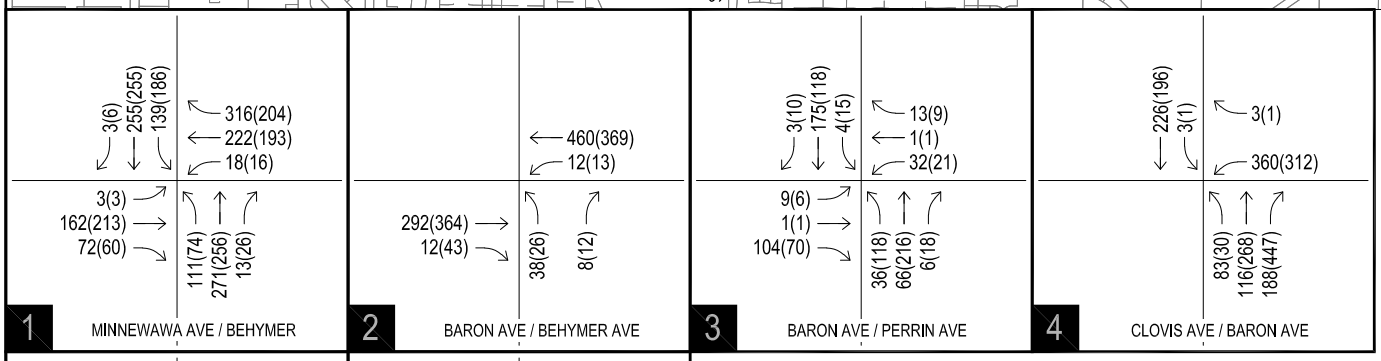
X	STUDY AREA INTERSECTIONS
XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

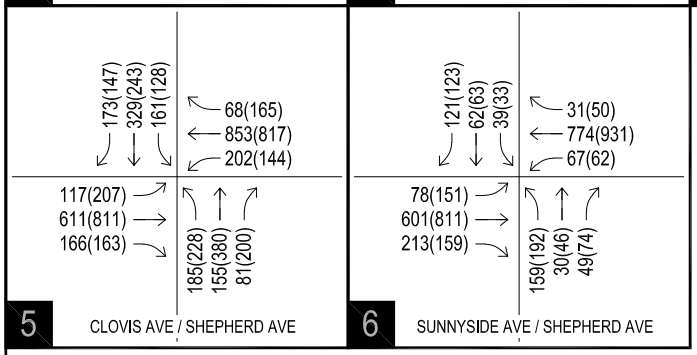
Proposed Tract 6452
Clovis, California

EXISTING-PLUS-PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale







FUTURE SCENARIO

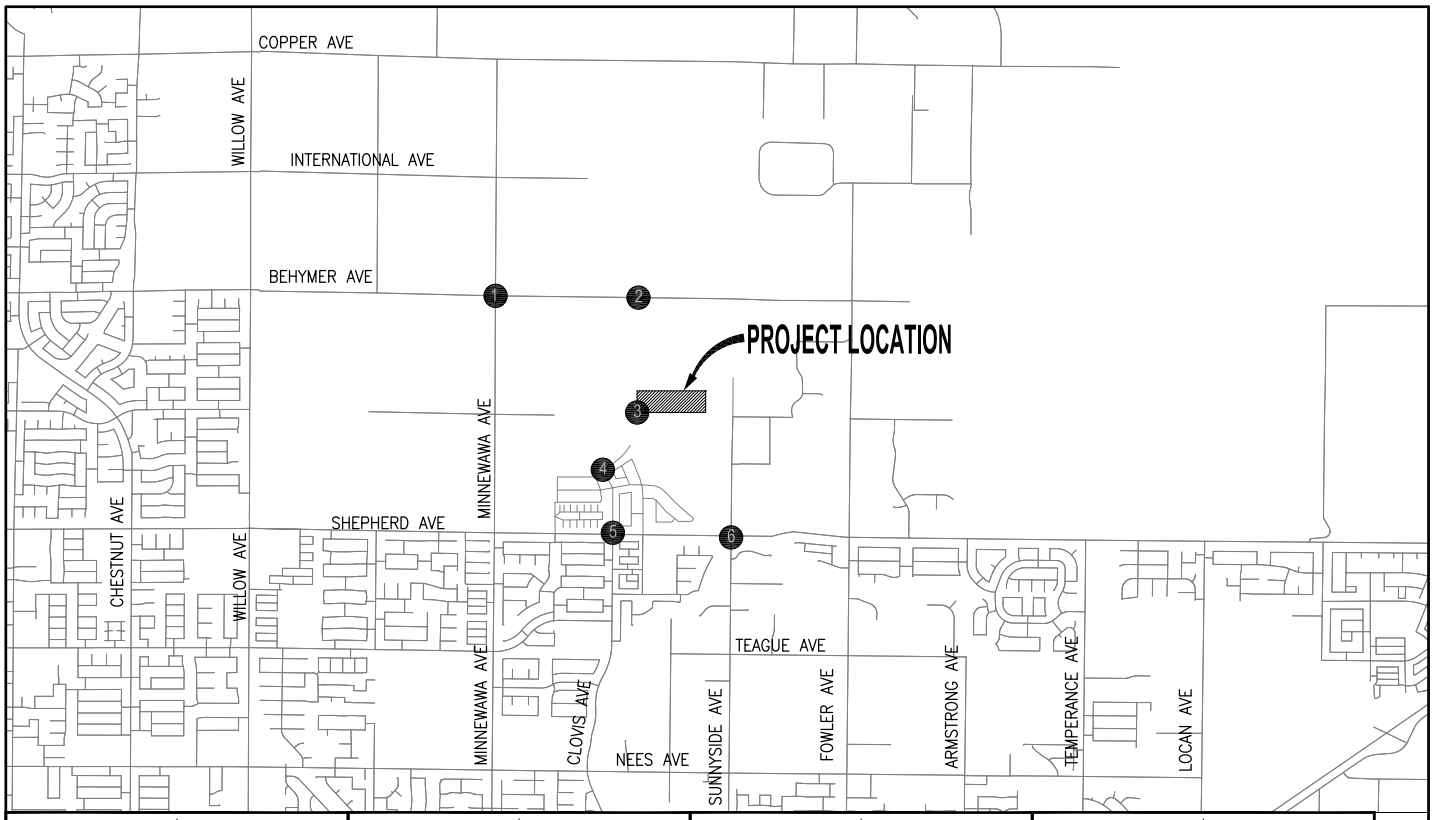
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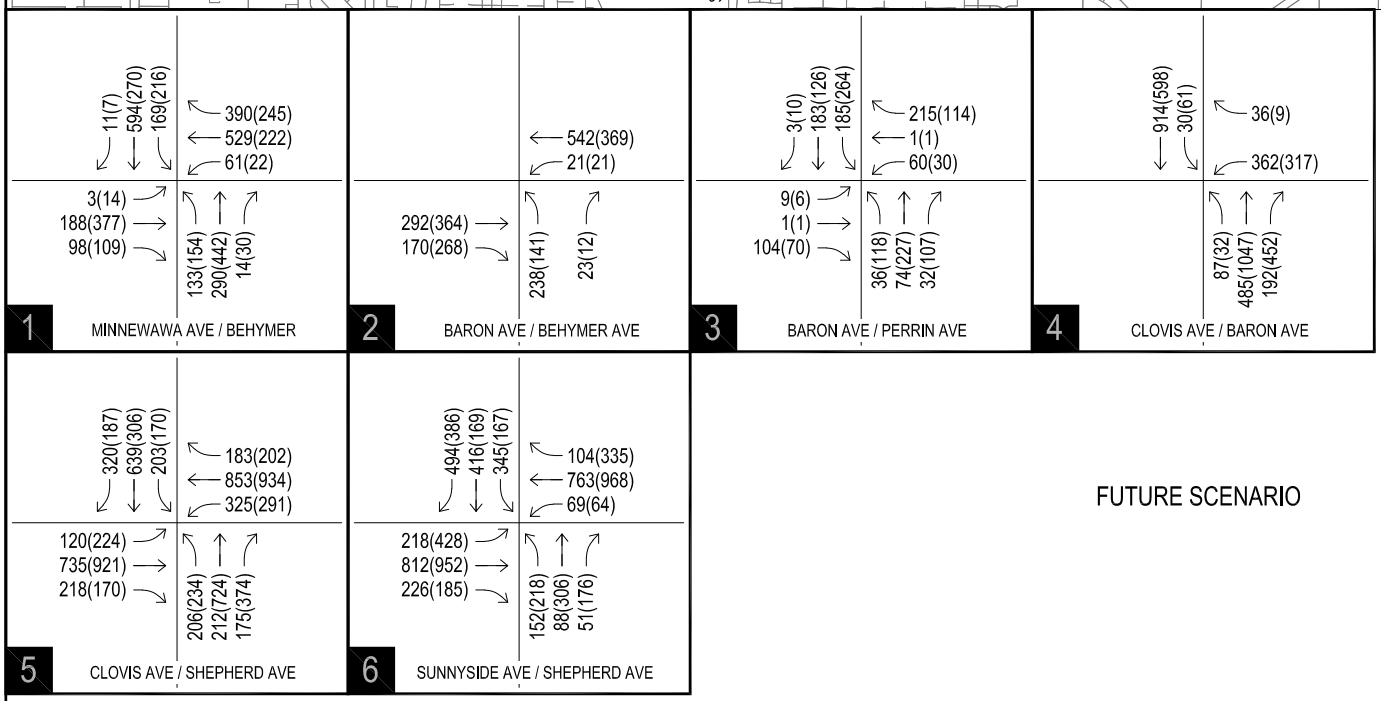
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XX (YY)	AM (PM) PEAK HOUR VOLUMES
	PROJECT SITE

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
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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

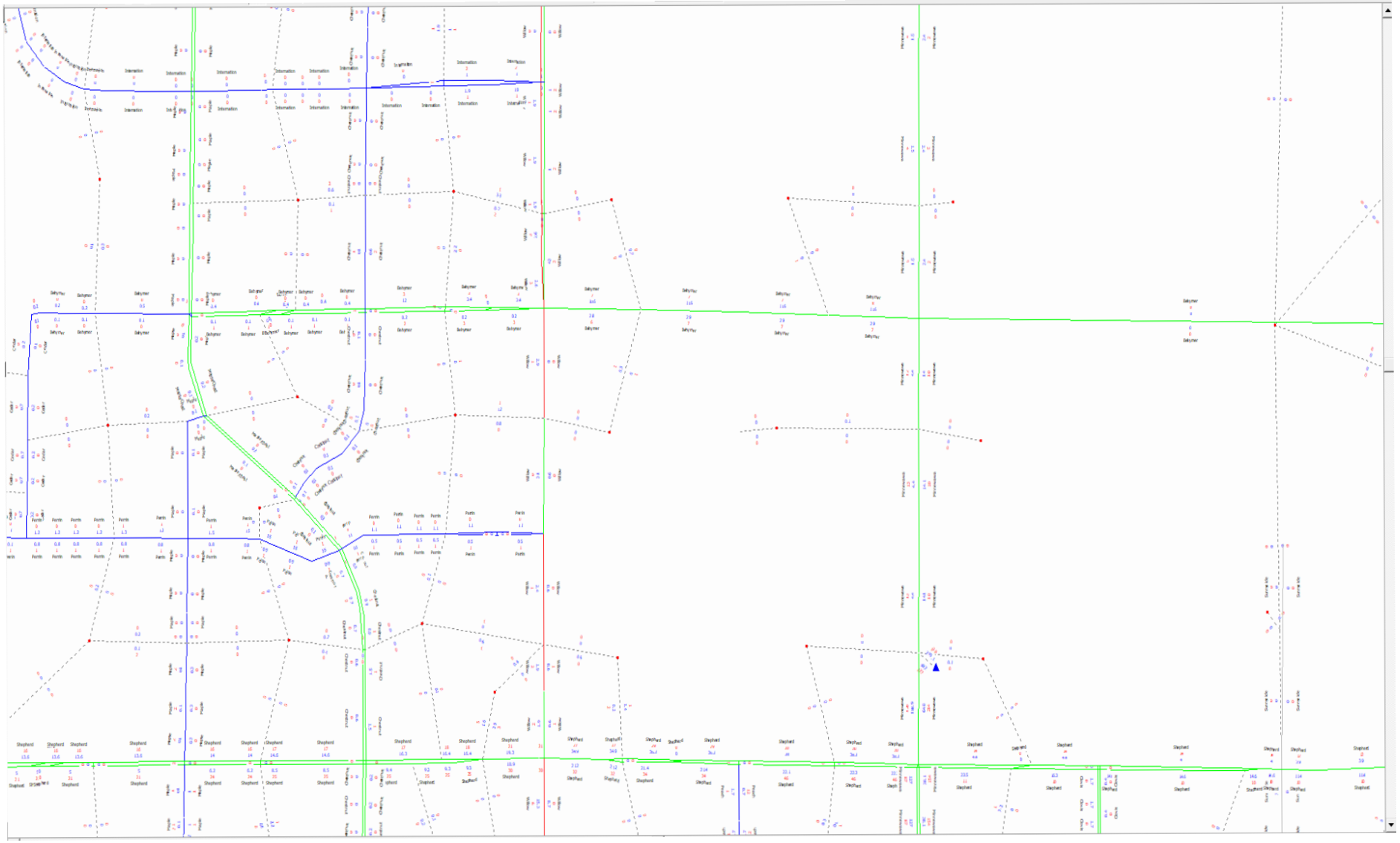
Total project households	153
Total project population (a)	527
Percent Population traveling to outside (b) *	7.79%
Project Population traveling to outside (c=b*a)	41
Total Internal-Internal (II) Project VMT (d) **	7,921
Internal project population (e=a-c)	486
II VMT per capita (f=d/e)	16.31
IX VMT per 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*

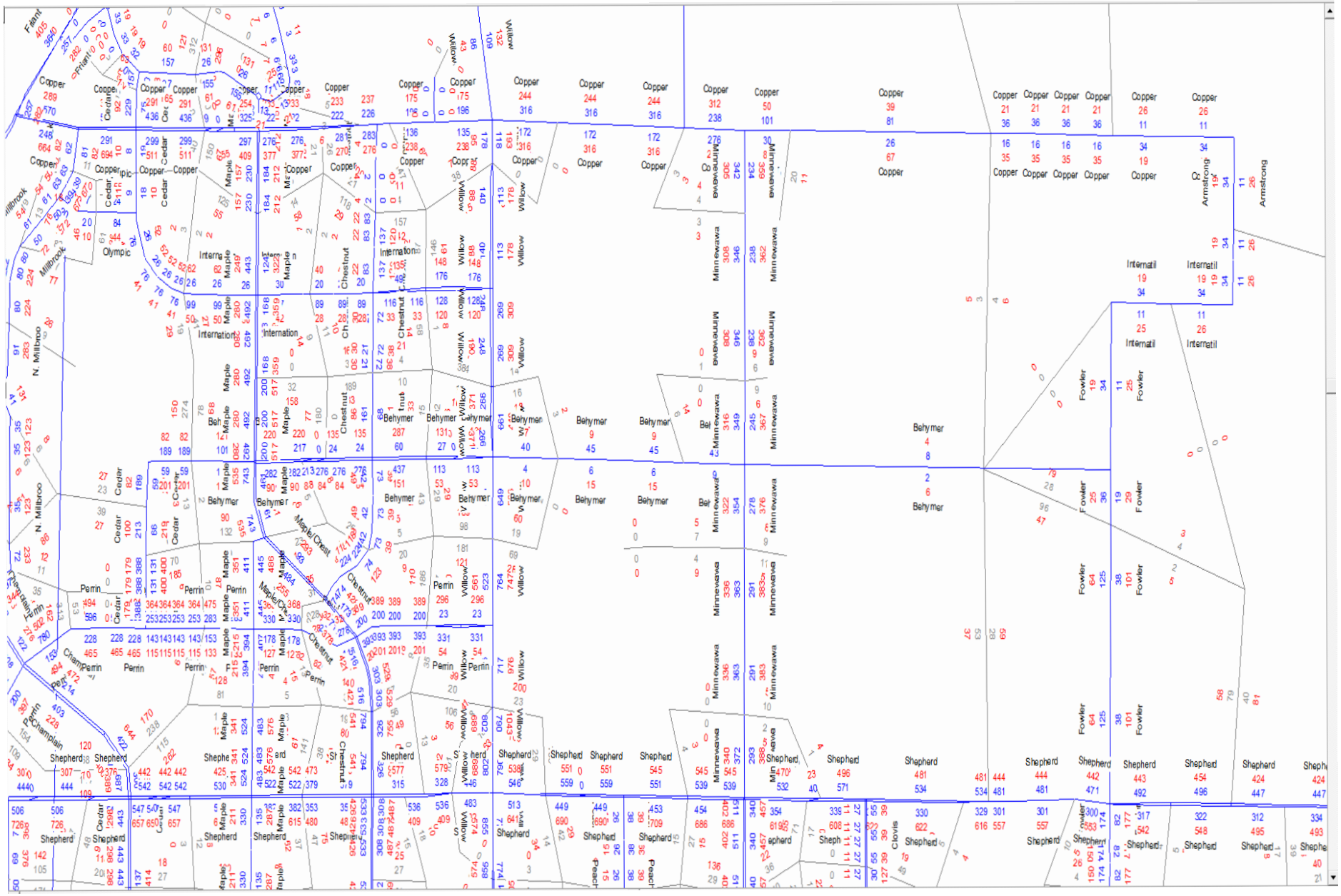
****: IX VMT per capita was estimated as average for all TAZs in the CSTDM Zone 2569*

Select Zone Analysis

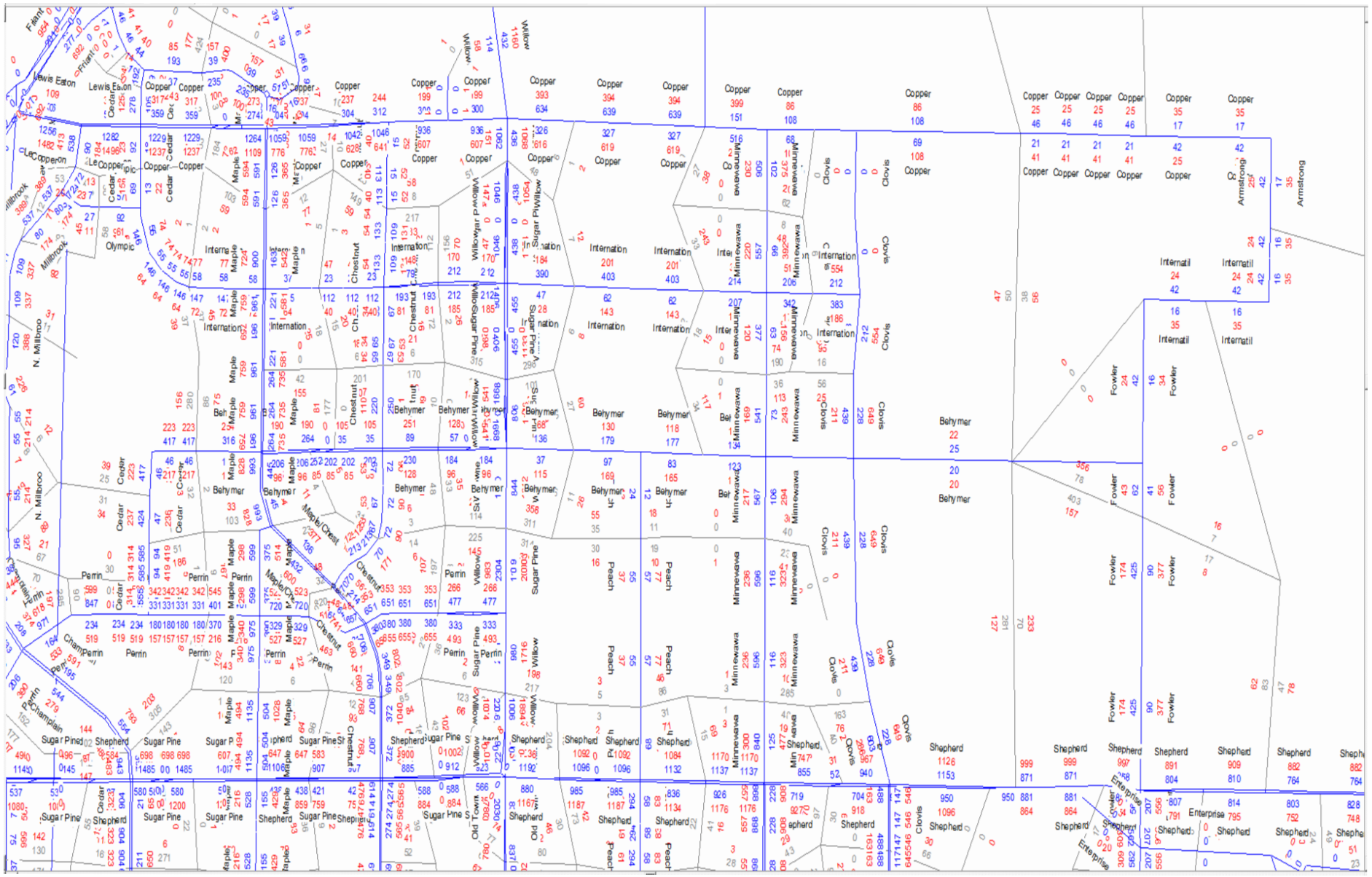


Select Zone Analysis Fresno County Travel Model
AM and PM Peak-Hour Traffic Volumes

Baseline and Future Model Output



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

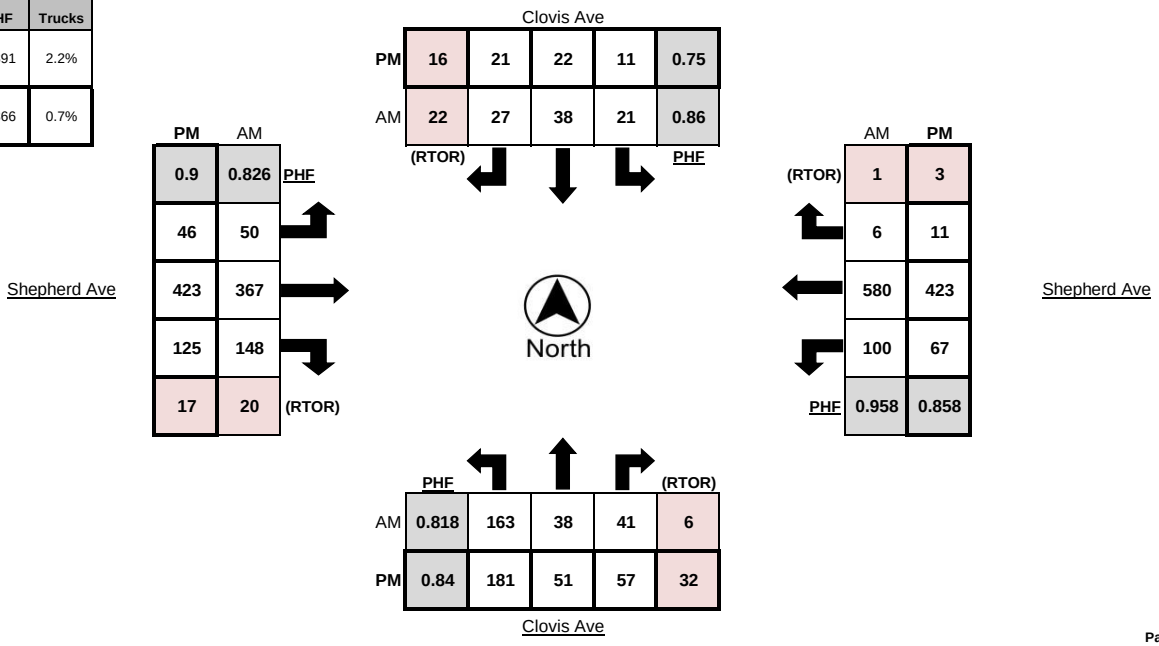
LATITUDE 36.8666
LONGITUDE -119.7021
WEATHER Clear

	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%



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

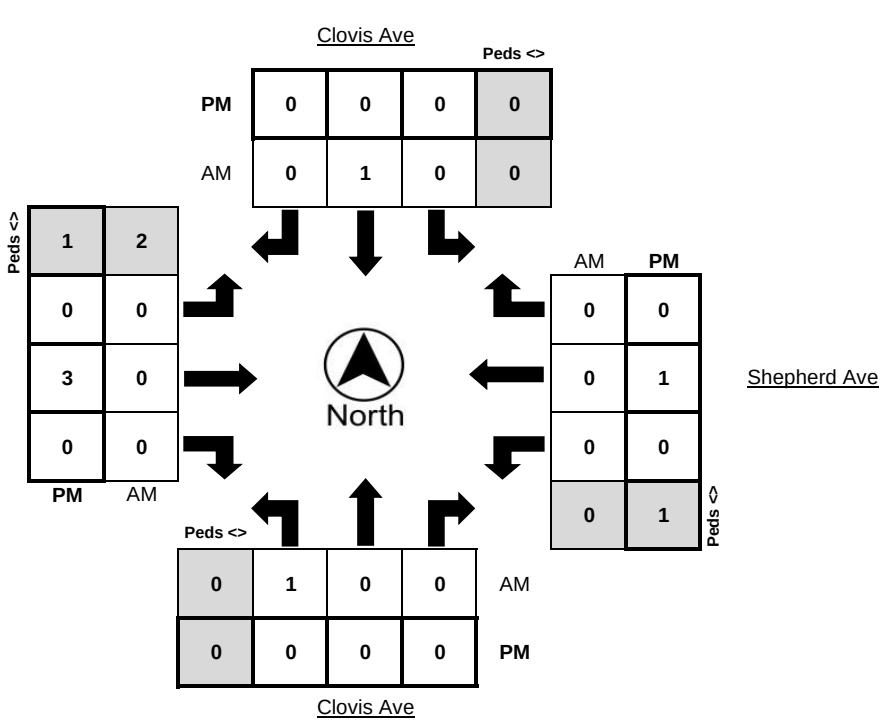
LOCATION Clovis Ave @ Shepherd Ave
LATITUDE 36.8666
COUNTY Fresno
LONGITUDE -119.7021
COLLECTION DATE Thursday, November 2, 2023
WEATHER Clear

	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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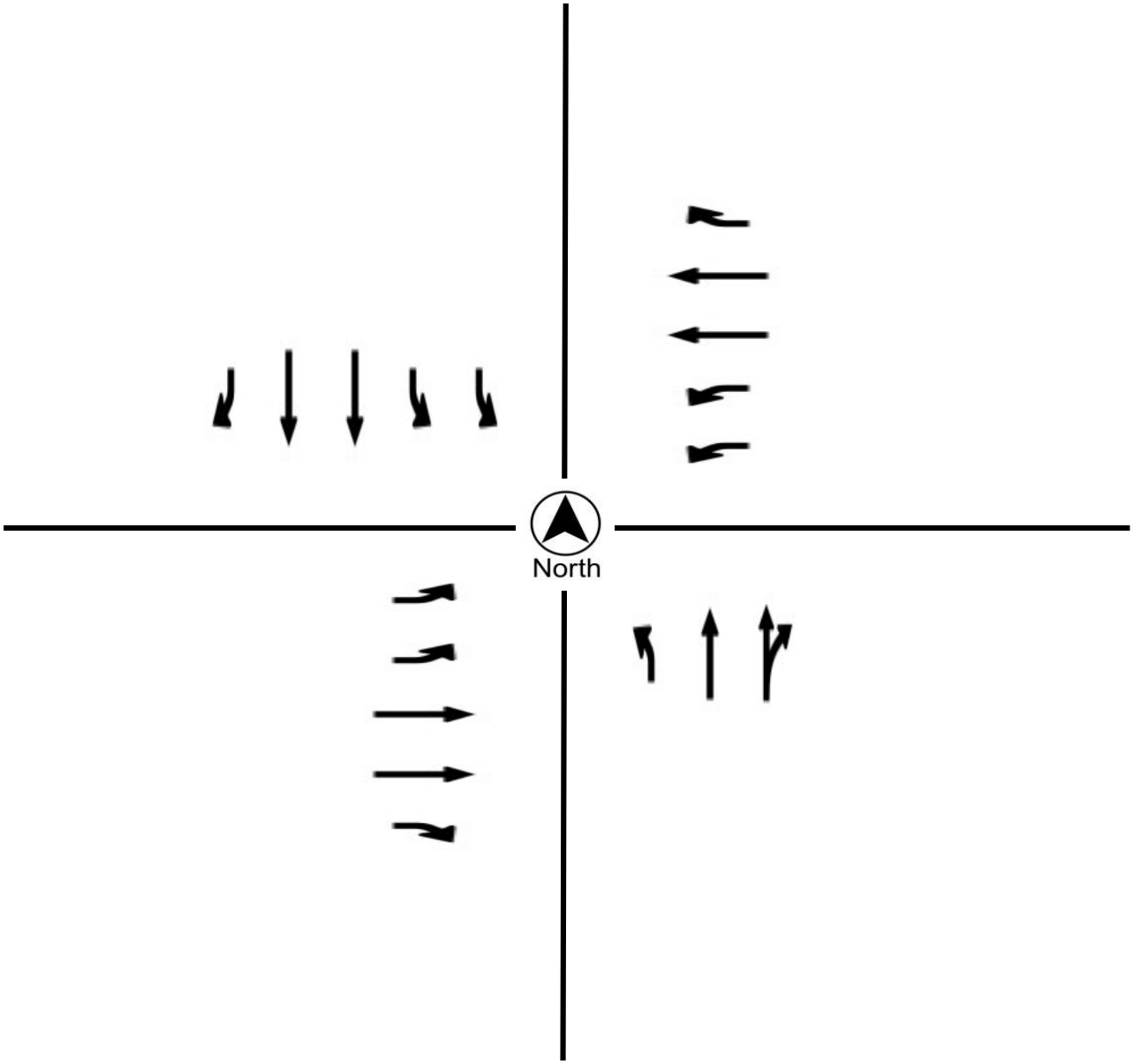
Turning Movement Report

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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Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

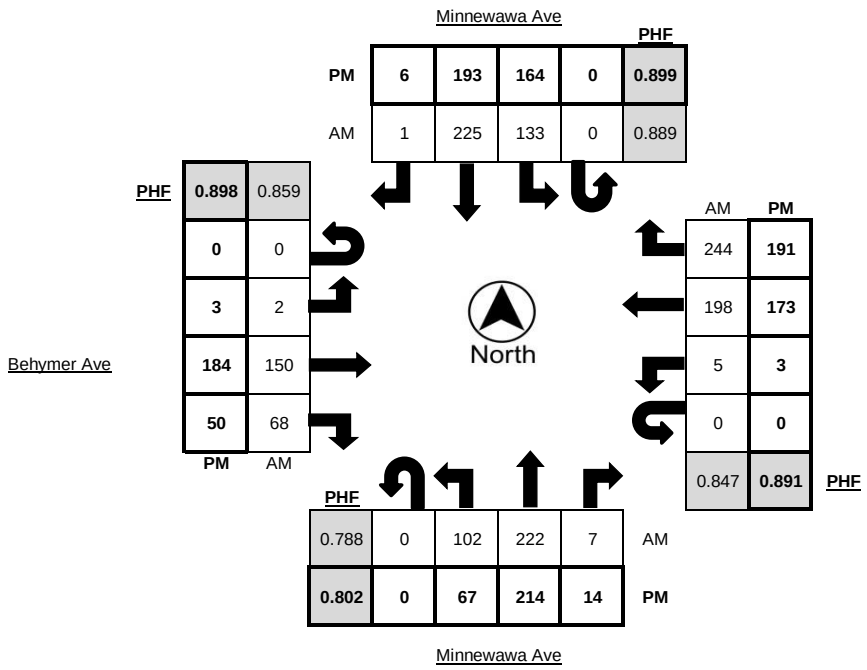
LOCATION Minnewawa Ave @ Behymer Ave
LATITUDE 36.8812
COUNTY Fresno
LONGITUDE -119.7112
COLLECTION DATE Thursday, September 14, 2023
WEATHER Clear

	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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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

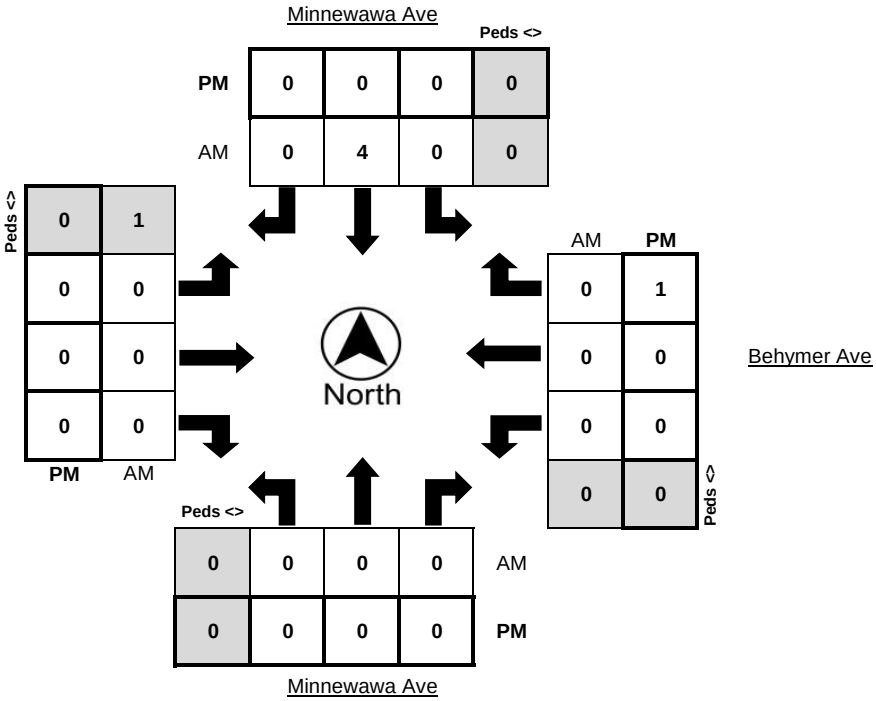
LOCATION Minnewawa Ave @ Behymer Ave
LATITUDE 36.8812
COUNTY Fresno
LONGITUDE -119.7112
COLLECTION DATE Thursday, September 14, 2023
WEATHER Clear

	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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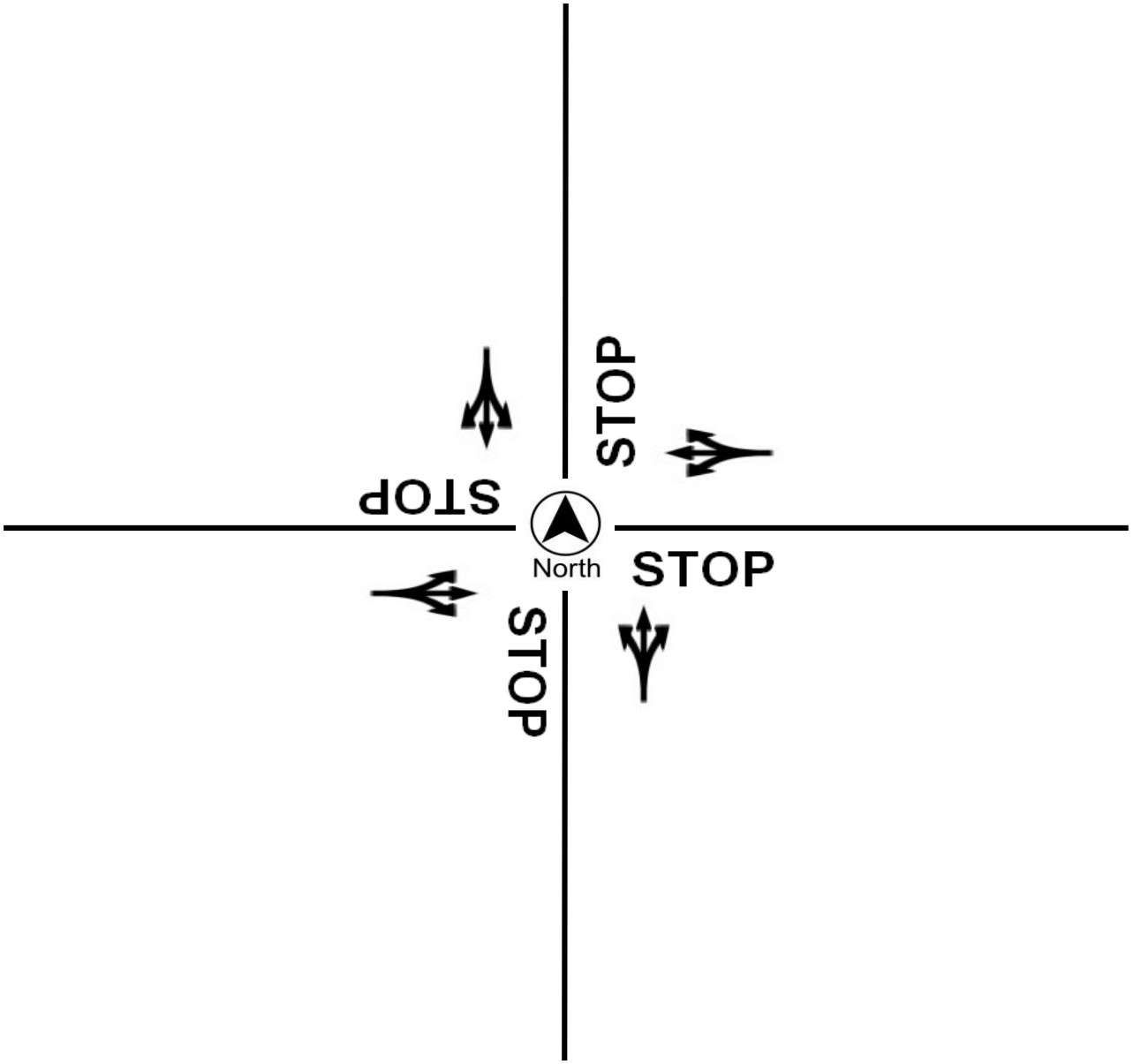
Turning Movement Report

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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862 Pollasky Ave
Clovis, CA 93612

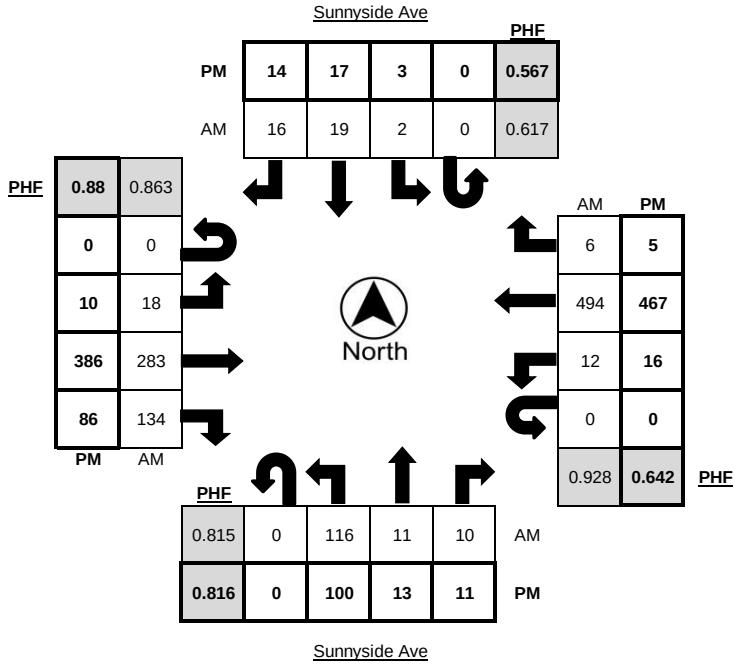
LOCATION Sunnyside Ave @ Shepherd Ave
LATITUDE 36.8666
COUNTY Fresno
LONGITUDE -119.6930
COLLECTION DATE Thursday, November 2, 2023
WEATHER Clear

	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%



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

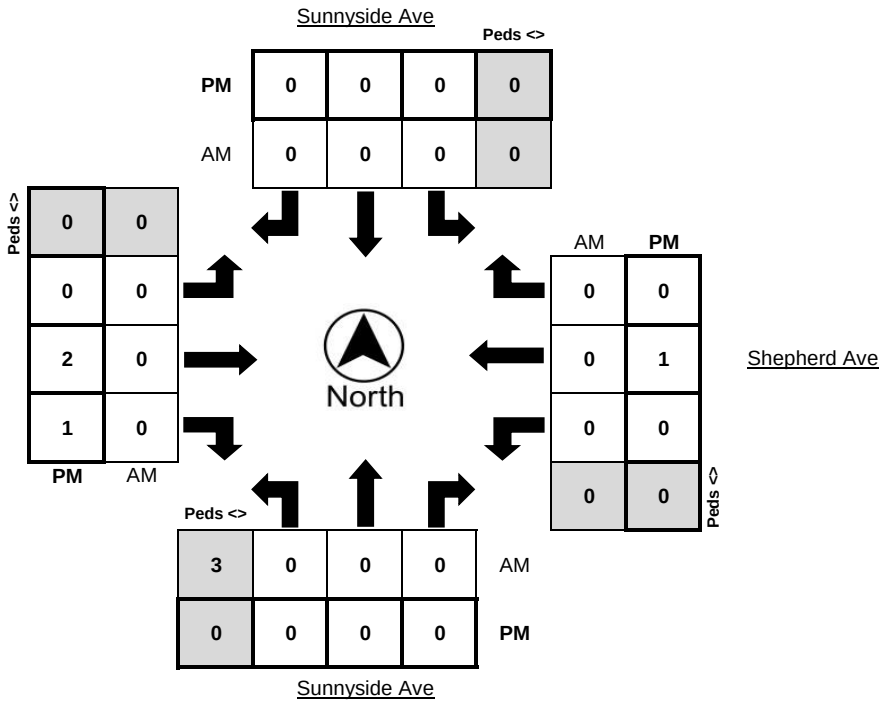
LOCATION Sunnyside Ave @ Shepherd Ave
LATITUDE 36.8666
COUNTY Fresno
LONGITUDE -119.6930
COLLECTION DATE Thursday, November 2, 2023
WEATHER Clear

	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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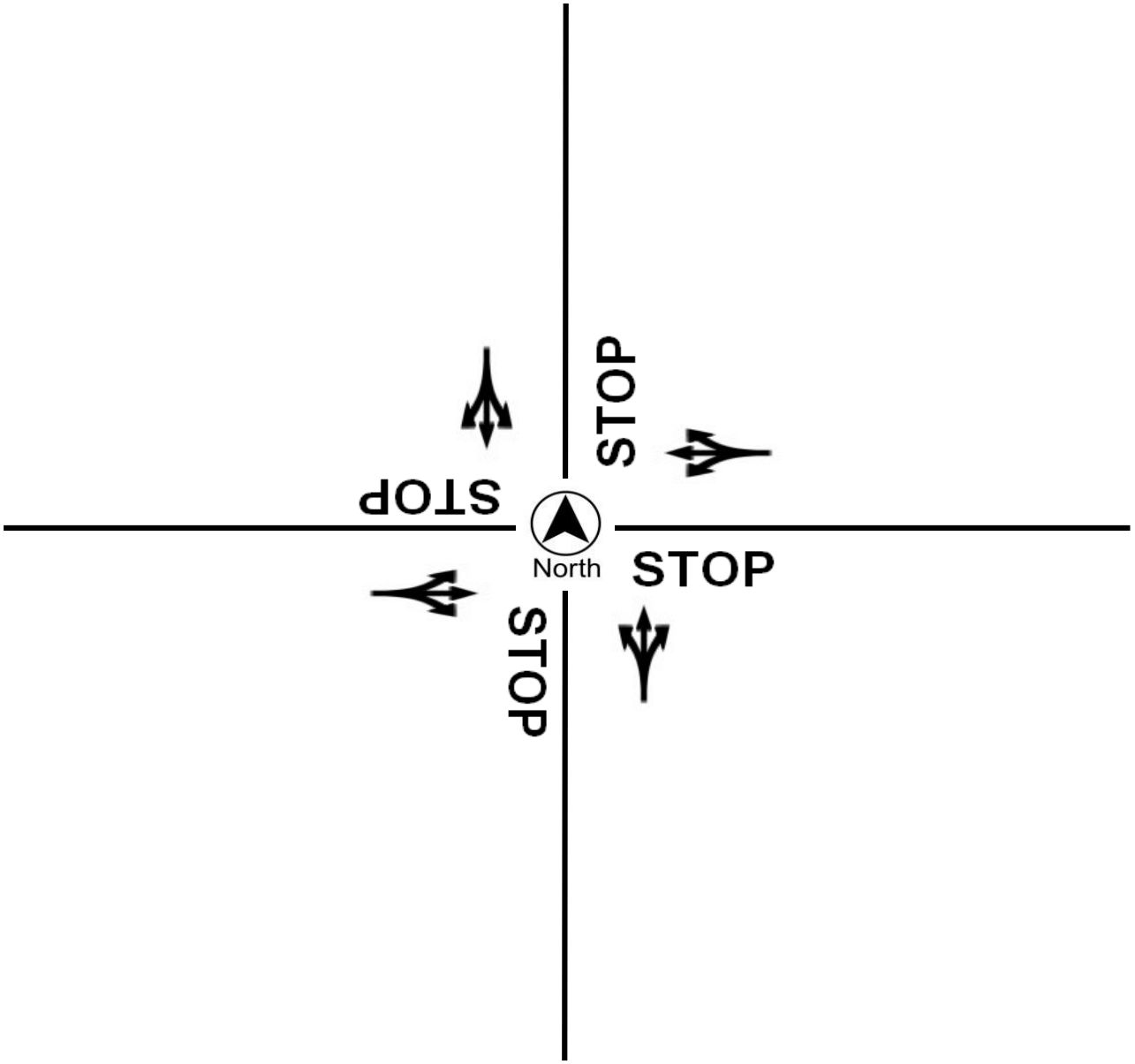
Turning Movement Report

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

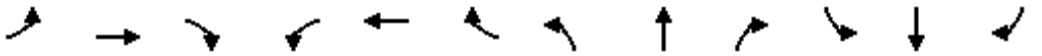
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	1%	1%	37%
Vol Thru, %	67%	68%	44%	63%
Vol Right, %	2%	31%	55%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	331	220	447	359
LT Vol	102	2	5	133
Through Vol	222	150	198	225
RT Vol	7	68	244	1
Lane Flow Rate	341	227	461	370
Geometry Grp	1	1	1	1
Degree 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

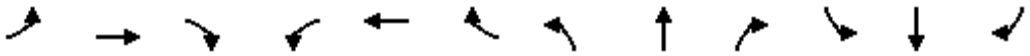
Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	75%	0%
Vol Thru, %	100%	25%	0%	0%	25%	100%
Vol Right, %	0%	75%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	4	3	1	1	1
LT Vol	0	0	3	0	1	0
Through Vol	83	1	0	0	0	1
RT Vol	0	3	0	1	0	0
Lane Flow Rate	90	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

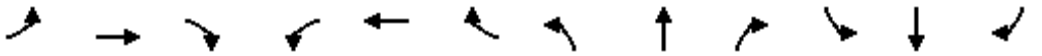
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	1%	1%	45%
Vol Thru, %	73%	78%	47%	53%
Vol Right, %	5%	21%	52%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	295	237	367	363
LT Vol	67	3	3	164
Through Vol	214	184	173	193
RT Vol	14	50	191	6
Lane Flow Rate	339	272	422	417
Geometry Grp	1	1	1	1
Degree 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

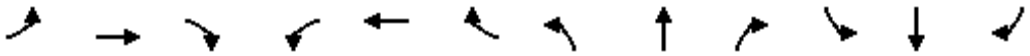
Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	75%	0%
Vol Thru, %	100%	50%	0%	0%	25%	100%
Vol Right, %	0%	50%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	2	1	1	1	1
LT Vol	0	0	1	0	1	0
Through Vol	30	1	0	0	0	1
RT Vol	0	1	0	1	0	0
Lane Flow Rate	33	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

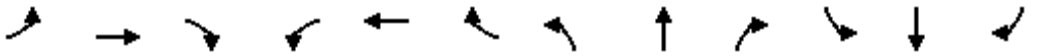
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	98%	50%
Vol Thru, %	50%	0%	50%
Vol Right, %	50%	2%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	16	46	2
LT Vol	0	45	1
Through Vol	8	0	1
RT Vol	8	1	0
Lane Flow Rate	17	50	2
Geometry Grp	1	1	1
Degree of Util (X)	0.018	0.058	0.002
Departure Headway (Hd)	3.722	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

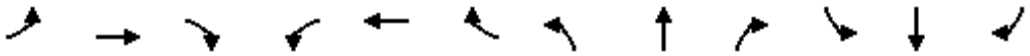
Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	75%	0%
Vol Thru, %	100%	5%	0%	0%	25%	100%
Vol Right, %	0%	95%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	20	48	1	1	1
LT Vol	0	0	48	0	1	0
Through Vol	83	1	0	0	0	1
RT Vol	0	19	0	1	0	0
Lane Flow Rate	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

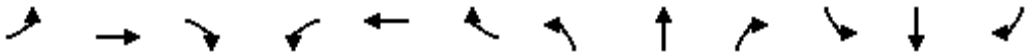
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	8.2	7.1	7.7
HCM LOS	A	A	A

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		

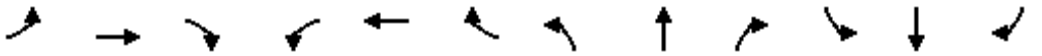
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1380	-	-	572	846	466	933	1519	-	-
HCM Lane V/C Ratio	0.028	-	-	0.017	0.135	0.075	0.016	0.003	-	-
HCM Control Delay (s)	7.7	-	-	11.4	9.9	13.3	8.9	7.4	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	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

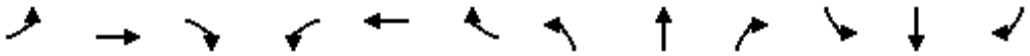
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	17%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	83%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	77	227	360	3	3	113	113
LT Vol	0	0	0	360	0	3	0	0
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	

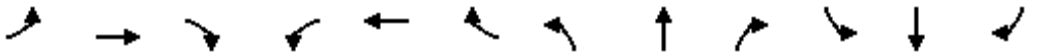
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	21.4	10.7	27.9	14.1	16.9	8.6	30.1
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.1	35.0	13.0	39.1	24.0	22.1	9.0	43.1
Max Q Clear Time (g_c+I1), s	5.5	5.0	6.4	13.2	9.9	9.1	4.6	18.4
Green Ext Time (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

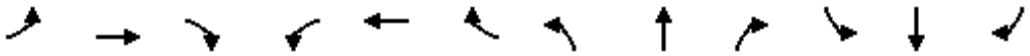
Intersection Summary



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		

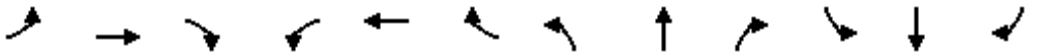
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1445	-	-	336	894	297	700	1310	-	-
HCM Lane V/C Ratio	0.089	-	-	0.019	0.086	0.077	0.016	0.012	-	-
HCM Control Delay (s)	7.7	-	-	15.9	9.4	18.1	10.2	7.8	-	-
HCM Lane LOS	A	-	-	C	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	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

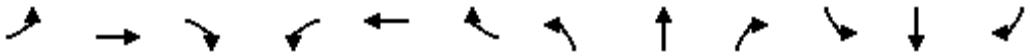
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	17%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	83%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	179	536	312	1	1	98	98
LT Vol	0	0	0	312	0	1	0	0
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	

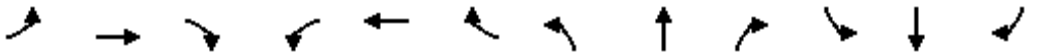
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	24.6	9.6	33.2	17.4	16.2	11.4	31.4
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	9.7	35.4	10.3	42.8	26.0	19.1	13.0	40.1
Max Q Clear Time (g_c+I1), s	5.2	10.1	5.6	19.1	12.9	9.1	7.1	20.0
Green Ext Time (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

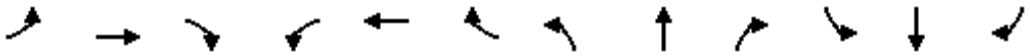
Intersection Summary



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		

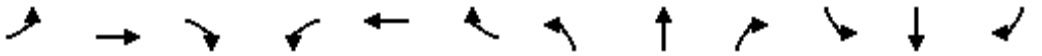
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1370	-	-	173	823	217	947	1474	-	-
HCM Lane V/C Ratio	0.029	-	-	0.057	0.139	0.301	0.248	0.136	-	-
HCM Control Delay (s)	7.7	-	-	27.1	10.1	28.6	10.1	7.8	-	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	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

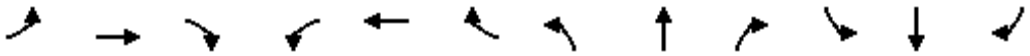
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	46%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	54%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	323	354	362	36	30	457	457
LT Vol	0	0	0	362	0	30	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

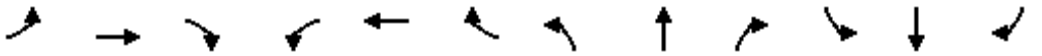
Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C



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

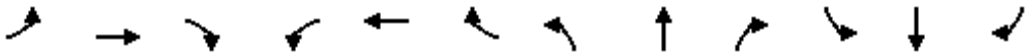
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



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		

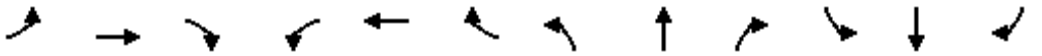
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	81	818	93	702	1196	-	-
HCM Lane V/C Ratio	0.089	-	-	0.081	0.094	0.351	0.178	0.24	-	-
HCM Control Delay (s)	7.8	-	-	53.3	9.9	63.3	11.2	9	-	-
HCM Lane LOS	A	-	-	F	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	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

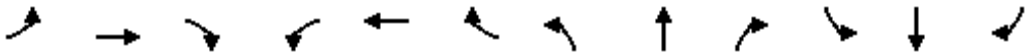
Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	44%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	56%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	698	801	317	9	61	299	299
LT Vol	0	0	0	317	0	61	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

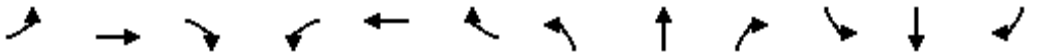
Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D



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

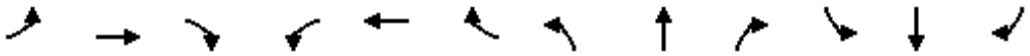
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



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)

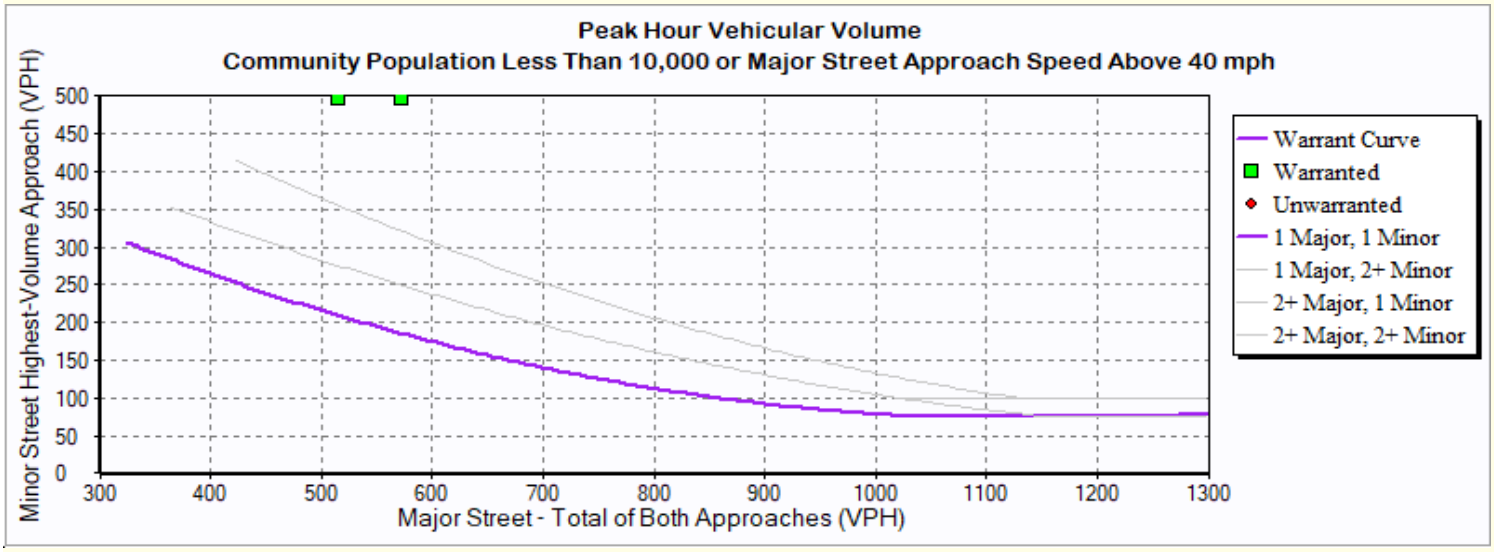
Condition B Met? Yes

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)

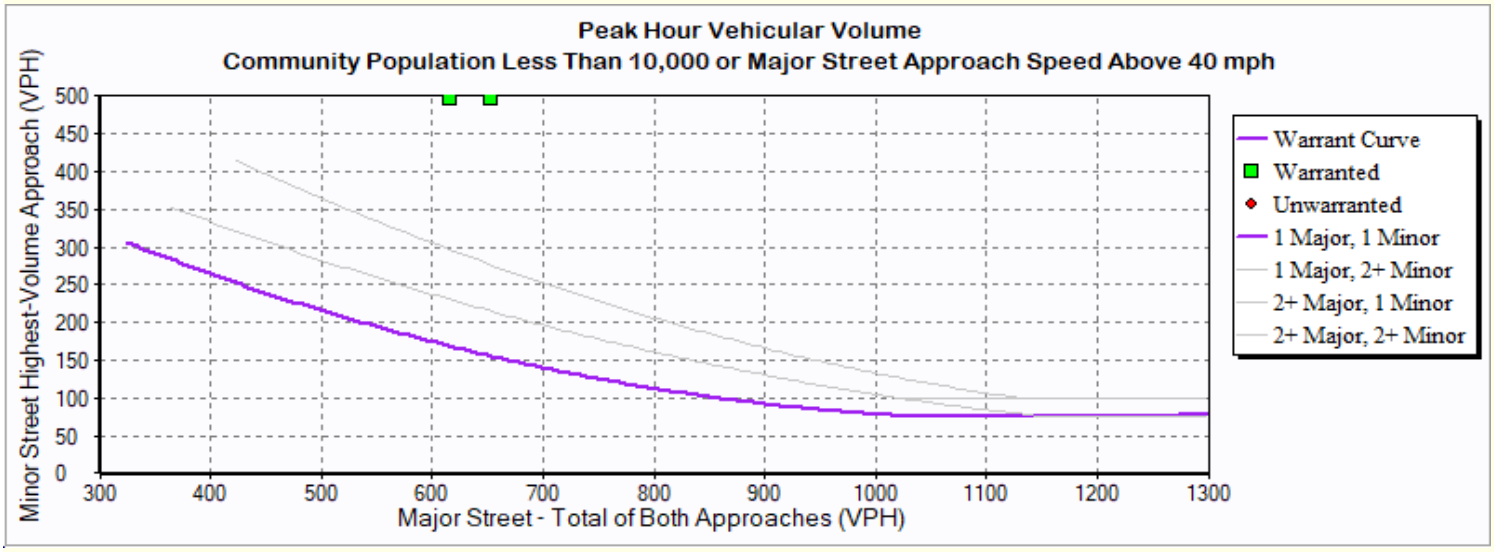
Condition B Met? Yes

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)

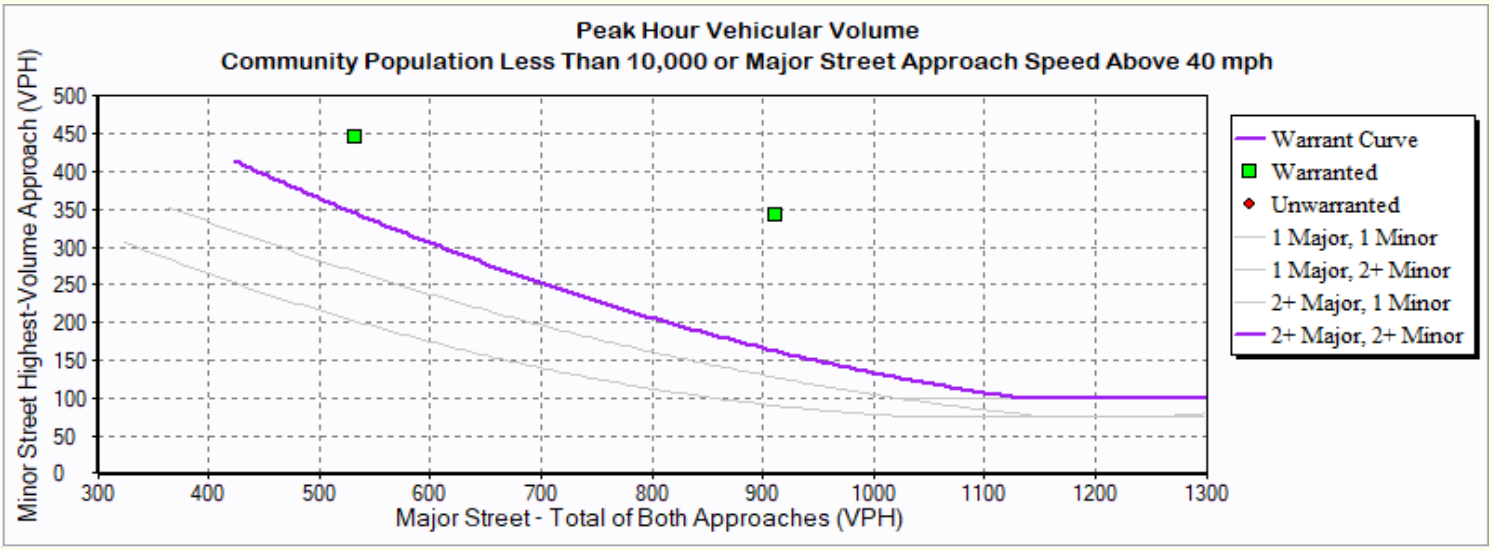
Condition B Met? Yes

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)

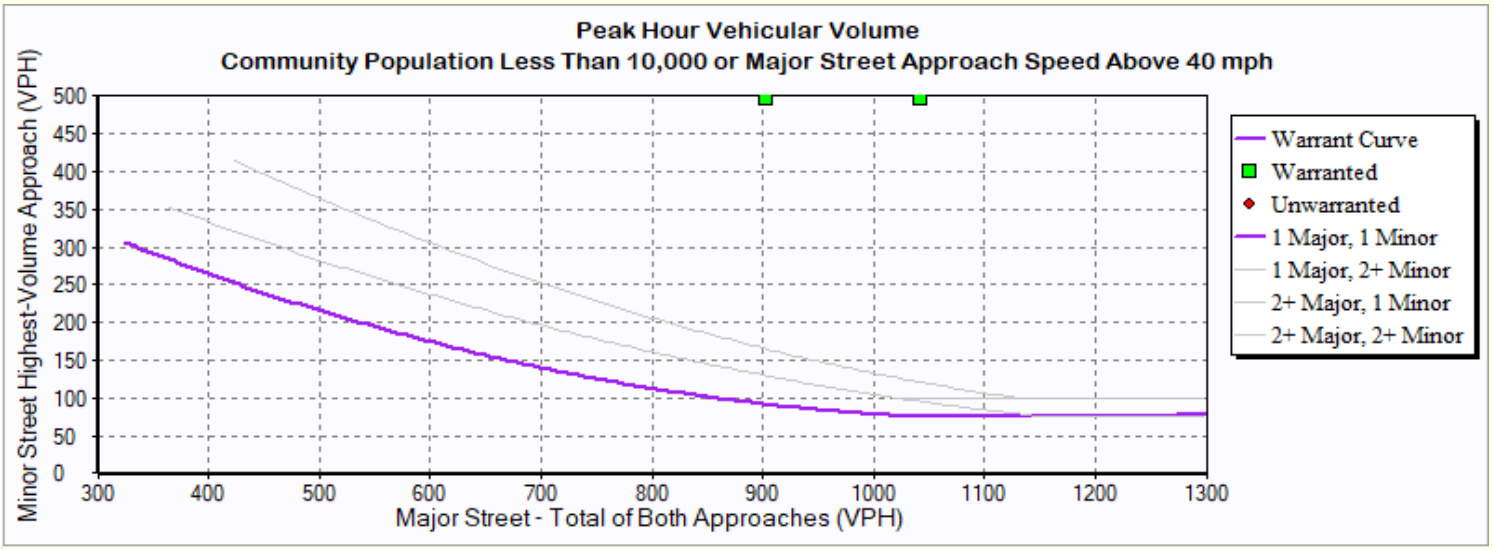
Condition B Met? Yes

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)

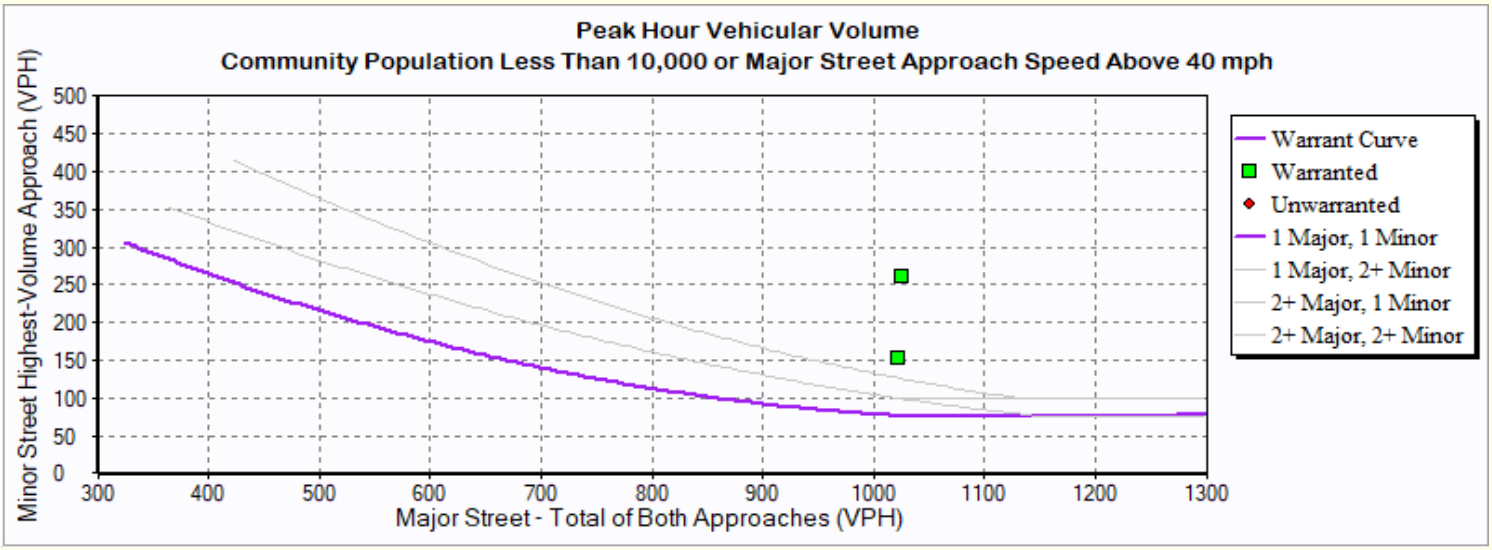
Condition B Met? Yes

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)

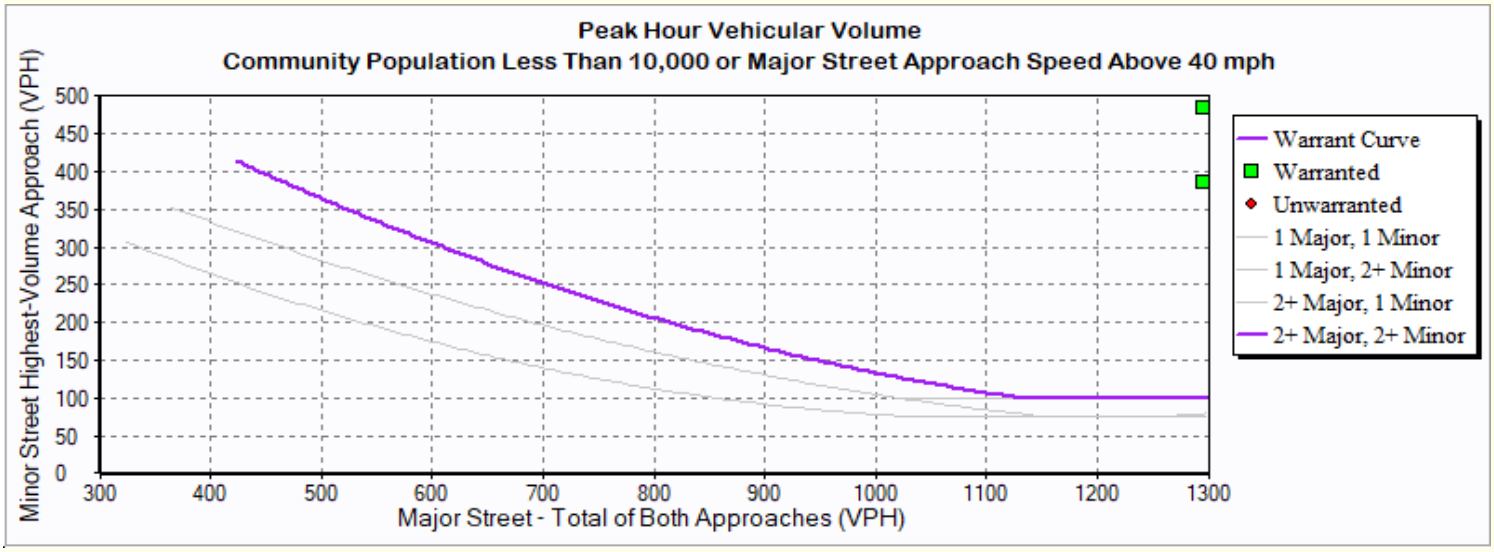
Condition B Met? Yes

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

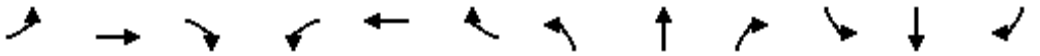
4: Clovis Ave & Baron Ave - 2045 With Proj

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	

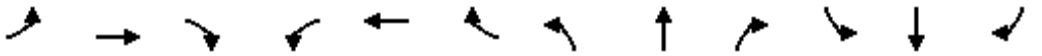
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	14.0		18.2	7.0	16.7		18.2				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	9.5	18.6		18.1	6.9	21.2		18.1				
Max Q Clear Time (g_c+I1), s	6.3	7.6		7.2	3.8	6.5		11.6				
Green Ext Time (p_c), s	0.1	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	

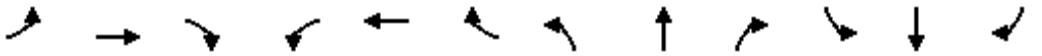
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	18.3	9.1	31.3	11.4	15.6	10.9	29.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	11.0	27.1	11.0	49.1	16.0	22.1	15.0	45.1
Max Q Clear Time (g_c+I1), s	4.8	9.7	5.1	16.6	6.9	8.2	6.5	17.4
Green Ext Time (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.



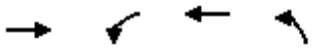
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	292	170	21	542	238	23
Future Volume (veh/h)	292	170	21	542	238	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
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

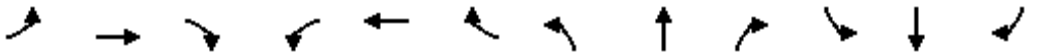
User approved ignoring U-Turning movement.



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

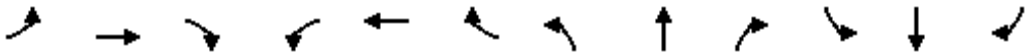
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



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	

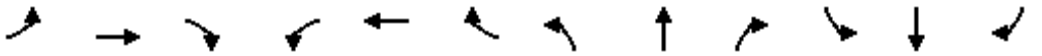
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	26.4	14.7	28.6	11.4	26.3	8.8	34.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	12.8	32.3	18.0	35.1	12.0	33.1	8.7	44.4
Max Q Clear Time (g_c+I1), s	7.0	8.5	10.0	18.6	7.1	16.5	5.0	20.1
Green Ext Time (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

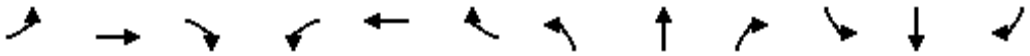
Intersection Summary



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

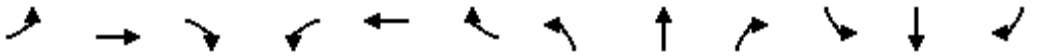
Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C



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.



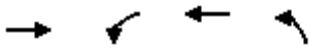
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	364	268	21	369	141	12
Future Volume (veh/h)	364	268	21	369	141	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
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

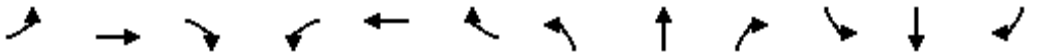
User approved ignoring U-Turning movement.



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

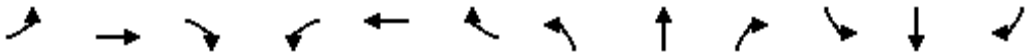
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



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

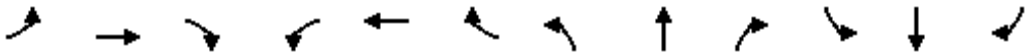
Intersection Summary

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.

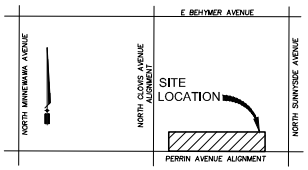
CORRESPONDENCE FROM COMMENTING AGENCIES

ATTACHMENT 10

VESTING TENTATIVE SUBDIVISION MAP OF TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 1 OF 3
BOUNDARY ANALYSIS

VICINITY MAP:



SITE INFORMATION:

EXISTING TREES
NONE (ON AREA FOR DEVELOPMENT)
EXISTING BUILDINGS
NONE (ON AREA FOR DEVELOPMENT)
EXISTING USE
VACANT LAND
EXISTING GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6–2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1–7.0 DU/AC)
EXISTING ZONING
R–1–PRD (SINGLE–FAMILY PLANNED RESIDENTIAL DEVELOPMENT)
PROPOSED USE
SINGLE FAMILY RESIDENTIAL
PROPOSED GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6–2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1–7.0 DU/AC)
PROPOSED ZONING
R–1–PRD (SINGLE–FAMILY PLANNED RESIDENTIAL DEVELOPMENT)
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
556–040–30
SITE AREA
PROJECT GROSS: 17.41 ACRES, MORE OR LESS
PROJECT NET: 16.67 ACRES, MORE OR LESS
SITE ADDRESS
PARCEL 4 OF PARCEL MAP NO. 1772

LOT INFO:

TOTAL	MIN. WIDTH	MIN. DEPTH
137	35 FT.	80 FT.

NET AREA = 16.67 AC
DENSITY = 8.22 DU/AC

OWNER:

FRANCES RICCHIUTI, SUCCESSOR TRUSTEE OF THE PAT AND FRANCES RICCHIUTI CHARITABLE TRUST, DATED APRIL 5, 1985, AS TO AN UNDIVIDED 50.133% INTEREST AND PATRICK VINCENT RICCHIUTI, AS TRUSTEE OF THE PATRICK VINCENT RICCHIUTI FAMILY TRUST DATED MAY 17, 1985 AS TO AN UNDIVIDED 49.878% INTEREST

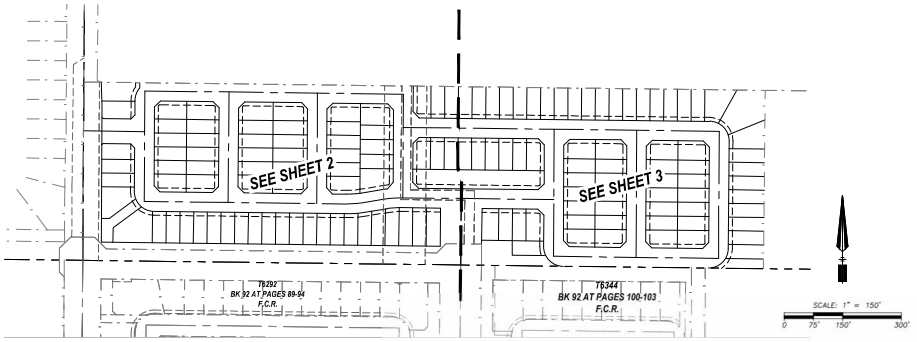
2917 EAST SHEPHERD AVENUE
CLOVIS, CA 93619

SUBDIVIDER:

LENNAR HOMES OF CALIFORNIA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
5 RIVER PARK PLACE EAST, SUITE 210
FRESNO, CA 93720
PH. (559)437–4600

PREPARED BY:

YAMABE & HORN ENGINEERING, INC.
2985 N. BURL AVE, SUITE 101
FRESNO, CALIFORNIA 93727
PH. (559) 244–3123



SHEET 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° 20'3"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 1317.44 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 556.50 FEEL 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.

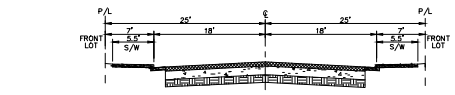
EXCEPTING THEREFROM THE REMAINING UNDIVIDED ONE–HALF INTEREST IN AND TO ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCE LYING BELOW A DEPTH OF 500 FEET BENEATH THE SURFACE OF SAID LAND WITHOUT THE RIGHT OF SURFACE ENTRY.

NOTES:

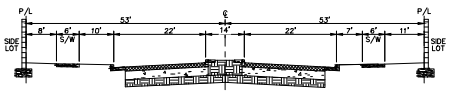
1. EXISTING ABOVE GROUND USES OR STRUCTURES SUCH AS BUILDING, WATER WELLS, POWER LINES, TOWERS, ETC., WITHIN THE PROPOSED SUBDIVISION TO BE REMOVED.
2. THIS AREA IS NOT SUBJECT TO FLOOD INUNDATION.
3. EXISTING UNDERGROUND FEATURES SUCH AS WELLS, CESSPOOLS, SEWERS, CULVERTS, STORM DRAIN, AND OTHER UNDERGROUND 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 57 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 PUBLIC AND PRIVATE UTILITY PURPOSES:
   OUTLOT 'E' = 14,651 SQ.FT.
10. TO BE DEDICATED FOR TRAIL, PARK, AND LANDSCAPING PURPOSES:
    OUTLOT 'A' = 3,863 SQ.FT.
    OUTLOT 'B' = 16,297 SQ.FT.
    OUTLOT 'C' = 7,669 SQ.FT.
11. TO BE DEDICATED TO THE CITY OF CLOVIS FOR ADJACENT WATER TANK PURPOSES:
    OUTLOT 'D' = 2,743 SQ.FT.

Flood Zone AH is flood prone
City of Clovis Standards
Clarify, are the streets public or private?
public or private parks & trails

Provide radius for:
Curb Returns
Knuckles
Reverse Curves
Centerlines

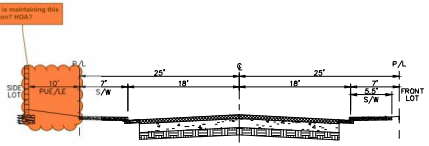


A-A 50' FT LOCAL STREET SECTION
NOT TO SCALE



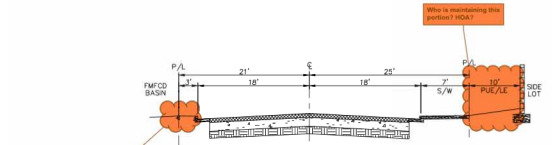
D-D 106' FT ENTRY STREET SECTION
NOT TO SCALE

Who is maintaining this portion? HOA?



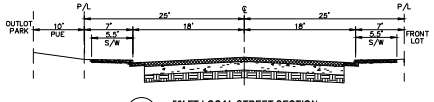
B-B 50' FT LOCAL STREET SECTION
NOT TO SCALE

Who is maintaining this portion? HOA?



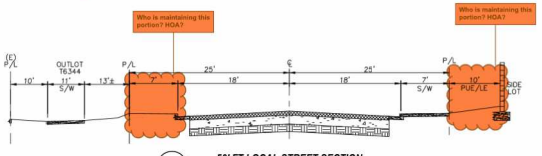
E-E 46' FT LOCAL STREET SECTION
NOT TO SCALE

who is maintaining? better to fill in with AC or Concrete



C-C 50' FT LOCAL STREET SECTION
NOT TO SCALE

Who is maintaining this portion? HOA?
Who is maintaining this portion? HOA?



F-F 50' FT LOCAL STREET SECTION
NOT TO SCALE

NOTES:

- EXISTING STORM DRAIN INLET
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING STREET LIGHT
- EXISTING UTILITY POLE
- CENTERLINE
- PROJECT LIMITS/ BOUNDARY
- PROPOSED STREET LIGHT
- PROPOSED AREA LIGHT
- PROPOSED SETBACK
- PROPOSED SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN MANHOLE
- RELINQUISHED ACCESS FOR PUBLIC PURPOSES
- PROPOSED DRAINAGE DIRECTION
- EXISTING STORM DRAIN LINE
- EXISTING SEWER LINE
- EXISTING WATER LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING IRRIGATION LINE
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FH	FIRE HYDRANT
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O.R.F.C.	OFFICIAL RECORDS FRESNO COUNTY
F.C.R.	FRESNO COUNTY RECORDS

Ref. & Rev.

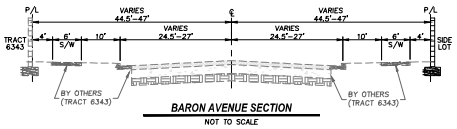
Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YAMABEHORN.COM

PROJECT TITLE: LENNAR HOMES OF CALIFORNIA, LLC

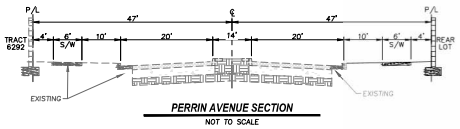
SHEET DESCRIPTION: NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6452

Dr. By: JP
Ch. By: AL
Date: 8/19/2025
Scale: As Noted
YH Job No. 23-196
Sheet No. 1
of 3 Sheets

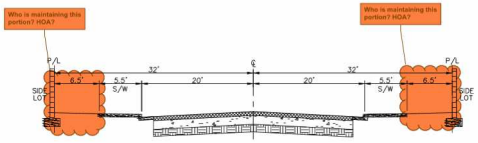
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BARON AVENUE SECTION
NOT TO SCALE



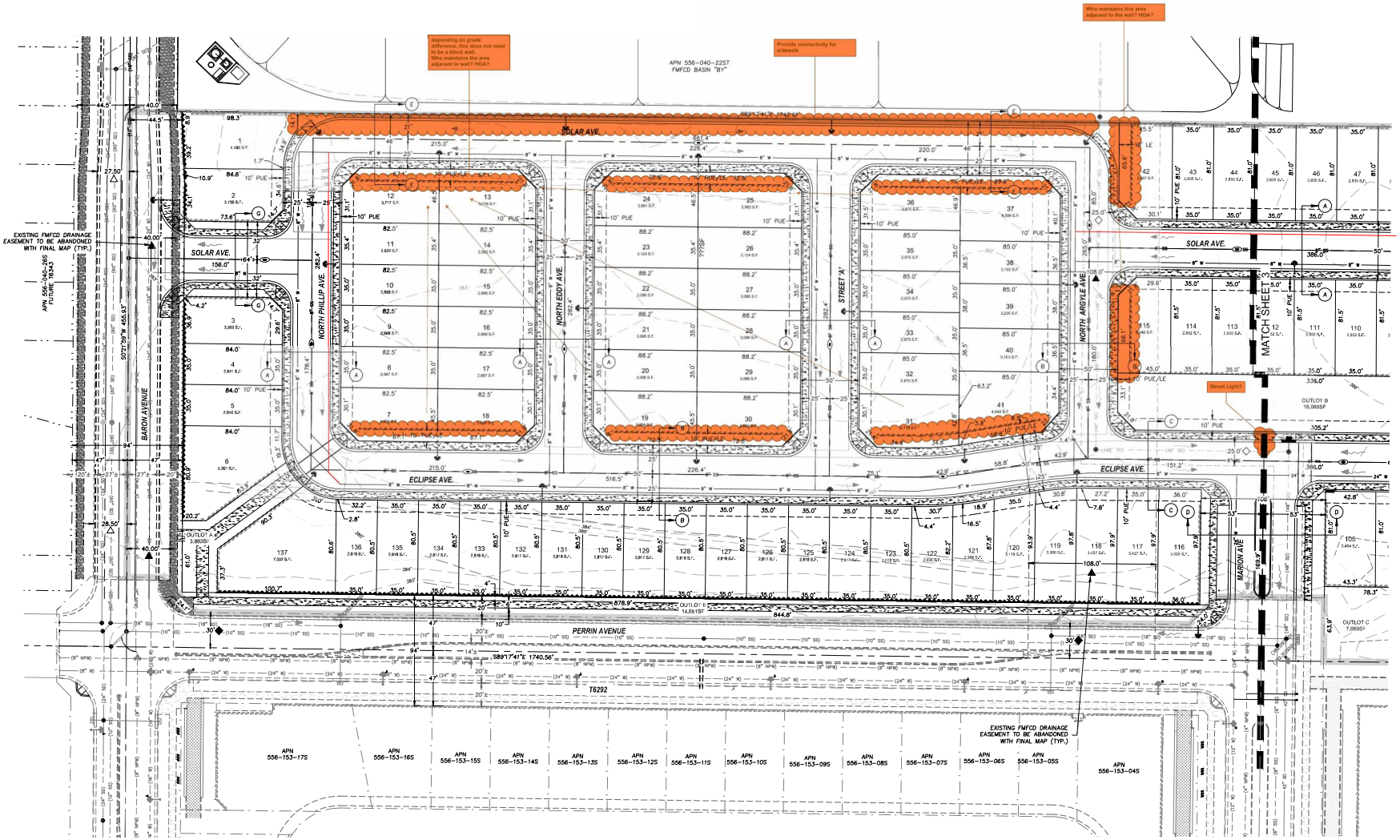
PERRIN AVENUE SECTION
NOT TO SCALE



G-G 64' FT ENTRY STREET SECTION
NOT TO SCALE

VESTING TENTATIVE SUBDIVISION MAP OF TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 2 OF 3
BOUNDARY ANALYSIS



Ref. & Rev.

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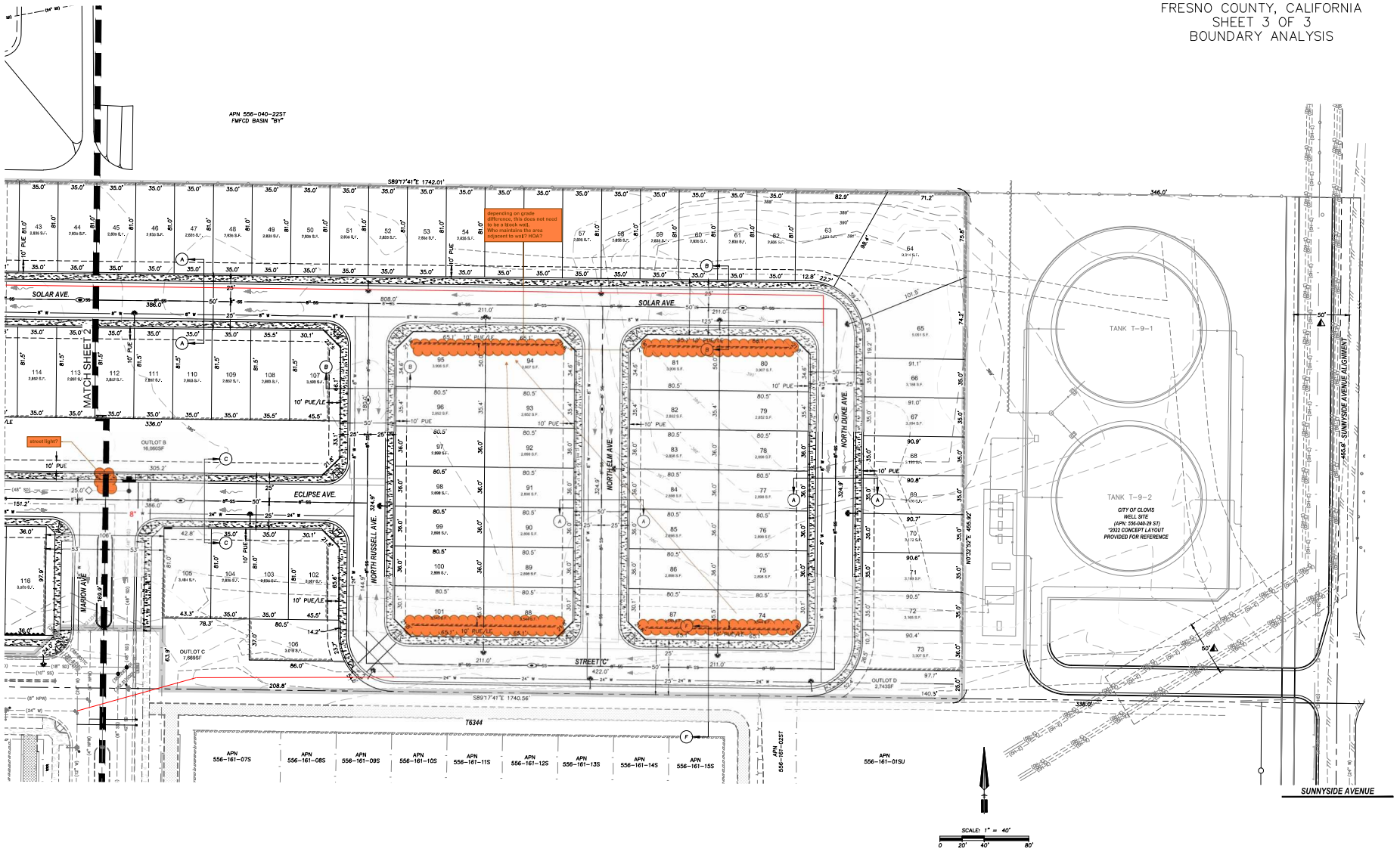
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VESTING
TENTATIVE SUBDIVISION MAP
OF

TRACT NO. 6452

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IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 3 OF 3
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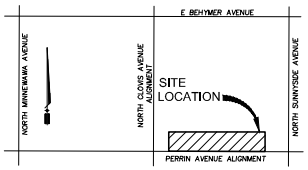
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VESTING TENTATIVE SUBDIVISION MAP OF TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 1 OF 3
BOUNDARY ANALYSIS

VICINITY MAP:



SITE INFORMATION:

EXISTING TREES
NONE (ON AREA FOR DEVELOPMENT)
EXISTING BUILDINGS
NONE (ON AREA FOR DEVELOPMENT)
EXISTING USE
VACANT LAND
EXISTING GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6-2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1-7.0 DU/AC)
EXISTING ZONING
R-1-PRD (SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT)
PROPOSED USE
SINGLE FAMILY RESIDENTIAL
PROPOSED GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6-2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1-7.0 DU/AC)
PROPOSED ZONING
R-1-PRD (SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT)
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
556-040-30
SITE AREA
PROJECT GROSS: 17.41 ACRES, MORE OR LESS
PROJECT NET: 16.67 ACRES, MORE OR LESS
SITE ADDRESS
PARCEL 4 OF PARCEL MAP NO. 1772

LOT INFO:

TOTAL	MIN. WIDTH	MIN. DEPTH
137	35 FT.	80 FT.

NET AREA = 16.67 AC
DENSITY = 8.22 DU/AC

OWNER:

FRANCES RICCHIUTI, SUCCESSOR TRUSTEE OF THE PAT AND FRANCES RICCHIUTI CHARITABLE TRUST, DATED APRIL 5, 1985, AS TO AN UNDIVIDED 50.133% INTEREST AND PATRICK VINCENT RICCHIUTI, AS TRUSTEE OF THE PATRICK VINCENT RICCHIUTI FAMILY TRUST DATED MAY 17, 1985 AS TO AN UNDIVIDED 49.878% INTEREST

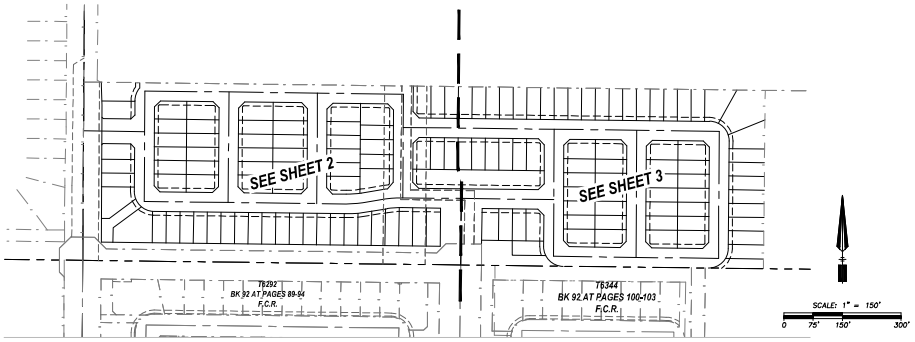
2917 EAST SHEPHERD AVENUE
CLOVIS, CA 93619

SUBDIVIDER:

LENNAR HOMES OF CALIFORNIA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
5 RIVER PARK PLACE EAST, SUITE 210
FRESNO, CA 93720
PH. (559)437-4600

PREPARED BY:

YAMABE & HORN ENGINEERING, INC.
2985 N. BURL AVE, SUITE 101
FRESNO, CALIFORNIA 93727
PH. (559) 244-3123



SHEET 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-Q, SUPERIOR COURT OF CALIFORNIA, COUNTY OF FRESNO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

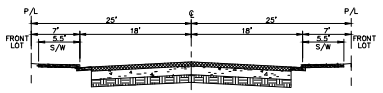
THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3443, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 26 AT PAGE 88 OF PARCEL MAPS, FRESNO COUNTY RECORDS, THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3447, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 26 AT PAGE 87 OF PARCEL MAPS, FRESNO COUNTY RECORDS, AND THAT 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° 27' 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 1317.44 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 556.50 FEEL 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.

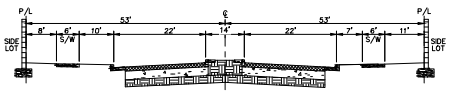
EXCEPTING THEREFROM THE REMAINING UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCE LYING BELOW A DEPTH OF 500 FEET BENEATH THE SURFACE OF SAID LAND WITHOUT THE RIGHT OF SURFACE ENTRY.

NOTES:

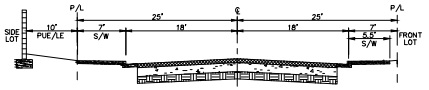
1. EXISTING ABOVE GROUND USES OR STRUCTURES SUCH AS BUILDING, WATER WELLS, POWER LINES, TOWERS, ETC., WITHIN THE PROPOSED SUBDIVISION TO BE REMOVED.
2. THIS AREA IS NOT SUBJECT TO FLOOD INUNDATION.
3. EXISTING UNDERGROUND FEATURES SUCH AS WELLS, CESSPOOLS, SEWERS, CULVERTS, STORM DRAIN, AND OTHER UNDERGROUND 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 57 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 PUBLIC AND PRIVATE UTILITY PURPOSES:
   OUTLOT 'E' = 14,651 SQ.FT.
10. TO BE DEDICATED FOR TRAIL, PARK, AND LANDSCAPING PURPOSES:
    OUTLOT 'A' = 3,863 SQ.FT.
    OUTLOT 'B' = 16,297 SQ.FT.
    OUTLOT 'C' = 7,669 SQ.FT.
11. TO BE DEDICATED TO THE CITY OF CLOVIS FOR ADJACENT WATER TANK PURPOSES:
    OUTLOT 'D' = 2,743 SQ.FT.



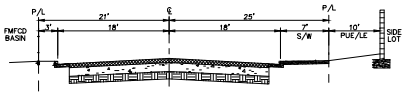
A-A 50' FT LOCAL STREET SECTION
NOT TO SCALE



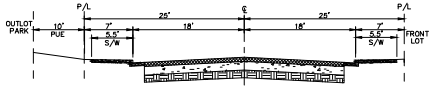
D-D 106' FT ENTRY STREET SECTION
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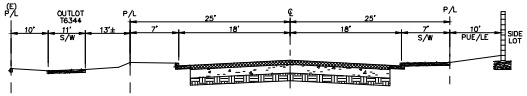
B-B 50' FT LOCAL STREET SECTION
NOT TO SCALE



E-E 46' FT LOCAL STREET SECTION
NOT TO SCALE



C-C 50' FT LOCAL STREET SECTION
NOT TO SCALE



F-F 50' FT LOCAL STREET SECTION
NOT TO SCALE

NOTES:

- EXISTING STORM DRAIN INLET
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING STREET LIGHT
- EXISTING UTILITY POLE
- CENTERLINE
- PROJECT LIMITS/ BOUNDARY
- PROPOSED STREET LIGHT
- PROPOSED AREA LIGHT
- PROPOSED SETBACK
- PROPOSED SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN MANHOLE
- RELINQUISHED ACCESS FOR PUBLIC PURPOSES
- PROPOSED DRAINAGE DIRECTION
- (SD) EXISTING STORM DRAIN LINE
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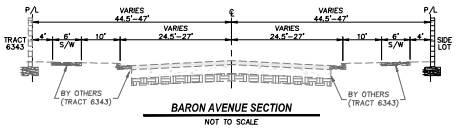
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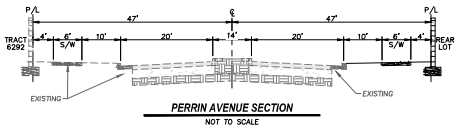
VESTING
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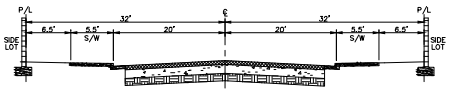
(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 2 OF 3
BOUNDARY ANALYSIS



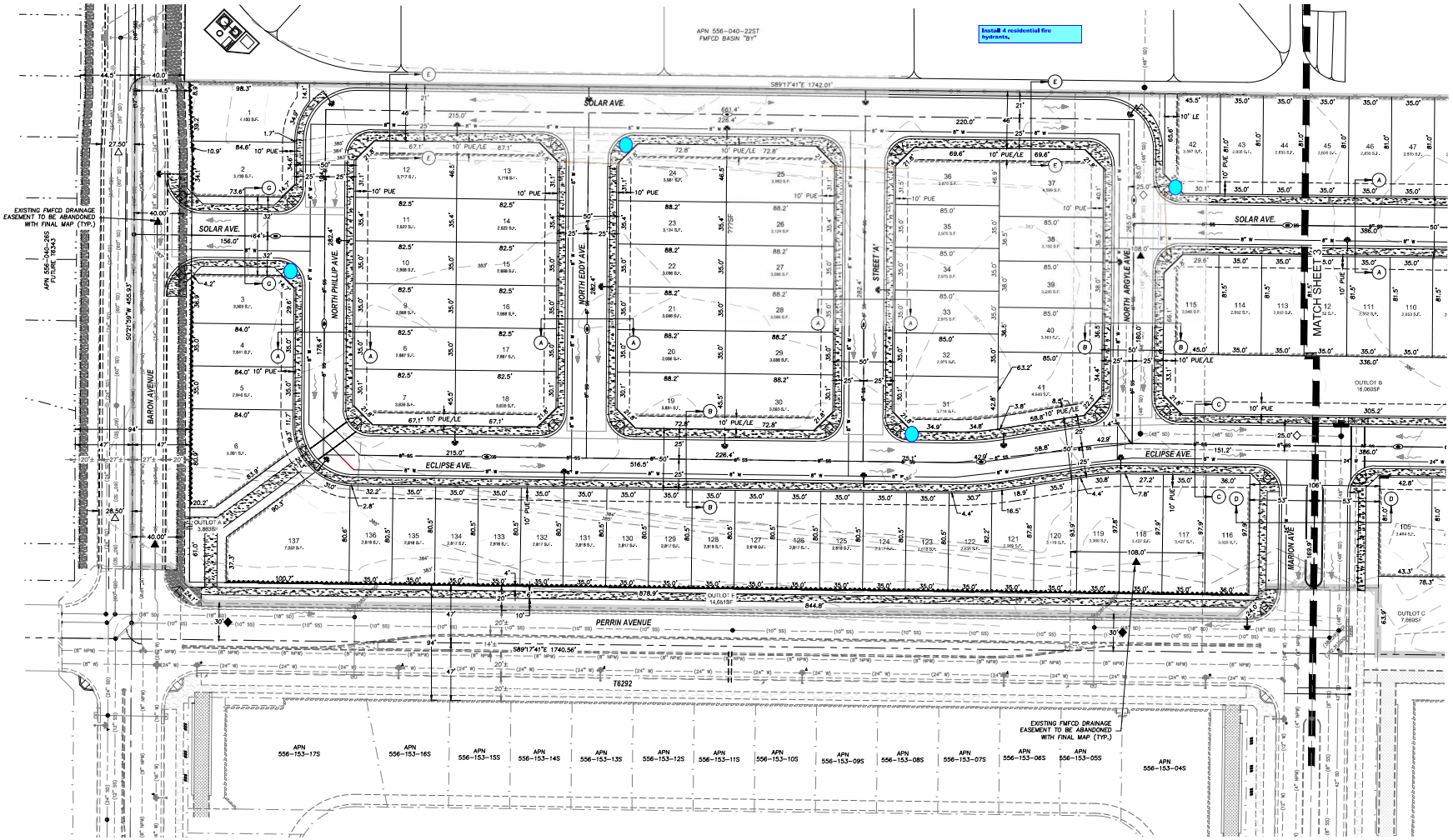
BARON AVENUE SECTION
NOT TO SCALE



PERRIN AVENUE SECTION
NOT TO SCALE



G-G 64' FT ENTRY STREET SECTION
NOT TO SCALE



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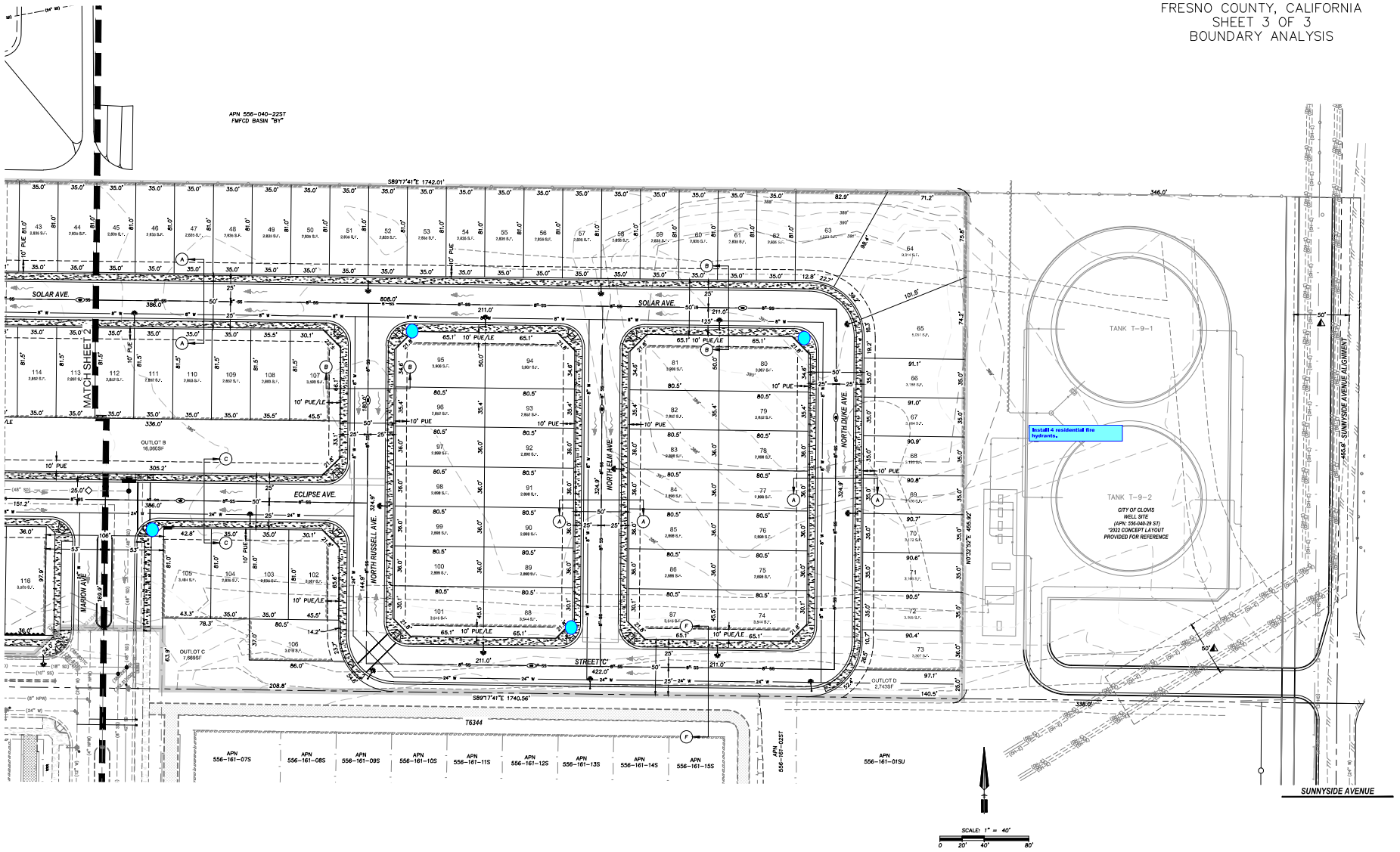
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Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
3985 N. BURL AVENUE, SUITE 110, FRESNO, CA 93727
TEL: (559) 344-3123 WEBSITE: YAMABEHORN.COM

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:	8/19/2025
Scale:	As Noted
YH Job No.	23-196
Sheet No.	3
of	3 Sheets

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

October 23, 2025

Tiffany Williams
City of Clovis
Planning and Development
1033 Fifth St.
Clovis, CA 93612

Project: Planned Development Permit PDP2025-001 and Tract Map TM6452A

District CEQA Reference No: 20251154

Dear Ms. Williams:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Planned Development Permit and Tract Map (PDP/TM) from the City of Clovis (City). Per the PDP and TM, the project consists of a 137-lot single-family planned residential development (Project). The Project is located at the northwest corner of N. Sunnyside Ave and Perrin Rd, 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) Vegetative Barriers and Urban Greening

There are residential units located near 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).

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.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: https://ww2.valleyair.org/grants/clean-green-yard-machines-residential/

5) 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.

6) 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.

6a) 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.

6b) 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 50 residential units.

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. Currently for this Project, the District received an AIA application (ISR project #20250071).

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.

6c) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it is expected to 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

6d) 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

6e) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the

installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at: https://ww2.valleyair.org/compliance/residential-wood-smoke-reduction-program/

6f) 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).

7) 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



For: Daniel Martinez
Program Manager

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

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

October 29, 2025

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

RE: Tract Map 6452A
N/W Perrin and Sunnyside avenues

Dear Ms. Williams:

The Fresno Irrigation District (FID) has reviewed Tract Map 6452A for which the applicant requests to approve an amendment to a previously approved vesting tentative tract map for 137 lot single family planned residential development, APN: 556-040-30S. This entitlement is being processed concurrently with PDP2025-001. FID has the following comments:

1. FID previously reviewed and commented on the subject property on April 23, 2024 as Tract Map 6452. Those comments and conditions still apply and copy has been attached for your reference.

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.

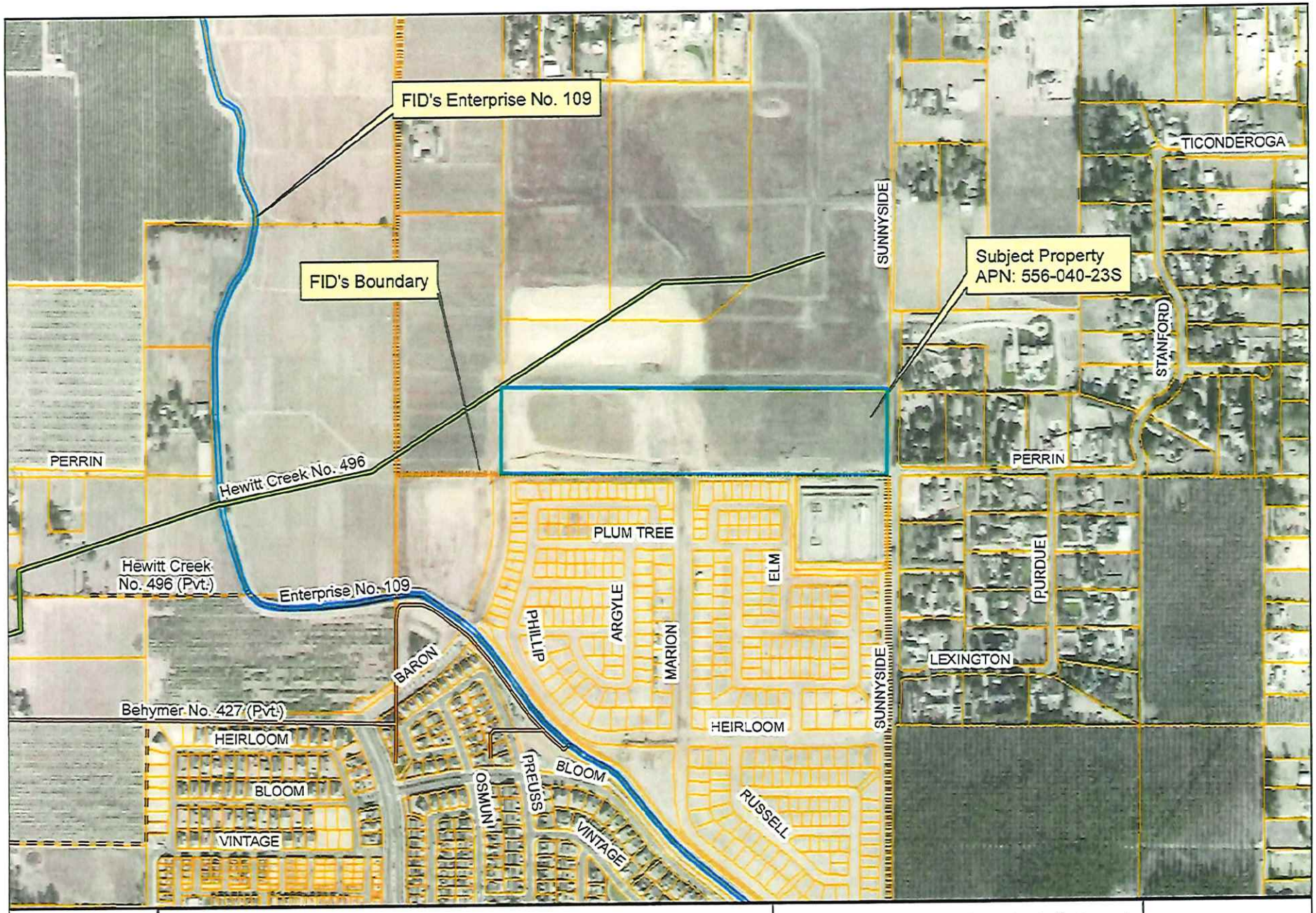
Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment

G:\Agencies\Clovis\Tract Map\TM6452A, PDP2025-001\TM6452A FID Comment.doc

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


FID's Enterprise No. 109
FID's Boundary
Subject Property
APN: 556-040-23S
TICONDEROGA
SUNNYSIDE
STANFORD
PERRIN
Hewitt Creek No. 496
Hewitt Creek
No. 496 (Pvt.)
Enterprise No. 109
PLUM TREE
ELM
PURDUE
ARGYLE
PHILLIP
MARION
BARON
LEXINGTON
Behymer No. 427 (Pvt.)
HEIRLOOM
BLOOM
VINTAGE
OSMUN
PREUSS
RUSSELL
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
FRESNO IRRIGATION DISTRICT
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
330
660
Feet
1 inch = 666.67 feet

City of Clovis

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **10/6/2025**

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): **TM6452A** Location: **NEC Sunnyside & Baron Avenues**

APN: **556-040-30S** Zoning: **R-1-PRD** General Plan: **Very Low, MDR** RHNA Site: _____

Name of Applicant: **Lennar Homes of California, LLC** Phone/Email: walter.diamond@lennar.com

Applicant Address: **5 River Park Place East,#210** City: **Fresno** State: **CA** Zip: **93720**

Previously Reviewed Under DRC: _____ Or Other Entitlement: **TM6452, PDP2023-001**

Project Description: **TM6452A; A request to approve an amendment to a previously-approved vesting tentative tract map for a 137-lot single-family planned residential development for land located at the northeast corner of Baron and Perrin Avenues. This entitlement is being processed concurrently with PDP2025-001.**

This item is tentatively scheduled for a public hearing to be consi **City Council.**
The attached information is circulated for your comments. Please attach your comments and recommendations i
condition form and return to the project manag **10/28/2025**

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: **10/6/2025**

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): **PDP2025-001** Location: **NEC Sunnyside & Baron Avenues**

APN: **556-040-30S** Zoning: **R-1-PRD** General Plan: **Very Low, MDR** RHNA Site: _____

Name of Applicant: **Lennar Homes of California, LLC** Phone/Email: walter.diamond@lennar.com

Applicant Address: **5 River Park Place East,#210** City: **Fresno** State: **CA** Zip: **93720**

Previously Reviewed Under DRC: _____ Or Other Entitlement: **TM6452, PDP2023-001**

Project Description: **PDP2025-001; A planned development permit request for a 137-lot single-family planned residential development for land located at the northeast corner of Baron and Perrin Avenues. This entitlement is being processed concurrently with TM6452A.**

This item is tentatively scheduled for a public hearing to be consi **City Council.**
The attached information is circulated for your comments. Please attach your comments and recommendations i
condition form and return to the project manag **10/28/2025**

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

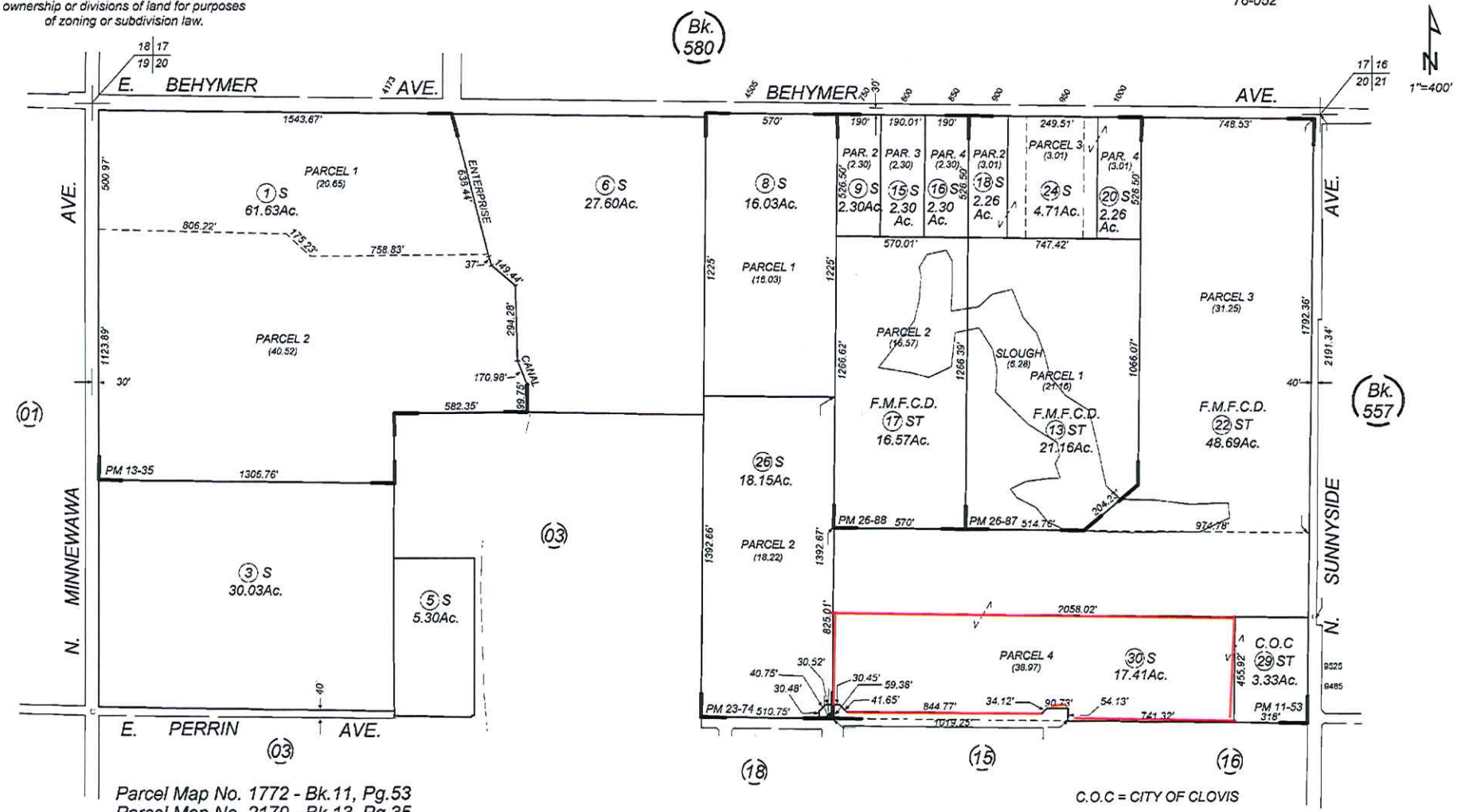
07/23/2025

-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.

SUBDIVIDED LAND & POR. SEC. 20, T.12 S., R.21 E., M.D.B.&M.

Tax Rate Area
1-188
1-189
76-052

556-04



Parcel Map No. 1772 - Bk.11, Pg.53
Parcel Map No. 2170 - Bk.13, Pg.35
Parcel Map No. 3488 - Bk.23, Pg.74
Parcel Map No. 3447 - Bk.26, Pg.87
Parcel Map No. 3443 - Bk.26, Pg.88

C.O.C = CITY OF CLOVIS

6/2/2025 MC

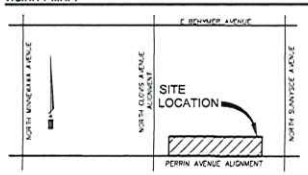
Assessor's Map Bk. 556 - Pg. 04
County of Fresno, Calif.

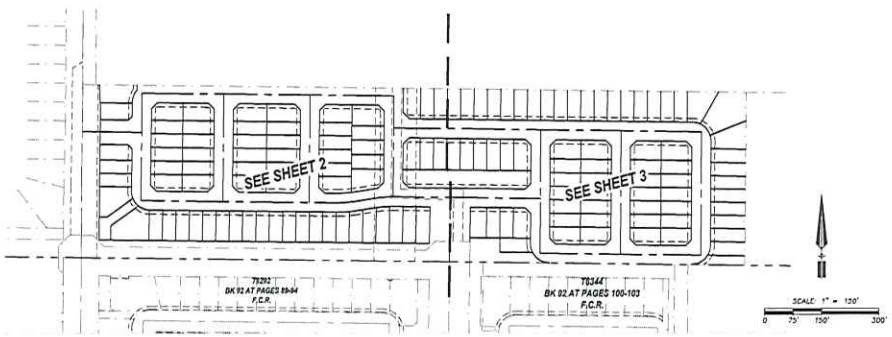
Note - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

VESTING TENTATIVE SUBDIVISION MAP OF TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 1 OF 3
BOUNDARY ANALYSIS

VICINITY MAP:





SHEET MAP

SITE INFORMATION:

EXISTING TREES
NONE (ON AREA FOR DEVELOPMENT)

EXISTING BUILDINGS
NONE (ON AREA FOR DEVELOPMENT)

EXISTING USE
VACANT LAND

EXISTING GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6-2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1-7.0 DU/AC)

EXISTING ZONING
R-1-PRD (SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT)

PROPOSED USE
SINGLE FAMILY RESIDENTIAL

PROPOSED GENERAL PLAN LAND USE
VERY LOW DENSITY RESIDENTIAL (0.6-2 DU/AC)
MEDIUM DENSITY RESIDENTIAL (4.1-7.0 DU/AC)

PROPOSED ZONING
R-1-PRD (SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT)

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
556-040-30

SITE AREA
PROJECT GROSS: 17.41 ACRES, MORE OR LESS
PROJECT NET: 16.67 ACRES, MORE OR LESS

SITE ADDRESS
PARCEL 4 OF PARCEL MAP NO. 1772

LOT INFO:

TOTAL	MIN. WIDTH	MIN. DEPTH
137	35 FT.	80 FT.

NET AREA = 16.67 AC
DENSITY = 8.22 DU/AC

OWNER:

FRANCES PICCHIUTI, SUCCESSOR TRUSTEE OF THE PAT AND FRANCES PICCHIUTI CHARITABLE TRUST, DATED APRIL 5, 1995, AS TO AN UNDIVIDED 56.125% INTEREST AND PATRICK VINCENT PICCHIUTI, AS TRUSTEE OF THE PATRICK VINCENT PICCHIUTI FAMILY TRUST DATED MAY 17, 1985 AS TO AN UNDIVIDED 43.875% INTEREST

2917 EAST SHEPHERD AVENUE
CLOVIS, CA 93619

SUBDIVIDER:

LENNAR HOMES OF CALIFORNIA, LLC,
A CALIFORNIA LIMITED LIABILITY COMPANY
5 RIVER PARK PLACE EAST, SUITE 210
FRESNO, CA 93720
PH: (559)437-4600

PREPARED BY:

YAMABE & HORN ENGINEERING, INC.
2985 N. RUBY AVE, SUITE 101
FRESNO, CALIFORNIA 93727
PH: (559) 244-3123

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 MAP NO. 1772, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 11, PAGE 53 OF PARCEL MAPS, FRESNO COUNTY RECORDS.

EXCEPTING THEREFROM AN UNDIVIDED ONE-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. 4805.

EXCEPTING THEREFROM THAT PORTION GRANTED TO THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT BY ORDER OF CONDEMNATION, CASE NUMBER 404831-0, SUPERIOR COURT OF CALIFORNIA, COUNTY OF FRESNO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

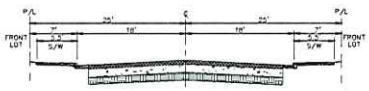
THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3443, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 26 AT PAGE 89 OF PARCEL MAPS, FRESNO COUNTY RECORDS, THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3447, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 26 AT PAGE 87 OF PARCEL MAPS, FRESNO COUNTY RECORDS, AND THAT 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° 31' 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' 09 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° 29'30 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 1317.44 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° 51'40 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 536.50 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.

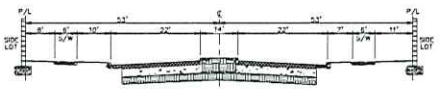
EXCEPTING THEREFROM THE REMAINING UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCE LYING BELOW A DEPTH OF 500 FEET BENEATH THE SURFACE OF SAID LAND WITHOUT THE RIGHT OF SURFACE ENTRY.

NOTES:

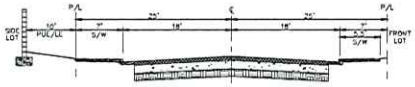
1. EXISTING ABOVE GROUND USES OR STRUCTURES SUCH AS HUILDING, WATER WELLS, POWER LINES, TOWERS, ETC., WITHIN THE PROPOSED SUBDIVISION TO BE REMOVED.
2. THIS AREA IS NOT SUBJECT TO FLOOD INUNDATION.
3. EXISTING UNDERGROUND FEATURES SUCH AS WELLS, CESSPOOLS, SEWERS, CULVERTS, STORM DRAIN, AND OTHER UNDERGROUND 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 57 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 SUBDIVISION.
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 PUBLIC AND PRIVATE UTILITY PURPOSES: OUTLOT 'E' = 14,651 SQ.FT.
10. TO BE DEDICATED FOR TRAIL, PARK, AND LANDSCAPING PURPOSES:
    OUTLOT 'A' = 3,863 SQ.FT.
    OUTLOT 'B' = 16,297 SQ.FT.
    OUTLOT 'C' = 7,669 SQ.FT.
11. TO BE DEDICATED TO THE CITY OF CLOVIS FOR ADJACENT WATER TANK PURPOSES:
    OUTLOT 'D' = 2,743 SQ.FT.



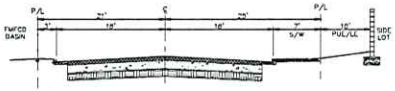
A-A 50' FT LOCAL STREET SECTION
NOT TO SCALE



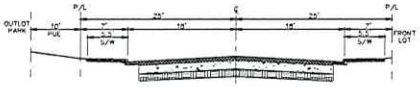
D-D 106' FT ENTRY STREET SECTION
NOT TO SCALE



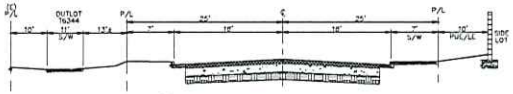
B-B 50' FT LOCAL STREET SECTION
NOT TO SCALE



E-E 46' FT LOCAL STREET SECTION
NOT TO SCALE



C-C 50' FT LOCAL STREET SECTION
NOT TO SCALE



F-F 50' FT LOCAL STREET SECTION
NOT TO SCALE

NOTES:

	EXISTING STORM DRAIN INLET
	EXISTING SANITARY SEWER MANHOLE
	EXISTING STORM DRAIN MANHOLE
	EXISTING STREET LIGHT
	EXISTING UTILITY POLE
	CENTERLINE
	PROJECT LIMITS/ BOUNDARY
	PROPOSED STREET LIGHT
	PROPOSED AREA LIGHT
	PROPOSED SETBACK
SS	PROPOSED SEWER LINE
	PROPOSED SANITARY SEWER MANHOLE
SD	PROPOSED STORM DRAIN LINE
	PROPOSED STORM DRAIN MANHOLE
	RELINQUISHED ACCESS FOR PUBLIC PURPOSES
	PROPOSED DRAINAGE DIRECTION
(SD)	EXISTING STORM DRAIN LINE
(SS)	EXISTING SEWER LINE
(W)	EXISTING WATER LINE
(OH-E)	EXISTING OVERHEAD ELECTRIC LINE
(IRR)	EXISTING IRRIGATION LINE
	EXISTING EDGE OF PAVEMENT
	EXISTING FENCE (CHAIN LINK)
(XXXX)	EXISTING CONTOUR ELEVATION
	EXISTING TREE
	EXISTING FIRE HYDRANT
	EASEMENT DEEDED TO THE CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES RECORDED SEPTEMBER 9, 2022 AS DOCUMENT NO. 2022-0113129
	EASEMENT GRANTED TO FRESNO METROPOLITAN FLOOD CONTROL DISTRICT FOR RIGHT-OF-WAY AND UTILITY PURPOSES RECORDED JULY 20, 2022 AS DOCUMENT NO. 2022-0093357
	DEDICATED TO FRESNO METROPOLITAN FLOOD CONTROL DISTRICT FOR STORM DRAIN PURPOSES IN DOCUMENT TITLED "AGREEMENT FOR DELIVERY AND ACCEPTANCE OF FILL MATERIAL AND GRANT OF EXCLUSIVE EASEMENT" RECORDED OCTOBER 23, 2001, AS DOC. NO. 2001-0150458, O.R.F.C.
	EASEMENT TO FRESNO METROPOLITAN FLOOD CONTROL DISTRICT FOR RIGHT-OF-WAY PURPOSES PER GRANT OF EASEMENT RECORDED JULY 20, 2022 AS DOCUMENT NO. 2022-0093356, O.R.F.C.
	EASEMENT GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY FOR ELECTRIC UTILITY PURPOSES RECORDED MAY 22, 2013 AS DOCUMENT NO. 2013-0063356, O.R.F.C.
FH	FIRE HYDRANT
GW	GUY WIRE
SDDI	STORM DRAIN INLET
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
SP	IRRIGATION STANDPIPE
STL	STREETLIGHT
PP	POWER POLE
UP	UTILITY POLE
TEL	TELEPHONE POLE
WV	WATER VALVE
O.R.F.C.	OFFICIAL RECORDS FRESNO COUNTY
F.C.R.	FRESNO COUNTY RECORDS

Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. RUBY AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YAMABEHORN.COM

PROJECT TITLE: LENNAR HOMES OF CALIFORNIA, LLC

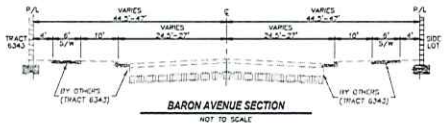
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TRACT 6452

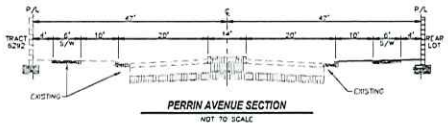
Dr. By: JP
Ch. By: AL
Date: 8/19/2025
Scale: As Noted
YH Job No. 23-191
Sheet No. 1
of 3 Sheets

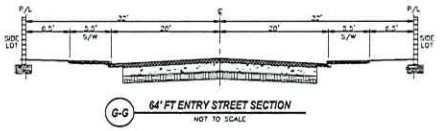
VESTING
TENTATIVE SUBDIVISION MAP
OF

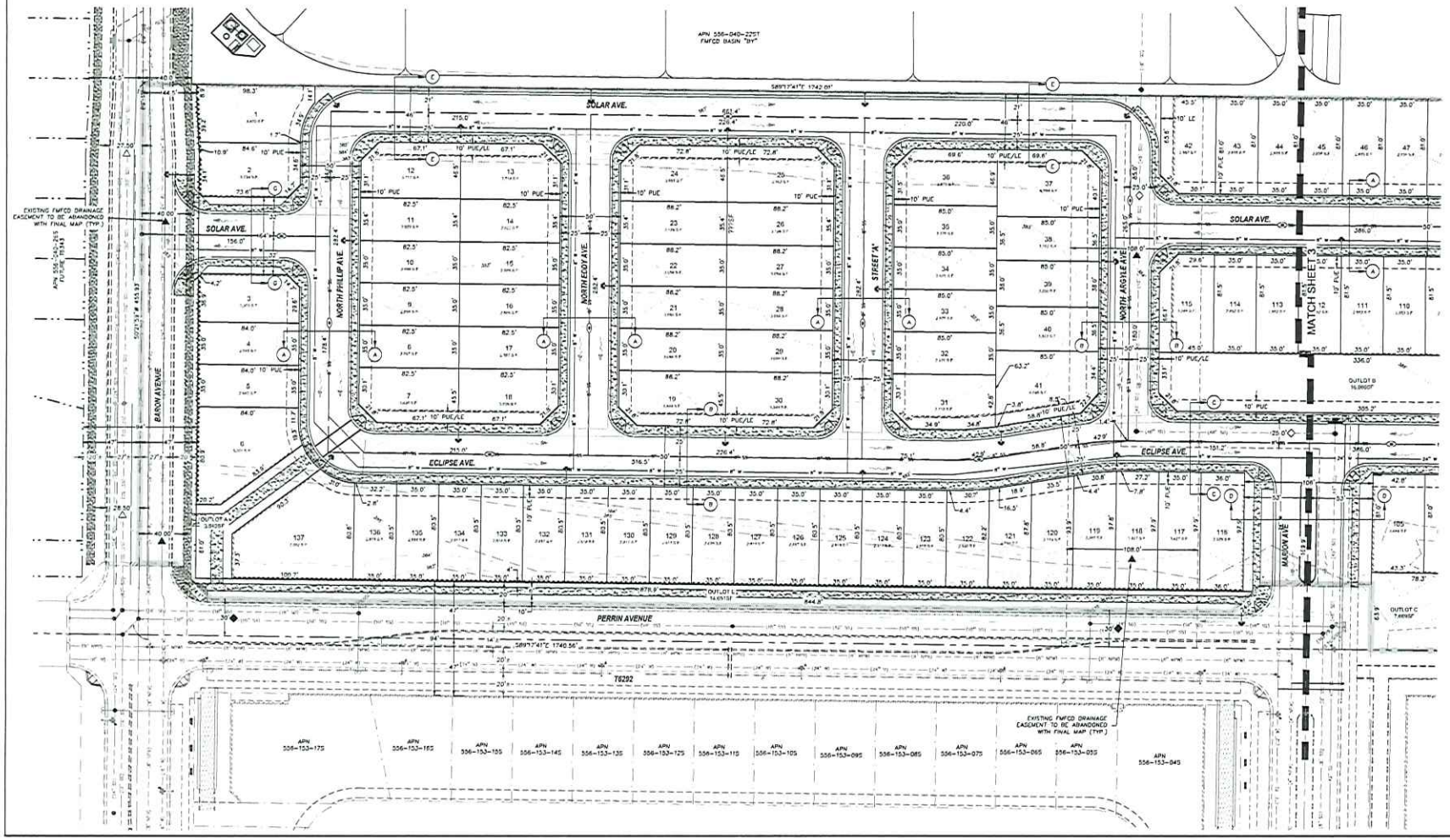
TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 2 OF 3
BOUNDARY ANALYSIS









Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BRIX AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 241-3333 WEBSITE: YAMABEHORN.COM

PROJECT TITLE: LENNAR HOMES OF CALIFORNIA, LLC

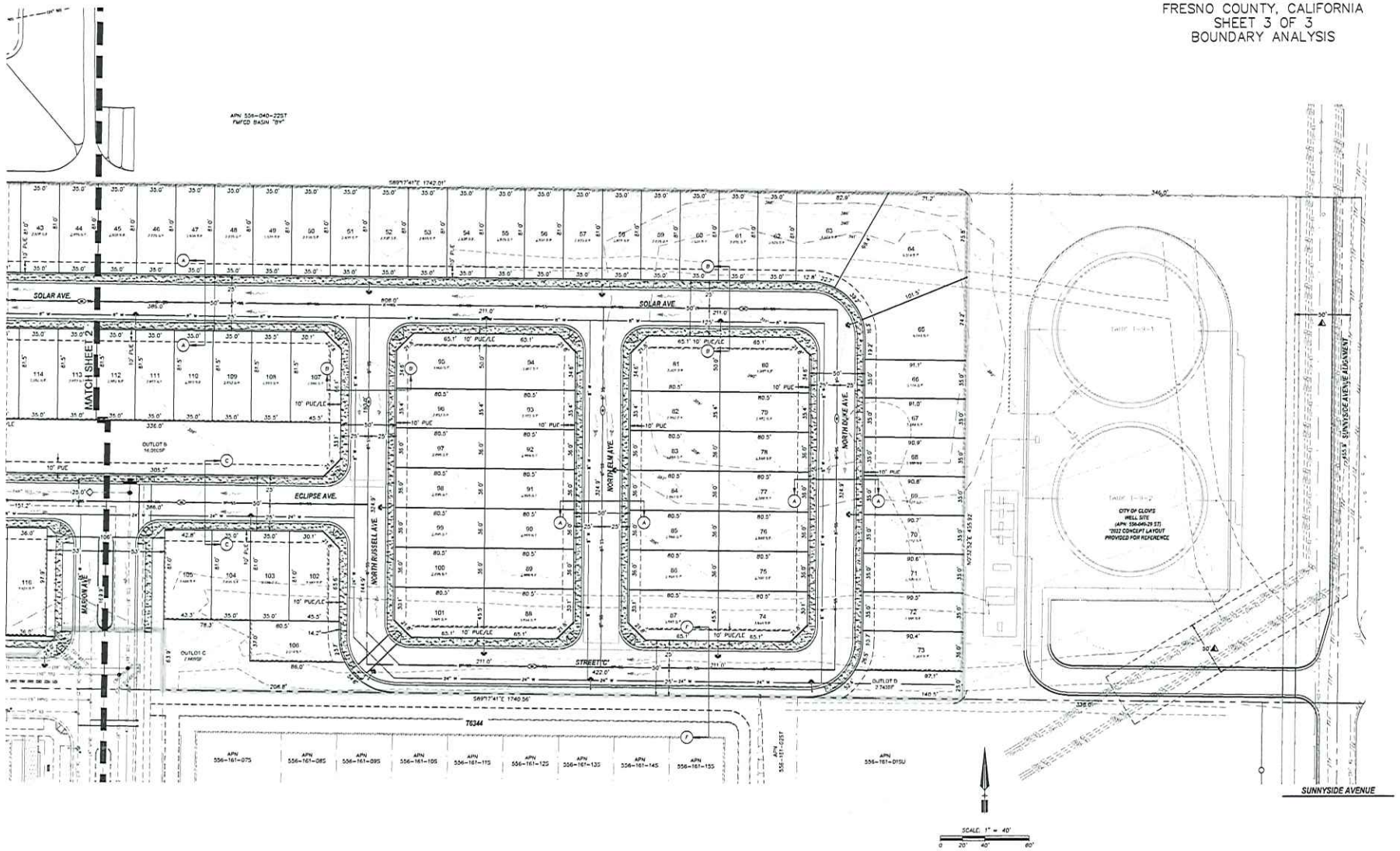
SHEET DESCRIPTION: NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6452

Dr. By: JP
Ch. By: AL
Date: 8/19/2025
Scale: As Noted
YH Job No. 23-196
Sheet No. 2
of 3 Sheets

VESTING
TENTATIVE SUBDIVISION MAP
OF

TRACT NO. 6452

(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. BLUE AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 314-3113 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: 8/19/2025
Scale: As Noted
YH Job No. 23-196
Sheet No. 3
of 3 Sheets

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

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

April 23, 2024

Liz Salazar
Planning Division
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Tract Map 6452
N/W Perrin and Sunnyside avenues

Dear Ms. Salazar:

The Fresno Irrigation District (FID) has reviewed Tract Map 6452 for which the applicant proposes a 153-lot single-family residential development, APN: 556-040-23. This application is being processes concurrently with PDP2023-001. FID has the following comment:

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

2. The proposed development appears to be within the City of Clovis Sphere of Influence but lies outside FID's boundary line. The development is not entitled to water from the Kings River.

3. For informational purposes, FID's Enterprise No 109 runs northwesterly, crosses Shepherd Avenue approximately 3,100 feet south of the subject property, crosses Baron Avenue approximately 800 feet southwest of the subject property, and crosses Behymer Avenue approximately 2,700 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 Shepherd Avenue, Baron Avenue, Behymer Avenue, or in the vicinity of this Canal, FID requires it review and approve all plans.

4. The proposed land use (or change in land use) should be such that the need for water is minimized and/or reduced so that groundwater impacts to the proposed project area and any surrounding areas are eliminated. The "demand" side of water consumed needs to be evaluated or scrutinized as much as the "supply" side of the water supply. FID is concerned that the proposed development may negatively impact local groundwater supplies including those areas adjacent to or neighboring the proposed development area. The area is currently open land with minimal to no water use. Under current circumstances the project area is experiencing a modest but continuing groundwater

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

overdraft. Should the proposed development result in a significant increase in dependence on groundwater, this deficit will increase. FID recommends the City of Clovis require the proposed development balance anticipated groundwater use with sufficient recharge of imported surface water in order to preclude increasing the area's existing groundwater overdraft problem.

5. It is unclear if the source of water for this development is solely groundwater or a mixture of treated surface water from FID's Enterprise Canal. If treated surface water will be used, the City must acquire additional water from a water purveyor, such as FID for that purpose, so as to not reduce water supplies to or create water supply deficits in other areas of the City. Water supply issues must be resolved before any further "hardening" of the water supply demand is allowed to take place.

6. It should be noted that without the use of surface water, continued dependence on solely a groundwater supply will do nothing to reverse or correct the existing overdraft of the groundwater supply beneath the City of Clovis and FID service area. As this project will "harden" or make firmer the need for water, the long-term correction of the groundwater overdraft should be considered as a requirement of the project.

7. The City of Clovis and FID have been working to address water supplies issues for development outside of the FID service area. We encourage the City to continue towards finding solutions to minimize the impacts of changes in land uses and to mitigate any existing adverse water supply impacts within the development areas.

8. California enacted landmark legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. FID and the City of Clovis are members of the North Kings Groundwater Sustainability Agency which will manage the groundwater basin within the FID service area. This area is completely reliant on groundwater pumping and SGMA will impact all users of groundwater and those who rely on it. The City of Clovis should consider the impacts of the development on the City's ability to comply with requirements of SGMA.

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

\\fidfs01\Eng\Agencies\Clovis\Tract Map\TM6452\TM6452 FID Comment.doc

City of Clovis

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **2/20/2024**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Liz Salazar, Assistant 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	[x]	LAFCO (when annexation is involved)
[ ]	Other (Specify)	[x]	County of Fresno Development
[ ]		[x]	Fresno County Environmental Health

Item(s): **TM6452** Location: **NEC Baron and Perrin Avenues**

APN: **556-040-23** Zoning: **County AE20** General Plan: **VLDR & MDR** RHNA Site: _____

Name of Applicant: **Lennar Homes of California, LLC** Phone/Email: **559-231-1237/jeff.callaway@lennar.com**

Applicant Address: **8080 N. Palm Ave, Ste #110** City: **Fresno** State: **CA** Zip: **93711**

Previously Reviewed Under DRC: **DRC2023-015** Or Other Entitlement: _____

Project Description: **TM6452; A request to approve a vesting tentative tract map for a 153-lot single-family residential development for land located at the northeast corner of Baron and Perrin Avenues. This entitlement is being processed concurrently with PDP2023-001. (This property is currently going through the annexation and prezone process through RO305 and R2021-006).**

This item is tentatively scheduled for a public hearing to be consi **City Council.**

The attached information is circulated for your comments. Please attach your comments and recommendations i condition form and return to the project manag **3/13/2024**

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:

Liz Salazar, Assistant Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2305 Fax: 324-2866

City of Clovis

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **2/20/2024**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Liz Salazar, Assistant 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	[x]	LAFCO (when annexation is involved)
[ ]	Other (Specify)	[x]	County of Fresno Development
[ ]		[x]	Fresno County Environmental Health

Item(s): **PDP2023-001** Location: **NEC Baron and Perrin Avenues**

APN: **556-040-23** Zoning: **County AE20** General Plan: **VLDR & MDR** RHNA Site: _____

Name of Applicant: **Lennar Homes of California, LLC** Phone/Email: **559-231-1237/jeff.callaway@lennar.com**

Applicant Address: **8080 N. Palm Ave, Ste #110** City: **Fresno** State: **CA** Zip: **93711**

Previously Reviewed Under DRC: **DRC2023-015** Or Other Entitlement: _____

Project Description: **PDP2023-001; A planned development permit request for a 153-lot single-family residential development for land located at the northeast corner of Baron and Perrin Avenues. This entitlement is being processed concurrently with TM6452. (This property is currently going through the annexation and prezone process through RO305 and R2021-006).**

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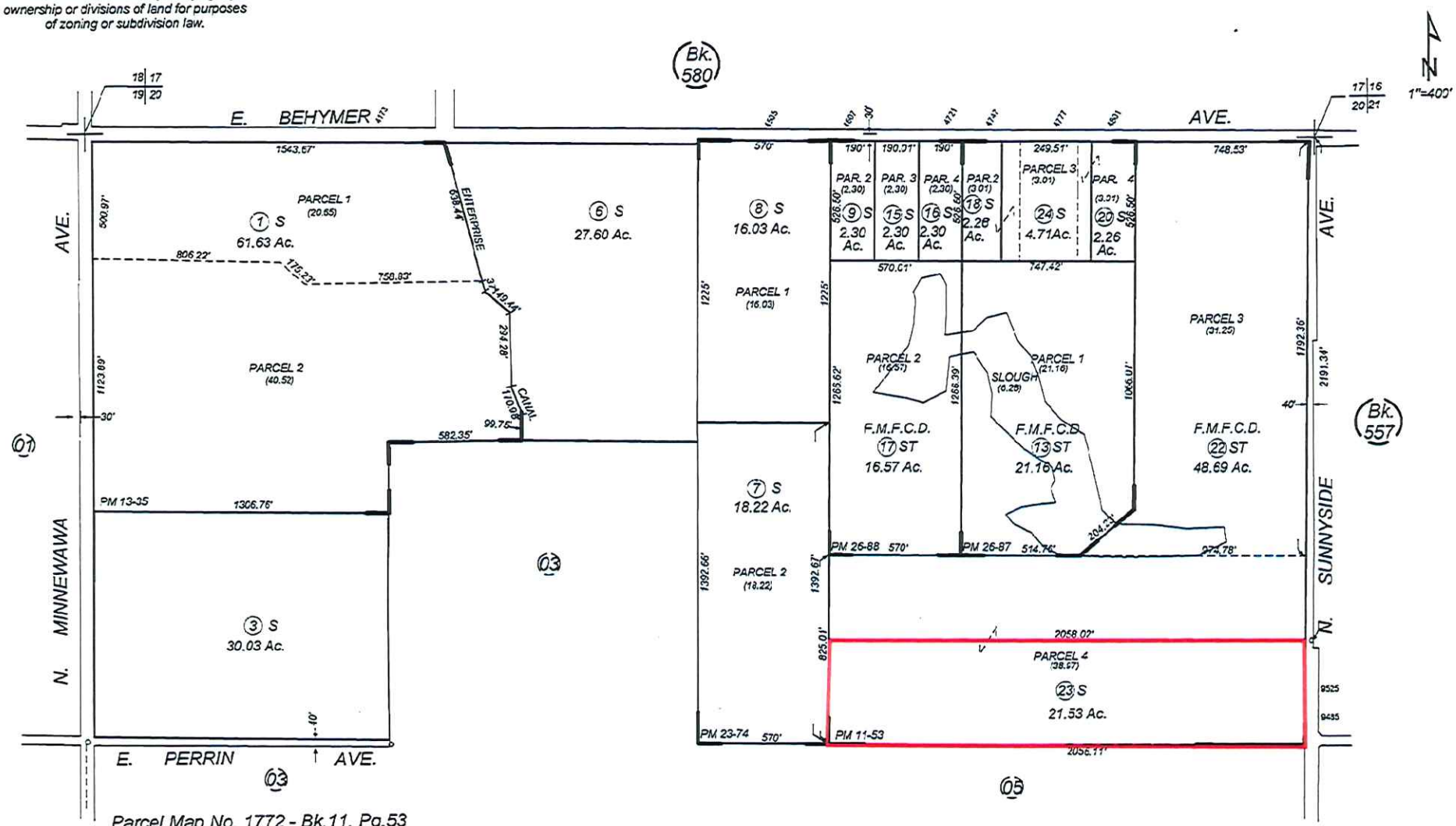
PLEASE RETURN TO:
Liz Salazar, Assistant Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2305 Fax: 324-2866

-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.

SUBDIVIDED LAND & POR. SEC. 20, T.12 S., R.21 E., M.D.B.&M.

Tax Rate Area
76-045
76-052

556-04



Parcel Map No. 1772 - Bk.11, Pg.53
Parcel Map No. 2170 - Bk.13, Pg.35
Parcel Map No. 3488 - Bk.23, Pg.74
Parcel Map No. 3447 - Bk.26, Pg.87
Parcel Map No. 3443 - Bk.26, Pg.88

Note - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

Assessor's Map Bk. 556 - Pg. 04
County of Fresno, Calif.

2/1/2022

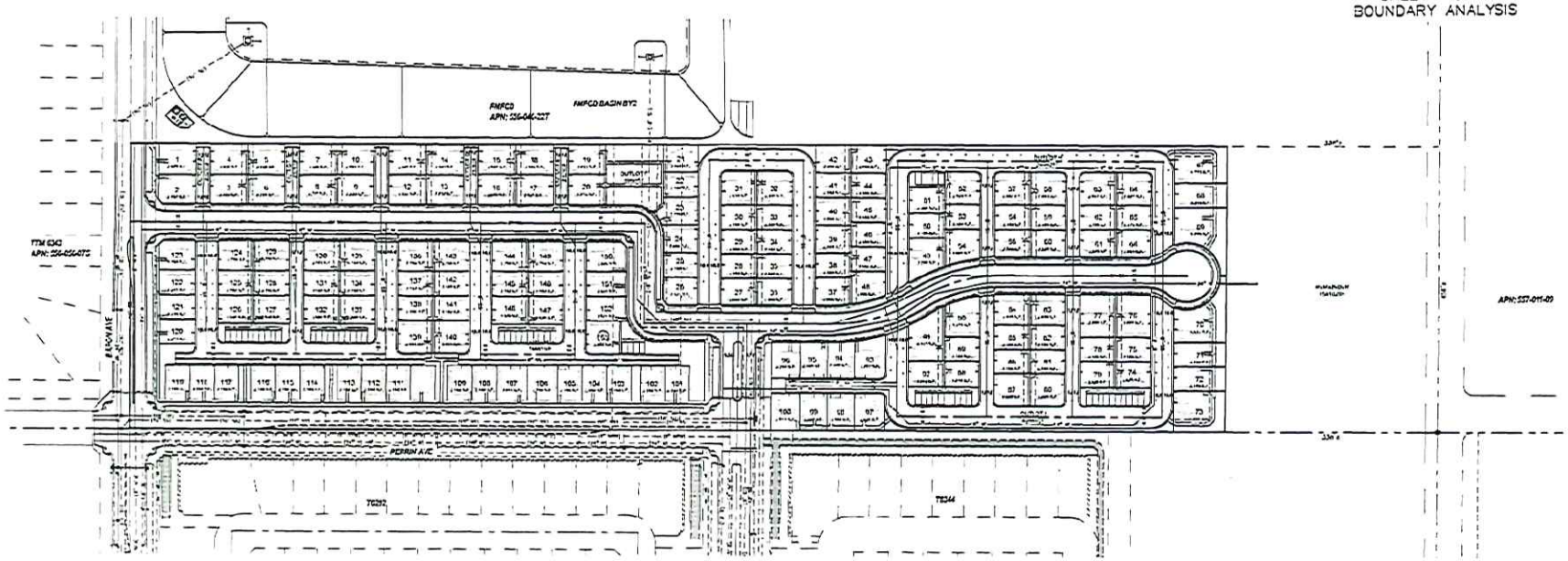
Ref. & Rev.
Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
LENNAR HOMES OF CALIFORNIA, LLC
NORTHWEST CORNER OF PERRIS ROAD AND SUNNYSIDE AVENUE
TRACT 6452
Scale As Noted
Sheet No. 23 of 24 Sheets
27' ALLEY DETAIL
42.2' LOCAL STREET DETAIL
BARON AVE. CROSS-SECTION
PERRIS AVE. CROSS-SECTION
37.2' LOCAL STREET DETAIL
37.2' LOCAL STREET DETAIL
27' ALLEY DETAIL
36' LOCAL STREET DETAIL

VESTING
TENTATIVE SUBDIVISION MAP
OF

TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 1 OF 4
BOUNDARY ANALYSIS

Ref. & Rev.



EXISTING TREES
NONE (ON AREA FOR DEVELOPMENT)
EXISTING BUILDINGS
NONE (ON AREA FOR DEVELOPMENT)
EXISTING USE
VACANT LAND
EXISTING GENERAL PLAN LAND USE
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
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
DEDICATION: 3.04 ACRES, MORE OR LESS
PROJECT NET: 17.72 ACRES, MORE OR LESS
SITE ADDRESS
PARCEL 1 OF PARCEL MAP NO. 1772

PARKING LOT INFO:
STANDARD PARKING STALLS: 59
ON STREET PARKING: 123
TOTAL PARKING: 182

GARAGE PARKING (2 CARS PER GARAGE): 152

OWNER:
LENNAR HOMES OF CALIFORNIA
7477 EAST DUNCAN AVENUE
CLOVIS, CA 93619

SUBDIVIDER:
LENNAR HOMES OF CALIFORNIA
7480 N. PALM AVE., SUITE 101
FRESNO, CA 93711
PH: (559)437-1400

PREPARED BY:
YAMABE & HORN ENGINEERING, INC.
3offs N. BRAIL AVE., SUITE 101
FRESNO, CALIFORNIA 93727
PH: (559) 244-2123

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, SEPTICS, 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 COMMERCIALLY PRODUCED ENERGY RESOURCES. THIS SUBDIVISION HAS BEEN DESIGNED WITH 85 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 SUBDIVISION.
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, ROADWAY, 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 MAINTENANCE PURPOSES:
   OUTLOT 'F' = 6,990 SQ.FT.
10. TO BE DEDICATED FOR PRIVATE ROAD AND PUBLIC & PRIVATE UTILITY PURPOSES:
    OUTLOT 'A' = 2,829 SQ.FT.
    OUTLOT 'B' = 2,829 SQ.FT.
    OUTLOT 'C' = 2,829 SQ.FT.
    OUTLOT 'D' = 2,829 SQ.FT.
    OUTLOT 'E' = 2,829 SQ.FT.
    OUTLOT 'G' = 3,324 SQ.FT.
    OUTLOT 'H' = 23,743 SQ.FT.
    OUTLOT 'K' = 26,942 SQ.FT.
    OUTLOT 'L' = 49,368 SQ.FT.
    OUTLOT 'M' = 74,981 SQ.FT.

LEGAL DESCRIPTION:

THE LAND HEREINAFTER TO BE SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1 OF PARCEL MAP NO. 1772, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 11, PAGE 53 OF PARCEL MAPS, FRESNO COUNTY RECORDS.

EXCEPTING THEREFROM AN UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS AND/OR MINERALS, RIGHTS AND HYDROCARBON SUBSTANCE WITH THE RIGHT AT ALL TIMES, TO ENTER ON THE ABOVE DESCRIBED LANDS AND TAKE ALL THE USUAL NECESSARY OR CONVENIENT MEANS TO DRILL WELLS, MAKE EXCAVATIONS, AND TO EXPLORE ALL THE OIL, GAS AND/OR MINERALS THEREIN INTERESTED, AND FOUND THEREON, AS EXCEPTED AND RESERVED IN THE DEED FROM BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION, TO T.L. HANSEN, DATED FEBRUARY 9, 1956, RECORDED FEBRUARY 20, 1956 IN BOOK 4472, PAGE 263 OF OFFICIAL RECORDS, DOCUMENT NO. 14634.

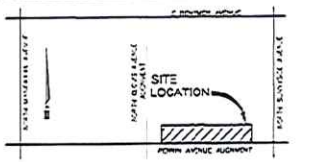
EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT BY ORDER OF CONDEMNATION, CASE NUMBER 404621-0, SUPERIOR COURT OF CALIFORNIA, COUNTY OF FRESNO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 3443, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 26 AT PAGE 86 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 2 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 DIABLE BASE AND MERIDIAN, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 0° 44' 27" EAST ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20 A DISTANCE OF 2641.94 FEET TO THE POINT OF INTERSECTION THEREOF WITH THE SOUTH LINE OF PARCEL 1 OF SAID PARCEL MAP NO. 3443; THENCE SOUTH 89° 55' 33" WEST ALONG SAID SOUTH LINE A DISTANCE OF 2644.00 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 1 OF PARCEL MAP NO. 3443; THENCE NORTH 89° 55' 33" EAST PARALLEL WITH AND 30.00 FEET NORTH OF, MEASURED AT RIGHT ANGLES, THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 2644.00 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 89° 55' 33" EAST PARALLEL WITH AND 30.00 FEET NORTH OF, MEASURED AT RIGHT ANGLES, THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 2644.00 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 0° 44' 27" EAST ALONG SAID EAST LINE A DISTANCE OF 30.00 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.

VICINITY MAP:



NOTES:

EXISTING STORM DRAIN INLET	EXISTING SEWER LINE	SDIN	STORM DRAIN INLET
EXISTING SANITARY SEWER MANHOLE	EXISTING WATER LINE	SDMH	STORM DRAIN MANHOLE
EXISTING STORM DRAIN MANHOLE	EXISTING OVERHEAD ELECTRIC LINE	SSMH	SANITARY SEWER MANHOLE
EXISTING STREET LIGHT	EXISTING IRRIGATION LINE	SP	IRRIGATION STANDPIPE
EXISTING UTILITY POLE	EXISTING EDGE OF PAVEMENT	SL	STREETLIGHT
PROPOSED DRAINAGE DIRECTION	EXISTING FENCE (CHAIN LINK)	PP	POWER POLE
LOT/BLOCK	EXISTING TREE	UP	UTILITY POLE
PROPOSED WASH ENCLOSURE PER CITY STD. 32C-1, #33	EXISTING FIRE HYDRANT	TEL	TELEPHONE POLE
PROPOSED 6' MASONRY BLOCK WALL	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

SCALE: 1" = 80'
0 40' 80' 160'

EXCEPTING THEREFROM THAT 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.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
3loft N. Brawley Ave., Suite 101
Fresno, CA 93727
TEL: (559) 244-2123 FAX: (559) 455-0690

LENNAR HOMES OF CALIFORNIA, LLC

NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6452

Dr. By: JD
Ch. By: AJ
Date: 4/7/2020
Scale: As Noted
YH Job No. 19-1162
Sheet No. 1
of 4 Sheets

Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS

LENNAR HOMES OF CALIFORNIA, LLC

NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6452

Des. by ___ Ck. by ___ Date ___ Scale AS NOTED Sheet No. ___ of ___ Sheets

VESTING
TENTATIVE SUBDIVISION MAP
OF
TRACT NO. 6452
(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 2 OF 5
BOUNDARY ANALYSIS

Ref. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS

LENNAR HOMES OF CALIFORNIA, LLC

NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6452

Ck. Dr. ___ Ck. ___ Date ___ Scale ___ As Noted
Job No. ___ Sheet No. ___ of ___ Sheets

VESTING
TENTATIVE SUBDIVISION MAP
OF

TRACT NO. 6452

(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 3 OF 5
BOUNDARY ANALYSIS

Rel. & Rev.

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS

LENNAR HOMES OF CALIFORNIA, LLC

NORTHWEST CORNER OF PERRIN ROAD AND SUNNYSIDE AVENUE
TRACT 6452

Des. By ___ Ck. By ___ Date ___ Scale ___ Sheet No. ___ of ___ Sheets

VESTING
TENTATIVE SUBDIVISION MAP
OF
TRACT NO. 6452
(A PLANNED DEVELOPMENT)
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA
SHEET 4 OF 5
BOUNDARY ANALYSIS

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE |P.O. BOX 12616 |FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

November 6, 2025

FRE-168-PM 7.255
TM6452A
Tract Map
#55785

Tiffany Williams
City of Clovis
Planning and Development Services Dept.
1033 Fifth St.,
Clovis, CA 93612
Phone: (559) 324-2328

SENT VIA EMAIL

Dear Ms. Williams

Thank you for the opportunity to review a Tract Map for the Lennar subdivision project, which was originally planned for 540 units but has been revised to 524 single-family homes. The project is located at the east side of Minnewawa Avenue, north of Shepherd Avenue, and the northwest corner of Sunnyside and Perrin Avenues. State Route 168/Herndon Avenue interchange are approximately 2.8 miles and 3.2 miles from the project, respectively.

Caltrans provides the following comments are consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

Traffic Operations Branch:

1. As discussed in the previous meeting, the Traffic Impact Analysis (TIA) for Tract Maps 6452 and 6375 should include a project trip distribution for review. Please ensure that this trip distribution is incorporated into the TIA when it is submitted. Please include a Trip Distribution percentage figure.
2. According to the Caltrans Local Development Review Safety Practitioner's Guidance (February 2024), a safety review for a development project is not required if the project does not involve any physical modifications to the State Highway System (SHS) and generates zero additional trips, by any mode, on the SHS. However, since the proposed development may generate additional trips on the SHS, a safety review may be necessary. This review should identify and

County of Fresno

DEPARTMENT OF PUBLIC HEALTH
Joe Prado, Interim Director
Dr. Rais Vohra, Interim Health Officer

October 27, 2025

LU0023176
2604

Tiffany Williams, Associate Planner
City of Clovis
Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

Dear Ms. Williams:

PROJECT NUMBER: **TM6452A, PDP2025-001**

TM6452A, PDP2025-001; A request to approve an amendment to a previously-approved vesting tentative tract map for a 137-lot single-family planned residential development located at the northeast corner of Baron and Perrin Avenues.

APN: 556-040-30S ZONING: R-1-PRD ADDRESS: 382 & 376 NEC Sunnyside & Baron Avenues

Recommended Conditions of Approval:

- 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.

The following comments pertain to the demolition of existing structure(s):

- Should the structure(s) have an active rodent or insect infestation, the infestation should be abated prior to demolition of the structure(s) in order to prevent the spread of vectors to adjacent properties.

- In the process of demolishing the existing structure(s), the contractor may encounter asbestos containing construction materials and materials coated with lead-based paints.

- If asbestos containing materials are encountered, contact the San Joaquin Valley Air Pollution Control District at (559) 230-6000 for more information.

- If the structure(s) were constructed prior to 1979 or if lead-based paint is suspected to have been used in these structures, then prior to demolition work the contractor should contact the following agencies for current regulations and requirements:

  - California Department of Public Health, Childhood Lead Poisoning Prevention Branch, at (510) 620-5600.

  - United States Environmental Protection Agency, Region 9, at (415) 947-8000.

  - State of California, Industrial Relations Department, Division of Occupational Safety and Health, Consultation Service (CAL-OSHA) at (559) 454-5302.

REVIEWED BY:



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

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kt

cc: Deep Sidhu-Environmental Health Division (CT. 55.25)
Lennar Homes- Applicant (walter.diamond@lennar.com)

evaluate any potential safety impacts that could arise from the increased traffic conflicts. To support this analysis, the developer should request a Caltrans crash data summary for the affected SHS facility using the Crash Data Request Form provided in the guidance.

Local Development Review Branch:

1. As a point of information: Providing bicyclist amenities at transit stops, stations, and on vehicles can help to expand transit ridership by integrating other modes and extending the reach of first-mile/last-mile transit connections. Caltrans recommends the project design should incorporate use of active modes of transportation. Active modes of transportation will increase the potential for walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations, thereby increasing and improving connectivity and mobility of non-motorized users.

If you have any other questions, please call or email Kaylie Schreihans at (559) 383-5944 or kaylie.schreihans@dot.ca.gov.

Sincerely,

David Padilla, Branch Chief,
Local Development Review Branch

Attachment: Crash Data Request Form

OFFICE MEMO

DATE: 10/21/2025

TO: City of Clovis Department of Planning and Development services

FROM: Fresno County Transportation Planning

SUBJECT: TM 6452A

PROJECT OVERVIEW:

TM6452A; A request to approve an amendment to a previously-approved vesting tentative tract map for a 137-lot single-family planned residential development for land located at the northeast corner of Baron and Perrin Avenues. This entitlement is being processed concurrently with PDP2025-001

Table A: ITE Trip Generation (210 Single Family Homes)

Land Use/Project	Dwelling Units	Weekday		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Total	Rate	Total	Rate	Total
TM 6452A	137	9.43	1292	.75	103	.99	136
Total Net New Project Trips			+1292		**+103**		+136

COMMENTS/ MITIGATION:
This project will impact county facilities and should require a TIS, please include the county in all future routings best point of contact is bhines@fresnocountyca.gov. Using ITE trip Generation Manual (11th Edition) trips are calculated to be over the county's threshold.

A Vehicle Miles Traveled (VMT) analysis should also be prepared for the proposed development.

If you have any further questions regarding this matter, please contact Brody Hines at bhines@fresnocountyca.gov

Sincerely,

Brody Hines

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: Marissa Parker, Associate Planner

Subject: Receive and File - Quail Run Annexation Update (RO313).

Recommendation: Receive and File

Staff will give a verbal presentation and update on the progress of the Quail Run Annexation (RO313) and outline the next steps in the process.

CITY of CLOVIS

Report to the City Council

To: City Council

From: Planning and Development Services Department

Date: May 4, 2026

Staff: George Gonzalez, City Planner

Subject: Receive and File - General Plan Update, Land Use Map Check-In

Recommendation: Receive and File

Attachments: None

The City's consultant will give a verbal presentation and update on the progress of the General Plan Update, outline the next steps in the process, and provide three conceptual land use maps for review and discussion.