



# AGENDA CLOVIS CITY COUNCIL

Council Chamber, 1033 Fifth Street, Clovis, CA 93612 (559-324-2060)  
[www.cityofclovis.com](http://www.cityofclovis.com)

*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 or General Services Director 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.*

*Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at City Hall, in the City Clerk's office, during normal business hours. In addition, such writings and documents may be posted on the City's website at [www.cityofclovis.com](http://www.cityofclovis.com).*

October 17, 2016

6:00 PM

Council Chamber

**The City Council welcomes participation at Council Meetings. Members of the public may address the Council on any item of interest to the public that is scheduled on the Agenda. In order for everyone to be heard, please limit your comments to 5 minutes or less, or 10 minutes per topic.**

Meeting called to order by Mayor Magsig  
Flag salute led by Councilmember Armstrong

## **ROLL CALL**

## **PRESENTATIONS/PROCLAMATIONS**

- A. Presentation and proclamations to retiring Councilmember William "Harry" Armstrong.

## **MARCH 7, 2017 CITY OF CLOVIS GENERAL MUNICIPAL ELECTION**

1. Consider Approval – Various actions required to conduct the March 2017 General Municipal Election. (Staff: J. Holt)
  - a. Consider Approval - Res. 16-\_\_\_\_, Calling the March 7, 2017 General Municipal Election for the purpose of electing two members of the City Council for the full term of four years; and
  - b. Consider Approval - Res. 16-\_\_\_\_, Calling a Special Municipal Election for the purpose of electing one member of the City Council for a two year term created due to a vacancy; and
  - c. Consider Approval - Res. 16-\_\_\_\_, Establishing Conditions for the filing of Candidates' Statements; and
  - d. Consider Approval - Res. 16-\_\_\_\_, Authorizing the Fresno County Elections Division to conduct the election.

**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 5 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.)

**ORDINANCES AND RESOLUTIONS** (With respect to the approval of resolutions and ordinances, the reading of the title shall be deemed a motion to waive a reading of the complete resolution or ordinance and unless there is a request by a Councilmember that the resolution or ordinance be read in full, further reading of the resolution or ordinance shall be deemed waived by unanimous consent of the Council.)

## **1. PUBLIC HEARINGS**

- A. Consider Approval – Res. 16-\_\_\_\_, A Request To Approve an Environmental Finding of a Negative Declaration for the City of Clovis Active Transportation Plan, and Consider Approval - Res. 16-\_\_\_\_, A Request to Approve the City of Clovis Active Transportation Plan. (Staff: R. Mathis)
- B. Consider Approval - Res. 16-\_\_\_\_, SPR2006-37A, A request to approve a site plan review amendment for the installation of ground mounted solar panels at the existing City of Clovis Sewage Treatment/Water Reuse Facility located on the north side of Ashlan Avenue between Thompson and McCall Avenues. City of Clovis, owner; Compass Energy Solutions, applicant. (Staff: B. Araki)
- C. Consider Actions related to Annexation of Territory (Annexation #47 - PM2016-01,T6143,T6137,T6068,T6102,T6134,T5720A,T6128, various locations) to the City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services). (Staff: J. Hughson)
  - 1. Consider Approval - Res. 16-\_\_\_\_, A Resolution annexing territory (Annexation #47 - PM2016-01,T6143,T6137,T6068,T6102,T6134,T5720A,T6128, various locations) to the City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services) and calling a special landowner election to annex territory (Annexation #47) to City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services).
  - 2. Consider Approval - Res. 16-\_\_\_\_, A Resolution of the City of Clovis declaring the results of a special landowner election and directing recording of the Notice of Special Tax Lien for City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services).
- D. Consider Introduction – Ord. 16-\_\_\_\_, An Ordinance of the City Council of the City of Clovis Amending Sections 8.1.02, 8.2.101, 8.5.101, 8.6.101, and Adding Chapters 8.15, 8.16, 8.17 of Title 8 of The Clovis Municipal Code Pertaining to Adoption of the 2016 California Building, Electrical, Mechanical, Plumbing, Residential, Energy, and Green Building Standards Codes. (Staff: D. Stawarski)

- 2. CONSENT CALENDAR** Consent Calendar items are considered routine in nature and voted upon as one item unless a request is made to give individual consideration to a specific item. (See Attached Consent Agenda.)



### 3. CITY MANAGER COMMENTS

### 4. COUNCIL ITEMS

#### A. Council Comments

### ADJOURNMENT

| Meetings and Key Issues |           |                                   |                 |
|-------------------------|-----------|-----------------------------------|-----------------|
| Oct. 24, 2016 (Mon.)    | 6:00 P.M. | Regular Meeting (To Be Cancelled) | Council Chamber |
| Nov. 7, 2016 (Mon.)     | 6:00 P.M. | Regular Meeting                   | Council Chamber |
| Nov. 14, 2016 (Mon.)    | 6:00 P.M. | Regular Meeting                   | Council Chamber |
| Nov. 21, 2016 (Mon.)    | 6:00 P.M. | Regular Meeting (To Be Cancelled) | Council Chamber |
| Dec. 5, 2016 (Mon.)     | 6:00 P.M. | Regular Meeting                   | Council Chamber |
| Dec. 12, 2016 (Mon.)    | 6:00 P.M. | Regular Meeting                   | Council Chamber |
| Dec. 19, 2016 (Mon.)    | 6:00 P.M. | Regular Meeting (To Be Cancelled) | Council Chamber |
| Jan. 3, 2017 (Tue.)     | 6:00 P.M. | Regular Meeting                   | Council Chamber |
| Jan. 9, 2017 (Mon.)     | 6:00 P.M. | Regular Meeting                   | Council Chamber |
| Jan. 16, 2017 (Mon.)    | 6:00 P.M. | Regular Meeting                   | Council Chamber |

**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.

**A. CITY CLERK**

- 1) Approval - Minutes for the October 3, 2016 Council meeting.

**B. ADMINISTRATION**

- 1) Approval – Change of Council Meeting Schedule.

**C. COMMUNITY AND ECONOMIC DEVELOPMENT**

- 1) Approval – Temporary Closure of Veterans Parkway for Holiday Activities.
- 2) Approval – Request from Old Town Clovis Kiwanis for Extended Route for 2016 Children's Electric Christmas Parade.

**D. FINANCE**

- 1) No items.

**E. GENERAL SERVICES**

- 1) No items.

**F. PLANNING AND DEVELOPMENT SERVICES**

- 1) Approval – Res. 16-\_\_\_\_, Final Map for Tract 5720A, located at the southwest corner of DeWolf and Loyola Avenues (Teague 6121, LLC, Manny Penn).
- 2) Approval – Res. 16-\_\_\_\_, Annexation of Proposed Tract 5720A, located at the southwest corner of DeWolf and Loyola Avenues to the Landscape Maintenance District No. 1 of the City of Clovis (Teague 6121, LLC).

**G. PUBLIC SAFETY**

- 1) Approval – Res. 16\_\_\_\_, Amending the Police Department's Budget for FY 2016-2017 to reflect the award from the Office of Traffic Safety Selective Enforcement Traffic Program grant in the amount of \$70,000.00.
- 2) Receive and File – Police Department Report for the month of July 2016.

**H. PUBLIC UTILITIES**

- 1) Receive and File – Public Utilities Report for the month of July 2016.

**I. REDEVELOPMENT SUCCESSOR AGENCY**

- 1) No items.

**A PROCLAMATION OF HONOR AND APPRECIATION  
TO WILLIAM "HARRY" ARMSTRONG  
FOR HALF A CENTURY OF PUBLIC SERVICE**

**WHEREAS,** Councilmember Harry Armstrong has been a major part of making Clovis what it is today for over 50 years; and

**WHEREAS,** In 1966, Councilmember Armstrong was appointed to the Clovis Planning Commission, and elected in 1970 to the Clovis City Council in which he has served in ten consecutive re-elections and is a five-time Mayor, California's Longest Serving Elected Official; and

**WHEREAS,** Councilmember Armstrong has served on the League of California Cities board for more than 27 years, and has served as chairman of the Fresno County Transportation Authority for 22 years. He has also served as chairman of the Fresno County Water Advisory Board for 13 years and the Association of Metropolitan Water Agencies for 21 years; and

**WHEREAS,** Councilmember Armstrong's numerous accomplishments are too vast to list, but to name a few, he was involved with or spearheaded: Clovis Community Medical Center, Old Town Clovis, Highway 168, the City's Research and Technology Park, Clovis Police and Fire Department headquarters, the City's Civic Center, and the Miss Winkles Pet Adoption Center. These are all places that have added great value to this community. It is nearly impossible to reflect on any significant contribution in our City over the last 50 years without seeing his influence; and

**WHEREAS,** While Councilmember Armstrong's retirement is, indeed, the end of an era, it is not the end of his influence. There are many projects underway that will continue to be guided by his vision - the new Senior Center, library project and expansion of Old Town.

**NOW, THEREFORE, BE IT RESOLVED** that the Clovis City Council, on behalf of the Citizens of Clovis, does hereby Honor and Proclaim October 17, 2016 as

**WILLIAM "HARRY" ARMSTRONG DAY  
IN THE CITY OF CLOVIS**

**IN WITNESS THEREOF,** We hereunto set our hands and cause the official seal of the City of Clovis to be affixed this 17<sup>th</sup> day of October, 2016.

  
\_\_\_\_\_  
Nathan Magsig, Mayor

  
\_\_\_\_\_  
Bob Whalen, Mayor Pro Tem

  
\_\_\_\_\_  
Lynne Ashbeck, Councilmember

  
\_\_\_\_\_  
Jose Flores, Councilmember

**Agenda Item A**



AGENDA ITEM NO: 1 a-d

City Manager: [Signature]

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Administration

DATE: October 17, 2016

SUBJECT: Consider Approval – Various actions required to conduct the March 2017 General Municipal Election

- a. Consider Approval - Res. 16-\_\_\_\_, Calling the March 7, 2017 General Municipal Election for the purpose of electing two members of the City Council for the full term of four years; and
- b. Consider Approval - Res. 16-\_\_\_\_, Calling a Special Municipal Election for the purpose of electing one member of the City Council for a two year term created due to a vacancy; and
- c. Consider Approval - Res. 16-\_\_\_\_, Establishing Conditions for the filing of Candidates' Statements; and
- d. Consider Approval - Res. 16-\_\_\_\_, Authorizing the Fresno County Elections Division to conduct the election.

ATTACHMENTS: (A) Resolution calling the March 2017 General Municipal Election  
(B) Resolution calling a Special Municipal Election for the purpose of electing one member of the City Council for a two year term created due to a vacancy  
(C) Resolution establishing the conditions for filing of candidates' statements  
(D) Resolution authorizing the Fresno County Elections Division to conduct the election.

### **CONFLICT OF INTEREST**

None

## **RECOMMENDATION**

For the City Council to approve various actions required to conduct the March 2017 General Municipal Election for the purpose of electing two members of the City Council for the full term of four years. Staff is also recommending the City Council call a special election to fill a vacancy due to a resignation from Councilmember Armstrong.

## **EXECUTIVE SUMMARY**

On March 7, 2017, an election will be held in the City of Clovis for two City Council seats. In accordance with the California Elections Code, several things must occur to successfully conduct the election. Approval of staff's recommendations and the attached resolutions will call the election; call a special election to fill a vacancy due to a resignation, establish conditions for filing of candidates' statements; and authorize the Fresno County Elections Division to conduct the election. In addition, staff is in receipt of a letter of resignation from Councilmember Harry Armstrong effective October 17, 2017. Staff is recommending City Council call a special election for the short term office for March 2017 through March 2019. If approved, the special election will be consolidated with the March 7, 2017 election. A candidate would be required to declare which office (either the two four year terms or the one two year term) when they pick up their candidate paperwork.

## **BACKGROUND**

### **1. Calling the Election**

In accordance with the California Elections Code, the 2017 General Municipal Election must be called prior to the opening of the nomination period. The nomination period for the March 7, 2017 Election opens on November 14, 2016 and closes on December 9, 2016. However, when an incumbent does not seek re-election, the nomination period is automatically extended five days – December 14, 2016. It should be noted that with Mayor Magsig being elected to the Fresno County Board of Supervisors, he is not considered an incumbent. Therefore the nomination period would only be extended five days if Councilmember Ashbeck did not file by December 9, 2016. The Notice of Election listing the time and date of the election and the offices to be filled, must be published not sooner than October 31, 2016 and not later than November 14, 2016.

### **2. Calling a Special Election**

Staff is recommending the calling of a Special Municipal Election for the purpose of electing one member of the City Council for a two year term created due to a vacancy. Options to consider when a vacancy occurs:

- a. Within 60 days appoint someone to fill the vacancy or call a Special Election.

- i. If a vacancy were to occur October 17, 2016, the Council would have 60 days (16 December 2016 – GC Section 36512) to either call an election or appoint.
- ii. Special Election - There must be at least 114 days (13 November 2016 – GC Section 36512) prior to the next election which would put it on the ballot for March 7, 2017.
- iii. Appointment – If appointed by October 28, 2016, appointee would serve through March 7, 2017 (130 days prior to election – GC Section 36512). If appointed after October 28, 2016, appointee would serve through March 2019. If Council should choose to appoint, staff would develop a process to advertise and set up interviews for Council noting the 60 day period ending December 17, 2016. An appointee is required to be a registered voter of the City of Clovis.
- iv. Special Election and appointment. Council could choose to appoint someone and call a special election for March 2017. The appointment would only be through the election in 2017.

Election Calendar:

10/17/2016 – Vacancy created (60 days to appoint or call election – 12/16/2016)

10/28/2016 – if appointment made by this date, appointment is to March 7, 2017

10/28/2016 – if appointment made after this date, appointment is to March 2019

11/13/2016 – last day to call a special election for the March 2017 ballot, if not called by this date, Council can either appoint or call a special election (June 2017) at a cost of approximately \$150,000

11/14/2016 – 12/09/2016 – Nomination Period

12/16/2016 – last day to appoint or call special election

First week in January 2017 – Mayor Magsig swearing in as a Fresno County Board Member creating vacancy

3/7/2017 – General Municipal Election

3. Establishing Conditions for Filing of Candidates' Statements

The California Elections Code provides that the Council must establish the conditions for filing of Candidates' Statements prior to the filing for the March 2017 Election.

In previous elections the Council has established the conditions for filing of Candidates' Statements. The Council has set a limit of 200 words for the statements, provided that the candidate pays the cost of the printing. These conditions help limit the size of the sample ballot pamphlet and reduce the cost to the City for printing and mailing voter information.

4. Authorizing the Fresno County Elections Division to conduct the election

On September 14, 2007, the City issued a Request for Proposals (RFP) soliciting proposals for services in support of a General Municipal Election held for the City Council in March of each odd year alternating between two and three Council candidates. Four proposals were received by the October 26, 2007, deadline. A review of the four proposals considering references, experience, cost, and services proposed, led staff to recommend award to the Fresno County Elections Division. On December 10, 2007, City Council approved the award of election services to the Fresno County Elections Division beginning with the March 2009 Election. The 2011, 2013, and the 2015 elections were cancelled as only the incumbents had been nominated. The Fresno County Elections Division is the Registrar of Voters in Fresno County and is well versed and capable of managing the election and staff is recommending Council authorize the Fresno County Elections Division to conduct the election.

**FISCAL IMPACT**

The City incurs a cost every other year to conduct an election. The estimated cost to conduct the election is budgeted and accounted for in the 2016-17 budget. Staff is estimating the total cost for the election will not exceed \$175,000.

**REASON FOR RECOMMENDATION**

To conduct the 2017 General Municipal Election, the City Clerk's Office must act in accordance with provisions of the law relating to General Law cities in the State of California.

**ACTIONS FOLLOWING APPROVAL**

After Council approval of the resolutions and authorizing the City Clerk to conduct the election with the support of the Fresno County Elections Division, the necessary steps will be implemented, in accordance with State law, for the 2017 General Municipal Election process.

Submitted by: John Holt, Assistant City Manager / City Clerk



**RESOLUTION 16-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA,  
CALLING AND GIVING NOTICE OF THE HOLDING OF A GENERAL MUNICIPAL  
ELECTION TO BE HELD IN SAID CITY ON TUESDAY, THE SEVENTH DAY OF MARCH  
2017 FOR THE ELECTION OF CERTAIN OFFICERS OF SAID CITY AS REQUIRED BY THE  
PROVISIONS OF THE LAWS OF THE STATE OF CALIFORNIA RELATING TO THE  
GENERAL LAW CITIES**

WHEREAS, under the provisions of the laws relating to General Law Cities in the State of California, a regular general municipal election shall be held on the first Tuesday, following the first Monday in the month of March of each odd numbered year.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That pursuant to the requirements of the law of the State of California relating to General Law Cities within said State, there shall be, and there is hereby called and ordered, held in the City of Clovis, County of Fresno, State of California, on Tuesday, the 7<sup>th</sup> day of March 2017, a regular general municipal election of the qualified electors of said City. Said Election is for the purpose of electing two (2) members of the City Council for the full term of four years.

SECTION 2. That the ballots to be used at said election shall be in form and content as required by law.

SECTION 3. That the City Clerk of said City, in working with the Fresno County Elections Division to conduct the election, is hereby authorized, instructed and directed to procure and furnish any and all official ballots, notices, printed matter and all supplies, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct said election.

SECTION 4. That the polls for said election shall be open at 7:00 o'clock A.M. of the day of said election and shall remain open continuously from said time until 8:00 o'clock P.M. of the same day when said polls shall be closed.

SECTION 5. That notice of said election is hereby given and the City Clerk is hereby authorized, instructed, and directed to give such further or additional notice of said election in time, form and manner as required by law.

\* \* \* \* \*

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Dated: October 17, 2016

---

Mayor

---

City Clerk



## **RESOLUTION 16-**

### **A RESOLUTION OF THE COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA, DECLARING A VACANCY IN THE OFFICE OF COUNCILMEMBER FOR THE CITY OF CLOVIS; AND CALLING A SPECIAL ELECTION TO FILL THE VACANCY TO BE CONSOLIDATED WITH THE MARCH 7, 2017 GENERAL ELECTION**

WHEREAS, Councilmember William “Harry” Armstrong has served in the office of Councilmember for the City of Clovis since April 14, 1970; and

WHEREAS, Councilmember Armstrong’s term of office is set to expire in March of 2019; and

WHEREAS, Councilmember Armstrong has submitted a letter of resignation to the City Clerk effective October 17, 2016 (attached as Exhibit “A”); and

WHEREAS, California Elections Code Section 36512 provides guidance as to how a vacancy for elective office can be filled.

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

1. Receipt of Councilmember William “Harry” Armstrong’s letter of resignation by the City Clerk, effective October 17, 2016, is hereby acknowledged.
2. A vacancy is declared in the office of Councilmember for the City of Clovis effective October 17, 2016.
3. The Council hereby requests the special election to fill the vacancy in the office of Councilmember for the City of Clovis be conducted in the manner prescribed in the California Elections Code.
4. The office for the special election will be for a short term of two (2) years from March 2017 to March 2019.
5. That the City Clerk of said City, in working with the Fresno County Elections Division to conduct the special election consolidated with the general municipal election, is hereby authorized, instructed and directed to procure and furnish any and all official ballots, notices, printed matter and all supplies, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct said election.
6. That the polls for said election shall be open at 7:00 o’clock A.M. of the day of said election and shall remain open continuously from said time until 8:00 o’clock P.M. of the same day when said polls shall be closed.

7. That notice of said special election is hereby given and the City Clerk is hereby authorized, instructed, and directed to give such further or additional notice of said special election in time, form and manner as required by law.
8. Candidates for the March 7, 2017<sup>1</sup> election will be required to select which office they are going to run for, either the regular general municipal election for two four-year terms of the special election for one two-year term. A candidate cannot run for both.

\* \* \* \* \*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

DATED: October 17, 2016

---

Mayor

---

City Clerk



# CITY OF CLOVIS MEMORANDUM

TO: John Holt, City Clerk

FROM: Councilmember William "Harry" Armstrong

DATE: October 10, 2016

SUBJECT: Resignation

To Whom It May Concern:

After 50 years of dedicated service to the City of Clovis I hereby tender my resignation as a councilmember of the Clovis City Council, effective on October 17, 2016.

Sincerely,

William "Harry" Armstrong  
Clovis City Councilmember

**RESOLUTION 16-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA, ADOPTING  
REGULATIONS FOR CANDIDATES FOR ELECTIVE OFFICE PERTAINING TO CANDIDATES  
STATEMENTS SUBMITTED TO THE VOTERS AT AN ELECTION TO BE HELD ON TUESDAY,  
MARCH 7, 2017**

WHEREAS, §13307 of the Elections Code of the State of California provides that the governing body of any local agency adopt regulations pertaining to materials prepared by any candidate for a municipal election, including costs of the candidates statement; and—

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. GENERAL PROVISIONS. That pursuant to §13307 of the Elections Code of the State of California, each candidate for elective office to be voted for at an Election to be held in the City of Clovis on March 7, 2017, may prepare a candidate's statement on an appropriate form provided by the City Clerk or designated representative. The statement may include the name, age and occupation of the candidate and a brief description of no more than [200] words of the candidate's education and qualifications expressed by the candidate himself or herself. The statement shall not include party affiliation of the candidate, nor membership or activity in partisan political organizations. The statement shall be filed in typewritten and electronic form in the office of the City Clerk at the time the candidate's nomination papers are filed. The statement may be withdrawn, but not changed, during the period for filing nomination papers and until 4:30 p.m. of the next working day after the close of the nomination period.

SECTION 2. PAYMENT.

- a. The candidate shall be required to pay for the cost of printing the candidate's statement in English in the voter's pamphlet.
- b. The candidate shall be required to pay for the cost of translating the candidate's statement into any required foreign language pursuant to State and/or Federal law.
- c. The candidate shall be required to pay for the cost of printing the candidate's statement in a foreign language in the voter's pamphlet.

The Fresno County Elections Division shall estimate the total cost of printing, handling, translating, and mailing the candidate's statements filed pursuant to this section, including costs incurred as a result of complying with the Voting Rights Act of 1965 (as amended), and require each candidate filing a statement to pay in advance to the local agency his or her estimated pro rata share as a condition of having his or her statement included in the voter's pamphlet. In the event the estimated payment is required, the estimate is just an approximation of the actual cost that varies from one election to another election and may be significantly more or less than the estimate, depending on the actual number of candidates filing statements. Accordingly, the clerk is not bound by the estimate and may, on a pro rata basis, bill the candidate for additional actual expense or refund any excess paid depending on the final actual cost. In the event of underpayment, the clerk may require the candidate to pay the balance of the cost incurred. In the event of overpayment, the clerk shall prorate the excess amount among the candidates and refund the excess amount paid within 30 days of the election.

\* \* \* \*

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Dated: October 17, 2016

---

Mayor

---

City Clerk

**RESOLUTION 16-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA, REQUESTING  
THE BOARD OF SUPERVISORS OF THE COUNTY OF FRESNO TO RENDER SPECIFIED  
SERVICES TO THE CITY RELATING TO THE CONDUCT OF A GENERAL MUNICIPAL ELECTION  
TO BE HELD ON TUESDAY, MARCH 7, 2017**

WHEREAS, a General Municipal Election is to be held in the City of Clovis, California, on March 7, 2017; and

WHEREAS, On December 10, 2007, Clovis City Council selected the Fresno County Elections Division to conduct subsequent elections beginning with the March 2009 Election; and

WHEREAS, the Fresno County Elections Division successfully conducted the 2009 election.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

1. SECTION 1. Waive the bidding requirement, and authorize the use of the Fresno County Elections Division to conduct the March 7, 2017 election.
2. SECTION 2. That pursuant to the provisions of § 10002 of the Elections Code of the State of California, this City Council requests the Board of Supervisors of Fresno County to permit the County Elections Division to conduct the March 7, 2017, City of Clovis General Municipal Election for the purpose of electing two members of the City Council for the full term of four years. Clovis City Clerk John Holt is in receipt of a letter of resignation from Councilmember William "Harry" Armstrong effective October 17, 2016 creating the need to add a third seat to the March 7, 2017 election. The purpose of conducting Said Election is hereby expanded to include a third member of the City Council for term of two years (March 2017 – March 2019) to complete the regular term of the vacated position. Addition of the third member on the ballot shall be considered a special election. Upon turning nomination paperwork in, candidates would be required to declare which office they are seeking, either the two four year terms, or the one two year term. A candidate would not be allowed to run for both offices.
3. SECTION 3. In working with the Clovis City Clerk, the Fresno County Elections Division is authorized to perform any and all activities necessary pursuant to the conduct of the March 7, 2017, City of Clovis General Municipal Election.
4. SECTION 4. That pursuant to the provisions of § 10002 of the Elections Code of the State of California, this City Council authorizes reimbursement to the County in full for the services performed and material acquired for the March 9, 2017, City of Clovis General Municipal Election upon presentation of a bill to the city after the election.

\* \* \* \* \*

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Dated: October 17, 2016

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

**Attachment D**



AGENDA ITEM NO: 1-A  
City Manager: *AA*

## **- CITY OF CLOVIS – REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Planning & Development Services Department

DATE: October 17, 2016

SUBJECT: Consider Approval – Res. 16-\_\_\_\_, A Request To Approve an Environmental Finding of a Negative Declaration for the City of Clovis Active Transportation Plan, and Consider Approval - Res. 16-\_\_\_\_, A Request to Approve the City of Clovis Active Transportation Plan.

ATTACHMENTS: Exhibit (A): City of Clovis Active Transportation Plan Initial Study and Negative Declaration  
Attachment 1: Draft California Environmental Quality Act (CEQA) Resolution No. 2016-\_\_\_\_\_  
  
Exhibit (B): Draft City of Clovis Active Transportation Plan  
Attachment 2: Draft City of Clovis Active Transportation Plan Resolution No. 2016-\_\_\_\_\_

### **CONFLICT OF INTEREST**

"None"

### **RECOMMENDATION**

The Planning Commission and staff recommend the City Council:

1. Consider the Negative Declaration for the Draft 2016 City of Clovis Active Transportation Plan, to determine its adequacy in compliance with the CEQA Statute and Guidelines, and approve Resolution No. 2016-\_\_\_\_\_, approving the Negative Declaration for the Plan.
2. Consider the Draft 2016 Active Transportation Plan, and approve Resolution No. 2016-\_\_\_\_\_, approving the Plan.

## **EXECUTIVE SUMMARY**

The City's 2016 Draft Active Transportation Plan (Plan) is a comprehensive City-wide document that outlines the future of walking and bicycling in Clovis. The main highlights of the Plan include: a vision for walking and bicycling in Clovis; policies to achieve this vision; planned bicycle and pedestrian networks; guidelines for elements such as wayfinding signs and bicycle parking; and, a prioritized list of projects to develop these networks.

The Plan ultimately seeks to increase non-motorized modes of travel in Clovis for both utilitarian and recreational purposes. The Draft City of Clovis Active Transportation Plan updates many elements of the City's 2011 Clovis Bicycle Transportation Master Plan, and also adds plans for improved walking opportunities throughout the City.

An approved Active Transportation Plan for the City will increase access to future state and federal competitive funding opportunities.

## **BACKGROUND**

In August 2015, staff entered into a consultant contract with Fehr & Peers to commence preparation of a City-wide Active Transportation Plan. Planning and Development Services Department staff took the lead in developing the Plan with close coordination from other City departments, specifically Public Utilities; and, with assistance from a stakeholder committee. See Exhibit C for a complete copy of the Draft City of Clovis Active Transportation Plan.

City staff also encouraged public participation in the development of the Plan through open-house format workshops, as well as through a website dedicated to the development of the Plan. Public comment was also requested on the draft Plan during the Plan's public comment period held from August 8, 2016, through September 9, 2016.

The vision for the City's Active Transportation Plan is to provide a connected and complete network of trails, walkways, and bikeways. These networks focus on providing safe, convenient, and enjoyable connections to key destinations and neighborhoods around the City along major collectors and arterials with minimal gaps and interruptions. The Plan was developed to support and encourage utilitarian and recreational walking and biking by all members of the community.

The City seeks to achieve the following goals through implementation of the Plan:

- Increased share of residents who use walking and bicycling to get to work, school, shopping, and other activities.
- Reduced number of pedestrian and bicyclist collisions.
- Closure in gaps within the City's bicycle and pedestrian networks.



## ***Overview of the 2016 Draft City of Clovis Active Transportation Plan***

The City's Active Transportation Plan meets all the requirements of the 2017 Active Transportation Program, and it conforms to the State of California's Active Transportation Plan Guidelines.

The main sections of the draft Plan include:

- Introduction – discussing the vision, benefits, bicycle facilities, pedestrian facilities, support facilities and public participation.
- Goals and Policies – covering consistency with the City's General Plan and its relationship to other plans.
- Existing Conditions – discussing land use and socioeconomics, bicycle and pedestrian networks, bicycle parking, bicycle accommodations on transit, bicycle and pedestrian trips, bicycle and pedestrian safety, past expenditures, maintenance, and other supporting programs.
- Proposed Networks – discussing the shared-use network, on-street bicycle network, pedestrian network, crossing improvements, and supporting facilities.
- Implementation – discussing implementation costs, maintenance costs, funding, and progress reporting.

❖ Appendices, figures, and tables are also included in the Plan, providing additional support documentation to the main sections identified above.

### **Bicycle Facilities**

The draft Plan identifies four primary types of bicycle facilities (bikeways): Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV separated bikeways.

Class I facilities are paved shared-use trail paths that accommodate all pedestrians and bicyclists. Class II facilities are bike lanes located on roadways that are designated by striping, signage, and pavement markings for the exclusive use of bicyclists. Class III facilities are on-street routes, shared with motorists that typically are designated by signs and pavement markings. Class IV facilities, also known as cycle-tracks, are located on roadways, but are physically separated from motor traffic and are distinct from the sidewalk.

### **Pedestrian Facilities**

The main types of pedestrian facilities included in the draft Plan are: Class I shared-use trail paths and sidewalks. Other pedestrian facilities identified in the Plan include crosswalks and curb ramps. The draft Plan addresses how adding appropriate markings, signage, lighting and/or signals at street crossings can increase safety and encourage pedestrian activity.

### Wayfinding Signage

Wayfinding signage directs both bicyclists and pedestrians to connecting facilities and key destinations around the City. These signs provide the most value at trail junctions and at intersections of trails with arterials. These signs also provide distances in miles to encourage walking and bicycling.

### ***Public Participation***

City staff solicited public input through stakeholder meetings, public workshops and web-based surveying to develop the Plan. Feedback from the public focused on existing conditions for bicyclists and pedestrians, desired bicycling and walking infrastructure, and the types of support facilities needed to improve bicycling and walking in Clovis.

Stakeholder Committee – Stakeholder committee representation included members from: Caltrans, a pedestrian advocate, a disabled citizen's advocate, cycling community, Fresno State University, and Clovis Unified School District. The Leadership Counsel for Justice and Accountability was contacted, requested, and invited to all committee meetings. However, they did not participate on the stakeholder committee or in the development of the Plan.

Three stakeholder committee meetings were held. The first meeting was in November 2015. This meeting requested input on a vision for bicycling and walking in the City. The second meeting held in March 2016 gathered feedback on the draft bicycling and pedestrian networks in the Plan. The third meeting held in June 2016 requested comments from the committee on the draft Plan.

Public Workshops – The City held two public workshops located at Century Elementary School in Clovis. The first workshop was in October 2015, and it provided the community an opportunity to identify what bicycle and pedestrian facilities they would like to see in the Plan. Over 30 citizens attended the first workshop. The second workshop was held in March 2016. Over 30 citizens attended this workshop as well, and provided comments on the recommended active networks identified in the Plan.

Web-Based Surveying – Fehr and Peers created an interactive web-based surveying tool called crowdsourcing. Crowdsourcing is an online mapping tool that provided the public another opportunity to submit recommendations and/or comments about bicycling and walking in Clovis. More than 120 inputs were received via this mapping tool, over the course of the Plan development, on bike lane additions, intersection improvements, lighting improvements, and/or the maintenance of existing facilities. These comments were incorporated into the development of this Plan.

### ***Consistency with the 2014 City of Clovis General Plan***

The Draft City of Clovis Active Transportation Plan is consistent with the City's adopted 2014 General Plan, specifically key Goals and Policies from the Circulation Element that

are related to bicycle and pedestrian travel. Below is a summary of the goals and policies included in the draft Plan:

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

Policy 1.1 Multimodal network. The City shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.

Policy 1.2 Transportation decisions. Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.

Policy 1.5 Neighborhood connectivity. The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).

Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.

Policy 3.4 Road diets. Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.

Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.

Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.

Policy 4.1 Bike and transit backbone. The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center / R&T Park, and the three Urban Centers.

Policy 4.2 Priority for new bicycle facilities. Prioritize investments in the backbone system over other bicycle improvements.

Policy 4.3 Freeway crossings. Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.

Policy 4.4 Bicycles and transit. Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.

Goal 5: A complete system of trails and pathways accessible to all residents.

Policy 5.1 Complete street amenities. Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian

connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.

The Draft City of Clovis Active Transportation Plan is also consistent with several other state, regional, and local plans such as:

- 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy
- 2003 Loma Vista Specific Plan
- 2015 City of Clovis Urban Greening Master Plan
- 2010 City of Fresno Bicycle, Pedestrian, and Trails Master Plan
- 2015 California State University, Fresno, Active Transportation Plan
- Fresno County Transportation Authority Measure C
- California Transportation Commission - 2017 Active Transportation Program Guidelines

### ***California Environmental Quality Act (CEQA)***

The City of Clovis, as the lead agency for this project, contracted with Crawford & Bowen Planning in April 2016 to prepare an Initial Study / Negative Declaration on the proposed adoption of the Plan. Crawford & Bowen prepared the Initial Study / Negative Declaration pursuant to the California Environmental Quality Act (CEQA) to determine the potential environmental effects of the adoption of this Plan on the environment. See Exhibit A for a complete project description, location, and potential environmental effects as identified in the Negative Declaration.

The Active Transportation Plan contains various programs, policies, and recommendations that pertain to the development of bicycle and pedestrian facilities in Clovis. The draft Plan is a program / policy level document meaning it does not provide project-specific construction details that allows for project level CEQA analysis. Specific development is not being proposed under the Plan and adoption of the CEQA document would not authorize any development.

Under CEQA a programmatic document is prepared on a series of actions that can be characterized as one large project and / or for a project that will be implemented over a long period of time. Implementation of the physical improvements will occur over several years as funding and / or approval happens. Many of the proposed improvements identified in the Plan will be subject to various CEQA exemptions, and others may likely require a Mitigated Negative Declaration or additional National Environmental Policy Act (NEPA) documentation (depending on the funding source).

Based on the results of the Initial Study, staff has determined that adoption of the Plan will not have a significant effect on the environment and therefore has prepared a Negative Declaration.

### ***Correspondence from Commenting Agencies / Public***

The public review period for the Negative Declaration started on August 8, 2016, and ran through September 9, 2016. Copies of the Negative Declaration and Draft City of Clovis Active Transportation Plan were made available on the City's website and at the front counter in the City's Planning and Development Services Department during the public review period. Stakeholder committee members were also offered a CD of the documents to assist in their review.

Staff did not receive any comments on the draft Negative Declaration or Draft City of Clovis Active Transportation Plan during the public review period.

On Wednesday October 5, 2016, the City published in The Business Journal a notice of this public hearing and the availability of the Plan's CEQA document.

### ***Planning Commission Comments***

The Planning Commission considered the Initial Study and Negative Declaration, and the draft plan on Thursday September 22, 2016. One citizen provided public testimony in support of the draft plan during the Planning Commission meeting on September 22, 2016. This citizen also requested the City impose bicycle parking requirements that exceed current California Green Building Standards. The California Green Building Standards are the minimum requirements mandated by state law. City staff committed to working on guidelines that further define both short and long term bicycle parking and their recommended placement at both residential and non-residential developments.

The Commission approved Resolution 16-44 and Resolution 16-45 with a vote of 4-0-1.

### **FISCAL IMPACT**

None.

### **REASONS FOR RECOMMENDATION**

The 2016 City of Clovis Active Transportation Plan is a City-wide document that contains various programs, policies, and recommendations that pertain to the future development of bicycle and pedestrian facilities. The Plan's proposed networks are designed to fulfill the vision for walking and bicycling in Clovis by building upon existing improvements that further provide connections to Clovis' neighborhoods, access to key destinations, and that serve as recreational assets.

This Plan takes into consideration not only existing conditions and proposed networks, it also addresses future implementation costs, maintenance costs, and progress reporting.

Approval of 2016 Active Transportation Plan also increases the City's opportunity to competitively compete for future state and federal funding opportunities. Furthermore,

adoption of the Plan's CEQA document will not result in any significant environmental impacts.

For these reasons, staff recommends that the City Council consider approval of the 2016 Draft City of Clovis Active Transportation Plan and the associated CEQA document.


#### **ACTIONS FOLLOWING APPROVAL**

Upon City Council approval, staff will file the Notice of Determination with the County Clerk stating the Plan will not have a significant effect on the environment.

Staff will finalize the 2016 City of Clovis Active Transportation Plan and commence its implementation.

Prepared by: Renee Mathis, Engineering Program Supervisor

Submitted by:

  
\_\_\_\_\_  
Dwight Kroll



FINAL  
NEGATIVE DECLARATION  
Active Transportation Plan

August 2016

PREPARED FOR:



City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

PREPARED BY:



Crawford & Bowen Planning, Inc.  
113 N. Church Street, Suite 302  
Visalia, CA 93291

EXHIBIT A

FINAL  
Initial Study/ Negative Declaration  
**Clovis – Active Transportation Plan**

Prepared for:



City of Clovis  
1033 Fifth Street  
Clovis, CA 93612  
(559) 324-2351  
Contact: Renee Mathis

Prepared by:



Crawford & Bowen Planning, Inc.  
113 N. Church Street, Suite 302  
Visalia, CA 93291  
(559) 840-4414  
Contact: Travis Crawford, AICP

August 2016



Project Reference No. 028 - 1601



# TABLE OF CONTENTS

|   |                |
|---|----------------|
| <b>CHAPTER ONE - INTRODUCTION</b>                     | <b>1-1</b>     |
| 1.1 Project Summary                                   | 1-1            |
| 1.2 Document Format                                   | 1-1            |
| <br><b>CHAPTER TWO – PROJECT DESCRIPTION</b>          | <br><b>2-1</b> |
| 2.1 Project Background                                | 2-1            |
| 2.2 Goals, Policies & Vision                          | 2-1            |
| 2.3 Project Location                                  | 2-3            |
| 2.4 Setting and Existing Facilities                   | 2-5            |
| 2.5 Project Description                               | 2-6            |
| 2.6 Program vs Project Level CEQA Analysis            | 2-11           |
| 2.7 Other Required Approvals                          | 2-13           |
| <br><b>CHAPTER THREE – INITIAL STUDY CHECKLIST</b>    | <br><b>3-1</b> |
| 3.1 Environmental Checklist Form                      | 3-1            |
| 3.2 Environmental Factors Potentially Affected        | 3-3            |
| 3.3 Determination                                     | 3-3            |
| I. Aesthetics   | 3-5            |
| II. Agricultural and Forest Resources                 | 3-7            |
| III. Air Quality                                      | 3-10           |
| IV. Biological Resources                              | 3-14           |
| V. Cultural Resources                                 | 3-17           |
| VI. Geology and Soils                                 | 3-20           |
| VII. Greenhouse Gas Emissions                         | 3-23           |
| VIII. Hazards and Hazardous Materials                 | 3-26           |
| IX. Hydrology   | 3-30           |
| X. Land Use and Planning                              | 3-34           |
| XI. Mineral Resources                                 | 3-36           |
| XII. Noise  | 3-38           |
| XIII. Population and Housing                          | 3-41           |
| XIV. Public Services                                  | 3-43           |
| XV. Recreation  | 3-45           |
| XVI. Transportation / Traffic                         | 3-47           |
| XVII. Utilities and Service Systems                   | 3-50           |
| <br><b>CHAPTER FOUR – PREPARERS AND CONSULTATIONS</b> | <br><b>4-1</b> |
| <br><b>LIST OF FIGURES</b>                            | <br><b>2-4</b> |
| 1 – ATP Boundary and Key Destinations                 | 2-4            |
| 2 – Proposed Bikeways                                 | 2-8            |
| 3 – Proposed Sidewalks                                | 2-10           |
| <br><b>APPENDICES</b>                                 | <br><b></b>    |
| A- Active Transportation Plan                         |                |
| B- Public Comments/Responses                          |                |

# Chapter 1

---

## INTRODUCTION

# INTRODUCTION

## 1.1 Project Summary

This document is the Initial Study / Negative Declaration (IS/ND) on the potential environmental effects of the adoption of the City of Clovis's (City) Active Transportation Plan (ATP or Project). The ATP is a comprehensive document outlining the future of walking and bicycling in Clovis. The proposed Project is more fully described in Chapter Two – Project Description.

The City of Clovis will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

## 1.2 Document Format

This IS/ND contains four chapters, and appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Environmental impacts are separated into the following categories:

**Potentially Significant Impact.** This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

**Less Than Significant After Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).



**Less Than Significant Impact.** This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

**No Impact.** This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

- (1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Mitigated Negative Declaration is appropriate if it is determined that:

- (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document has determined that the environmental impacts are less than significant and therefore a Negative Declaration will be adopted.

## Chapter 2

---

# PROJECT DESCRIPTION

# Project Description

## 2.1 Project Background

The City of Clovis, in conjunction with Fehr & Peers, has developed an Active Transportation Plan (ATP) with the intent of providing a comprehensive document outlining the future of walking and bicycling in Clovis. The ATP is included in this document as Appendix A.

The ATP updates many elements of the 2011 Clovis Bicycle Transportation Master Plan and adds plans for walking within the City. The Clovis ATP meets all of the Active Transportation Program Guidelines specified by the California Transportation Commission.

The Planning and Development Services Department created the ATP in coordination with other City departments and stakeholder groups such as local bicycling groups, walking advocates, disabled community representatives, educational institutions and disadvantaged communities. The City encouraged public participation through open-house format workshops in the Fall of 2015 and Spring of 2016, as well as an interactive online map survey. The public was also invited to comment on the draft ATP during the ATP's public review and comment period.

As discussed in greater detail in Section 2.6 (Program vs Project Level CEQA Analysis), specific development is not being proposed under this ATP and adoption of this CEQA document would not authorize any development. The City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways, and bikeways that provides safe convenient and enjoyable connections to key destinations around the City.

## 2.2 Goals, Policies & Vision

The ATP is guided by the following vision:

A connected and complete network of trails, walkways, and bikeways that provides safe, convenient and enjoyable connections to key destinations and neighborhoods around the City with minimal gaps and interruptions. The networks will support and encourage walking and biking for transportation and recreation by all members of the community, adding to the City's high quality of life.



Through implementation of the ATP, the City seeks to achieve the following goals:

- Increase the share of residents who use walking and bicycling to get to work, school, shopping and other activities.
- Reduce the number of collisions within the City involving pedestrians and bicyclists.
- Close gaps within the bicycle and pedestrian networks.

The City of Clovis General Plan (adopted in August 2014) includes policies from the Circulation and Land Use Elements that are related to bicycle and pedestrian travel.

### *Circulation Element*

- Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
  - Policy 1.1 Multimodal network. The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.
  - Policy 1.2 Transportation decisions. Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
  - Policy 1.5 Neighborhood connectivity. The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
  - Policy 3.4 Road diets. Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.
  - Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.
  - Policy 4.1 Bike and transit backbone. The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
  - Policy 4.2 Priority for new bicycle facilities. Prioritize investments in the backbone system over other bicycle improvements.
  - Policy 4.3 Freeway crossings. Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.

- Policy 4.4 Bicycles and transit. Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Goal 5: A complete system of trails and pathways accessible to all residents.
  - Policy 5.1 Complete street amenities. Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.
  - Policy 5.2 Development-funded facilities. Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
  - Policy 5.5 Pedestrian access. Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.

### *Land Use Element*

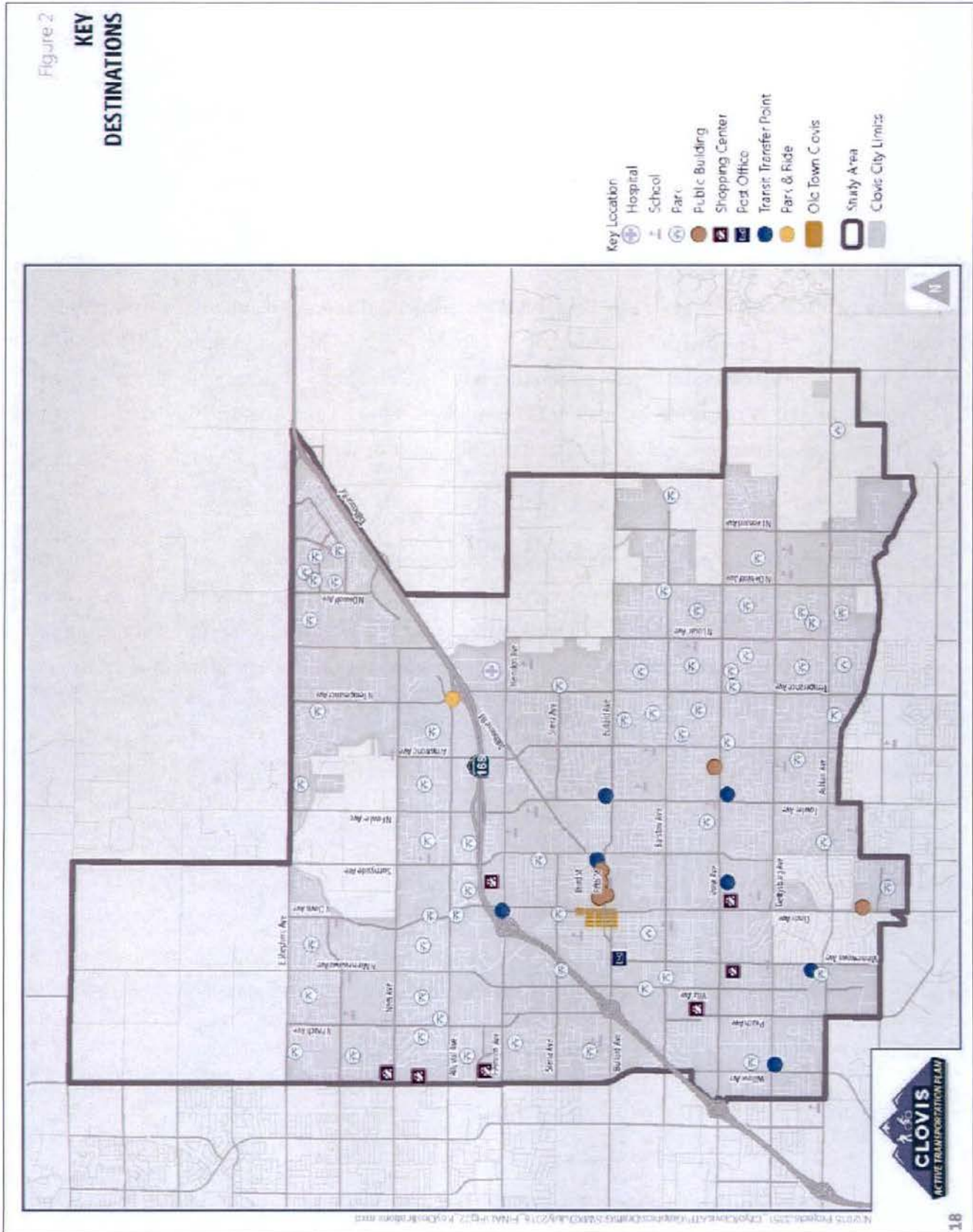
- Policy 3.1 requires planning for non-vehicular circulation within each urban center and connections to the remainder of Clovis and adjacent communities.
- Policy 3.9 states that new development in Urban Centers must fully improve roadway, pedestrian and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development.
- Policy 6.2 discusses smart growth goals, including walkable neighborhoods and providing a variety of transportation choices.

## 2.3 Project Location

The various components/improvements recommended by the ATP are located throughout the City limits of Clovis. Figure 1 shows the approximate boundaries of the ATP along with key destination points (such as shopping centers, schools, parks, etc.) within the City.



**Figure 1**  
**ATP Boundary and Key Destinations**



## 2.4 Setting and Existing Facilities

### *Environmental Setting*

Clovis is in the central portion of Fresno County, approximately 6.5 miles northeast of the City of Fresno downtown area. The City is in the San Joaquin Valley, and the foothills of the Sierra Nevada begin several miles northeast of the City. Clovis is in the northeast part of the Fresno Metropolitan Area and is one of two incorporated cities – the other being Fresno – in the metropolitan area. The City is surrounded by portions of unincorporated Fresno County to the north, east and south, and by the City of Fresno to the west and southwest.

The majority of the City of Clovis is urbanized, with residential and nonresidential development, mobility, and public facilities all contributing to Clovis's existing built environment. The City's incorporated boundaries encompass approximately 14,859 acres (23 square miles) of which approximately half is occupied by residential land uses. Other land uses include commercial, educational, park / open space, industrial and public / right-of-way uses.

### *Existing Bicycle / Pedestrian Conditions*

The existing bicycle and pedestrian facilities provide access to destinations throughout Clovis and serve as recreational assets themselves. These existing networks include shared-use paths and paseos, bike lanes and routes, sidewalks and pedestrian- and bicycle-only bridges, and crosswalk improvements. The table below shows current bicycle and pedestrian facilities by type.

**Existing Facilities**

| Type  | Miles |
|---|-------|
| Class I Bike Paths (shared use trails and paseos) | 26.7  |
| Class II Bike Lanes (one direction)               | 171.8 |
| Sidewalks   | 623.7 |

Source: City of Clovis, 2016.

Existing networks / facilities are summarized below:

- **Shared-use network**: Network of trails and paseos that connect much of the City. Many of the trails follow canals, waterways and/or former railroad right-of-ways. The shared-use trails network is intended to accommodate all pedestrian and bicyclists.



- On-street bicycle network: On-street bike lanes and routes provide more direct travel routes for bicyclists who are comfortable sharing the roadway with vehicles.
- Pedestrian network: Consists of the shared-use network described above and a network of sidewalks.
- Bicycle parking: Located at all schools and many other destinations.
- Bicycle accommodations on transit: Clovis Stageline and Fresno Area Express (FAX) buses are equipped with front-mounted bike racks.

The ATP provides a summary of existing bicycle and pedestrian trips within the City. According to the ATP, the mode share of pedestrians for the journey to work in Clovis is approximately 1.6%, and for bicycles is approximately 1.0%. The City has invested more than \$3.5 million to expand and maintain its bicycle and pedestrian networks over the past five years and currently maintains these facilities as follows:

- Bike lane striping is refreshed every year.
- Lighting is repaired as necessary, generally within two weeks of notification.
- Pavement patching is conducted 2-3 times per week in winter and 1-2 times per week in summer.

## 2.5 Project Description

The proposed project is the adoption of the City's Active Transportation Plan. The ATP itself contains various programs, policies, and recommendations pertaining to the development of pedestrian and bicycle facilities.

The proposed pedestrian and bicycle networks are designed to fulfill the vision for walking and bicycling in Clovis. The networks include shared-use paths, bike lanes and routes, sidewalks, pedestrian bridges, and crosswalk improvements. The proposed networks are designed to build upon existing shared-use paths and paseos, to connect to Clovis's neighborhoods, to provide access to key destinations, and to serve as recreational assets. The table below summarizes the proposed facilities. See Appendix A, pages 29 – 35 for a full project description.

## Existing and Proposed Facilities

| Type  | Existing (Miles) | Proposed (Miles) | Total (Miles) |
|---|------------------|------------------|---------------|
| Class I Bike Paths (shared use trails and paseos) | 26.7             | 22.6             | 49.3          |
| Class II Bike Lanes (one direction)               | 171.8            | 78.8             | 246.7         |
| Class III Bike Routes                             | 0                | 40.5             | 40.5          |
| Sidewalks   | 623.7            | 33.4             | 657.1         |

Source: City of Clovis and Fehr & Peers, 2016.

PROPOSED ON-STREET BICYCLE NETWORK

Figure 2 depicts proposed on-street bicycle network facilities. This includes Class II bike lanes and Class III bike routes.

***Bike Lanes***

The proposed network creates a grid of bicycle lanes across the city such that nearly all locations within Clovis are less than one-quarter mile from the network.

Some streets may have insufficient right-of-way to add bike lanes alongside the current lane configuration. In these cases, it may be possible to redesign the roads to accommodate cars in fewer lanes to provide space for bike lanes with minimal impact to car travel. This has been done on a number of streets within the city. Additional streets, including sections of Bullard Avenue, Gettysburg Avenue, Sierra Vista Avenue, Sunnyside Avenue, and Villa Avenue are being considered for vehicular lane reductions to accommodate bike lanes.

***Bike Routes***

In some cases, physical constraints of the street right-of-way limit the ability to add bike lanes. In most of these cases, a bike route has been designated. Key proposed bike routes within the city are Fifth Street and sections of Fowler Avenue and Sierra Avenue.

***Neighborhood Bikeways***

Some bike lanes and bike routes are particularly suitable for bicycling because they provide important connections to schools, trails, and commercial corridors within the city and also have



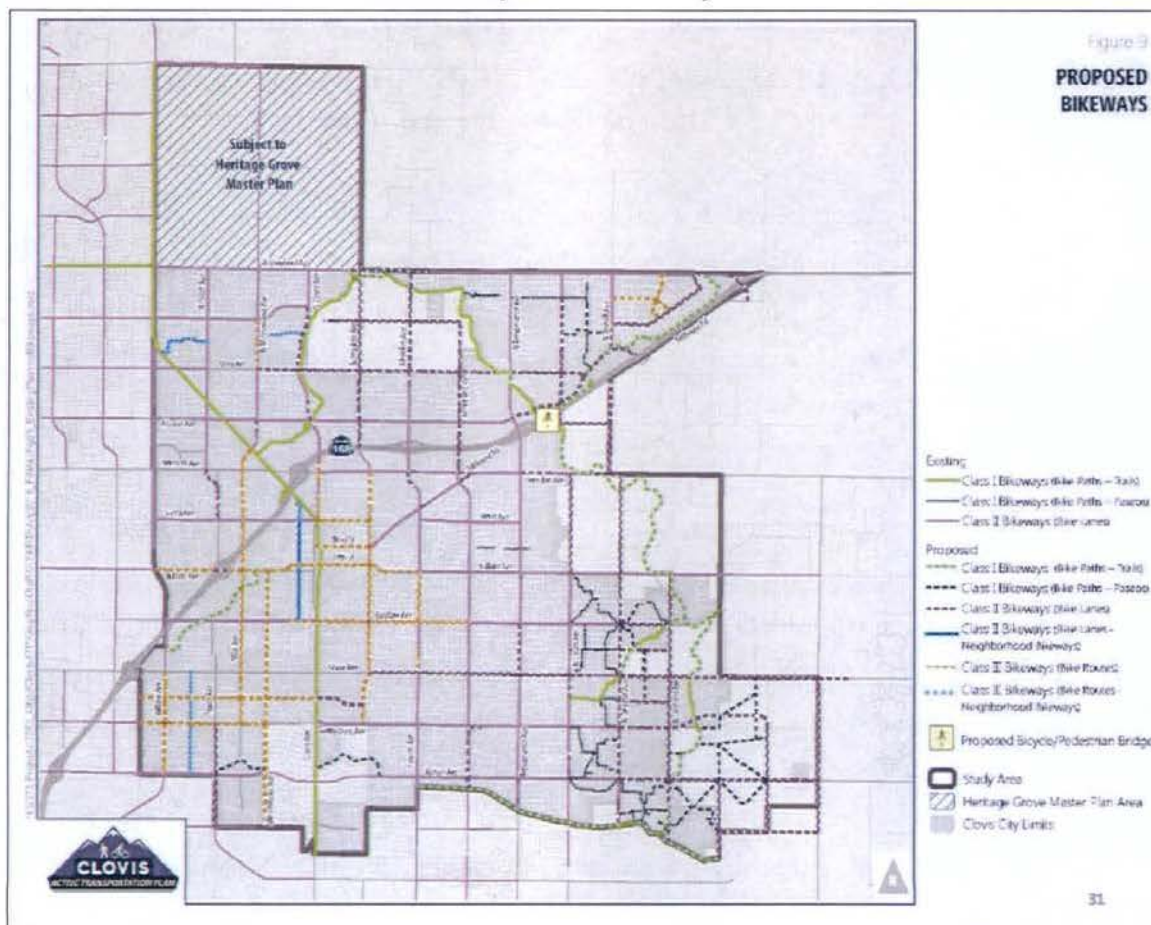
lower traffic volumes than nearby parallel streets. These bike lanes and bike routes have been identified as neighborhood bikeways. The proposed neighborhood bikeways include:

- Helm Avenue from Shaw Avenue to Ashlan Avenue as an alternative to Willow Avenue
- Woodworth Avenue from Barstow Avenue to Pollasky Avenue, and Pollasky Avenue from Woodworth Avenue to the Old Town Trail, as an alternative to Clovis Avenue
- Neighborhood streets near Buchanan Education Center to encourage walking and bicycling use of the nearby Old Town and Dry Creek Trails.

### Separated Bikeways

The Fresno Council of Governments is leading a project to develop guidelines for separated bikeways and recommend potential locations for their implementation in the Fresno-Clovis Metropolitan Area. This effort is expected to be complete in late 2016. Therefore, the proposed bicycle network in this plan does not identify Class IV separated bikeways at this time, but it does identify candidate Class IV projects. In addition, the City will consider adding Class IV separated bikeways to the proposed bicycle network in a future ATP update.

**Figure 2  
Proposed Bikeways**



## PROPOSED PEDESTRIAN NETWORK

In addition to the shared use trail additions discussed above, improvements to the sidewalk network have also been proposed. Sidewalks exist along most of these streets within Clovis. However, some gaps exist and have been identified for completion in the proposed network. The proposed sidewalk network is presented in Figure 10. This network focuses on arterials and connectors within the city as well as key pedestrian areas such as neighborhoods adjacent to schools and Old Town Clovis. A prioritized map and list of proposed sidewalk projects are provided in Appendix J of the ATP (Appendix A).

Although this proposed network focuses on arterials and neighborhoods adjacent to schools, the City may also make improvements to the sidewalk network in other areas of Clovis.

## PROPOSED CROSSING IMPROVEMENTS

Improving pedestrian crossings, by adding appropriate markings, signage, lighting, and/or signals, can increase safety and encourage pedestrian activity by making street crossings easier. In implementing this plan, the City proposes to consider and evaluate pedestrian crossing improvements in the city. Examples of where such improvements may be beneficial include:

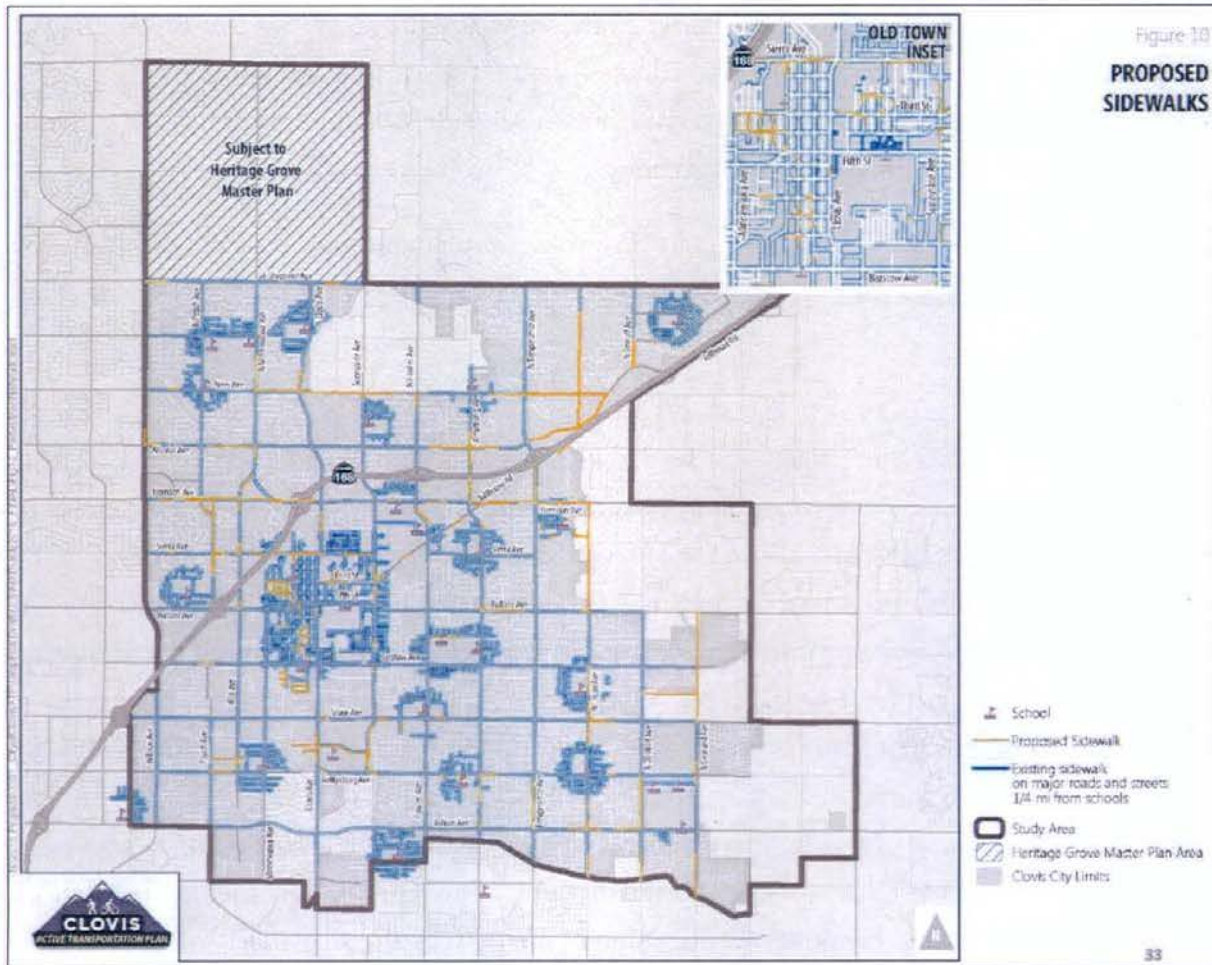
- Sunnyside Avenue at El Paso Avenue at Century Elementary: marked crossings are over 2,000 feet apart here. Crossing improvements in accordance with City guidelines may improve access to the school. This was also a request from the public workshops and online tool.
- Shaw Avenue between Clovis Avenue and Minnewawa Avenue, and Villa Avenue just north of Shaw Avenue: a significant number of pedestrian collisions have occurred here, and crossings are up to 2,400 feet apart. Crossing improvements in accordance with City guidelines at DeWitt Avenue or other intersections may reduce this distance and temptation to cut across traffic.

Additionally, two trails within Clovis cross major roads diagonally at two intersections: the Dry Creek Trail at Clovis Avenue and Alluvial Avenue and the Old Town Trail at Clovis Avenue and Sierra Avenue. When trail users cross these intersections, they must first wait for the signal to permit them to cross one street, then again for the signal to permit them to cross the other street. With the trails diagonally crossing these intersections, there is a clear desire path in this direction, as reflected in the public input. Creating diagonal pedestrian and bicycle crossings at these signalized intersections would reduce the time required for pedestrians and cyclists to cross the intersection and encourage trail use. However, these changes would result in



tradeoffs, such as increased delay to vehicles. To evaluate the tradeoffs, a multimodal level of service analysis can be performed, evaluating current and projected pedestrian, bicycle, and vehicular volumes and the impacts of current and potential signal timings on each mode.

**Figure 3  
Proposed Sidewalks**



## SUPPORTING FACILITIES

### *Bicycle Parking*

The City will continue to add bike parking to its parks, with priority on the largest parks.

## *Lighting*

The public recommended several locations for lighting improvements during public meetings and through online input. The City will continue to improve lighting on its trails, with priority given to these requests:

- Shepherd Avenue at Locan Avenue
- Trails along Armstrong Avenue between Barstow Avenue and Shaw Avenue
- Dry Creek Trail at Dry Creek Park, Clovis Avenue and Alluvial Avenue
- Magill Avenue between Argyle Avenue and Sunnyside Avenue
- Old Town Trail south of Alluvial Avenue

The ATP (Appendix A) provides a cost analysis, project implementation, and project priorities list.

## 2.6 Program vs Project Level CEQA Analysis

As discussed previously, the project (under CEQA), is the adoption of the proposed ATP. The ATP is a program/policy-level document, which means it does not provide project-specific construction details that would allow for project-level CEQA analysis. Furthermore, specific development is not being proposed under this ATP and adoption of this CEQA document would not authorize any development. Information such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings will be required in order for future “project-level” CEQA analysis to occur. Therefore, this CEQA document has been prepared at a “program-level.” Under CEQA, a programmatic document is prepared on a series of actions that can be characterized as one large project and/or for a project that will be implemented over a long period of time. This CEQA document, prepared at a program level, is therefore adequate for adoption of the ATP by the City of Clovis.

Implementation of the physical components of the ATP will occur over several years as funding and/or approval occur. Many of the individual projects contained in the ATP will be subject to various CEQA Exemptions, while others may likely be analyzed using a Mitigated Negative Declaration, or additional National Environmental Policy Act (NEPA) documentation depending on funding source. The table below provides typical examples of the type of CEQA documentation that may be required for certain types of projects.



### Typical Environmental Requirements

| Project Type   | CEQA Exemption | Initial Study / Mitigated Negative Declaration | NEPA / other technical studies |
|--|----------------|--|--------------------------------|
| Signage, bicycle parking, minor striping, sidewalk improvements, some lighting | X              |  |                                |
| Class III Bike Routes  | X              |  |                                |
| Class II Bike Lanes  | X              | X  | X                              |
| Class I Bikeways (trails, paseos, paths); bicycle/pedestrian bridges           |                | X  | X                              |

#### *CEQA Exemptions*

A typical exemption for bicycle/pedestrian projects is:

- Section 15301 (c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

#### *Initial Study / Mitigated Negative Declarations*

An Initial Study and Negative – or Mitigated Negative Declaration may be required when a project *may* have a significant impact on the environment. Examples include projects that involve construction in a potentially biological / culturally sensitive area; have potential impacts to existing traffic; have negative aesthetic impacts; or other reasons.

#### *NEPA and other technical studies*

When a project will be constructed using federal aid transportation funds, it may trigger NEPA requirements. Federal aid transportation funding in particular requires coordination through Caltrans which can result in the preparation of a Preliminary Environmental Screening (PES) Form, and Environmental Assessment (EA), and/or the preparation of other technical studies (biological, cultural, traffic, etc.).

## 2.7 Other Required Approvals

The proposed Project would include, but not be limited to, the following regulatory requirements:

- The adoption of this Negative Declaration by the City of Clovis.
- Compliance with other federal, state and local requirements.
- The ATP is also intended to improve the City's access to funding through the State's Active Transportation Program and the regional Measure C program. The City's ATP complies with the 2017 Active Transportation Program Guidelines.

## Chapter 3

---

# IMPACT ANALYSIS

# Initial Study Checklist

## 3.1 Environmental Checklist Form

**Project title:**

Adoption of the City of Clovis - Active Transportation Plan

**Lead agency name and address:**

City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

**Contact person and phone number:**

Renee Mathis  
City of Clovis  
(559) 324-2351

**Project location:**

The various component/improvements recommended by the ATP are located throughout the City limits of Clovis. Figure 1 shows the approximate boundaries of the ATP. The ATP (Appendix A) provides location maps of potential project components.

**Project sponsor's name/address:**

City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

**General plan designation:**

Various – located throughout the City

**Zoning:**

Various – located throughout the City

**Description of project:**

The proposed project is the adoption of the City's Active Transportation Plan. The ATP itself contains various programs, policies, and recommendations pertaining to the development of pedestrian and bicycle facilities.

The City's ATP proposes expansion of and improvements to the City's existing shared-use paths, bike lanes and routes, sidewalks, pedestrian bridges, and crosswalks. The proposed networks are designed to build upon existing shared-use paths and paseos, to connect to Clovis's neighborhoods, to provide access to key destinations, and to serve as recreational assets. See Section Two – Project Description.

**Surrounding land uses/setting:**

Various – located throughout the City

**Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):**

- California State Clearinghouse



### 3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture Resources<br>and Forest Resources | <input type="checkbox"/> Air Quality                              |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                            | <input type="checkbox"/> Geology /Soils                           |
| <input type="checkbox"/> Greenhouse Gas<br>Emissions | <input type="checkbox"/> Hazards & Hazardous<br>Materials              | <input type="checkbox"/> Hydrology / Water<br>Quality             |
| <input type="checkbox"/> Land Use / Planning         | <input type="checkbox"/> Mineral Resources                             | <input type="checkbox"/> Noise                                    |
| <input type="checkbox"/> Transportation/Traffic      | <input type="checkbox"/> Utilities / Service<br>Systems                | <input type="checkbox"/> Mandatory<br>Findings of<br>Significance |

### 3.3 Determination

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or

“potentially significant unless mitigated” impact on the environment, but at least one effect 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 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.

---

Renee Mathis

---

Date

City of Clovis

## I. AESTHETICS

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The City of Clovis features a flat landscape and is largely suburban in character. It is surrounded by rural/agricultural land on three sides along the City's northeaster, eastern, southeastern and southern edges. The City of Fresno lies generally to the northwest, west and southwest. The Sierra Nevada Mountains and associated foothills begin just beyond the northeast boundary of the City and views of the mountains are visible on clear days. The City itself contains no substantial, undeveloped natural resources other than grasslands. However, Clovis features numerous parks and green space areas as well as irrigation canals that lend a scenic water quality to the rural character of the area. There are no scenic highways in the area, however, the City's General Plan discusses scenic "Landscape features" in its Open Space and Conservation Element.<sup>1</sup>

## RESPONSES

<sup>1</sup> Clovis General Plan EIR, pages 5.1- (3-4)



- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**No Impact.** Construction and operation of project components contained in the ATP could potentially impact scenic resources and vistas; degrade the existing visual character of the area; and/or create a new source of light or glare. Although most of the project components are at ground level and would not impose a significant visual impact, there are components such as signage, trail lighting, bicycle racks, pedestrian bridges etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential impacts to aesthetic resources.

The City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any aesthetic impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## II. AGRICULTURE AND FOREST RESOURCES

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>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?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

Clovis is located in Fresno County, which is a nationally-leading agricultural producer. There are currently 10,199 acres designated Agriculture within the City of Clovis General Plan Area. Of this, only 389 acres are located within the City's Sphere of Influence.<sup>2</sup> There are no agricultural lands within the City limits.

## RESPONSES

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d. Result in the loss of forest land or conversion of forest land to non-forest use?
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No Impact.** The City is bordered by agricultural lands on three sides, however, no lands within the City limits are designated agriculture.<sup>3</sup> No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or land under the Williamson Act contracts occurs in the City.

The City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such

---

<sup>2</sup> Clovis General Plan EIR, page 5.2-2

<sup>3</sup> Ibid.



as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any agricultural impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, there are no lands within the City that are designated as Agriculture or Forest. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

### III. AIR QUALITY

#### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

### AFFECTED ENVIRONMENT

The climate of the City of Clovis and the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide

(NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either “attainment”, “non-attainment”, or “extreme non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O<sub>3</sub>, a State and Federal non-attainment area for PM<sub>2.5</sub>, a State non-attainment area for PM<sub>10</sub>, and Federal and State attainment area for CO, SO<sub>2</sub>, NO<sub>2</sub>, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

**Table 1**  
**Standards and Attainment Status for Listed Pollutants in the Air District**

|   | <b>Federal Standard</b>   | <b>California Standard</b>   |
|---|---|--|
| Ozone                                   | 0.075 ppm (8-hr avg)  | 0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)                            |
| Carbon Monoxide                         | 9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)  | 9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)                             |
| Nitrogen Dioxide                        | 0.053 ppm (annual avg)  | 0.30 ppm (annual avg) 0.18 ppm (1-hr avg)                          |
| Sulfur Dioxide                          | 0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)                         | 0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)                            |
| Lead                                    | 1.5 µg/m <sup>3</sup> (calendar quarter) 0.15 µg/m <sup>3</sup> (rolling 3-month avg) | 1.5 µg/m <sup>3</sup> (30-day avg)                                 |
| Particulate Matter (PM <sub>10</sub> )  | 150 µg/m <sup>3</sup> (24-hr avg)   | 20 µg/m <sup>3</sup> (annual avg) 50 µg/m <sup>3</sup> (24-hr avg) |
| Particulate Matter (PM <sub>2.5</sub> ) | 15 µg/m <sup>3</sup> (annual avg)   | 35 µg/m <sup>3</sup> (24-hr avg) 12 µg/m <sup>3</sup> (annual avg) |

µg/m<sup>3</sup> = micrograms per cubic meter

Additional State regulations include:

**CARB Portable Equipment Registration Program** – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.



U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California’s GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

## RESPONSES

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?

**No Impact.** The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”

By definition, the City’s ATP would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the ATP would not affect population or employment growth and as a result would not result in growth

that exceeds growth estimates of the City’s General Plan nor would it generate emissions beyond what have been accounted for in regional air quality plans.

Construction of some components of the ATP, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential air quality impacts. As previously discussed, the City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any air quality impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, one of the goals of the ATP is to reduce vehicle miles traveled. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## IV. BIOLOGICAL RESOURCES

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>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? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## IV. BIOLOGICAL RESOURCES

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include dairies, groves, and row crops.

Like most of California, Clovis and the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

Over the years, the Clovis area has been substantially disturbed by agricultural and residential activities, with lands within the City itself having primarily been converted to urban development. However,



remnant natural habitats remain in the City, such as relatively undisturbed grasslands and associated drainages and wetlands, including vernal pools.<sup>4</sup>

## RESPONSES

- 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?
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential presence of endangered or listed species.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City.

---

<sup>4</sup> Clovis General Plan EIR, page 5.4-3

Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any biological impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## V. CULTURAL RESOURCES

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?       | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction



of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

The City of Clovis lies at the intersection of where ethnographers generally recognize three cultural-geographical divisions of Yokuts: Foothills, Northern Valley, and Southern Valley. The Foothill Yokuts included about 15 named tribes, representing the eastern third of the 40 to 50 recorded Yokuts tribes.<sup>5</sup>

## RESPONSES

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d. Disturb any human remains, including those interred outside of formal cemeteries?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected cultural resources. Construction and operation of trails, paths, signage, etc. may occur in culturally sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential presence of cultural or historical resources.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time

---

<sup>5</sup> Clovis General Plan EIR, page 5.5-4

that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any cultural or historical impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## VI. GEOLOGY AND SOILS

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                                      |   |                                    |                                     |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| ii. Strong seismic ground shaking?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| iv. Landslides?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the most recently   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |



## VI. GEOLOGY AND SOILS

### Would the project:

adopted Uniform Building Code  
creating substantial risks to life or  
property?

- e. Have soils incapable of adequately  
supporting the use of septic tanks or  
alternative waste water disposal systems  
where sewers are not available for the  
disposal of waste water?

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|---|------------------------------------|--------------|
|--|--------------------------------------|---|------------------------------------|--------------|

☐☐☐☒

## AFFECTED ENVIRONMENT

The City of Clovis is underlain by Quaternary alluvial fan sedimentary deposits and Pleistocene nonmarine sedimentary deposits (CGS 2012). The Quaternary Period extends from the present to 1.8 million years before the present (mybp), and the Pleistocene Epoch extends from 11,500 years before present to 1.8 mybp. The area is on a very slight southwest slope of about 0.2 percent grade; elevations in the incorporated portion of the City range from about 335 feet above mean sea level (amsl) at the southwest corner of the City to 435 feet amsl at the northeast corner. The Clovis Fault extends northwest-southeast from just north of the City, across the northeastern corner, to just east of the southeast boundary. The Fault is not mapped as active.<sup>6</sup>

## RESPONSES

- a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<sup>6</sup> Clovis General Plan EIR, page 5.6-3

- a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?
- a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?
- a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?
- b. Result in substantial soil erosion or the loss of topsoil?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Examples of BMPs include hydroseeding, erosion control blankets, installing silt fences, etc.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.



Adoption of the ATP alone would not create any geological or seismic hazards because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## VII. GREENHOUSE GAS EMISSIONS

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The City of Clovis prepared a 2012 Greenhouse Gas Emission Inventory as part of their General Plan Update process. The inventory was composed of the following sources:

- Transportation
- Areas Sources
- Energy
- Solid Waste Disposal
- Water/Wastewater
- Permitted Sources

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates

that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, Nitrous Oxide (NO<sub>x</sub>), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

## RESPONSES

- 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?

**No Impact.** The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”



By definition, the City's ATP would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the City's General Plan nor would it generate emissions beyond what have been accounted for in regional air quality plans or the City's 2012 GHG Inventory analysis.

Construction of some components of the ATP, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential GHG impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any greenhouse gas impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, one of the goals of the ATP is to reduce greenhouse gases. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## VIII. HAZARDS AND HAZARDOUS MATERIALS

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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?                                   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## VIII. HAZARDS AND HAZARDOUS MATERIALS

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a safety hazard for people residing or working in the project area?   |                                      |   |                                    |                                     |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Accidental releases of hazardous materials can occur from a variety of causes including roadway accidents, fires, train derailments, shipping accidents and industrial accidents.

The various project components contained in the ATP are proposed to be located throughout the City and are likely to be near places such as airports, schools, residential neighborhoods and commercial areas.

## RESPONSES

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?



- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as airports, schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential hazard-related impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and

bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any hazard-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## IX. HYDROLOGY AND WATER QUALITY

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No Impact                           |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. 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 result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## IX. HYDROLOGY AND WATER QUALITY

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No Impact                           |
|--|--------------------------------------|---|------------------------------------|-------------------------------------|
| provide substantial additional sources of polluted runoff?   |                                      |   |                                    |                                     |
| f. Otherwise substantially degrade water quality?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| j. Inundation by seiche, tsunami, or mudflow?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

### AFFECTED ENVIRONMENT

The City of 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. The City is located in three hydrologic areas, all of which are parts of the South Valley Floor hydrologic unit. Generally, the southwest half of the area is in the Fresno hydrologic area, most of the remainder of the area is in the Academy hydrologic area and parts of the northernmost area in in the Humphreys Station hydrologic

area.<sup>7</sup> The Clovis area is also within the drainages of three streams: Dry Creek, Dog Creek, and Redbank Slough. A network of storm-drains in the City and surrounding area discharges into 31 retention basins.

The City's Public Utilities Department delivers water to approximately 106,000 residents and in 2013, supplied 20,160 acre-feet of groundwater and 6,963 acre-feet of surface water. The City relies upon groundwater, surface water and recycled water for its water supply.<sup>8</sup>

## RESPONSES

- a. Violate any water quality standards or waste discharge requirements?
- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c. 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 result in substantial erosion or siltation on- or off-site?
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e. 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?
- f. Otherwise substantially degrade water quality?
- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

---

<sup>7</sup> Clovis General Plan EIR, page 5.9-10

<sup>8</sup> Ibid, page 5.17-3



- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j. Inundation by seiche, tsunami, or mudflow?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Individual future projects would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and implementation of the construction Storm Water Pollution Prevention Plan (SWPPP) that require the incorporation of BMPs. In addition, construction water usage will be minimal and temporary; and any proposed landscaping will be installed pursuant to the City's guidance and regulations, thereby minimizing water use. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential hydrological impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any hydrology-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## X. LAND USE AND PLANNING

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Physically divide an established community?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The City's General Plan Area encompasses approximately 47,804 acres (75 square miles) and comprises a number of land uses including commercial, industrial, and single-family residential. Zoning designations within the City's incorporated boundaries include residential, commercial, industrial, office and public facilities. By far the largest zoning designation within the City boundaries is single-family residential, with commercial occupying the second largest. The majority of the commercial designations are generally concentrated along Shaw and Clovis Avenues.<sup>9</sup>

## RESPONSES

- a. Physically divide an established community?

<sup>9</sup> Clovis General Plan EIR, page 5.10-5

- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could occur at various places throughout the City. None of the proposed projects would physically divide an established community, nor would they conflict with any applicable land use plans or habitat conservation plans.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any land use impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, all of the proposed development is consistent with approved land use documents. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XI. MINERAL RESOURCES

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>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?                                | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The entire City of Clovis boundary is mapped as MRZ-3 by the California Geological Survey, which means the significance of mineral deposits cannot be determined from available data. The nearest potential significant mineral resource areas are the San Joaquin River and Kings River, each located several miles from the City.<sup>10</sup>

## RESPONSES

- 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?
- 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.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could occur at various places throughout the City. According to the City's General Plan EIR, there are no

---

<sup>10</sup> Clovis General Plan EIR, page 5.11-2



known mineral resource sectors in or adjacent to the City.<sup>11</sup> Therefore, it is unlikely that any of the projects listed in the ATP will impact mineral resources.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any mineral resource impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

---

<sup>11</sup> Ibid.



## XII. NOISE

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| 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 expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Clovis is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the City. The Fresno-Yosemite International Airport also generates noise from general aviation and commercial aircraft activity. In addition, commercial, industrial, and institutional land uses throughout the City (i.e., schools, fire stations, utilities) generate stationary-source noise.<sup>12</sup>

## RESPONSES

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase noise due to construction (temporary impact) and possibly operation (due to increased use or establishment of a new trail). Noise from these sources is not expected to be substantial, particularly with regard to on-going use, because there is little noise generated from walking and bicycling. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential noise-related impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance

---

<sup>12</sup> Clovis General Plan EIR, page 5.12-10

document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any noise-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## XIII. POPULATION AND HOUSING

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The population of Clovis steadily increased from 2000-2004, but after 2004 continued to increase but at a lower rate. Between the 2000 and 2010 Census, the City experienced a population increase of 39.7 percent. Since the 2010 Census, the Department of Finance estimates the City's population to be 100,091. Following the population growth, the City's housing rate also increased, as Clovis gained 11,324 dwelling units between 2000 and 2013. The total number of housing units (single and multi-family) was 36,589 by 2013.<sup>13</sup>

## RESPONSES

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<sup>13</sup> Clovis General Plan EIR, pages 5.13-(4-5)



- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the City's General Plan nor would it result in the displacement or relocation of people or housing.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any population or housing impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# XIV. PUBLIC SERVICES

## Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact |
|--|--------------------------------------|---|------------------------------------|--------------|
|--|--------------------------------------|---|------------------------------------|--------------|

- 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 any of the public services:

|                          |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Fire protection?         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection?       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools?                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The City of Clovis provides full service police and fire protection services. There are numerous schools, parks, libraries and other public facilities located throughout the City.

## RESPONSES

- 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 any of the public services:

Fire protection?

Police Protection?Schools?Parks?Other public facilities?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that would require the assemblage of additional fire or police resources, or the expansion of any schools or other public facilities. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the need for security for pedestrians and bicyclists utilizing these facilities.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## XV. RECREATION

### Would the project:

|  | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>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? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## AFFECTED ENVIRONMENT

The City of Clovis Public Utilities Department builds and maintains public parks. Currently, approximately 160 acres are developed as park space. The parks in the City range from 0.06 acres to 17.9 acres, and each provides varied amenities and facilities, such as playgrounds, shelters, picnic tables, sports fields, drinking fountains, restrooms, and parking.<sup>14</sup>

## RESPONSES

- 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?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that would require expansion of existing recreational facilities. More so, the

<sup>14</sup> Clovis General Plan EIR, page 5.15-2



ATP is intended to increase the pedestrian and bicycle recreational opportunities for the residents of the City.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any recreational impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XVI. TRANSPORTATION/ TRAFFIC

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| e. Result in inadequate emergency access?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## XVI. TRANSPORTATION/ TRAFFIC

### Would the project:

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

| Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

☐☐☐☒

## AFFECTED ENVIRONMENT

Roadways in the City of Clovis are categorized according to the type of service they provide. Functional classifications in Clovis include Freeways, State Routes, Expressways, Arterials, Collectors, and Local Streets. Two major functions of roadways are to provide mobility for through-traffic and provide direct access to adjacent properties. Roadways also provide bicycle and pedestrian access and allow for the circulation of non-vehicular traffic.

## RESPONSES

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?



**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially impact existing roadways and intersections. For instance, if new crosswalks or bicycle lanes are proposed, these projects could require additional analysis to determine their impacts to (and safety from) roadway and vehicular activity. Additionally, construction activities will require various vehicular trips to and from the various project sites. However, these will be minimal and temporary. In the event that partial or full road closure is necessary during project construction, the contractor will be required to adhere to any and all regulations from the City, Caltrans and/or other regulatory agency. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential transportation-related impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any transportation-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## XVII. UTILITIES AND SERVICE SYSTEMS

### Would the project:

|   | Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact                        |
|---|--------------------------------------|---|------------------------------------|-------------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

## XVII. UTILITIES AND SERVICE SYSTEMS

### Would the project:

- g. Comply with federal, state, and local statutes and regulations related to solid waste?

| Potentially<br>Significant<br>Impact | Less than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

☐☐☐☒

## AFFECTED ENVIRONMENT

The City's Public Utilities Department delivers water to approximately 106,000 residents and in 2013, supplied 20,160 acre-feet of groundwater and 6,963 acre-feet of surface water. The City relies upon groundwater, surface water and recycled water for its water supply.<sup>15</sup>

The City constructed a wastewater treatment plant that began service in 2009. The facility produces a disinfected, tertiary-treated water supply, which is used for both landscaping and agricultural uses. In 2010, this facility produced 1,784 acre feet of treated water for use within the City service area. Production at this facility is expected to grow to 6,273 acre feet per year by 2025.<sup>16</sup>

## RESPONSES

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<sup>15</sup> Clovis General Plan EIR, page 5.17-3

<sup>16</sup> Ibid, page 5.17-7

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially utilize water supply during construction and for potential landscaping. Once the various project components are in operation, no wastewater generation is expected and solid waste generation will be limited mostly to construction activity. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential utility-related impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any utility-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

### Would the project:

|  | Potentially Significant Impact | Less than Significant With Mitigation Incorporation | Less than Significant Impact | No Impact                           |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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)?   | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |



## RESPONSES

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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)?
- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**No Impact.** The City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

## Chapter 4

---

### List of Preparers

# LIST OF PREPARERS AND CONSULTATIONS

## List of Preparers

### **Crawford & Bowen Planning, Inc.**

- Travis Crawford, AICP, Principal Environmental Planner
- Emily Bowen, LEED AP, Principal Environmental Planner

## Persons and Agencies Consulted

### **City of Clovis**

- Renee Mathis

### **Fehr & Peers**

- Rod Brown

# Appendices

---



## Appendix A

---

# Active Transportation Plan

## Appendix B

---

### Public Comments / Responses

## Public Comments / Responses

### Summary of Public Review

The Active Transportation Plan Initial Study / Negative Declaration (IS/ND) was duly noticed and circulated for public review from August 8, 2016 – September 9, 2016 in accord with CEQA and CEQA Guidelines. The Notice of Availability of the IS/ND was published in the newspaper on August 8, 2016 and was mailed to local agencies and individuals from the City's standard CEQA mailing list. A full copy of the IS/ND was published on the City's website, along with other relevant documents pertaining to the Active Transportation Plan. Copies of the IS/ND were also provided to the State Clearinghouse for distribution to the appropriate state agencies.

### Public Comments

The City received one (1) comment on the IS/ND:

| Date Received | From                       | Comment   | City Response          |
|---------------|----------------------------|---|------------------------|
| 8/9/16        | Fresno LAFCo:<br>David Fey | Via email: Thank you for the opportunity to review the NOI/NOA for the Clovis Active Transportation Plan. I have no comments. | No response necessary. |

**DRAFT  
RESOLUTION 16-\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS  
APPROVING A NEGATIVE DECLARATION FOR  
2016 CITY OF CLOVIS ACTIVE TRANSPORTATION PLAN  
PURSUANT TO CEQA GUIDELINES**

**WHEREAS**, the City of Clovis ("City") has prepared a comprehensive city-wide draft 2016 Active Transportation Plan that outlines the future of walking and bicycling in Clovis; and

**WHEREAS**, the City caused to be prepared an Initial Study (hereinafter incorporated by reference) in April 2016, for the Project to evaluate potentially significant adverse environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

**WHEREAS**, on the basis of this Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code, section 21000, et seq., and Guidelines for implementation of CEQA, 14 California Code of Regulations, sections 15000, et seq.; and

**WHEREAS**, a duly noticed hearing was held on October 17, 2016; and

**WHEREAS**, the City Council has independently reviewed, evaluated, and considered the Initial Study, Negative Declaration and all comments, written and oral, received from persons who reviewed the Negative Declaration, or otherwise commented on the Project.

**NOW, THEREFORE, the City Council of the City of Clovis resolves as follows:**

1. Adopts the foregoing recitals as true and correct.
2. Finds that the Initial Study and Negative Declaration for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. Finds and declares that the Initial Study and Negative Declaration were presented to the Planning Commission and that the Planning Commission has independently reviewed, evaluated, and considered the Initial Study, Negative Declaration and all comments, written and oral, received from persons who reviewed the Initial Study and Negative Declaration, or otherwise commented on the Project prior to approving the Project and recommends the adoption of a Negative Declaration for this project.
4. Directs that the record of these proceedings be contained in the Department of Planning and Development Services located at 1033 Fifth Street, Clovis, California 93612, and that the custodian of the record be the City Planner or other person designated by the Planning and Development Services Director.
5. The Planning and Development Services Director, or his/her designee, is authorized to file a Notice of Determination for the Project in accordance with CEQA and to pay any fees required for such filing.

\* \* \* \* \*



The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Date: October 17, 2016

---

Mayor

---

City Clerk

# City of Clovis **ACTIVE TRANSPORTATION PLAN**

September 2016



EXHIBIT B

## ACKNOWLEDGEMENTS

The City thanks the residents of Clovis, local agency and non-profit stakeholders, and all who participated in the development and review of the plan.



FEHR  PEERS

September 2016

TABLE OF CONTENTS

Introduction..... 1

    Vision ..... 2

    Benefits ..... 2

    Bicycle Facilities ..... 2

    Pedestrian Facilities..... 6

    Support Facilities..... 6

    Public Participation ..... 9

Goals & Policies.....13

    City of Clovis General Plan .....13

    Relationship to Other Plans .....14

Existing Conditions .....17

    Land Use and Socioeconomics .....17

    Bicycle and Pedestrian Networks.....17

    Bicycle Parking.....20

    Bicycle Accommodations on Transit .....20

    Bicycle and Pedestrian Trips .....24

    Bicycle and Pedestrian Safety.....24

    Past Expenditures.....24

    Maintenance .....24

    Other Supporting Programs .....25

Proposed Networks .....29



|                                 |    |
|---------------------------------|----|
| Shared-Use Network.....         | 29 |
| On-Street Bicycle Network ..... | 30 |
| Pedestrian Network.....         | 32 |
| Crossing Improvements.....      | 34 |
| Supporting Facilities.....      | 34 |
| Implementation.....             | 37 |
| Implementation Costs .....      | 37 |
| Maintenance Costs .....         | 39 |
| Funding.....                    | 40 |
| Progress Reporting.....         | 40 |
| Appendices.....                 | 43 |

APPENDICES

Appendix A: Conformance With ATP Guidelines.....44

Appendix B: Community Involvement in Development of the Plan.....47

Appendix C: Consistency With Other Plans.....66

Appendix D: Land Use .....72

Appendix E: Bicycle Parking Policies and Standards.....74

Appendix F: Bicycle and Pedestrian Trips.....76

Appendix G: Bicycle and Pedestrian Collisions.....77

Appendix H: Previous Expenditures .....79

Appendix I: Comprehensive Active Transportation Programs .....81

Appendix J: Prioritized Projects.....83

Appendix K: Funding Sources.....95

Appendix L: City Resolution Adopting Plan .....99

## FIGURES

|   |    |
|---|----|
| Figure 1: Types of Bicyclists and Share of Population .....                                     | 3  |
| Figure 2: Key Destinations.....   | 18 |
| Figure 3: Disadvantaged Communities .....   | 19 |
| Figure 4: Existing Bikeways.....  | 21 |
| Figure 5: Existing Sidewalks .....  | 22 |
| Figure 6: Bicycle Parking.....  | 23 |
| Figure 7: Pedestrian Collisions 2011-2014 .....   | 26 |
| Figure 8: Bicycle Collisions 2011-2014 .....  | 27 |
| Figure 9: Proposed Bikeways.....  | 31 |
| Figure 10: Proposed Sidewalks .....   | 33 |
| Figure 11: Current Land Use.....  | 73 |
| Figure 12: Proposed Class I Bikeways (Bike Paths) With Priorities .....                         | 84 |
| Figure 13: Proposed Class II and III Bikeways (Bike Lanes and Bike Routes) With Priorities..... | 85 |
| Figure 14: Proposed Sidewalks With Priorities .....   | 86 |

TABLES

Table 1: Existing Facilities .....17

Table 2: Existing and Proposed Facilities.....29

Table 3: Applicability of Separated Bikeways .....32

Table 4: Project Cost Estimates .....37

Table 5: Unit Costs for Other Equipment.....38

Table 6: Maintenance Cost Estimates.....39

Table 7: Funding Sources for Bicycle and Pedestrian Projects.....41

Table 8: 2017 ATP Guidelines Addressed in This Plan.....44

Table 9: Line Comments .....58

Table 10: Point Comments.....60

Table 11: Existing Trips by Mode.....76

Table 12: Collision Summary,.....77

Table 13: Active Transportation Expenditures, 2010-2015.....79

Table 14: E’s of Active Transportation .....82

Table 15: Proposed Class I Facilities With Priorities.....87

Table 16: Proposed Class II Facilities With Priorities .....89

Table 17: Proposed Class III Facilities With Priorities.....91

Table 18: Proposed Sidewalks With Priorities.....92







# INTRODUCTION

The Clovis Active Transportation Plan (ATP) is a comprehensive document outlining the future of walking and bicycling in Clovis. This plan includes:

- A vision for walking and bicycling in the city
- Policies to achieve this vision
- Planned bicycle and pedestrian networks
- Guidelines for elements such as wayfinding signs and bicycle parking
- A prioritized list of projects to develop these networks

Active transportation is non-motorized transportation, primarily walking, bicycling, and wheelchair use. The plan seeks to increase the number of people in Clovis that travel in the city using human powered modes for both utilitarian and recreational purposes. Additionally, the plan seeks to better serve those that use active transportation as their primary travel mode. This plan will ensure the highest and best use of City funds when they are used for pedestrian and bicycle needs. The plan will also improve the City's access to funding for active transportation projects through the state Active Transportation Program and the regional Measure C program. Funds

from these and other sources will be used to implement the infrastructure projects and supporting programs that will increase walking and bicycling within Clovis.

The plan updates many elements of the 2011 Clovis Bicycle Transportation Master Plan and adds plans for walking within the city. The Clovis ATP meets all the 2017 Active Transportation Program Guidelines specified by the California Transportation Commission.

The Planning and Development Services Department created the plan in coordination with other City departments and with the assistance of a stakeholder committee. The City encouraged public participation through open-house format workshops on October 27, 2015, and March 17, 2016, as well as a website dedicated to the project and an interactive online map crowdsourcing tool and survey. The public was also invited to comment on the draft plan during the plan's public review and comment period.

This plan meets all the requirements of the 2017 Active Transportation Program. A table summarizing these requirements and where they are found in this plan is provided in Appendix A, Conformance With ATP Guidelines.

## CITY OF CLOVIS

**VISION**

The Clovis Active Transportation Plan is guided by the following vision:

A connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods around the city along major collectors and arterials with minimal gaps and interruptions. The networks will support and encourage walking and biking for transportation and recreation by all members of the community, adding to the city's high quality of life.

Through implementation of this plan, the City seeks to achieve the following goals:

- Increase the share of residents who use walking and bicycling to get to work, school, shopping, and other activities.
- Reduce the number of collisions within the city involving pedestrians and bicyclists.
- Close gaps within the bicycle and pedestrian networks.

**BENEFITS**

Clovis's climate and topography contribute to an excellent environment for bicycling, walking, and recreational trail use. The level terrain, combined with abundant sunshine, low levels of precipitation,

and popular trail network help make bicycling and walking viable transportation options and recreational activities year-round.

Bicycling and walking have several noteworthy benefits including:

- Providing cardiovascular exercise for people of all ages, improving their health and well-being, and reducing health care costs
- Reduced air pollution and the consumption of non-renewable resources by replacing automobile trips with bicycling and walking trips
- Enjoyment for the whole family – all ages and experience levels can participate
- Reduced transportation costs
- Reduced traffic – bicycling and walking are viable alternatives for many short trips, including trips to work or the store

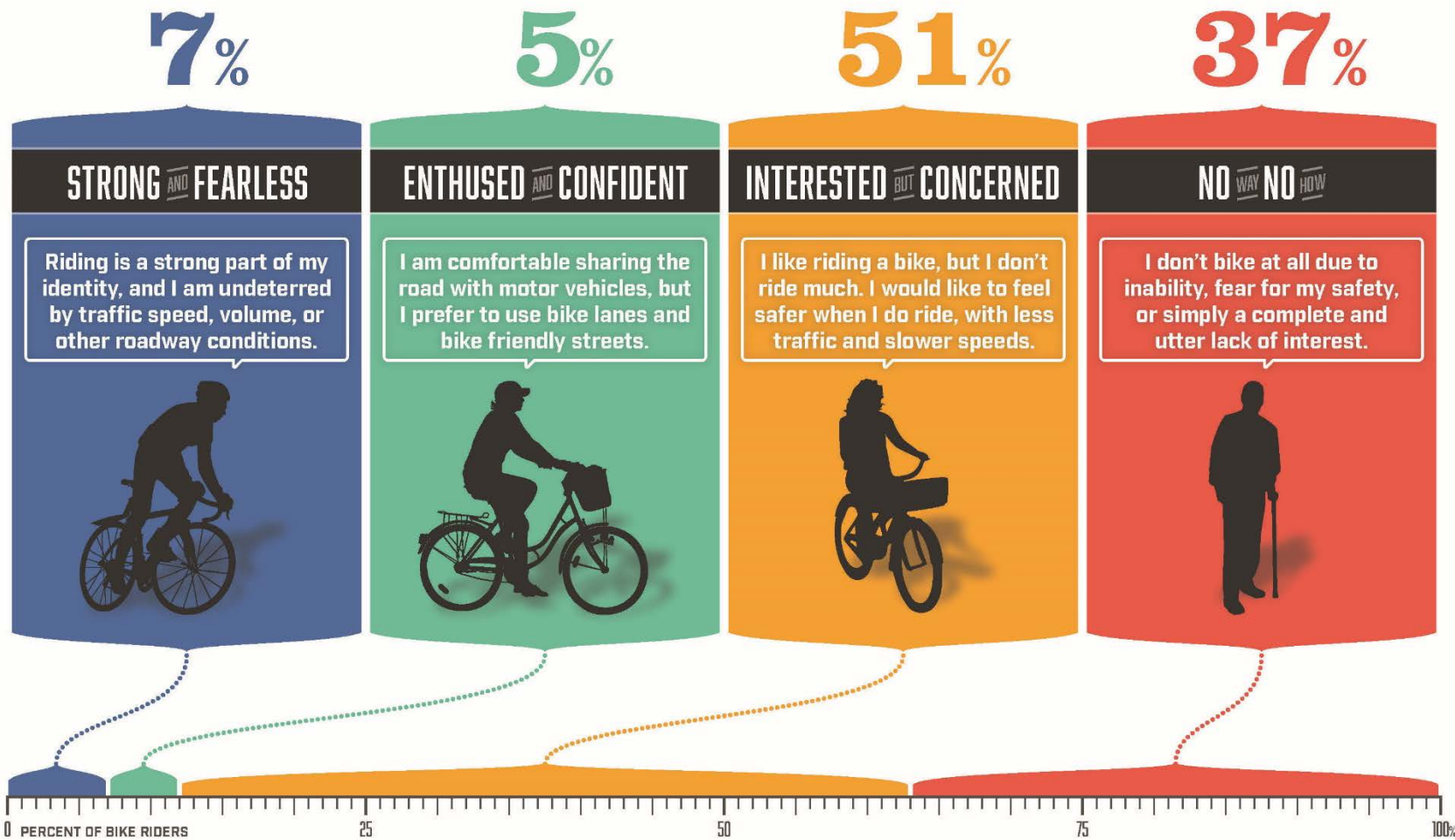
**BICYCLE FACILITIES**

Different types of bicycle facilities can accommodate a variety of types of bicyclists.

**Types of Bicyclists**

Bicyclists can be characterized by their comfort on the road and willingness to ride under different conditions. Figure 1 shows the four types of cyclists and their share of the general population.

FIGURE 1: TYPES OF BICYCLISTS AND SHARE OF POPULATION



SOURCE: JENNIFER DILL, "Four Types of Cyclists", August 11, 2015



## Bikeways

Bikeways are characterized by their structure. Chapter 1000 of the *Highway Design Manual* (Caltrans, 2015) identifies four primary types of bikeways: Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV separated bikeways.

### *Bike Paths (Class I Bikeways)*

Bike paths are paved shared-use paths intended to accommodate all pedestrians and bicyclists including children, families, and less-confident bicyclists.



Typically, these paths follow existing waterways and greenways, and are a component of a community path system separate from motor vehicle traffic. Motorized vehicles other than electric bicycles are not permitted on shared paths except for maintenance.

Key components to a successful shared-use path include:

- Continuous separation from traffic
- Scenic qualities
- Connection to activity centers

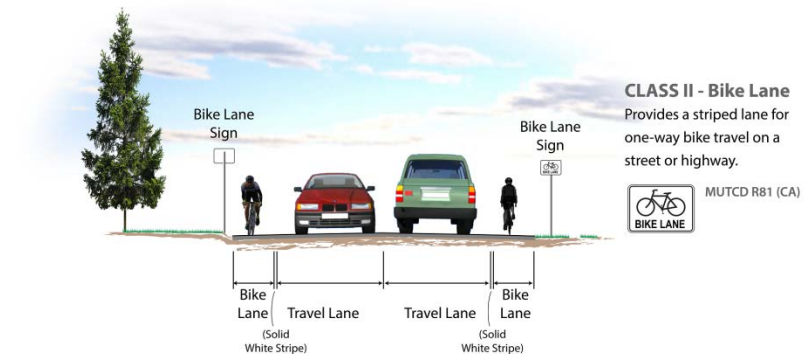
- Well-designed street crossings with measures such as grade separated crossings, bike and pedestrian activated traffic signals, median islands, and warning signs
- Curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA)
- Good design, by providing adequate width, sight distance, and drainage, etc.
- Pavement markings and signs
- Proper maintenance

Clovis has two types of Class I bikeways:

- Paths are longer, often many miles, and provide connections between neighborhoods and other destinations
- Paseos are generally shorter, usually less than one mile, and provide connections within neighborhoods

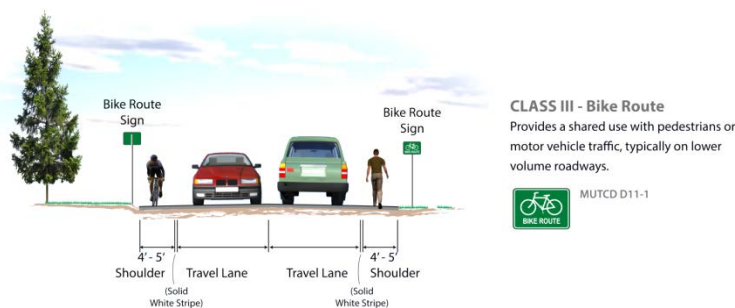
### *Bike Lanes (Class II Bikeways)*

Bike lanes, also known as Class II bikeways, are defined portions of the roadway that are designated by striping, signage and pavement markings for the preferential or exclusive use of bicyclists.



### *Bike Routes (Class III Bikeways)*

Bike routes, also known as Class III bikeways, are on-street routes intended to provide continuity to the bikeway system. Bike routes are designated by signs or pavement markings and are shared by motorists. However, these improvements will not change the level of user comfort on these roads and thus are unlikely to increase the number of less-confident bicyclists using them.

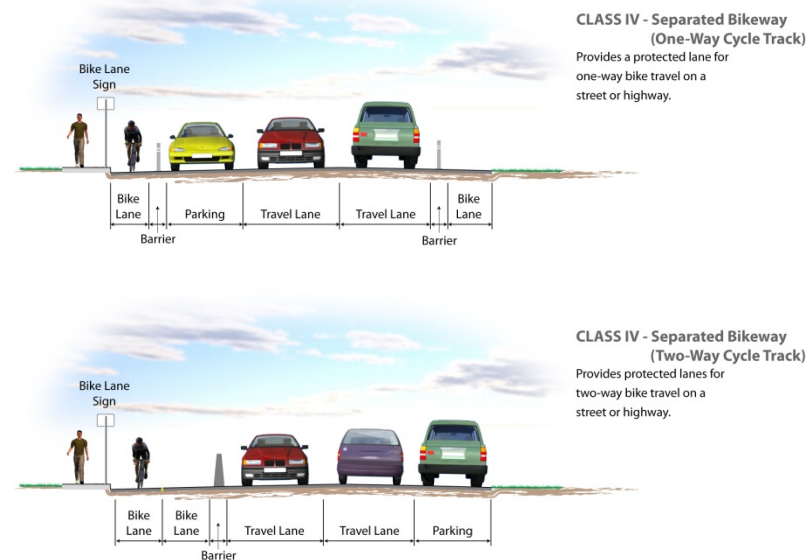


### *Separated Bikeways (Class IV Bikeways)*

Whereas bike lanes are a defined portion of the roadway, separated bikeways, also known as Class IV bikeways or cycle tracks, are an exclusive facility for bicyclists physically separated from motor traffic and distinct from the sidewalk. Separated bikeways provide increased user comfort and protection, comparable to a trail, but within the street right-of-way. They also appeal to cyclists who may be uncomfortable riding in bike lanes adjacent to vehicular traffic along busy streets, including the "interested but concerned" bicyclist category.

The key feature of a separated bikeway is a vertical element that provides further separation from motor vehicle traffic. Common vertical elements used for separation can be a vertical curb, a painted

buffer with flexible posts, parked cars, a landscaped area, or a fixed barrier. Separated bikeways can be either one-way, on each side of the roadway similar to a bike lane, or two-way, with both bicycle travel directions on the same side of a roadway.



Separated bikeways are most appropriate on streets with more lanes and higher vehicular or truck volumes and speeds, where more separation between bicyclists and motor vehicles is desired than provided by bike lanes. Corridors with high rates of bicycle-related collisions and pedestrian conflicts may benefit from a dedicated facility solely for bicycle use. Streets with high volumes of vulnerable users such as children and seniors due to the proximity to schools, parks, and senior residential uses may also be good opportunities for separated bikeways. Additionally, corridors where bus stops and loading zones enable motor vehicles to block the standard bike lane

## CITY OF CLOVIS

may benefit from a separated facility. High turnover on-street parking is another condition that can benefit from a separated bikeway, removing a common conflict found with standard bike lanes.

However, separated bikeways require greater street right-of-way than bike lanes. Due to their physical separation, separated bikeways are most appropriate on street segments with few driveways and less frequent intersections. Intersections with separated bikeways require careful planning. Care should also be given to address ADA accessibility at bus stops and accessible parking near enhanced bikeway facilities.

## PEDESTRIAN FACILITIES

Clovis has a pedestrian network comprised of two main components: a shared-use trail network on Class I bike paths described above and a network of sidewalks. Other pedestrian facilities include marked crosswalks and curb ramps.

Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks: controlled and uncontrolled. At uncontrolled crosswalks, drivers are legally required to yield to pedestrians, but do not have to stop when a pedestrian is not present. Controlled crosswalks are located at intersections with stop signs or traffic signals.

Curb ramps provide wheelchair access to sidewalks. The yellow truncated domes alert visually impaired pedestrians as they approach a street crossing.



Curb ramp and crosswalk on Fourth Street at Hughes Avenue

## SUPPORT FACILITIES

Other infrastructure, systems, and programs support pedestrian and bicyclist use and access on these networks.

### Bicycle Parking

Bicycle parking and support facilities are needed at civic, residential, commercial, and office spaces to accommodate both short-term and long-term parking. Bicycle parking is a low-cost, effective way to encourage cycling and improve the functionality of a bikeway network; it reduces the threat of theft, makes bicyclists feel welcome, and increases the visibility of bicycling.

Bicycle parking facilities may be classified either as short-term or long-term.

- Short-term parking is meant for visitors, customers at stores, and other users who normally park for less than two hours. The most common example of short-term parking is bicycle racks. Racks should be installed according to manufacturers' guidelines; be located in secure, well-lit and highly visible areas; be located as close as possible to the main entrance and no farther from the entrance than the nearest non-handicapped car parking space; be anchored to the ground; and allow for the locking of both the frame and wheels of a bicycle.
- Long-term parking is meant to be used for more than two hours and is typically used by employees at work, students at school, commuters at transit stations and residents at home. Long-term facilities are secure and weather-protected; examples include bike lockers and sheltered secure enclosures (fenced-in areas usually secured by lock and opened by keys provided to users).

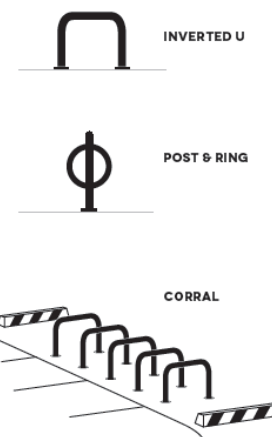


Bicycle repair station and bicycle parking, Dry Creek Trailhead

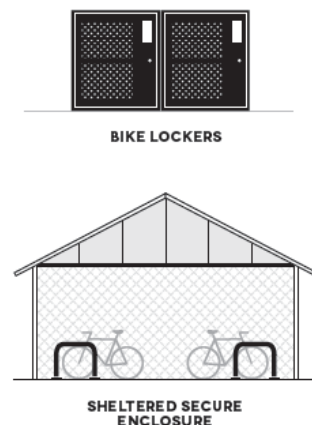
The Clovis Municipal Code includes requirements for bicycle parking on non-residential land uses. These requirements include the number, size, and positioning of bicycle parking (see Appendix E: Bicycle Parking Policies and Standards).

The current California Green Building Standards also contain specific requirements for the amount and type of both short-term and long-term bicycle parking. State law mandates that the City of Clovis comply with these requirements. Additionally, the Association of Pedestrian and Bicycle Professionals publishes *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015) and *Bicycle Parking Guidelines*, 2nd Edition (2010), which provide extensive, detailed guidance on bicycle parking.

#### Short-term bicycle parking



#### Long-term bicycle parking



Images from APBP *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015), pages 2-3, [www.apbp.org](http://www.apbp.org), used with permission from the copyright holder.



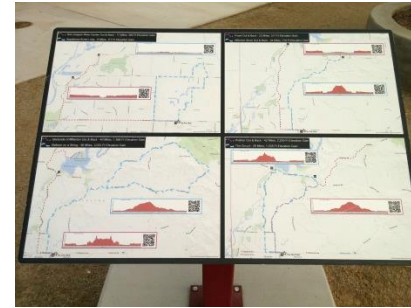
## CITY OF CLOVIS

**Wayfinding Signage**

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations within the city and region. These signs will provide the most value at trail junctions and at intersections of trails with arterials. Chapter 9B of the 2014 California MUTCD provides guidance on sign design and installation. These standard signs may also be augmented by signs depicting distances in miles to encourage walking and bicycling.



Clovis also provides maps of local bikeways and route mileage and profiles of local rides at some major trailheads.



Map and elevation profiles, Dry Creek Trailhead

**Lighting**

Appropriately lit pedestrian and bicycle facilities encourage use by increasing visibility to prevent accidents and deter crime.



Enterprise Canal Trail south of Nees Avenue and north of Owens Mountain Parkway

## PUBLIC PARTICIPATION

Public participation played an essential role in the development of this plan. The City solicited public input regarding existing conditions for bicyclists and pedestrians, desired bicycling and walking infrastructure, and types of support facilities needed to improve bicycling in Clovis. Public input was also used to develop and prioritize the recommended network of sidewalks, bikeways, and shared-use paths. The public participation included the following elements:

- Stakeholder meetings
- Public workshops
- Online interactive map crowdsource tool and survey

A summary of each is provided below. Additional details are provided in Appendix B, Community Involvement in Development of the Plan.

### Stakeholder Meetings

The City invited members of key constituencies to participate in a stakeholder advisory committee for the plan. Constituencies included local bicycling groups, walking advocates, disabled community representatives, educational institutions, and disadvantaged communities. Three meetings were held with this committee. The first meeting, held on November 10, 2015, obtained input on a vision for bicycling and walking in the city and items to be included in the plan. The second meeting, held on March 8, 2016, gathered feedback on the draft bicycling and pedestrian networks. The third meeting, held on June 22, 2016, gathered feedback on the draft active transportation plan.

### Public Workshops

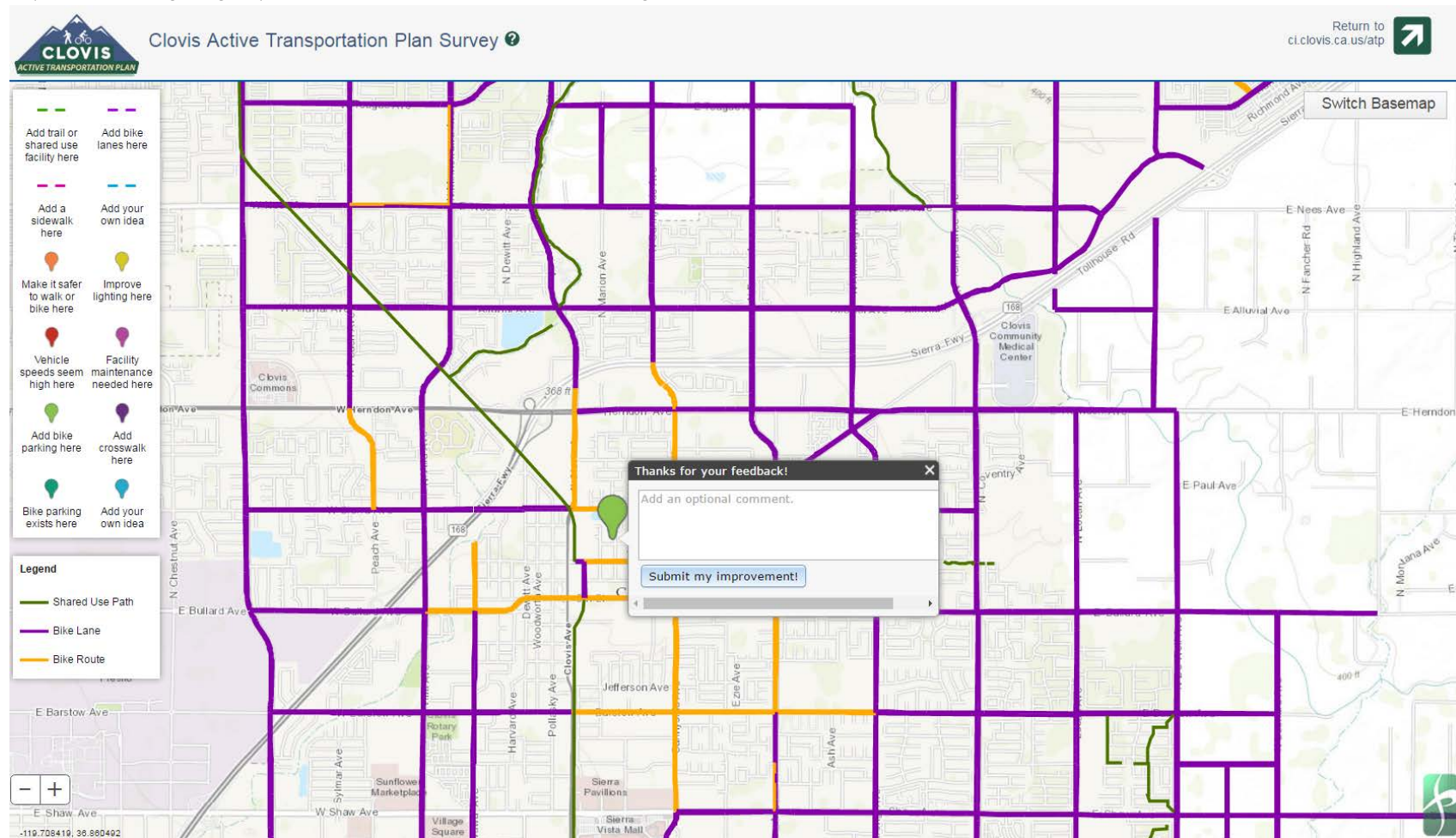
The City held two public workshops for the plan. 36 people attended the first workshop on October 27, 2015, and provided input on what they would like to see in the plan and specific locations for improvements within the city. 31 people attended the second public workshop on March 17, 2016, and provided comments on the recommended active transportation networks.



Second public workshop, March 17, 2016

## Online Interactive Map Survey

An interactive map survey was available on the City of Clovis website to allow the public to provide their recommendations and comments about bicycling and walking within Clovis. Users could select locations on the map, add points and draw lines, and provide comments tied to each point or line. 124 inputs were received via this map survey and were included in development of the plan. Comments included bike lane additions, intersection improvements, lighting improvements, and maintenance of existing facilities.



*This page intentionally left blank.*





# GOALS & POLICIES

## CITY OF CLOVIS GENERAL PLAN

The City of Clovis General Plan adopted in August 2014 makes many references to bicycle and pedestrian travel. Key policies from the Circulation Element are listed below. Appendix C, Consistency With Other Plans, contains a summary of all General Plan policies related to bicycle and pedestrian travel.

- Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
  - Policy 1.1 Multimodal network. The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.
  - Policy 1.2 Transportation decisions. Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
  - Policy 1.5 Neighborhood connectivity. The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
  - Policy 3.4 Road diets. Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.
  - Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.
  - Policy 4.1 Bike and transit backbone. The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.

## CITY OF CLOVIS

- Policy 4.2 Priority for new bicycle facilities. Prioritize investments in the backbone system over other bicycle improvements.
- Policy 4.3 Freeway crossings. Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.
- Policy 4.4 Bicycles and transit. Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Goal 5: A complete system of trails and pathways accessible to all residents.
  - Policy 5.1 Complete street amenities. Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.

**RELATIONSHIP TO OTHER PLANS**

Several other state, regional, and local plans contain goals and policies related to active transportation in Clovis. These plans include:

- 2014 City of Clovis General Plan
- 2011 City of Clovis Bicycle Transportation Master Plan
- 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy
- 2003 Loma Vista Specific Plan
- 2015 City of Clovis Urban Greening Master Plan
- 2010 City of Fresno Bicycle, Pedestrian, and Trails Master Plan
- 2015 California State University, Fresno, Active Transportation Plan
- Fresno County Transportation Authority Measure C

Appendix C contains a summary of relevant policies in these plans.

*This page intentionally left blank.*





# EXISTING CONDITIONS

## LAND USE AND SOCIOECONOMICS

The existing bicycle and pedestrian networks provide access to destinations throughout Clovis and serve as recreational assets themselves. Disadvantaged communities with limited automobile access may particularly benefit from access to these facilities. Figure 2 shows important destinations for bicyclists and pedestrians throughout the city, and Appendix D, Land Use, provides the current land use map of the city. Figure 3 shows indicators of disadvantaged communities within Clovis. These indicators are:

- Free or Reduced Price Meal Eligibility: the share of students at a school who are eligible for subsidized meals. Schools with higher shares are more disadvantaged.
- CalEnviroScreen 2.0 Score Percentile: a measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged.
- Household Median Income: identifies census tracts with median households under 80% of statewide median.

## BICYCLE AND PEDESTRIAN NETWORKS

The existing bicycle and pedestrian networks include shared-use bike paths and paseos, bike lanes and routes, sidewalks, pedestrian- and bicycle-only bridges, and crosswalk improvements. Table 1 summarizes current bicycle and pedestrian facilities by type.

TABLE 1: EXISTING FACILITIES












| Type  | Miles |
|---|-------|
| Class I Bike Paths (shared-use trails and paseos) | 26.7  |
| Class II Bike Lanes (one direction)               | 168.8 |
| Sidewalks   | 623.7 |

Source: City of Clovis, 2016.

Figure 2

## KEY DESTINATIONS

### Key Location

-  Hospital
-  School
-  Park
-  Public Building
-  Shopping Center
-  Post Office
-  Transit Transfer Point
-  Park & Ride
-  Old Town Clovis
-  Study Area
-  Clovis City Limits

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GIS\MXD\July2016\_FINAL\Fig02\_KeyDestinations.mxd

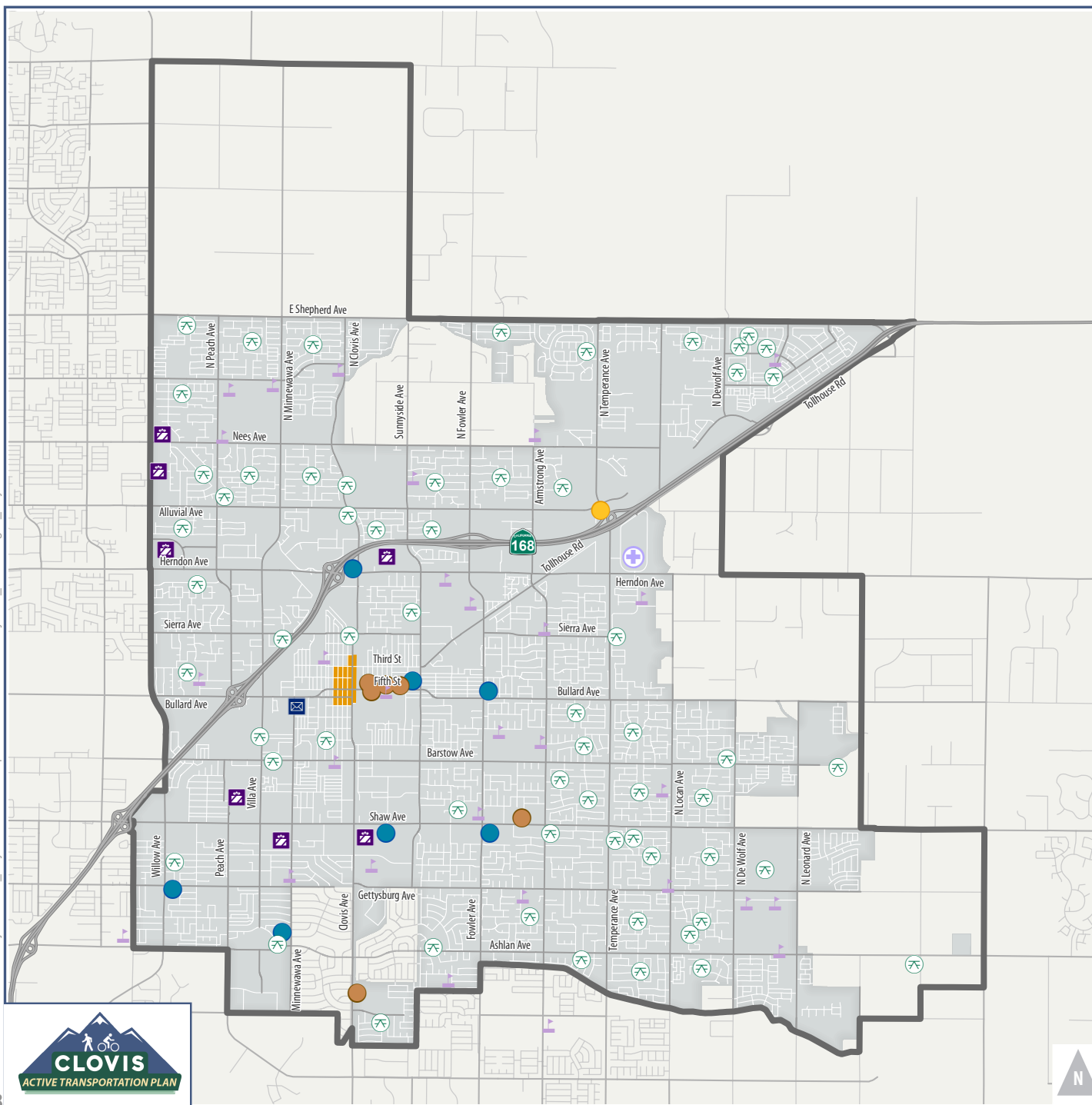
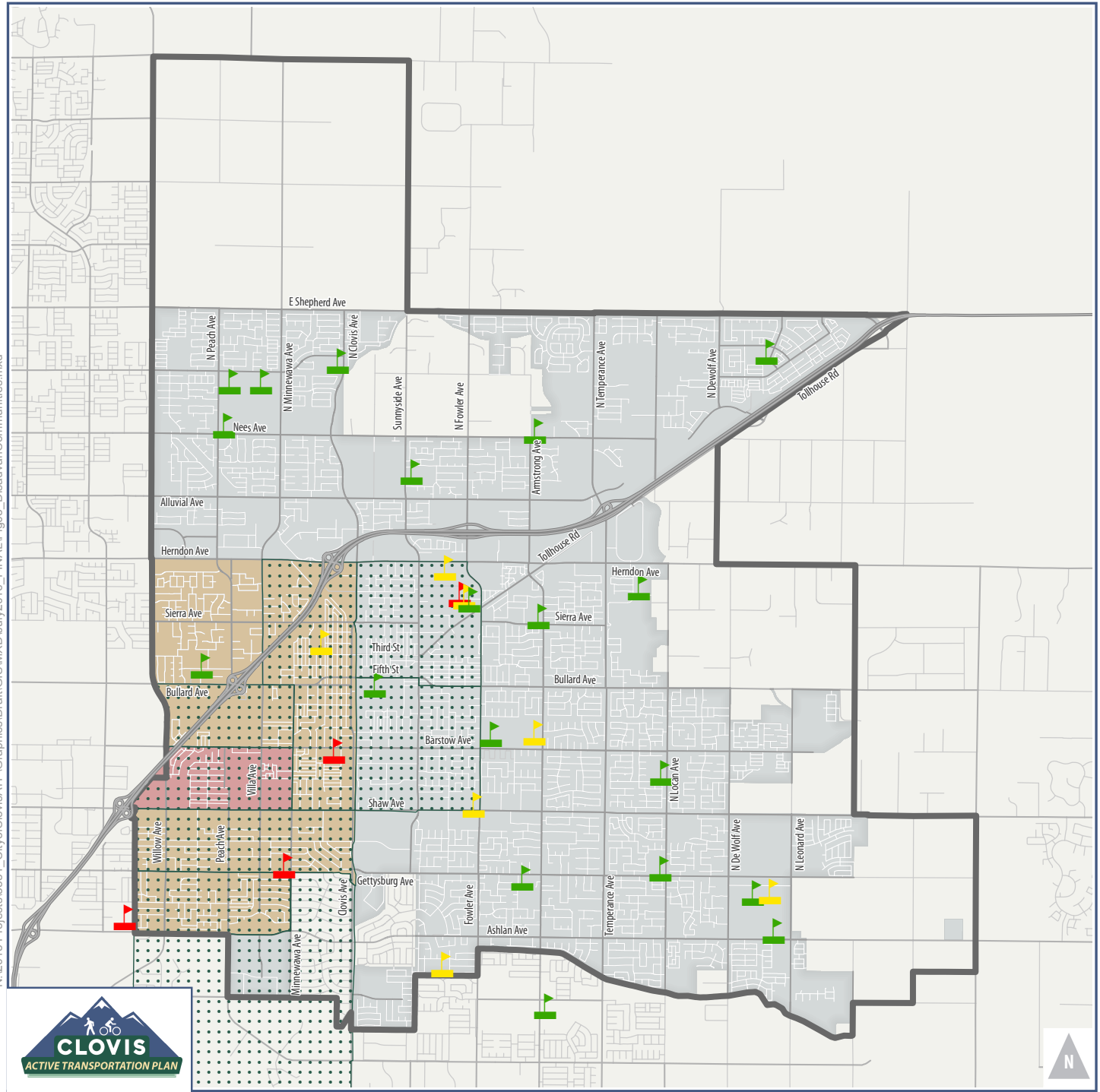




Figure 3

# DISADVANTAGED COMMUNITIES

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GIS\MXD\July2016\_FINAL\Fig03\_DisadvanCommunities.mxd



- Free or Reduced Price Meals Eligibility by School
  - 0% - 49%
  - 50% - 74%
  - 75% - 100%
- CalEnviroScreen 2.0 Score Percentile
  - 96%-100%
  - 76%-95%
  - 76%-95%
- Household Median Income by Census Tract under 80% of Statewide Median
- Study Area
- Clovis City Limits





## CITY OF CLOVIS

**Shared-Use Network**

Clovis has a shared-use network of trails and paseos that connect much of the city. Many of the trails (such as the Dry Creek and Enterprise Trails) follow canals and waterways, while others (much of the Old Town Trail) follow former railroad right-of ways. A network of paseos provides paved paths separate from roads in many residential areas, particularly the Loma Vista and Southeast Areas. The trail and paseo network is a key asset to both the bicycle and pedestrian networks. The shared-use trail network is intended to accommodate all pedestrians and bicyclists including children, families, and less-confident bicyclists. Figure 4 depicts the current shared-use network.

**On-Street Bicycle Network**

The shared-use trail network described above is intended to accommodate pedestrians and be attractive to “Interested but Concerned” bicyclists as described in Figure 1. Clovis also has a network of on-street bike lanes and routes that connect bicyclists to destinations around the city. These facilities provide more direct travel routes for bicyclists who are comfortable sharing the roadway with vehicles. Figure 4 depicts these facilities.

**Pedestrian Network**

In addition to the shared-use trail network described above, Clovis also accommodates pedestrians on a network of sidewalks. The current sidewalk network is presented in Figure 5.

**BICYCLE PARKING**

The city has bicycle parking at all schools and many other destinations. Figure 6 shows bicycle parking at key destinations throughout Clovis. The City also supports development of additional bike parking through

policies described in Appendix E, Bicycle Parking Policies and Standards.

**BICYCLE ACCOMMODATIONS ON TRANSIT**

As described in Appendix E, the Clovis General Plan has a policy for integration of bicycle access and storage with transit vehicles, stops, and activity centers.

The primary transit providers serving the City of Clovis are Clovis Stageline and Fresno Area Express (FAX). Figure 6 shows bicycle parking at major transit transfer points between routes and systems within the city.

All Clovis Stageline buses are equipped with front-mounted bike racks that accommodate two bicycles, available on a first-come, first-served basis. Bikes are not allowed inside the buses.



Clovis Stageline Bus

Figure 4  
**EXISTING  
BIKEWAYS**

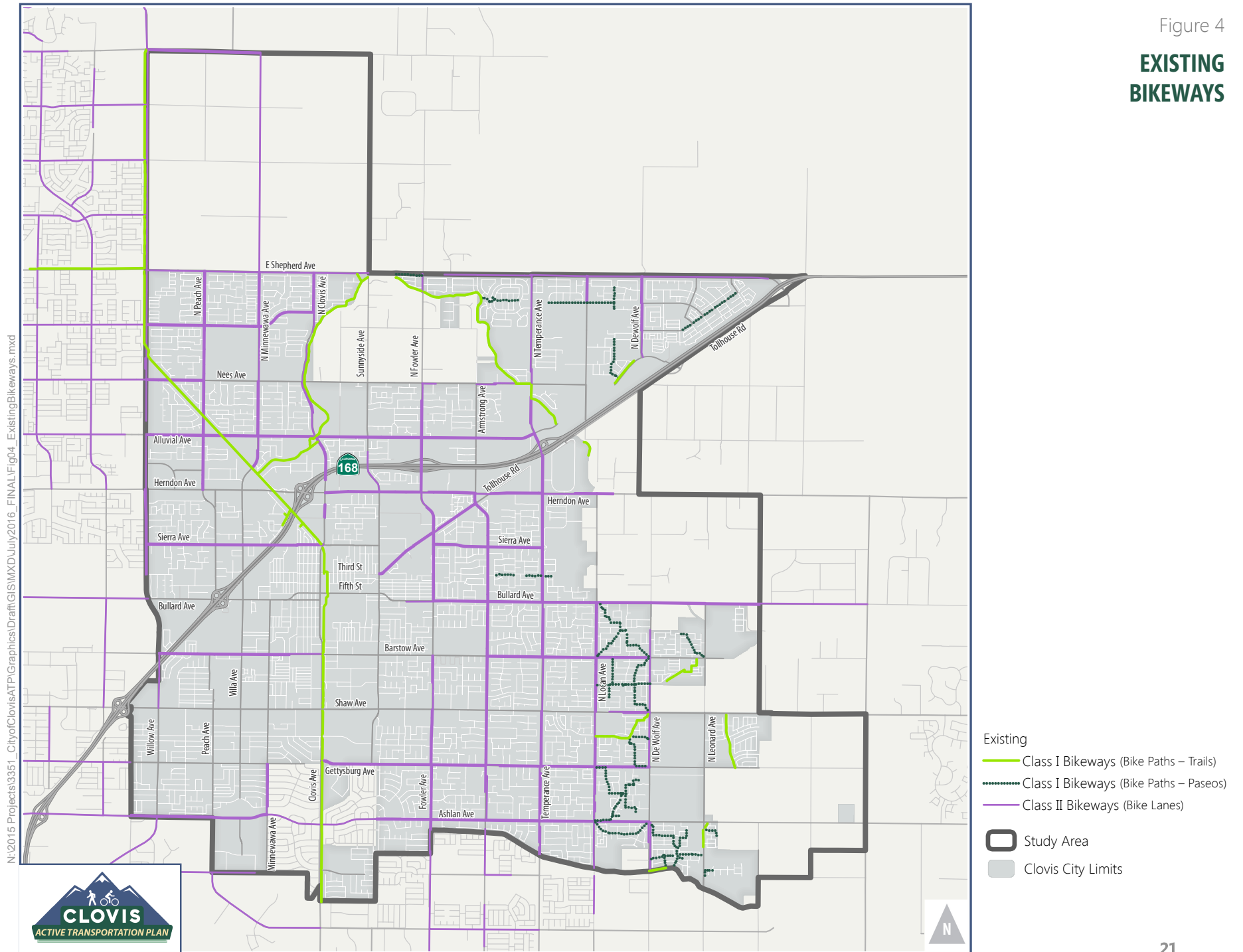
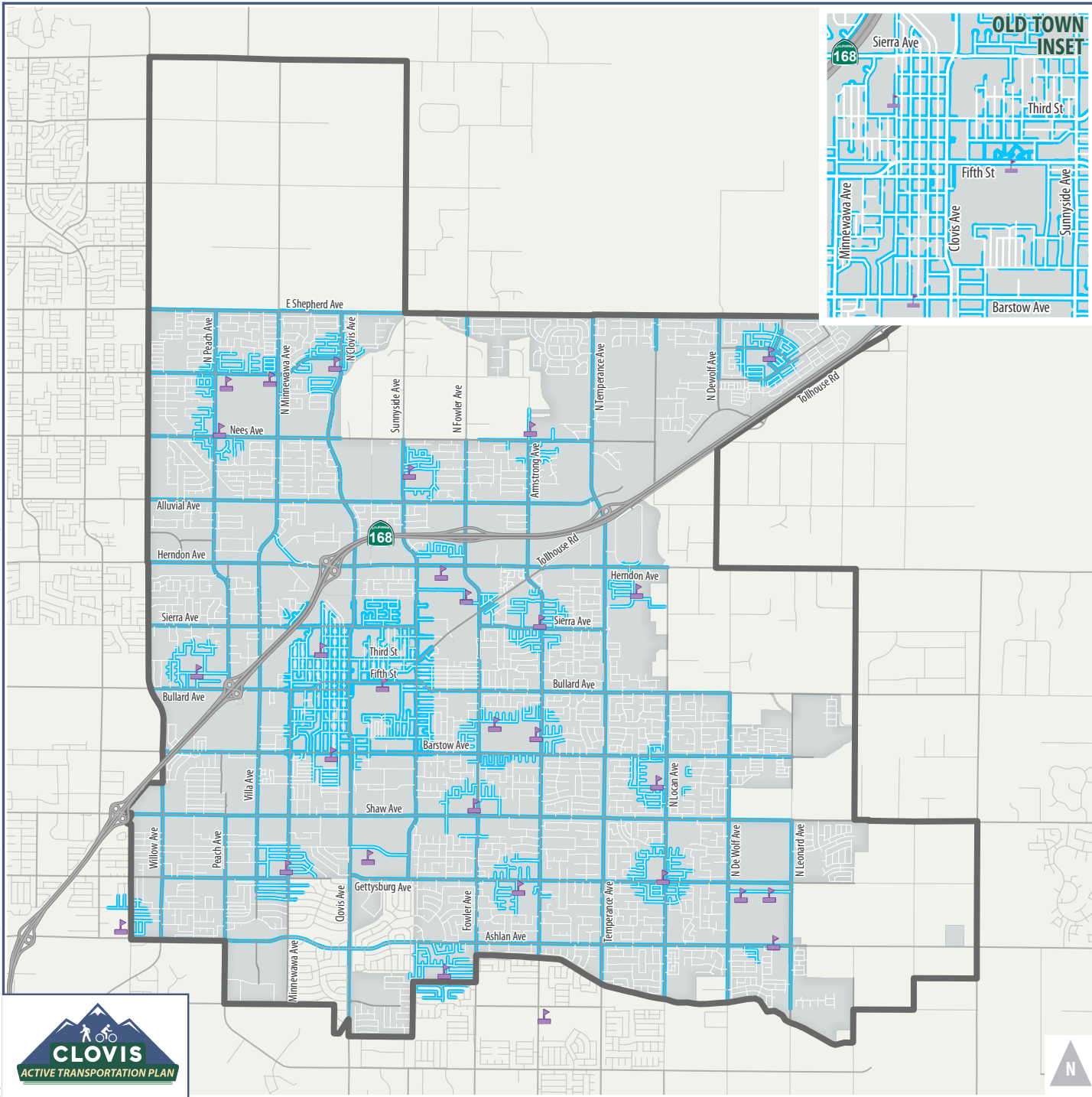


Figure 5  
**EXISTING  
SIDEWALKS**

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GIS\MXD\July2016\_FINAL\Fig05\_ExpedestrianNetwork.mxd



**BICYCLE  
PARKING**





## CITY OF CLOVIS

All FAX buses are equipped with front-mounted bike racks that can accommodate at least two bicycles; some buses have racks that can accommodate three bicycles. The bike racks are available on a first-come, first-served basis. Bikes are not allowed inside FAX buses unless it is the last bus on the route that day and the bike rack is full, or by bus driver discretion.



Fresno FAX Bus

## BICYCLE AND PEDESTRIAN TRIPS

The mode share of pedestrians for the journey to work in Clovis is approximately 1.6%, and for bicycles is approximately 1.0% (U. S. Census 2010-2014 American Community Survey). Appendix F, Bicycle and Pedestrian Trips, provides further discussion.

## BICYCLE AND PEDESTRIAN SAFETY

Figures 7 and 8 show the location of collisions from 2011-2014 based on data from the Clovis Police database. Significant bicycle collision corridors are along Willow Avenue between Shaw Avenue and Ashlan Avenue, along Shaw Avenue between Willow Avenue and Sunnyside

Avenue, in Old Town Clovis, along Nees Avenue between Willow Avenue and Peach Avenue, and along Fowler Avenue between Shaw Avenue and Gettysburg Avenue. Significant pedestrian collision corridors are along Shaw Avenue between Winery Avenue and Clovis Avenue, along Villa Avenue between Shaw Avenue and Barstow Avenue, and in Old Town Clovis.

Further discussion of collisions is provided in Appendix G. Bicycle and Pedestrian Collisions.

## PAST EXPENDITURES

The City has invested more than \$3.5 million to expand and maintain its bicycle and pedestrian networks from 2000 to 2015. Appendix H, Previous Expenditures, provides further details.

## MAINTENANCE

The City currently maintains bicycle and pedestrian networks as follows:

- Bike lane striping is refreshed every year. Bike lane legends are refreshed approximately every other year.
- Lighting is repaired as necessary, generally within two weeks of notification.
- Pavement patching is conducted 2-3 times per week in winter and 1-2 times per week in summer

Uplift and other sidewalk issues are mitigated upon request

## OTHER SUPPORTING PROGRAMS

The City hosts a variety of other educational and supporting programs and efforts for a complete active transportation program. These efforts are summarized in Appendix I, Comprehensive Active Transportation Programs.

Figure 7  
**PEDESTRIAN  
 COLLISIONS  
 2011-2014**

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GIS\MXD\July2016\_FINAL\Fig07\_PedCollisions.mxd

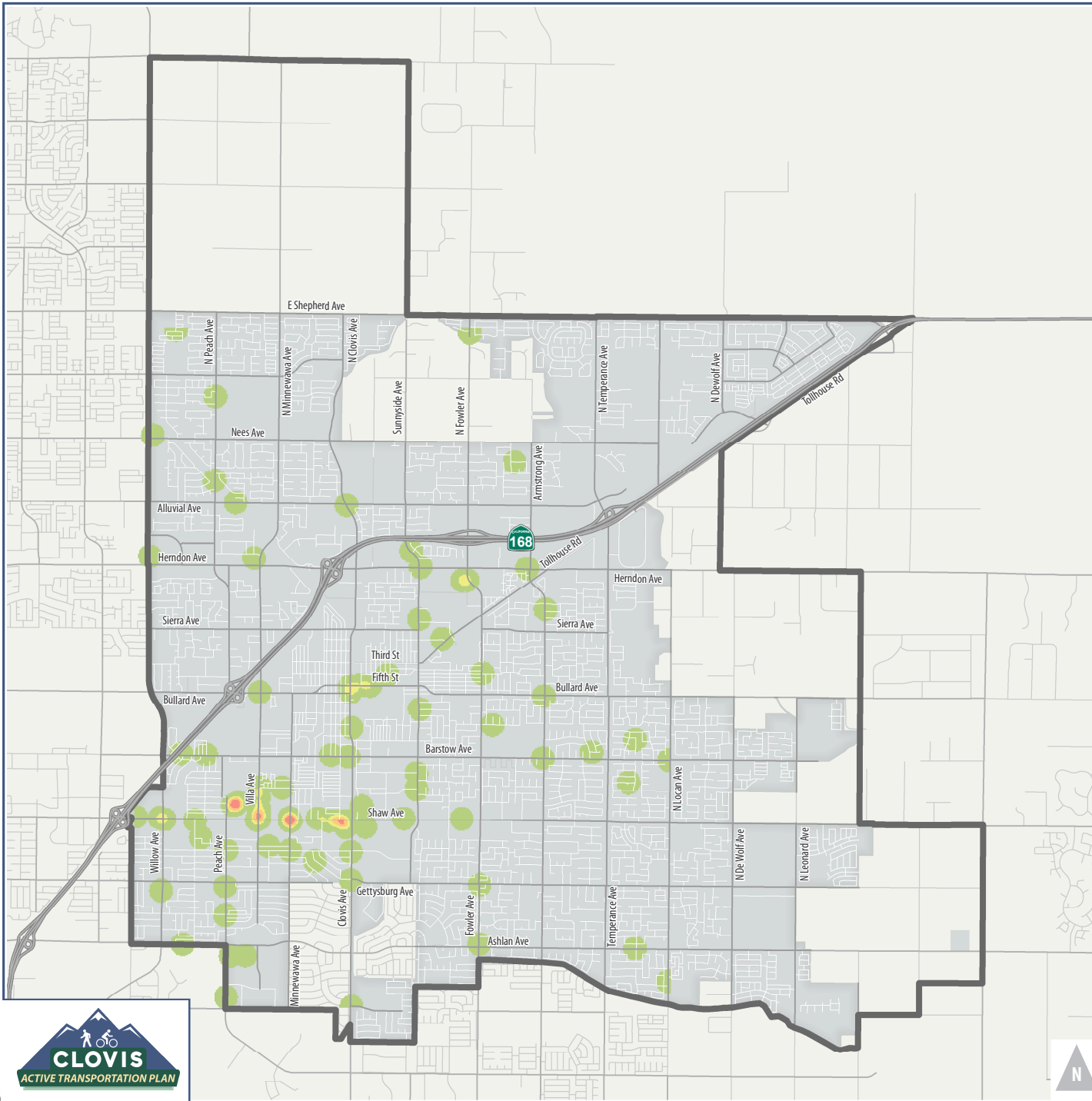
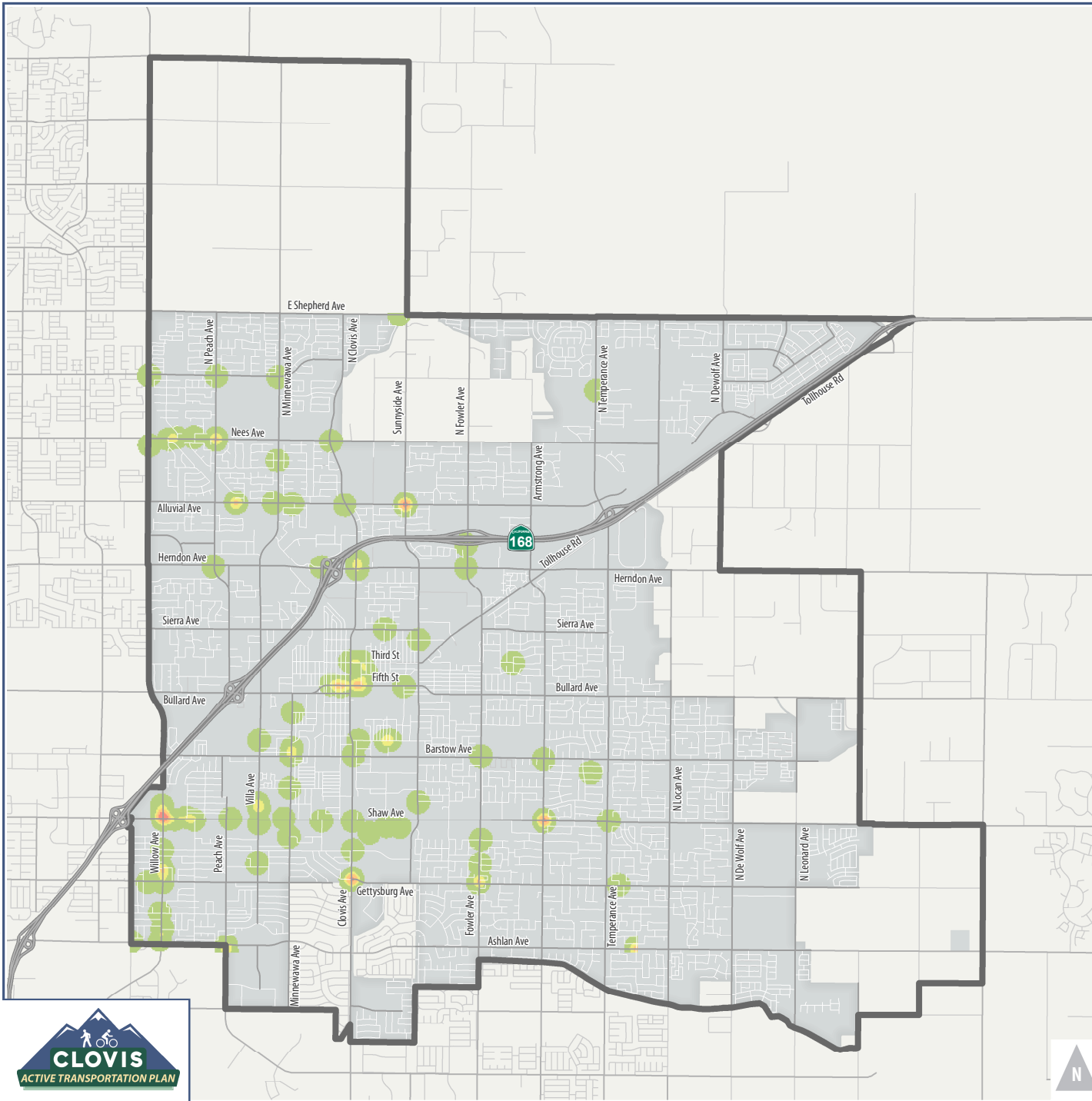


Figure 8

# BICYCLE COLLISIONS 2011-2014

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GIS\MXD\July2016\_FINAL\Fig08\_BicycleCollisions.mxd









# PROPOSED NETWORKS

The proposed pedestrian and bicycle networks are designed to fulfill the vision for walking and bicycling in Clovis. The networks include shared-use paths, bike lanes and routes, sidewalks, pedestrian- and bicycle-only bridges, and crosswalk improvements. The proposed networks are designed to build upon existing shared-use paths and paseos, to connect to Clovis’s neighborhoods, to provide access to key destinations, and to serve as recreational assets. Table 2 summarizes the proposed facilities.

TABLE 2: EXISTING AND PROPOSED FACILITIES

| Type                                   | Existing (Miles) | Proposed (Miles) | Total (Miles) |
|--|------------------|------------------|---------------|
| Class I Bike Paths (trails and paseos) | 26.7             | 22.6             | 49.3          |
| Class II Bike Lanes (one direction)    | 168.8            | 78.8             | 247.6         |
| Class III Bike Routes                  | 0                | 38.5             | 38.5          |
| Sidewalks                              | 623.7            | 33.4             | 657.1         |

Source: City of Clovis, 2016, Fehr & Peers, 2016.

The networks proposed in this plan do not include bikeways or sidewalks in the Heritage Grove area of northeast Clovis. A master plan is currently being developed for this area and will include a comprehensive network of trails, bike lanes, and sidewalks. The public will have the opportunity to review these networks and provide comments as the plan is developed.

## SHARED-USE NETWORK

Figure 9 shows the proposed shared-use path network (Class I bikeways) in Clovis.

The City’s typical development width standard for a Class I facility is 10 to 12 feet – five to six feet for each direction of travel; Class I bike paths built using Measure C funding are required to be 12 feet wide. The minimum allowable width according to the Caltrans Highway Design Manual is eight feet.

The implementation of Class I paths along irrigation canals in Clovis will require coordination with the canal owner and/or operator, typically the Fresno Irrigation District; in many cases a joint use agreement will be necessary. Additionally, shared-use trails adjacent to canals should

## CITY OF CLOVIS

be designed to address the safety concerns of these trails next to canals.

Proposed projects include:

- Completion of trails along the Enterprise and Dry Creek Canals
- New trails along the Dog Creek and Gould Canals
- Trail connections to neighborhoods and parks

A prioritized map and list of proposed trail projects are provided in Appendix J, Prioritized Projects.

### ON-STREET BICYCLE NETWORK

Figure 9 depicts proposed on-street bicycle network facilities. This includes Class II bike lanes and Class III bike routes. A prioritized map and list of proposed on-street bicycle projects are provided in Appendix J.

#### Bike Lanes

The proposed network creates a grid of bicycle lanes across the city such that nearly all locations within Clovis are less than one-quarter mile from the network.

Some streets may have insufficient right-of-way to add bike lanes alongside the current lane configuration. In these cases, it may be possible to redesign the roads to accommodate cars in fewer lanes to provide space for bike lanes with minimal impact to car travel. This has been done on a number of streets within the city. Additional streets, including but not limited to sections of Bullard Avenue, Gettysburg Avenue, Sierra Vista Avenue, Sunnyside Avenue, and Villa Avenue are being considered for vehicular lane reductions to accommodate bike

lanes. The City will consider many factors when studying these streets. These factors may include traffic counts, parking studies, and resident surveys.

#### Bike Routes

In some cases, physical constraints of the street right-of-way limit the ability to add bike lanes. In most of these cases, a bike route has been designated. Though bike routes do not provide separation from traffic as do bike lanes, they do link other bicycle facilities and help to create a continuous bikeways network throughout Clovis. Key proposed bike routes within the city are Fifth Street and sections of Fowler Avenue and Sierra Avenue.

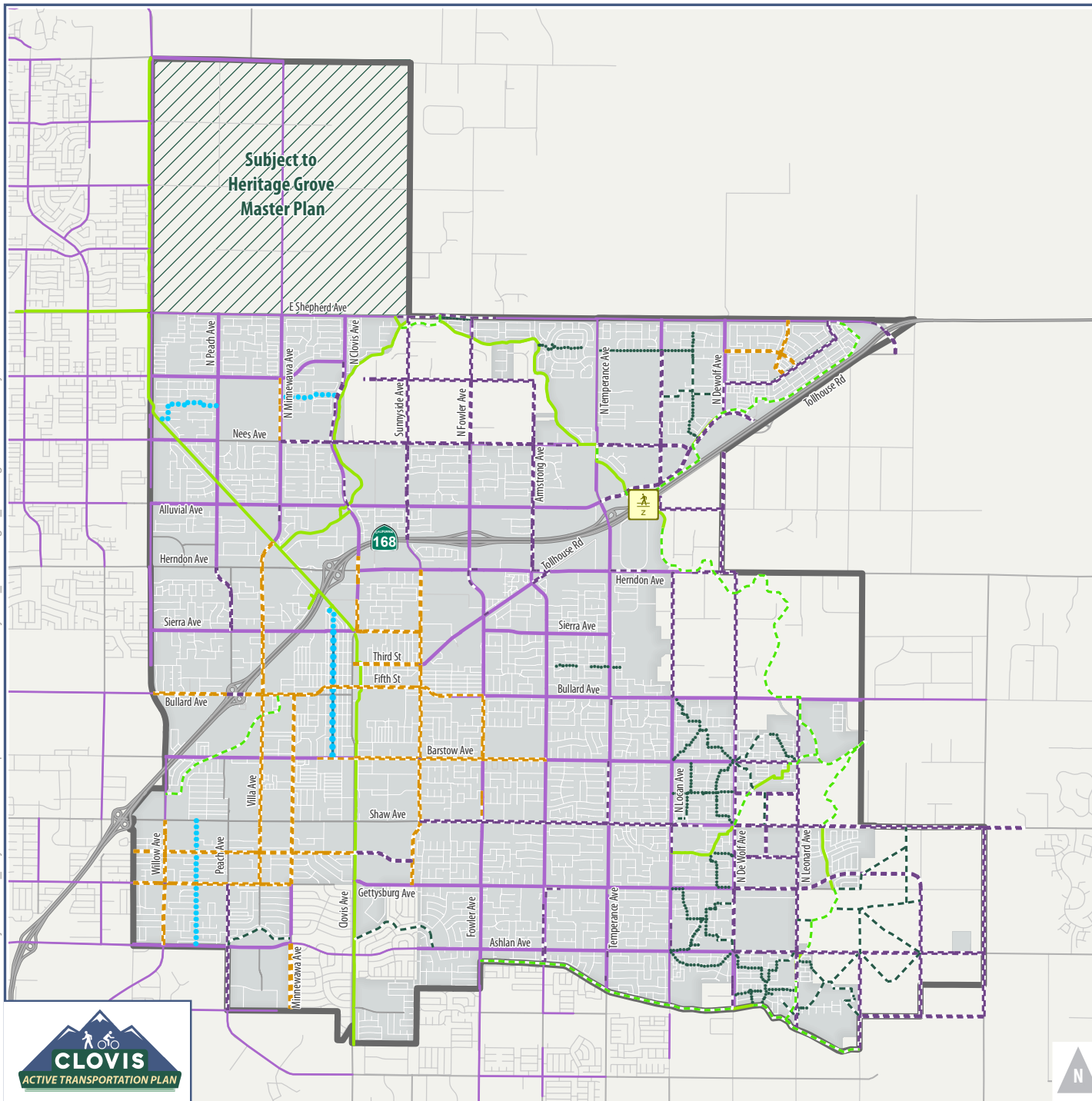
#### Neighborhood Bikeways

Some bike lanes and bike routes are particularly suitable for bicycling because they provide important connections to schools, trails, and commercial corridors within the city and also have lower traffic volumes than nearby parallel streets. These bike lanes and bike routes have been identified as neighborhood bikeways. The proposed neighborhood bikeways include:

- Helm Avenue from Shaw Avenue to Ashlan Avenue as an alternative to Willow Avenue
- Woodworth Avenue from Barstow Avenue to Pollasky Avenue, and Pollasky Avenue from Woodworth Avenue to the Old Town Trail, as an alternative to Clovis Avenue
- Neighborhood streets near Buchanan Education Center to encourage walking and bicycling use of the nearby Old Town and Dry Creek Trails.

Figure 9  
**PROPOSED  
BIKEWAYS**

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GIS\MXD\July2016\_FINAL\Fig09\_ExistingPlannedBikeways.mxd





### Separated Bikeways

Class IV separated bikeways provide significant benefit on busier streets where greater separation of bicycle traffic from vehicle traffic is desired. However, candidate streets are best suited to separated bikeways when they exhibit particular characteristics. Table 3 summarizes conditions under which separated bikeways may be considered more or less appropriate. No single criterion in the matrix should be used to qualify or reject a facility for buffered or protected improvements. All of the criteria should be considered holistically with an understanding of the present and future context of the roadway being considered.

Streets that may be appropriate for separated bikeways include portions of Alluvial Avenue west of Fowler Avenue and Barstow Avenue west of Clovis Avenue. These streets provide good connections to Fresno and California State University, Fresno. The university is also planning separated bikeways along Barstow Avenue.

The Fresno Council of Governments is leading a project to develop guidelines for separated bikeways and recommend potential locations for their implementation in the Fresno-Clovis Metropolitan Area. This effort is expected to be complete in late 2016. Therefore, the proposed bicycle network in this plan does not identify separated bikeways at this time, and the City will consider adding separated bikeways to the proposed bicycle network in a future ATP update.

### PEDESTRIAN NETWORK

In addition to the shared-use trail additions discussed above, improvements to the sidewalk network have also been proposed. Sidewalks exist along most of these streets within Clovis. However,

some gaps exist and have been identified for completion in the proposed network. The proposed sidewalk network is presented in Figure 10. This network focuses on arterials and connectors within the city as well as key pedestrian areas such as neighborhoods adjacent to schools and Old Town Clovis. A prioritized map and list of proposed sidewalk projects are provided in Appendix J.

**TABLE 3: APPLICABILITY OF SEPARATED BIKEWAYS**

| Criterion                               | Less Applicable | More Applicable       | Most Applicable  |
|---|-----------------|-----------------------|------------------|
| Traffic Speed                           | < 25 mph        | < 35 mph              | < 45 mph         |
| Traffic Volume                          |                 | < 20,000 ADT          | > 20,000 ADT     |
| Large Truck Volume                      | None            | Low                   | High             |
| Number of Traffic Lanes                 | 2               | 4                     | > 4              |
| Access Control and Intersection Spacing | Low             | Medium                | High             |
| Bicycle Crash History                   | None            | Low                   | High             |
| Bicycle Volume                          |                 | Low                   | High             |
| Pedestrian Volume                       |                 | Low                   | High             |
| Bus Stop                                |                 | Low Frequency         | High Frequency   |
| Loading Zone                            |                 | Occasional / Off Peak | Many / Peak Hour |
| Parking                                 |                 | Low Turnover          | High Turnover    |
| Accessible Parking                      |                 | Yes                   | No               |

Source: Fehr & Peers, 2016.

## PROPOSED SIDEWALKS



## CITY OF CLOVIS

Although this proposed network focuses on arterials and neighborhoods adjacent to schools, the City may also make improvements to the sidewalk network in other areas of Clovis.

### CROSSING IMPROVEMENTS

Improving pedestrian crossings, by adding appropriate markings, signage, lighting, and/or signals, can increase safety and encourage pedestrian activity by making street crossings easier. In implementing this plan, the City proposes to consider and evaluate pedestrian crossing improvements in the city. Examples of where such improvements may be beneficial include:

- Sunnyside Avenue at El Paso Avenue at Century Elementary: marked crossings are over 2,000 feet apart here. Crossing improvements in accordance with City guidelines may improve access to the school. This was also a request from the public workshops and online tool.
- Shaw Avenue between Clovis Avenue and Minnewawa Avenue, and Villa Avenue just north of Shaw Avenue: a significant number of pedestrian collisions have occurred here, and crossings are up to 2,400 feet apart. Crossing improvements in accordance with City guidelines at DeWitt Avenue or other intersections may reduce this distance and temptation to cut across traffic.

Additionally, two trails within Clovis cross major roads diagonally at two intersections: the Dry Creek Trail at Clovis Avenue and Alluvial Avenue and the Old Town Trail at Clovis Avenue and Sierra Avenue. When trail users cross these intersections, they must first wait for the signal to permit them to cross one street, then again for the signal to permit

them to cross the other street. With the trails diagonally crossing these intersections, there is a clear desire path in this direction, as reflected in the public input. Creating diagonal pedestrian and bicycle crossings at these signalized intersections would reduce the time required for pedestrians and cyclists to cross the intersection and encourage trail use. However, these changes would result in tradeoffs, such as increased delay to vehicles. To evaluate the tradeoffs, a multimodal level of service analysis can be performed, evaluating current and projected pedestrian, bicycle, and vehicular volumes and the impacts of current and potential signal timings on each mode.

### SUPPORTING FACILITIES

#### Bicycle Parking

Figure 6 depicts bicycle parking availability at key destinations within Clovis. Many parks do not have bicycle parking. The City will work towards adding bike parking to its parks, with priority on the largest parks, as funding permits.

State law mandates that the Clovis Building Code comply with the requirements of the California Green Building Standards. The City will also review the recommendations in the Association of Pedestrian and Bicycle Professionals guidelines and incorporate them as appropriate. These improvements will increase the quality of bicycle parking throughout Clovis.

#### Bicycle Accommodations on Transit

Clovis is currently developing a transit center, which will be constructed at the intersection of Clovis Avenue and Third Street. This facility will

provide access to major bus routes and be accessible by pedestrians, bicyclists, and automobiles. The facility will include bicycle parking.



Concept for future Clovis transit center

- Shepherd Avenue at Locan Avenue
- Trails along Armstrong Avenue between Barstow Avenue and Shaw Avenue
- Dry Creek Trail at Dry Creek Park
- Dry Creek Trail at Clovis Avenue
- Dry Creek Trail at Alluvial Avenue
- Magill Avenue between Argyle Avenue and Sunnyside Avenue
- Old Town Trail south of Alluvial Avenue

### Lighting

The public recommended several locations for lighting improvements during public meetings and through online input. The City will continue to improve lighting on its trails, with priority given to these requests:





# IMPLEMENTATION

Appendix J, Prioritized Projects, lists the priorities for implementation of components of the proposed networks. The City will strive to implement bicycle projects and pedestrian projects every year, depending on funding availability. Projects may be composed of one or more of the priorities listed in Appendix J.

## IMPLEMENTATION COSTS

Costs to implement these networks are summarized in Table 4. Additional details are shown in Appendix J, Prioritized Projects, Figures 12-14 and Tables 15-18. Class I paths are the most expensive to construct, especially if right-of-way must be acquired. Sidewalks are somewhat less expensive, and bike lanes and bike routes are least expensive.

TABLE 4: PROJECT COST ESTIMATES

| Facility Type        | Cost per Mile            | Priority        |                 |                 | Total           |
|----------------------|--------------------------|-----------------|-----------------|-----------------|-----------------|
|                      |                          | High            | Medium          | Low             |                 |
| Class I Bike Path    | \$1.39 million           | \$12.58 million | \$7.91 million  | \$10.98 million | \$31.46 million |
| Class II Bike Lane   | \$16,900 each direction  | \$195,100       | \$479,100       | \$657,000       | \$1,331,2400    |
| Class III Bike Route | \$8,400 each direction   | \$295,100       | \$44,900        | -               | \$340,000       |
| Sidewalk             | \$265,000 each direction | \$2.41 million  | \$2.01 million  | \$4.35 million  | \$8.85 million  |
| Total                |                          | \$15.87 million | \$10.79 million | \$16.33 million | \$41.98 million |

Source: City of Clovis, 2016, Fehr & Peers, 2016.

## CITY OF CLOVIS

Unit costs for other equipment, including installation are presented in Table 5.

**TABLE 5: UNIT COSTS FOR OTHER EQUIPMENT**

| Equipment Type                    | Cost      |
|-----------------------------------|-----------|
| Bike Rack                         | \$1,500   |
| Wayfinding Signage                | \$250     |
| Lighting                          | \$8,000   |
| Crosswalk Striping                | \$1,500   |
| Rectangular Rapid Flashing Beacon | \$45,000  |
| Pedestrian Hybrid Beacon          | \$144,000 |

Source: City of Clovis, 2016, Fehr & Peers, 2016.

MAINTENANCE COSTS

Typical maintenance cost for shared-use paths, bikeways, and sidewalks are summarized in Table 6. As projects in this plan are implemented and the bicycle and pedestrian networks are expanded, total maintenance costs will grow.

TABLE 6: MAINTENANCE COST ESTIMATES

| Facility Type        | Maintenance    | Cost <sup>1</sup>                           | Frequency |
|----------------------|----------------|---|-----------|
| Class I Bike Path    | Landscaping    | \$13,000 per mile <sup>2</sup>              | Annually  |
|                      | Slurry seal    | \$28,160 per mile <sup>3,4</sup>            | 10 years  |
|                      | Rehabilitation | \$63,600 - \$84,480 per mile <sup>4,5</sup> | 15 years  |
| Class II Bike Lane   | Restriping     | \$455 per mile <sup>6</sup>                 | Annually  |
|                      | Signage        | \$2000 per sign                             | 10 years  |
| Class III Bike Route | Signage        | \$2000 per sign <sup>7</sup>                | 10 years  |
| Sidewalk             | Rehabilitation | \$132,000 per mile                          | 20 years  |

Notes:

- 1. Cost includes direct costs, contract overhead, and water costs
- 2. \$13,000 per mile per year; specific service frequencies include:
  - Trash (once per month)
  - Weeds (twice per year)
  - Tree pruning (once per year)
  - Asphalt cleaning (twice per year)
- 3. If slurry seal is applied every 10 years, trail rehabilitation (pavement overlay and reconstruction) may not be necessary
- 4. Based on \$4 per square yard and 12 foot wide trail; includes restriping
- 5. Based on \$9 – \$12 per square yard and 12 foot wide trail; includes restriping
- 6. Includes cost to restripe bike lanes and refresh stencils; based on 2015 restriping costs (including administrative fees)
- 7. Includes cost to remove existing sign and replace with new sign

Source: City of Clovis and Fehr & Peers, 2016.



## FUNDING

Federal, state, regional, county and local organizations provide funding for pedestrian and bicycle projects and programs. The most recent federal surface transportation funding program, Fixing America's Surface Transportation Act (FAST), was signed into law in December 2015. This is the first long-term federal transportation authorization enacted since 2012, and the first long-term funding since the signing of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. The new authorization brings changes to typical funding sources and structures.

FAST funding is distributed to federal and state surface transportation funds. Most of these resources are available through Caltrans and Fresno COG.

Measure C, administered by the Fresno County Transportation Authority, is another important source of funding. The measure is a half-cent sales tax aimed at improving the overall quality of Fresno County's transportation system. This Local Transportation Program can be used on pedestrian and bicycle facilities and trails. Funding is allocated to cities and the county based on population.

Table 7 summarizes the applicability of these various funding sources to projects, planning efforts, and programs proposed in this plan. Detailed descriptions of the grant funding sources are presented in Appendix K, Funding Sources. The most applicable funding sources for the improvements proposed by this Plan are the Active Transportation Program and Highway Safety Improvement Program. This appendix includes details about current programs that are used to fund existing scheduled projects and an assessment of upcoming programs as of

May 2016. These may change as state and local programs adapt to the new FAST funding.

## PROGRESS REPORTING

The City will maintain GIS maps of the existing and planned bicycle and pedestrian networks. As projects are completed and plans are changed, the City will make public announcements (via the City website) and these maps will be updated. At least annually, these maps will be published on the City website.

It is expected that at least 25 years will be required to implement this plan. The plan will be updated every five years to incorporate these changes, update existing conditions within the city, and reflect changes in the needs and priorities of the community.

TABLE 7: FUNDING SOURCES FOR BICYCLE AND PEDESTRIAN PROJECTS

| Funding Source   | Class I Bicycle Path | Class II Bicycle Lane | Class III Bicycle Route | Class IV Protected Bikeways | Pedestrian Projects | Other Projects | Planning and Programs |
|--|----------------------|-----------------------|-------------------------|-----------------------------|---------------------|----------------|-----------------------|
| Congestion Mitigation and Air Quality Improvement Program (CMAQ)         | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ●                     |
| Regional Surface Transportation Program (RSTP)                           | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ●                     |
| Highway Safety Improvement Program (HSIP) Grants                         | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ○                     |
| Caltrans Transportation Planning Grants                                  | ○                    | ○                     | ○                       | ○                           | ○                   | ○              | ●                     |
| Local Transportation Fund (LTF)  | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ○                     |
| California State Parks Recreational Trails Program (RTP)                 | ●                    | ○                     | ○                       | ○                           | ○                   | ○              | ○                     |
| Land and Water Conservation Fund (LWCP)                                  | ●                    | ○                     | ○                       | ○                           | ○                   | ○              | ○                     |
| Active Transportation Program (ATP)                                      | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ●                     |
| Transportation Development Act (TDA)                                     | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ●                     |
| Affordable Housing and Sustainable Communities Program (AHSC)            | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ●                     |
| California Office of Traffic Safety Pedestrian and Bicycle Safety Grants | ○                    | ○                     | ○                       | ○                           | ○                   | ○              | ●                     |
| FCTA Measure C   | ●                    | ●                     | ●                       | ●                           | ●                   | ●              | ●                     |
| SJVAPCD Bikeway Incentive Program  | ●                    | ●                     | ●                       | ○                           | ○                   | ○              | ○                     |

Notes:

1. ● indicates that funds may be used for this category; ○ indicates that funds may not be used for this category, and ● indicates that funds may be used, though restrictions apply.

Source: Fehr &amp; Peers, 2016.







# APPENDICES



# APPENDIX A: CONFORMANCE WITH ATP GUIDELINES

Per the 2017 Active Transportation Program Guidelines, conforming plans needed to have 17 key elements shown in Table 8. The 2016 Clovis Active Transportation Plan satisfies these requirements.

**TABLE 8: 2017 ATP GUIDELINES ADDRESSED IN THIS PLAN**

| Item | Requirement   | Page                                     |
|------|---|--|
| 1    | The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.  | 76                                       |
| 2    | The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.  | 77                                       |
| 3    | A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.   | Key destinations: 18<br>Land use: 72     |
| 4    | A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school. | Existing: 17<br>Proposed: 29<br>5 Es: 81 |

|    |  |  |
|----|--|--|
| 5  | A map and description of existing and proposed end-of-trip bicycle parking facilities.   | Existing: 20<br>Proposed: 34   |
| 6  | A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.   | 74   |
| 7  | A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.                                    | Existing: 20<br>Proposed: 34<br>Transit facilities: 18<br>Transit provisions: 20 |
| 8  | A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings. | Existing: 17<br>Proposed: 29<br>5 Es: 81   |
| 9  | A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.   | 7  |
| 10 | A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.   | 24   |
| 11 | A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.   | 81   |
| 12 | A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.  | 47   |

## CITY OF CLOVIS

|           |  |                                     |
|-----------|--|-------------------------------------|
| <b>13</b> | A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan. | 66                                  |
| <b>14</b> | A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.   | 83                                  |
| <b>15</b> | A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.  | Past: 79<br>Anticipated: 37         |
| <b>16</b> | A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.   | Implementation: 37<br>Reporting: 40 |
| <b>17</b> | A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.   | 99                                  |

## APPENDIX B: COMMUNITY INVOLVEMENT IN DEVELOPMENT OF THE PLAN

Community input to the plan was gathered through three different means:

- Stakeholder meetings
- Public workshops
- Online interactive crowdsourcing mapping tool

### STAKEHOLDER MEETINGS

Members of key constituencies were invited to participate in a stakeholder committee for the plan. Constituencies included local bicycling groups, walking advocates, disabled community representatives, educational institutions, and disadvantaged communities. Three meetings were held with this committee.

The first meeting, held on November 10, 2015, obtained input on a vision for bicycling and walking in the city and items to be included in the plan. Key input from this meeting included:

- Desire for connected, complete, safe networks

- Preference for flowing network with minimal stops
- Desire to fill city-owned gaps in networks

The second meeting, held on March 8, 2016, provided feedback on the draft bicycling and pedestrian networks. Highlights of this meeting included:

- Discussion of protected bikeways and possible implementation locations
- Discussion of bike boulevard concept
- Feedback on proposed networks

The third meeting, held on June 22, 2016, provided feedback on the draft active transportation plan. Key points discussed included:

- Bike parking code changes
- Refinement of Class III bike route implementation



## Stakeholder Meeting 1 Minutes, November 10, 2015



## MEETING MINUTES

## CLOVIS ACTIVE TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Date:** Tuesday, November 10, 2015  
1:30 – 3:00 PM

**Location:** San Joaquin Conference Room  
Clovis Planning and Development Services Building  
1033 5<sup>th</sup> St.  
Clovis, CA 93612

**Attendees:** Mark Keppler, Clovis Community Foundation  
Tom Gaffery, Fresno State  
Mike Martens, Disabled citizen representative  
Ken Herrington, Fresno Cycling Club  
Nicholas Paladino, Fresno Cycling Club  
Renee Mathis, City of Clovis Engineering  
Simin Abdollahian, City of Clovis Engineering  
John Cross, City of Clovis Capital Division  
Mark Faulconer, City of Clovis Maintenance Division  
Mike Harrison, City of Clovis Engineering  
Rob Hananouchi, Fehr & Peers  
Rod Brown, Fehr & Peers

| Topic  | Discussion Summary   | Action Items  |
|--|--|---|
| <b>I. Introductions &amp; Agenda Review</b>            | <ul style="list-style-type: none"> <li>Team members introduced themselves; overview of meeting agenda</li> </ul>   |   |
| <b>II. Stakeholder Committee Role &amp; Engagement</b> | <ul style="list-style-type: none"> <li>Members should represent constituents as well as community as a whole</li> <li>Members should keep constituents informed about process</li> </ul>   |   |
| <b>III. Project Overview</b>                           |  |   |
| <b>a. Objectives</b>                                   | <ul style="list-style-type: none"> <li>Key purpose is to meet requirements for ATP funding</li> <li>Updating 2011 Bicycle and Trails Master Plan</li> </ul>  |   |
| <b>b. Community Characteristics &amp; Plan Needs</b>   | <ul style="list-style-type: none"> <li>Need to identify key community centers; will be included in ATP</li> <li>Need for multimodal connections; will be included in ATP</li> <li>Desire for multimodal routing tool for bikes and pedestrians; including connections to transit</li> <li>All SEs should be included, plan should not only cover infrastructure; will be included in ATP</li> <li>Challenge to keep plan updated</li> <li>Fresno State ATP has links to ADA transition plan</li> </ul> | <ul style="list-style-type: none"> <li>Rod: Identify best practices and strategy to keep plan updated after approval</li> </ul> |

Clovis Active Transportation Plan  
Stakeholder Meeting #1

Meeting Minutes

| Topic                                   | Discussion Summary   | Action Items  |
|---|--|---|
| <b>c. Key Milestones &amp; Schedule</b> | <ul style="list-style-type: none"> <li>Committee will review draft network in January</li> <li>Committee will review draft plan in February</li> <li>Goal is to have plan approved in April</li> </ul>   |   |
| <b>IV. Public Workshop Review</b>       | <ul style="list-style-type: none"> <li>Workshop identified following improvements to encourage more walking/biking:               <ul style="list-style-type: none"> <li>Fill gaps, complete routes, add destinations</li> <li>Add shade</li> <li>Improve crossing safety</li> </ul> </li> <li>Workshop identified following desired enhancements:               <ul style="list-style-type: none"> <li>Enhanced striping and advanced stop bars at crosswalks</li> <li>Pedestrian signals and warning lights</li> <li>Bulbouts and refuge islands</li> <li>Sharrows</li> <li>Cycletracks</li> </ul> </li> <li>Secure bike parking important to encourage cycling               <ul style="list-style-type: none"> <li>Plan should discuss guidelines and policies for secure bike parking</li> <li>Consider retrofit of bike parking in existing areas</li> <li>Fresno State had education program to teach correct and secure bike lock use</li> </ul> </li> <li>Consider afternoon sun when placing shade trees</li> <li>Visibility at crossings important</li> <li>Need improved lighting at Peach Ave. crossing</li> <li>ADA pedestrian push buttons being standardized, will use at new signals and eventually incorporated into existing signals</li> <li>Sharrows appropriate for some areas, not others</li> <li>Cycle Track guidelines being developed by Caltrans; COG is also developing a policy and program</li> </ul> | <ul style="list-style-type: none"> <li>Rod: include criteria for use of sharrows, but not locations</li> <li>Rod: discuss cycletracks but do not include locations</li> <li>Rod: include bike parking in ATP</li> </ul> |
| <b>V. Vision Exercise</b>               | <ul style="list-style-type: none"> <li>Workshop vision was for connected, complete, safe networks</li> <li>Vision should be for flowing network, with minimal stops</li> <li>Some gaps are privately owned and out of city control, but plan should identify city-owned gaps that can be addressed</li> </ul>  | <ul style="list-style-type: none"> <li>Rod: identify city-owned gaps in networks in plan</li> </ul>   |

Clovis Active Transportation Plan  
Stakeholder Meeting #1

Meeting Minutes

| Topic  | Discussion Summary  | Action Items   |
|--|---|--|
| <b>VI. Opportunities &amp; Issues Map Exercise</b> | <ul style="list-style-type: none"> <li>Key areas to review               <ul style="list-style-type: none"> <li>Clovis Ave south of Herndon</li> <li>Clovis Ave north of 168</li> <li>Sunnyside north of Nees to north of Shepherd</li> </ul> </li> <li>Gettysburg and Willow improvements may be removed from plan, but Helm could be an alternative, as could Winery</li> <li>Remove Hughes Ave bike lanes between Third and Fifth from maps: replaced by path/sidewalk</li> <li>Sidewalk gap on Clovis Ave between Sierra Ave and Magill Ave</li> <li>Road diet candidates being reviewed by City engineer</li> <li>Consider cycletracks near community college</li> </ul> | <ul style="list-style-type: none"> <li>Rod: update map to remove bike lanes on Hughes Ave between Third and Fifth</li> <li>Renee: get road diet candidates from city engineer</li> </ul> |
| <b>VII. Crowdsourc+ Demonstration</b>              | <ul style="list-style-type: none"> <li>Tool was demonstrated</li> <li>Available from city website: <a href="http://www.ci.clovis.ca.us/atp">http://www.ci.clovis.ca.us/atp</a></li> </ul>   |  |
| <b>VIII. Future Meetings &amp; Next Steps</b>      | <ul style="list-style-type: none"> <li>Next meeting to be review of proposed network in January</li> <li>Following meeting will be review of draft ATP in February</li> </ul>   |  |
| <b>IX. Additional Items Identified In Meeting</b>  | <ul style="list-style-type: none"> <li>Concerns about use of NEVs/golf carts on paths and in lanes</li> </ul>   |  |

Attachments:

- Sign-in sheet
- Slides from meeting presentation

## Stakeholder Meeting 2 Minutes, March 8, 2016



### MEETING MINUTES

#### CLOVIS ACTIVE TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Date:** Tuesday, March 8, 2016  
1:30 – 3:00 PM

**Location:** San Joaquin Conference Room  
Clovis Planning and Development Services Building  
1033 5<sup>th</sup> St.  
Clovis, CA 93612

**Attendees:** Mark Keppler, Clovis Community Foundation; John Cross, City of Clovis Capital Division; Tom Gaffery, Fresno State; Mark Faulconer, City of Clovis Maintenance Division; Mike Martens, Disabled citizen representative; Steve White, City of Clovis Engineering; Ken Herrington, Fresno Cycling Club; Dwight Kroll, City of Clovis Planning and Development Services; Nicholas Paladino, Fresno Cycling Club; Mike Harrison, City of Clovis Engineering; Pedro Ramirez, Caltrans; Rob Hananouchi, Fehr & Peers; Renee Mathis, City of Clovis Engineering; Simin Abdollahian, City of Clovis Engineering; Rod Brown, Fehr & Peers; Thad Avery, City of Clovis Engineering; Bryan Araki, City of Clovis Planning

| Topic                                       | Discussion Summary  | Action Items |
|---|---|--------------|
| <b>I. Introductions &amp; Agenda Review</b> | <ul style="list-style-type: none"> <li>Team members introduced themselves; overview of meeting agenda</li> </ul>  |              |
| <b>II. Review of Public Input</b>           | <ul style="list-style-type: none"> <li>Reviewed summary of inputs and response to each topic (see attachment)</li> <li>Shared that public workshop had 36 attendees and 34 comments on maps</li> <li>Shared that online Crowdsourc+ tool has had 124 inputs</li> <li>Question arose: Will cycle tracks be discussed in ATP?               <ul style="list-style-type: none"> <li>ATP will identify cycle tracks as a type of bikeway, but specific recommendations for implementation will be deferred based on the outcomes of the Fresno COG's cycle track feasibility study which just started</li> <li>Fresno COG study will identify up to 6 corridors for consideration</li> <li>Explained that cycle tracks primarily benefit less experienced, "Interested but concerned" cyclists</li> <li>Group shared that Alluvial and Barstow would seem like good possibilities for cycle tracks and provide good connections to the Herndon Avenue trail in Fresno and Fresno State</li> </ul> </li> </ul> |              |

## CITY OF CLOVIS

Clovis Active Transportation Plan  
Stakeholder Meeting #2

Meeting Minutes

| Topic                       | Discussion Summary  | Action Items   |
|-----------------------------|---|--|
| <b>III. Bike Boulevards</b> | <ul style="list-style-type: none"> <li>Discussed purpose and benefits of bike boulevards</li> <li>Useful alternative to busy roads where bike lanes are very unlikely to be added</li> <li>General interest in use, in particular on Pollasky, also on Helm</li> <li>Interest in traffic diversion to reduce and slow traffic</li> <li>Pollasky could be a good place for diagonal back-in parking</li> </ul>   | <ul style="list-style-type: none"> <li>Rod: provide possible Pollasky cross-section to City staff</li> </ul>   |
| <b>IV. Network Review</b>   | <ul style="list-style-type: none"> <li>Reviewed and marked up maps for sidewalk and bike networks (photos of marked-up maps are attached)</li> <li>Question: why are facilities in Heritage Grove Master Plan area not shown? <ul style="list-style-type: none"> <li>Heritage Grove Master Plan is still being finalized and final bicycle and pedestrian facilities are subject to further review. Public will have a chance to comment on the Master Plan, probably in April.</li> </ul> </li> </ul>  | <ul style="list-style-type: none"> <li>Stakeholders: Review maps and provide feedback to Renee by Friday, March 11.</li> </ul>                                   |
| <b>a. Class I Map</b>       | <ul style="list-style-type: none"> <li>Paseos and trails are both Class I facilities <ul style="list-style-type: none"> <li>Paseos have been used to describe shorter, neighborhood Class I facilities that are mostly found in Loma Vista (Southeast Clovis)</li> <li>Trails are typically longer, continuous facilities, such as the Old Town Trail, Enterprise Trail, Dry Creek Trail</li> </ul> </li> <li>Suggestion to clarify that both paseos and trails are Class I bikeways in the ATP</li> <li>Some sections shown as existing on the map are currently under construction</li> <li>Concerns about width of Enterprise Trail section near Nees and Temperance. Trail currently shown along existing sidewalks on Nees and Temperance that are too narrow for shared use.</li> </ul> | <ul style="list-style-type: none"> <li>Rod: identify widening of trail along Temperance as a project</li> </ul>  |
| <b>b. Sidewalk Map</b>      | <ul style="list-style-type: none"> <li>Sidewalk widths may be too narrow in some locations, particularly near schools. In higher pedestrian demand areas, 6-8 feet width would be much better than 5 feet for two people to walk abreast</li> <li>Sidewalk considerations at Caltrans interchanges: <ul style="list-style-type: none"> <li>Most interchanges have sidewalks, but are still challenging areas for pedestrians to navigate</li> <li>For example, SR 168 Interchange at Shaw Avenue is not best area for Fresno State students to walk through</li> </ul> </li> </ul>  | <ul style="list-style-type: none"> <li>Rod: look at city standards, consider changing sidewalk width standards near schools or other activity centers</li> </ul> |

Clovis Active Transportation Plan  
Stakeholder Meeting #2

Meeting Minutes

| Topic   | Discussion Summary   | Action Items |
|---|--|--------------|
| <b>c. Class II and III Map</b>                    | <ul style="list-style-type: none"> <li>Question: what is being proposed for Class III facilities? <ul style="list-style-type: none"> <li>Suggestion that green "Bike Route" signage is not sufficient without additional signage (i.e., "Share the Road" signs) or markings (i.e., sharrows)</li> <li>Without this additional signage or markings, should plan designate Class III routes?</li> <li>Class III routes alert motorists to expect cyclists; additional education should be pursued to inform public</li> </ul> </li> <li>Many of the routes identified as Class III will be studied for possible "roadway reallocation" (i.e., road diets), which will allow for class II bike lanes</li> <li>Where feasible, Class II bike lanes are preferable to Class III facilities, but understand constraints related to curb-to-curb widths and need for on-street parking</li> </ul> |              |
| <b>V. Future Meetings &amp; Next Steps</b>        | <ul style="list-style-type: none"> <li>Public meeting to review draft networks will be held on March 17th</li> <li>Next stakeholder meeting will be review of draft ATP in April or May</li> </ul>   |              |
| <b>VI. Additional Items Identified In Meeting</b> | <ul style="list-style-type: none"> <li>Is there a possibility to identify/brand streets with wide sidewalks? Would inform public of great spaces for walking and marketing opportunity for future development</li> </ul>   |              |

**Attachments:**

- Sign-in sheet
- Slides from meeting presentation
- Agenda with summary of public input
- Marked-up maps

## Stakeholder Meeting 3 Minutes, June 22, 2016



## MEETING MINUTES

## CLOVIS ACTIVE TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Date:** Wednesday, June 22<sup>nd</sup>, 2016  
1:30 – 3:00 PM

**Location:** San Joaquin Conference Room  
Clovis Planning and Development Services Building  
1033 5<sup>th</sup> St.  
Clovis, CA 93612

**Attendees:** Mark Keppler, Clovis Community Foundation    John Cross, City of Clovis Capital Division  
Jon Tenorio, Clovis Unified School District    Mark Faulconer, City of Clovis Maintenance Division  
Ken Herrington, Fresno Cycling Club    Shonna Halterman, City of Clovis  
Nicholas Paladino, Fresno Cycling Club    Dwight Kroll, City of Clovis Planning and  
Pedro Ramirez, Caltrans    Development Services  
Renee Mathis, City of Clovis Engineering    Mike Harrison, City of Clovis Engineering  
Simin Abdollahian, City of Clovis Engineering    Rod Brown, Fehr & Peers  
Thad Avery, City of Clovis Engineering

| Topic                                       | Discussion Summary  | Action Items   |
|---|---|--|
| <b>I. Introductions &amp; Agenda Review</b> | <ul style="list-style-type: none"> <li>Team members introduced themselves; overview of meeting agenda</li> </ul>  |  |
| <b>II. Review of Input on Draft ATP</b>     | <ul style="list-style-type: none"> <li>Mark K. would like to include a cycle track on Alluvial between River Park and the Tech Center. He wants the lanes to be shaded. Mark F. noted this would be a challenge across multiple agencies.</li> <li>Discussed link from Fresno Midtown Trail to connect to Clovis Old Town Trail. Rod will add reference in ATP.</li> <li>Recommended that plan should note City "should consider updating" bike parking ordinance to reference 2010 Association of Pedestrian and Bicycle Professionals guide and CA Green Building Code.</li> <li>Add comment that website will be updated with information about road diets.</li> <li>Class III routes should have "Bikes may use full lane" R4-11 signs as appropriate based on conditions.</li> <li>Caltrans will look at putting bike parking into park and ride lot.</li> </ul> | <ul style="list-style-type: none"> <li>Rod: review and incorporate comments into draft ATP</li> <li>Pedro: investigate adding bike parking to park and ride lot</li> </ul> |

Clovis Active Transportation Plan  
Stakeholder Meeting #2

Meeting Minutes

| Topic                  | Discussion Summary   | Action Items |
|------------------------|--|--------------|
| <b>III. Next Steps</b> | <ul style="list-style-type: none"> <li>Incorporate plan comments (June-July)</li> <li>Environmental review (July-August)</li> <li>City council presentation (September)</li> </ul> |              |

## Attachments:

- Sign-in sheet



## CITY OF CLOVIS

## PUBLIC WORKSHOPS

Two public workshops were held for the plan. 36 people attended the first workshop on October 27, 2015, and provided input on what they would like to see in the plan and specific locations for improvements within the city. 31 people attended the second public workshop on March 17, 2016, and provided comments on the recommended active transportation networks.

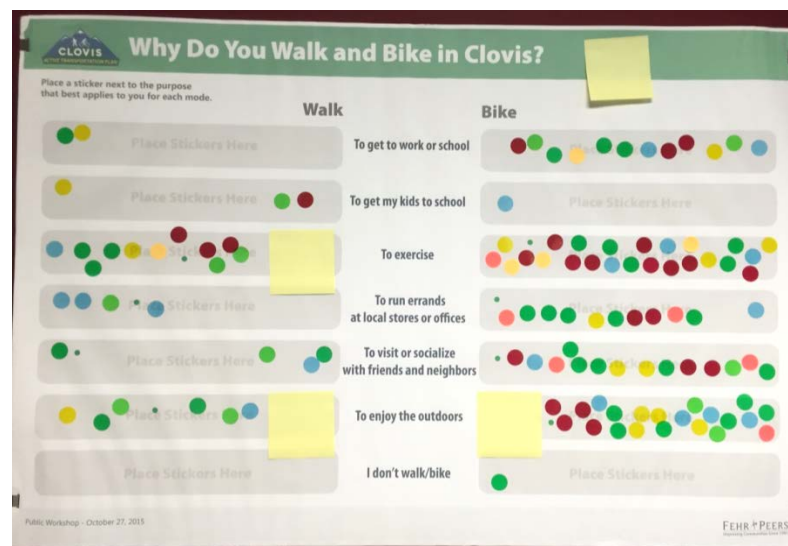
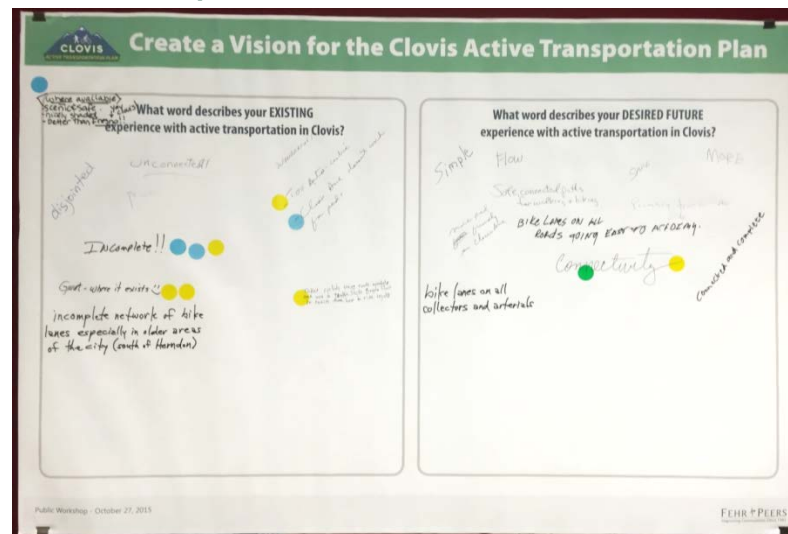
Highlights of the first workshop included:

- A clear priority for filling gaps and connecting destinations
- A widely-held desire to improve shade along trails and bikeways
- Strong interest in enhanced crosswalk striping and separated bikeways

Highlights of the second workshop included

- Specific feedback on proposed networks and priorities
- Desire to replace bike routes with bike lanes on key streets
- Clear interest in bike boulevards


## Public Workshop 1 Poster Feedback, October 27, 2015





## ACTIVE TRANSPORTATION PLAN


### CLOVIS What Would Help You Walk More in Clovis?

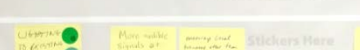
Place a sticker next to your choice.


**Add sidewalks and trails to fill gaps and connect more destinations**  **Place Stickers Here**


**Make street crossings safer**  **Place Stickers Here**


**Add trees to shade sidewalks and trails**  **Place Stickers Here**

**My destinations are too far away to walk**  **Place Stickers Here**

**It is easier to drive**  **Place Stickers Here**

**[Add your own]**  **Place Stickers Here**



**[Add your own]**  **Place Stickers Here**



**[Add your own]**  **Place Stickers Here**



Public Workshop - October 27, 2015 FEHR+PEERS



### CLOVIS Potential Enhancements for Walking

Place a sticker next to your enhancement of preference. If you only had limited funds, which would you choose?

**Enhanced striping and advanced stop bars at crosswalks**  
Advanced stop bars are placed in front of crosswalks and keep vehicles from encroaching into the crosswalk.   **Place Stickers Here** \$1,500/crosswalk

**Pedestrian signals and warning lights**  
Pedestrian signals require vehicles to stop at a red light to allow pedestrians to cross.   **Place Stickers Here** \$45,000/crosswalk


**Bulbouts and refuge islands**  
Bulbouts and refuge islands decrease crossing distance and improve visibility.   **Place Stickers Here** \$36,000/bulbout, \$9,300/refuge island


**Signs indicating distance in minutes**  
Directional signs help direct pedestrians to nearby destinations and to other trails.   **Place Stickers Here** \$84,000/mile, \$2,000/sign


Public Workshop - October 27, 2015 FEHR+PEERS

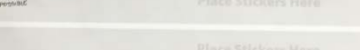
### CLOVIS What Would Help You Bike More in Clovis?

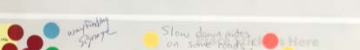
Place a sticker next to your choice.


**Add more bike lanes and trails**  **Place Stickers Here**


**Make the existing bike lanes and routes safer**  **Place Stickers Here**


**Add trees to shade bike lanes and trails**  **Place Stickers Here**

**My destinations are too far away to bike**  **Place Stickers Here**

**It is easier to drive**  **Place Stickers Here**

**[Add your own]**  **Place Stickers Here**



**[Add your own]**  **Place Stickers Here**



**[Add your own]**  **Place Stickers Here**



Public Workshop - October 27, 2015 FEHR+PEERS



### CLOVIS Potential Enhancements for Biking

Place a sticker next to your enhancement of preference. If you only had limited funds, which would you choose?

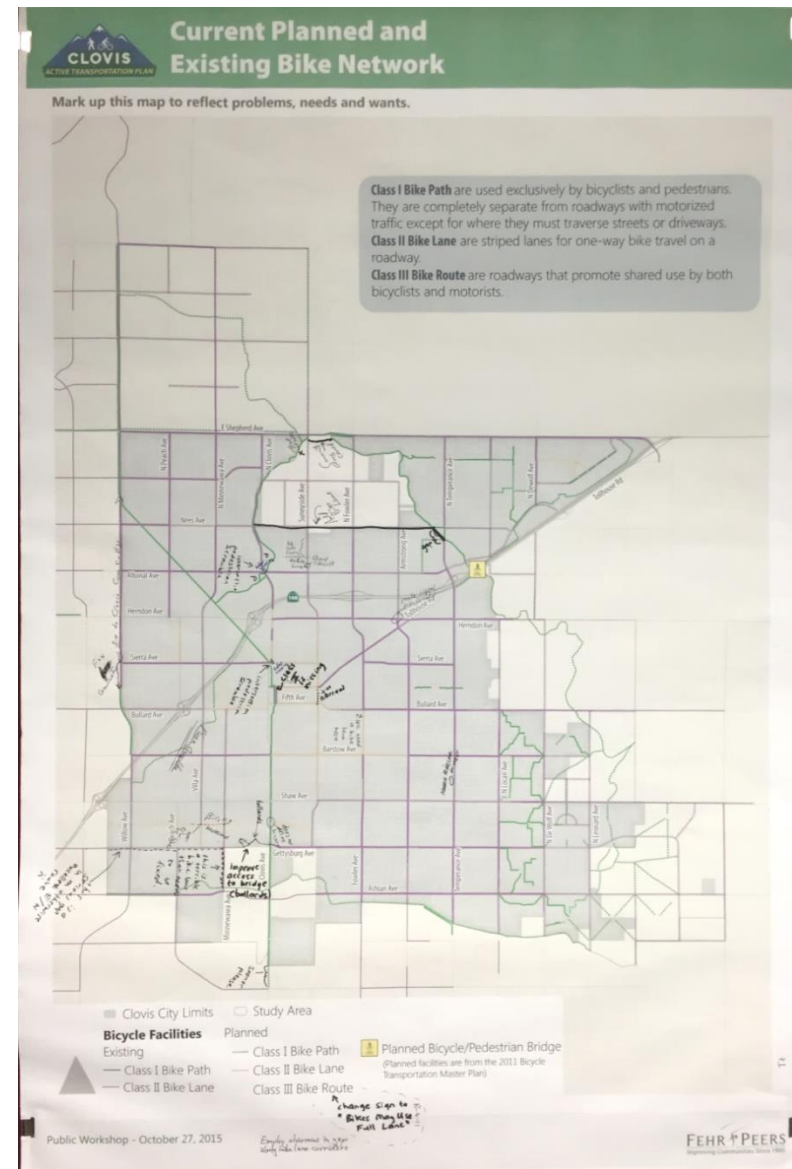
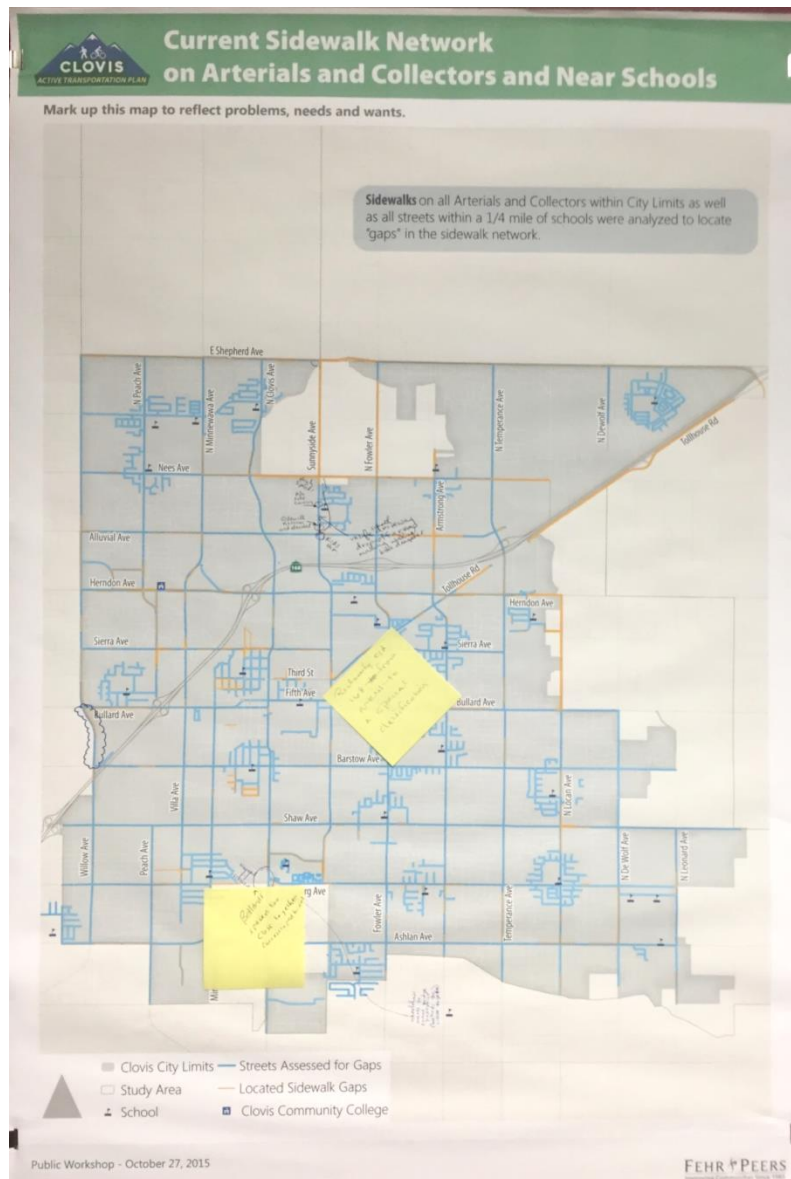
**Separated bikeways (Class IV bikeways or cycle tracks)**  
Bikeways are separated from the roadway with pavement markings, curbs, and other traffic barriers.   **Place Stickers Here** \$607,000/mile

**Bicycle boulevards**  
A bicycle boulevard is a shared roadway with low-volume vehicle traffic optimized for bicycle travel through the use of traffic calming, traffic control measures, and directional signage.   **Place Stickers Here** \$94,000/mile

**Bike route with sharrow**  
Sharrow is pavement markings that inform motorists to expect bicyclists to be in the travel lane.   **Place Stickers Here** \$32,000/mile

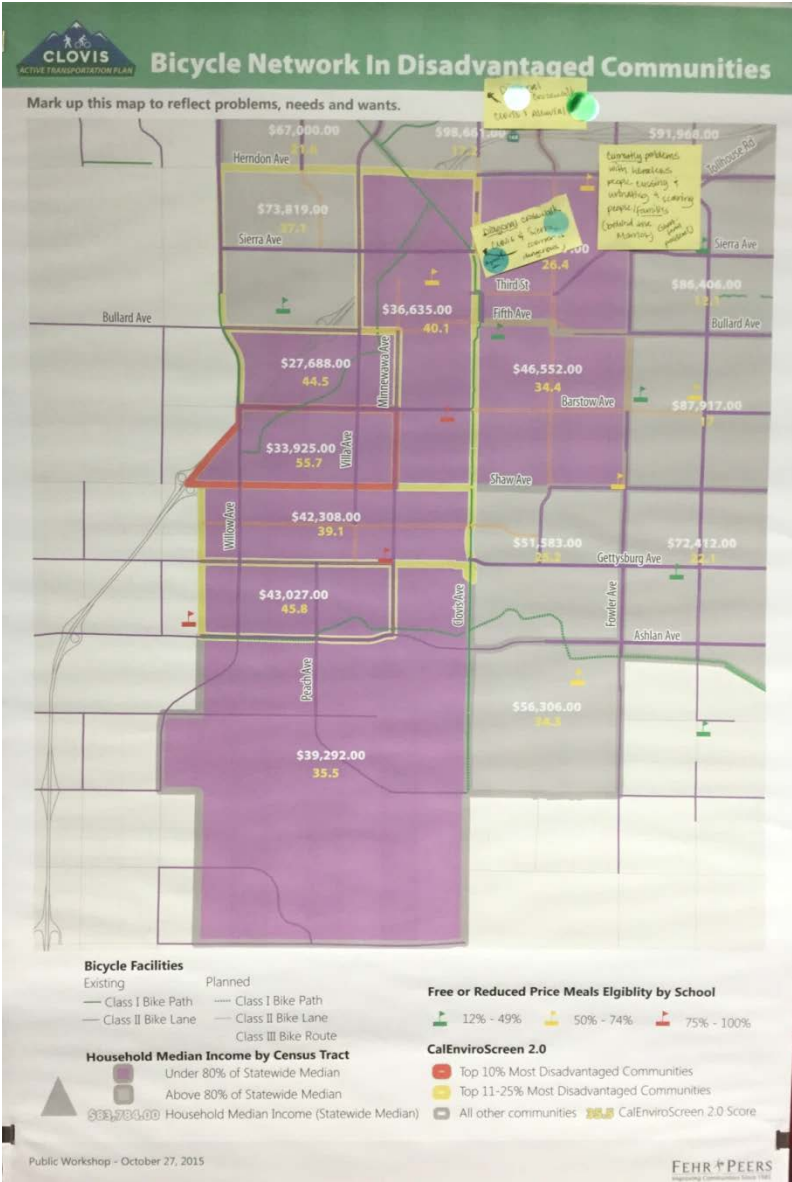
**Signs indicating distance in minutes as well as miles**  
Directional signs help direct bicyclists to nearby destinations and to other bikeways.   **Place Stickers Here** \$84,000/mile, \$2,000/sign

Public Workshop - October 27, 2015 FEHR+PEERS

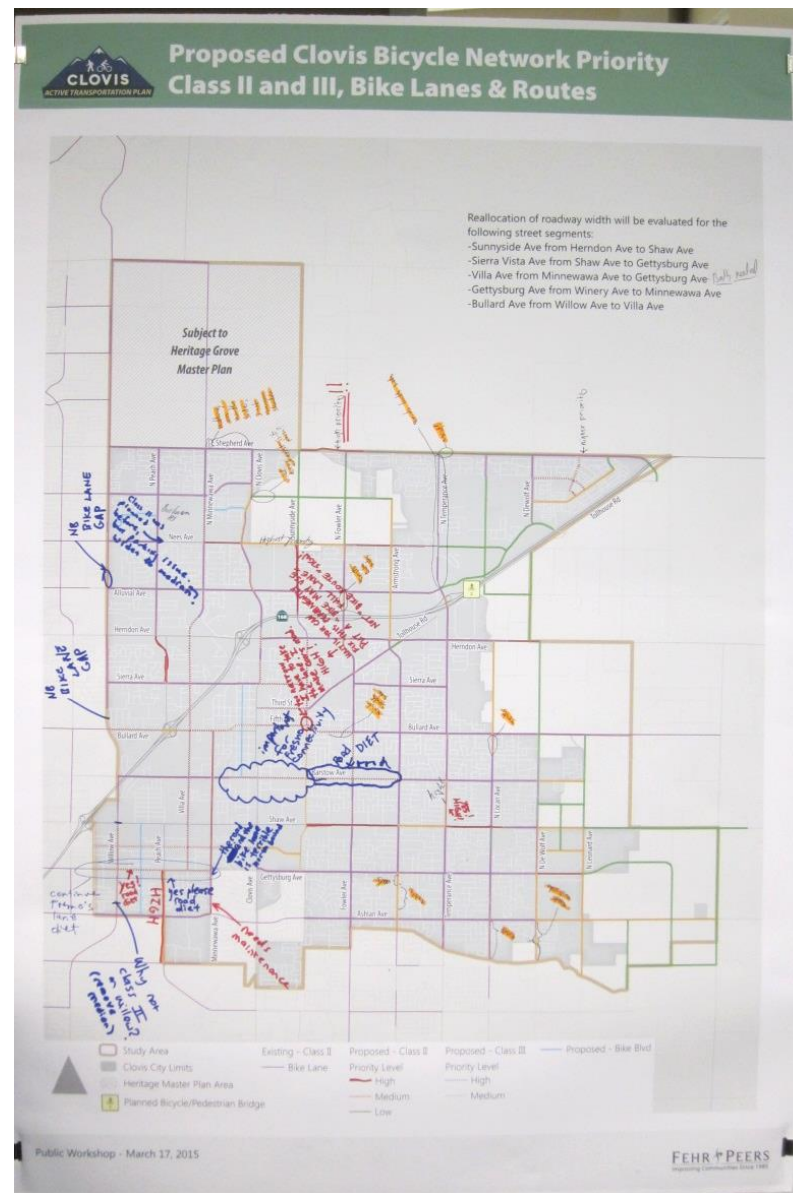
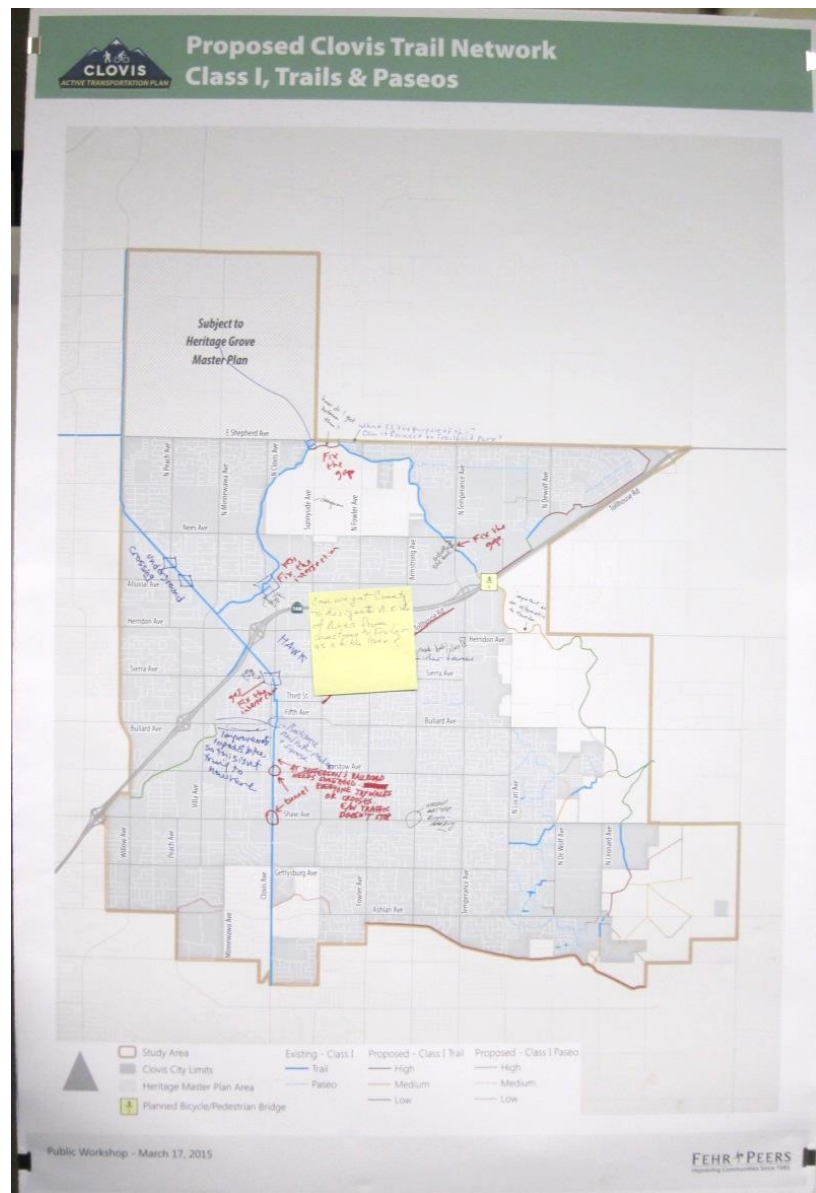


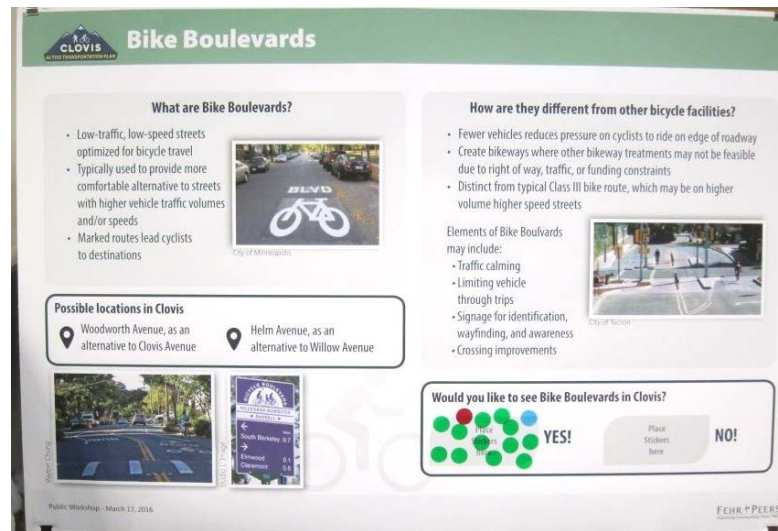


Public Workshop 2 Poster Feedback, March 17, 2016









## ONLINE INTERACTIVE MAPS

An interactive map was provided to the community to allow the public to make recommendations and comments about bicycling and walking within the city. Users could select locations on the map, add points and draw lines, and provide comments tied to each point or line. Available selections for line inputs were:

- Add trail or shared use facility here
- Add bike lanes here
- Add a sidewalk here
- Add your own idea

Available selections for point inputs were:

- Make it safer to walk or bike here

- Improve lighting here
- Vehicle speeds seem high here
- Facility maintenance needed here
- Add bike parking here
- Add crosswalk here
- Bike parking exists here
- Add your own idea

124 inputs were received via the map tool and included in development of the recommended networks. Comments included both new trails within and near the city, new bike lanes on several streets, and crosswalk improvements near schools and at busy intersections. Table 9 lists the line comments received, and Table 10 lists the point comments received.

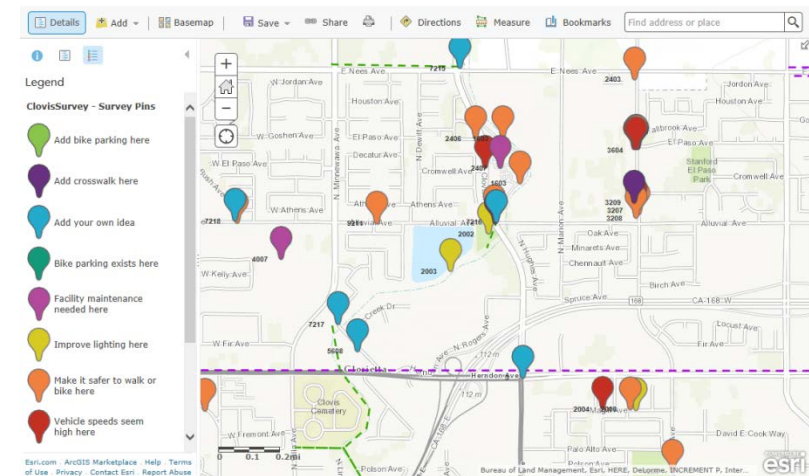


TABLE 9: LINE COMMENTS

| Location   | Line Type                             | Comment  |
|--|---------------------------------------|--|
| DeWolf south of Gettysburg   | Add bike lanes here                   | Add bike lanes in front of the school.   |
| Fowler from Bullard to Barstow   | Add bike lanes here                   | Add bike lanes.  |
| Gould Canal  | Add trail or shared-use facility here | Add Trail.   |
| Locan from San Jose to Barstow   | Add a sidewalk here                   | Sad reflection of our priorities that this street was recently widened but no sidewalk was added on the east side. |
| Shepherd   | Add bike lanes here                   | No bike lane here, very dangerous. Many accidents on curve.  |
| Copper west of Willow  | Add bike lanes here                   | need bike lanes in both direction...If still in Clovis.  |
| Sunnyside  | Add trail or shared-use facility here |  |
| Nees between Fowler and Armstrong  | Add bike lanes here                   |  |
| Nees between Fowler and Armstrong  | Add bike lanes here                   |  |
| Enterprise Trail between Nees and Temperance                                 | Add trail or shared-use facility here |  |
| Sunnyside  | Add trail or shared-use facility here |  |
| Temperance south of Shields  | Add bike lanes here                   | bike lane extension  |
| Fowler   | Add bike lanes here                   | bike lane  |
| Copper east of Willow  | Add bike lanes here                   | bike lane  |
| Herndon full length  | Add bike lanes here                   | bike lane.   |
| Shaw   | Add bike lanes here                   | bike lane  |
| Dry Creek trail extension behind Clovis Cemetery to Randy and Old Town Trail | Add trail or shared-use facility here | I would love access to the trails from Villa and on the creek behind the cemetery.                                 |
| Sunnyside  | Add trail or shared-use facility here |  |
| Enterprise and Jefferson Canals  | Add trail or shared-use facility here |  |
| Enterprise Trail extension   | Add trail or shared-use facility here |  |
| Sunnyside  | Add trail or shared-use facility here |  |

| Location                                  | Line Type                             | Comment |
|---|---------------------------------------|---------|
| Nees from Minnewawa to Clovis             | Add trail or shared-use facility here |         |
| Dry Creek Trail at Alluvial and Clovis    | Add trail or shared-use facility here |         |
| Enterprise Canal                          | Add trail or shared-use facility here |         |
| Gibson through to Escalon                 | Add trail or shared-use facility here |         |
| Barstow between De Wolf and Leonard       | Add trail or shared-use facility here |         |
| Jefferson Canal                           | Add trail or shared-use facility here |         |
| Enterprise Canal east of Clovis           | Add trail or shared-use facility here |         |
| North of Tollhouse and east of Thompson   | Add trail or shared-use facility here |         |
| North of Shepherd                         | Add trail or shared-use facility here |         |
| To Friant                                 | Add trail or shared-use facility here |         |
| North of Shepherd                         | Add trail or shared-use facility here |         |
| North of Shepherd                         | Add trail or shared-use facility here |         |
| North of Shepherd                         | Add trail or shared-use facility here |         |
| Shepherd and south of Tollhouse Tollhouse | Add trail or shared-use facility here |         |



TABLE 10: POINT COMMENTS

| Street           | Cross Street | Point Type                         | Comment   |
|------------------|--------------|------------------------------------|---|
| Sunnyside        | Browning     | Make it safer to walk or bike here | Make 2 lanes, with a dual left lane and add bike lanes.   |
| De Wolf          | Powers       | Add crosswalk here                 | We have called to city to request a cross walk for school children to cross from the Shepherd Knowles development to get to Bud Rank Elementary. Currently, families and small children cross Dewolf Avenue without a cross walk. The proposed boundary changes keep this neighborhood attending Bud Rank in the future. It is dangerous to cross here because traffic doesn't expect pedestrians. When we have requested a crossing to city personnel, the city responded by saying that it would increase the city's liability to have a crossing at this location. That is RIDICULOUS!!! Are they going to wait until a small child is killed to put in a crossing? Without a crossing, I will not allow my child to walk or bike to school. |
| Shepherd         | Locan        | Improve lighting here              |   |
| De Wolf          | Powers       | Vehicle speeds seem high here      |   |
| Temperance       | Alluvial     | Vehicle speeds seem high here      | Outer lanes in both directions are much wider than freeway lanes and encourage high speed.  |
| Temperance       | Bullard      | Vehicle speeds seem high here      | Outer lanes are much wider than freeway lanes and encourage high speeds.  |
| Sunnyside        | Los Altos    | Make it safer to walk or bike here | Common place for bikes to use sidewalks. Needs bike lane  |
| Clovis           | Sierra       | Make it safer to walk or bike here | Cyclists crossing here on trail need to wait at two long lights. Need diagonal "all cross" light or underpass. The alternative is that bike traffic ends up going through old town, which is unsafe for all.  |
| Clovis           | 4th          | Make it safer to walk or bike here | Need road diet and bike lanes on Clovis Ave. through Old Town. Most bike-unfriendly part of town. Witness an almost-deadly near miss between a cyclist and pedestrian on the sidewalk in front of Trelia's. (would have ruined my dining experience)  |
| 5th St           | Hughes       | Make it safer to walk or bike here | Need bike lane here and on other major nearby cross streets.  |
| Herndon          | Willow       | Make it safer to walk or bike here | Need bike lane. Also vehicles travel at freeway speeds.   |
| Enterprise Trail | Nees         | Add crosswalk here                 | Seems per a recent Clovis PD Facebook post that it is currently jaywalking to cross here.   |
| Enterprise Trail | Temperance   | Add crosswalk here                 | (At canal). Seems as per recent Clovis PD Facebook post that is jaywalking to cross here, despite the path.   |
| Pollasky         | 3rd          | Add bike parking here              | More bike parking, and bike accessibility, in Old Town. Lack of bike accessibility (using sidewalks instead) is a tragedy waiting to happen.  |

| Street           | Cross Street   | Point Type                         | Comment  |
|------------------|----------------|------------------------------------|--|
| Armstrong        | Barstow        | Improve lighting here              | Add lighting to the trails along Armstrong between Bullard and Shaw ave  |
| Shepherd         | Sunnyside      | Vehicle speeds seem high here      |  |
| Dry Creek Trail  | Dry Creek Park | Make it safer to walk or bike here | Need lighting here on path   |
| Dry Creek Trail  | Dry Creek Park | Make it safer to walk or bike here | Need lighting here at night.   |
| Clovis           | Wawona Ranch   | Make it safer to walk or bike here | Bike lane disappears. Very dangerous with cars moving fast and no where for bike to go, but out in car lane.   |
| Shepherd         | Sylmar         | Make it safer to walk or bike here | Landscapers park trucks and trailers completely in bike lane, forcing bikes to enter car lane. Usually in mornings on south side of Shepard [sic] between Clovis Ave and Willow. Should park on side street or half on grass and half on bike lane.  |
| Tollhouse        | Fowler         | Make it safer to walk or bike here | Tollhouse Road needs to be reclassified since no longer a state route. The bike path is too narrow and needs to be expanded like the bike path on Sierra Avenue. Vehicles assume this to be a two lane road, but should only be designated one lane  |
| Dry Creek Trail  | Clovis         | Improve lighting here              |  |
| Dry Creek        | Alluvial       | Improve lighting here              |  |
| Enterprise Trail | Nees           | Vehicle speeds seem high here      | People come from behind the shopping center here and drive past my house at near 40-50 MPH. One of my neighbors on that street didn't even know the speed limit was 25 MPH. Please make it safer for us to cross here to get to the park. It's silly to drive to a park that's only a few blocks away but I don't feel safe walking across Magill. |
| Magill           | Argyle         | Improve lighting here              |  |
| Magill           | Argyle         | Make it safer to walk or bike here |  |
| Sunnyside        | Alluvial       | Make it safer to walk or bike here | There is no bike lane on the east side of the street. The sidewalk is very narrow and elevated. There is no safe way across Sunnyside from the bike path on the west to the neighborhood or school on the east.  |
| Sunnyside        | El Paso        | Vehicle speeds seem high here      | During the morning school drop off there are many cars using this Sunnyside and most of them are travelling well over 25mph and usually over the posted speed limit.   |
| Sunnyside        | Nees           | Make it safer to walk or bike here | There is no sidewalk or bike lane.   |

## CITY OF CLOVIS

| Street           | Cross Street  | Point Type                         | Comment   |
|------------------|---------------|------------------------------------|---|
| Sunnyside        | El Paso       | Add crosswalk here                 | There is no crosswalk from the bike path or parking along the west side of Sunnyside across to the school.                                    |
| Clovis           | Cromwell      | Vehicle speeds seem high here      | Vehicle speeds are very high going both directions on Clovis Ave.   |
| Clovis           | El Paso       | Make it safer to walk or bike here | Vehicles entering and exiting the neighborhood from/to Clovis Ave are often going very fast.  |
| Dry Creek Park   |               | Facility maintenance needed here   | At Dry Creek Park, some of the play equipment, canopies and ground cover need replacement.  |
| Copper           | Willow        | Make it safer to walk or bike here |   |
| Copper           | Willow        | Vehicle speeds seem high here      |   |
| Fowler           | Sierra        | Make it safer to walk or bike here | Very busy street and very tight for bicycles. Needs to be widened and needs bike lane.  |
| Fowler           | Shepherd      | Make it safer to walk or bike here | Fowler is tight and very busy the further north you go. Needs to be widened and needs bike lane.  |
| Minnewawa        | International | Make it safer to walk or bike here | Minnewawa is very tight here. Needs to be widened and needs better bike lane. Very busy street.   |
| Copper           | Minnewawa     | Make it safer to walk or bike here | Copper is very tight and needs better bike lane.  |
| Herndon          | Thompson      | Make it safer to walk or bike here | Needs better bike lane all the way out east to Academy  |
| Temperance       | Shields       | Make it safer to walk or bike here | Good bike lane but then it just stops and turns into a three lane road....bike lane needs to be extended.                                     |
| Sunnyside        | Alluvial      | Vehicle speeds seem high here      | Vehicles speeding past Century Elementary School.   |
| Sunnyside        | Alluvial      | Make it safer to walk or bike here | Biking to and from Century Elementary can be dangerous due to cars heading south making west turn onto Alluvial.                              |
| Clovis           | El Paso       | Add crosswalk here                 | Crosswalk needed across Sunnyside at the side street El Paso. Children and adults are jaywalking across Sunnyside to enter their parked cars. |
| Sunnyside        | El Paso       | Add crosswalk here                 |   |
| Sunnyside        | El Paso       | Vehicle speeds seem high here      |   |
| Sunnyside        | El Paso       | Make it safer to walk or bike here |   |
| Sunnyside        | El Paso       | Vehicle speeds seem high here      |   |
| Enterprise Trail | Teague        | Add your own idea                  | Add a bridge over the canal to gain access to Dry Creek Elementary from Deauville area  |

| Street           | Cross Street      | Point Type                         | Comment   |
|------------------|-------------------|------------------------------------|---|
| 3rd St           | Cole              | Vehicle speeds seem high here      | Should be Class II at least   |
| Herndon          | Fowler            | Vehicle speeds seem high here      | Herndon Avenue doesn't appear to be Class II. Safety issue  |
| Peach            | Barstow           | Add your own idea                  | I would like a public track here. It's dead space and I think a public track would make people utilize it more. School tracks are always hard to get the timing right when school is in session or there is a sporting event, plus i always feel like I'm not supposed to be on school property after hours, which makes me think it's impossible to find a good track to run on! |
| Barstow          | Holly             | Add bike parking here              | Invest in bike racks in old town  |
| Peach            | Magill            | Make it safer to walk or bike here | We need to widen the road here it's very hard for cars to maneuver around walkers, bikers and strolling babies and dogs. I think it really doesn't have a true bike lane for people to walk in. Kind of scary to walk down this way to get to the neighborhood or Across [sic] Herndon.   |
| Old Town Trail   | South of Alluvial | Facility maintenance needed here   | I'm just curious are all the call boxes functional on this trail? I would hate to have to find out and have it not so! Also a little more lighting around her[sic] wouldn't hurt either.  |
| Barstow          | Leonard           | Make it safer to walk or bike here |   |
| Enterprise Trail | Leonard           | Make it safer to walk or bike here |   |
| Enterprise Trail | Leonard           | Add crosswalk here                 |   |
| Barstow          | Leonard           | Add crosswalk here                 |   |
| Enterprise Trail | Leonard           | Facility maintenance needed here   | gravel too sharp for bike tires along City of Clovis Water facility   |
| Enterprise Trail | Bullard           | Make it safer to walk or bike here |   |
| Enterprise Trail | Bullard           | Add crosswalk here                 |   |
| Enterprise Trail | Herndon           | Add your own idea                  | Continue trail here so we do not have to go onto Herndon Ave  |
| Enterprise Trail | De Wolf           | Add crosswalk here                 |   |
| Enterprise Trail | De Wolf           | Make it safer to walk or bike here |   |
| Enterprise Trail | Herndon           | Make it safer to walk or bike here |   |
| Enterprise Trail | Herndon           | Add crosswalk here                 |   |
| Enterprise Trail | SR 168            | Make it safer to walk or bike here |   |
| Enterprise Trail | SR 169            | Add crosswalk here                 |   |



## CITY OF CLOVIS

| Street            | Cross Street        | Point Type                         | Comment   |
|-------------------|---------------------|------------------------------------|---|
| Owens Mtn Parkway | driveway            | Make it safer to walk or bike here |   |
| Owens Mtn Parkway | driveway            | Make it safer to walk or bike here |   |
| Owens Mtn Parkway | driveway            | Add crosswalk here                 |   |
| Owens Mtn Parkway | driveway            | Add crosswalk here                 |   |
| Enterprise Trail  | Temperance          | Make it safer to walk or bike here |   |
| Enterprise Trail  | Temperance          | Add crosswalk here                 |   |
| Enterprise Trail  | Temperance          | Add your own idea                  | Grind the median island gutter lip down so we can ride over it  |
| Enterprise Trail  | Nees                | Make it safer to walk or bike here |   |
| Enterprise Trail  | Nees                | Add crosswalk here                 |   |
| Enterprise Trail  | Nees                | Add your own idea                  | Fix median island height so we can ride over it   |
| Enterprise Trail  | SR 169              | Add your own idea                  | Add a tunnel or overpass for bikes and walking so we do not have to deal with the 168 & Temperance area traffic |
| Sunnyside         | Shepherd            | Add crosswalk here                 |   |
| Sunnyside         | Serena              | Make it safer to walk or bike here |   |
| Dry Creek Trail   | Alluvial and Clovis | Make it safer to walk or bike here |   |
| Clovis            | Sierra              | Make it safer to walk or bike here | Add a tunnel or overpass through this intersection  |
| Old Town Trail    | Alluvial            | Make it safer to walk or bike here | Add a tunnel or overpass here   |
| Willow            | International       | Make it safer to walk or bike here |   |
| International     | Willow              | Make it safer to walk or bike here |   |
| Dry Creek Trail   | Alluvial and Clovis | Add crosswalk here                 | How about a diagonal crosswalk at Clovis/Alluvial to facilitate crossing by cyclists and pedestrians?           |

| Street    | Cross Street | Point Type                         | Comment   |
|-----------|--------------|------------------------------------|---|
| Woodworth | 3rd          | Make it safer to walk or bike here | bike lane on woodworth between trail down woodworth south to Bullard. bike parking air station? [sic] went genaral city plan update they presented great ideas for bike /walking community! [sic] I live on woothworth lots os bike traffic it great to see people out enjoying clovis and spending time out in the fresh air, with that being said green space plan compliments other plans as well[sic] |

# APPENDIX C: CONSISTENCY WITH OTHER PLANS

## 2014 CITY OF CLOVIS GENERAL PLAN

The General Plan makes many references to bicycle and pedestrian travel, in the Circulation Element as well as other elements. Key policies are listed below. The ATP is consistent with the General Plan.

### Land Use

- Policy 3.1 requires planning for non-vehicular circulation within each urban center and connections to the remainder of Clovis and adjacent communities.
- Policy 3.9 states that new development in Urban Centers must fully improve roadway, pedestrian, and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development.
- Policy 6.2 discusses smart growth goals, including walkable neighborhoods and providing a variety of transportation choices.

### Economic Development

- Policy 4.2 discussed promotion of Clovis as a cycling center and a launching point for regional cycling opportunities, such as the “Climb to Kaiser” and the “California Classic Century Ride.”

### Circulation

The Circulation Element contains many goals and policies relevant to the ATP, including the following:

- Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
  - Policy 1.1 Multimodal network. The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.

- Policy 1.2 Transportation decisions. Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
- Policy 1.5 Neighborhood connectivity. The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
  - Policy 3.4 Road diets. Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.
  - Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.
  - Policy 4.1 Bike and transit backbone. The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
  - Policy 4.2 Priority for new bicycle facilities. Prioritize investments in the backbone system over other bicycle improvements.
  - Policy 4.3 Freeway crossings. Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.
  - Policy 4.4 Bicycles and transit. Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Goal 5: A complete system of trails and pathways accessible to all residents.
  - Policy 5.1 Complete street amenities. Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.
- Policy 5.2 Development-funded facilities. Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
- Policy 5.5 Pedestrian access. Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.
- Air quality
- Policy 2.1 Regional coordination. Support regional efforts to reduce air pollution (criteria air pollutants and greenhouse gas emissions) and collaborate with other agencies to improve air quality at the emission source and reduce vehicle miles traveled.



## 2011 CITY OF CLOVIS BICYCLE TRANSPORTATION MASTER PLAN

The ATP supersedes the 2011 Bicycle Transportation Master Plan. Most significantly, the ATP adds pedestrian networks and programs and meets the requirements of the 2017 California Transportation Commission Active Transportation Program Guidelines.

## 2014 FRESNO COUNCIL OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

The plan's bicycle and pedestrian policies are described extensively in the Non-Motorized Transportation Element. An important component of the 2014 RTP/SCS is a commitment to complete streets policies and implementation measures. The plan seeks to have every transportation project make the street network safer for pedestrians and bicyclists as well as transit users and drivers. The plan includes a notable increase in the regional active transportation network, though proposed funding is still a relatively small proportion, 2.52%. Additionally, the Policy Element contains a number of goals, with supporting objectives and policies, relating directly to walking and bicycling. These goals include:

- An efficient, safe, integrated, multimodal transportation system
- Maximize bicycling and walking through their recognition and integration as valid and healthy transportation modes in transportation planning activities
- Safe, convenient, and continuous routes for bicyclists and pedestrians of all types which interface with and complement a multimodal transportation system
- Improved bicycle and pedestrian safety through education and enforcement.

- Increased development of the regional bikeways system, related facilities, and pedestrian facilities by maximizing funding opportunities.

The ATP is consistent with the RTP/SCS.

## 2003 LOMA VISTA SPECIFIC PLAN

The Loma Vista Specific Plan was adopted in April 2003 and is a planning document that guides development in Clovis' southeast area (3,307 acres bounded by Locan Avenue to the west, McCall Avenue to the east, portions of Bullard Avenue and Shaw Avenue to the north, and the Gould Canal to the south). The plan's Local Transportation guiding principle is relevant to bicycling: "Organize land uses in a manner that promotes pedestrian-oriented circulation patterns and reduces the number and length of vehicular trips. Ensure that growth-inducing transportation impacts on existing communities are minimized." The plan includes a Parkway/Trail System that provides pedestrian and bicycle linkages throughout the plan area. The ATP is consistent with this plan.

## 2015 CITY OF CLOVIS URBAN GREENING MASTER PLAN

The Clovis Urban Greening Master Plan adopted in July 2015 was developed to improve the urban environment and quality of life of residents by increasing and connecting parks and open space, providing safe and accessible multi-modal transportation, using green infrastructure to manage and filter stormwater, and enhancing the urban forest. Goals and supporting actions of the Urban Greening Master Plan related to the ATP include:

Goal: Draw people outside

- Add wayfinding to the intersection of Sierra Avenue and Clovis Avenue to direct trail users to trail and make drivers aware of busy trail intersection. Consider painting directional signage on pavement or using pavement markers (Old Town)
- Develop trail wayfinding throughout the city to make trails more visible and connected
- Consider installing flashing crosswalks at intersections of Sierra Avenue and Clovis Avenue, Minnewawa and Bullard Avenues, Bullard Avenue and 5th Street, and Bullard and Pollasky Avenues (Old Town)
- Create canal trail north from Letterman Park to Sierra Avenue, create pedestrian/bicycle crossings at canal intersections with Villa and Bullard Avenues (Old Town)
- Explore widening sidewalks on arterials, especially near schools

Goal: Promote alternative transportation

- Create crosswalks across Ashlan Avenue, Gettysburg Avenue, and Shaw Avenue at paseo and internal roadway intersections (Loma Vista)
- Develop master plan for Enterprise Canal Trail and community park space adjacent to trail (Northwest)
- Consider bicycle-phased or bicycle-priority intersection signals with activation from designated bike lanes and trails
- Provide more bicycle racks in Old Town (Old Town)
- Support the development of bicycle storage services
- Support bicycle rental businesses
- Encourage the provision of bicycle valets at large events
- Consider an all-cross pedestrian and bicycle signal at Alluvial and Clovis Avenues (Old Town)

- Encourage developers to increase pedestrian permeability such as by creating open corner pedestrian connections or paseos at arterial intersections such as Shepherd Avenue, Minnewawa Avenue, and Willow Avenue, and providing pedestrian breaks to connect internal development, neighborhood streets and trails to adjacent arterial streets midblock between primary entry streets into residential development to promote pedestrian activity along these corridors
- Install crosswalk improvements at the intersection of Peach Avenue and Ashlan Avenue, consider painting street to create wayfinding and alert drivers to pedestrians and cyclists (Helm Ranch)
- Replace and increase sidewalk width on Willow Avenue in Helm Ranch and improve the central median; consider a road diet and improved crosswalks (Helm Ranch)
- Install crosswalks at Willow Avenue intersections with Shepherd Avenue, Perrin Avenue, Behymer Avenue, International Avenue, and Copper Avenue (Northwest)
- Create Gould Canal Trail along canal adjacent to Ashlan Avenue to create connection to Fresno (Helm Ranch)
- Extend Gould Canal Trail to the east from Basin "S" Park (Helm Ranch)

Goal: Implement recommendations from previous planning efforts

- Implement the proposed Class II bike lane on Willow and consider painting it or using other pavement treatments for added visibility (Helm Ranch)
- Implement the proposed bike paths, lanes, and routes proposed in the Bicycle Transportation Master Plan

## CITY OF CLOVIS

**COORDINATION WITH NEIGHBORING JURISDICTIONS**

The ATP was developed with reference to and is consistent with the bicycle and pedestrian plans of adjacent jurisdictions. The plan includes connectivity to the bicycle and pedestrian networks of these jurisdictions, including the Midtown Trail being developed by the City of Fresno.

**2010 City of Fresno Bicycle, Pedestrian, and Trails Master Plan****2013 Fresno County Regional Bicycle and Recreational Trails Master Plan****2015 California State University, Fresno, Active Transportation Plan****FRESNO COUNTY TRANSPORTATION AUTHORITY MEASURE C**

Measure C is a half-cent retail sales tax. Revenues from Measure C will go toward transportation improvements in Fresno County until 2027, when it will require a vote of approval for its continuation. Measure C estimates an allocation of \$12 million dollars specifically for bicycle infrastructure throughout the City of Clovis. Measure C requires that jurisdictions have an adopted bicycle transportation plan in place by 2012 to receive funding for bicycle infrastructure. The 2011 City of Clovis Bicycle Transportation Master Plan and this ATP were developed to fulfill all the requirements of Measure C.

**SCHOOL DISTRICTS**

The ATP was developed with input from the Clovis Unified School District, who participated on the Stakeholder Advisory Committee.

**FEDERAL POLICIES**

Federal policies that relate to this plan include

**US DOT Policy Statement on Bicycle and Pedestrian****Accommodation Regulations and Recommendations**

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared-use paths
- Improving non-motorized facilities during maintenance projects

### **Americans with Disabilities Act**

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to “public accommodations,” the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.

## **STATE POLICIES**

State policies that relate to this plan include:

### **Complete Streets Act of 2008**

California’s Complete Streets Act of 2008 (Assembly Bill 1358) requires all cities to modify the circulation element of their general plan to “plan for a balanced, multimodal transportation network that meets the needs of all users” when a substantive revision of the circulation element occurs. The law went into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and Research to amend its guidelines for the development of circulation elements in order to aid cities and counties in meeting the requirements of the Complete Streets Act.

### **Senate Bill 375/Assembly Bill 32**

California Assembly Bill 32 requires greenhouse gas (GHG) emissions to be reduced by 28 percent by the year 2020 and by 50 percent by the year 2050 in response to climate change. Senate Bill 375 provides

the implementation mechanisms for AB 32. It requires metropolitan planning organizations and regional planning agencies to plan for these reductions with the development of Sustainable Community Strategies, which will be a regional guide for housing, land uses, and transportation and will incorporate the Regional Transportation Plan (RTP). One key component of this is the reduction of automobile trips and vehicle miles traveled. Planning for increases in walking, bicycling, and transit use as viable alternatives are important components of these plans.



## APPENDIX D: LAND USE

Figure 11 depicts the land use in the city as specified in the City of Clovis zoning map.



# APPENDIX E: BICYCLE PARKING POLICIES AND STANDARDS

Several policies and requirements for bicycle parking are specified in the general plan and code.

## 2014 CLOVIS GENERAL PLAN

Circulation Element Policy 4.4 of the Clovis General Plan states:

***Bicycles and transit.** Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.*

## CLOVIS MUNICIPAL CODE

State law mandates that Clovis Municipal Code Chapter 8, Building Regulations, complies with the California Green Building Code.

Clovis Municipal Code Chapter 9, Development Code, specifies the following bicycle parking standards:

*9.32.090 Bicycle storage requirements.*

*Bicycle storage facilities shall be provided for all nonresidential land uses in the following manner:*

*A. Number of storage spaces required. Bicycle storage spaces shall be provided at a rate of two percent (2%) of the number of required off-street vehicle parking spaces. The Director may modify this requirement where it can be demonstrated that a lesser number of bicycle spaces can adequately serve the intended use(s). Bicycle storage spaces for uses located within the R-T District shall be provided at a rate of five percent (5%) of the number of required off-street vehicle parking spaces.*

*B. Bicycle storage design and devices. Bicycle storage areas shall be designed and provided as follows:*

*1. Storage equipment. Each bicycle storage space shall include a stationary parking device to adequately support the bicycle.*

2. *Storage layout.*

a. *Aisles. Access to bicycle storage spaces shall be at least five feet (5') in width.*

b. *Unenclosed spaces. Each bicycle space shall be a minimum of two feet (2') in width and six feet (6') in length and have a minimum of seven feet (7') of overhead clearance.*

c. *Relationship to structure entrances. Bicycle spaces shall be conveniently located and generally within close proximity to the main entrance of a structure and shall not conflict with pedestrian access.*

d. *Relationship to motor vehicle parking. Bicycle storage spaces shall be separated from motor vehicle parking spaces or aisles by a fence, wall, curb, or by at least five feet (5') of open area, marked to prohibit motor vehicle parking.*

e. *Bicycle parking amenities. Additional amenities, including enclosed bicycle parking, shower facilities, and bike and personal lockers should be provided, as determined to be appropriate by the applicable review authority and consistent with City standards and State and Federal requirements. (§ 2, Ord. 14-13, eff. October 8, 2014)*



## APPENDIX F: BICYCLE AND PEDESTRIAN TRIPS

Table 11 provides commuting data from the U. S. Census 2010-2014 American Community Survey, showing that the mode split for walking in the city is 1.6% and the mode split for bicycling in the City is 1.0% percent of trips to work for workers age 16 years and older. This statistic includes only a portion of cyclist commuters because it fails to measure people who walk or ride only one or two days per week. It also fails to measure non-commute activities such as trips to stores or schools or for recreation. As a percentage, non-commute trips are generally greater than commute trips because commute trips tend to be longer. Thus, bicycling and walking facilities provide key infrastructure for many trips and a key amenity for residents, though such uses are often not captured in census data. Improving and increasing these facilities is likely to have benefits beyond that suggested by these statistics.

Clovis has also conducted counts on key trail segments, which include non-commute trips and thus better estimate usage. Based on this data, annual trips on the Dry Creek Trail are estimated at 291,000, on the Old Town Trail at 307,000, and on the Enterprise Trail at 136,000.

If this plan is fully implemented, walking and bicycling trips may increase significantly. For comparison, Palo Alto is a suburban city in

California that has achieved recognition as a Gold level Bicycle Friendly Community by the League of American Bicyclists. It has a mode split of 8.75% for bicycling and 5.69% for walking. If Clovis achieved similar shares, annual walking commute trips would be approximately 1,173,000 and annual bicycling commute trips would be 1,793,000.

**TABLE 11: EXISTING TRIPS BY MODE**

| Equipment Type                       | Share (%) | Margin of error (%) | Workers | Annual trips |
|--------------------------------------|-----------|---------------------|---------|--------------|
| <b>Drove alone</b>                   | 83.0      | 1.3                 | 34,200  | 17,100,000   |
| <b>Carpooled</b>                     | 9.9       | 1.1                 | 4,080   | 2,040,000    |
| <b>Public transportation</b>         | 0.3       | 0.2                 | 120     | 60,000       |
| <b>Walked</b>                        | 1.6       | 0.5                 | 660     | 330,000      |
| <b>Bicycle</b>                       | 1.0       | 0.3                 | 410     | 205,000      |
| <b>Taxicab, motorcycle, or other</b> | 1.0       | 0.3                 | 410     | 205,000      |
| <b>Worked at home</b>                | 3.3       | 0.6                 | 1,360   | 680,000      |

Source: U. S. Census 2010-2014 American Community Survey.

# APPENDIX G: BICYCLE AND PEDESTRIAN COLLISIONS

A goal of the Clovis ATP is to reduce the number of collisions involving pedestrians or bicycles. Table 12 summarizes these collisions from 2009-2013.

TABLE 12: COLLISION SUMMARY,  
JANUARY 2009 - DECEMBER 2013

| Type             | Total | Bicycle | Pedestrian | Bicycle share | Pedestrian share |
|------------------|-------|---------|------------|---------------|------------------|
| Collisions       | 2,073 | 105     | 65         | 5%            | 3%               |
| Injuries         | 734   | 79      | 46         | 11%           | 6%               |
| Serious injuries | 20    | 1       | 5          | 5%            | 25%              |
| Fatalities       | 20    | 0       | 7          | 0%            | 35%              |

Source: SWITRS 2009-2013.

Figures 7 and 8 show the location of collisions from 2011-2014 based on data from the City. Significant bicycle collision corridors are along Willow Avenue between Shaw Avenue and Ashlan Avenue, along Shaw

Avenue between Willow Avenue and Sunnyside Avenue, in Old Town Clovis, and along Nees Avenue between Willow Avenue and Peach Avenue. Significant pedestrian collision corridors are along Shaw Avenue between Winery Avenue and Clovis Avenue and in Old Town Clovis.

Over the past five years there have been no fatal bicycle collisions and only one bicycle collision that resulted in a serious injury. Over the same period, there have been approximately 1.4 fatal pedestrian collisions per year and one pedestrian collision per year resulting in a serious injury. There is no discernable trend to this data, which is reasonable given the low numbers. However, the 8% combined bicycle and pedestrian share of collisions is higher than the 2.5% mode share data discussed in Existing Conditions. These rates could be affected by any of the programs discussed in this plan, as well as changes in rates of walking and bicycling in the city.

## CITY OF CLOVIS

Implementation of the projects proposed in this plan, including education and enforcement efforts, can help achieve a target of a 50% reduction in all categories while increasing the number of bicyclists and pedestrians within the city.

## APPENDIX H: PREVIOUS EXPENDITURES

Recent expenditures on active transportation projects and maintenance by the City are listed in Table 13.

**TABLE 13: ACTIVE TRANSPORTATION EXPENDITURES, 2010-2015**

| Project                          | Extent                                       | Cost (\$) | Status                               | Funding  |
|----------------------------------|--|-----------|--------------------------------------|--|
| Enterprise Canal Trail           | Temperance Avenue to Owens Mountain Parkway  | 508,000   | Completed                            | Federal Transportation Enhancement funds                             |
| Enterprise Canal Trail/Bridge    | Over State Route 168                         | 168,000   | Master plan underway, PE Funded 2018 | ATP  |
| Trail Head Rest Area             | Sunnyside Avenue to Shepherd Avenue          | 2,500,000 | Completed                            | Federal Transportation Enhancement funds, Measure C, and local funds |
| Bicycle Lane Striping            | Citywide, approximately 600,000 feet/year    | 52,000    | Completed Annually                   | Measure C  |
| ADA Curb Ramps                   | Citywide, approximately 70 ramps/year        | 275,000   | Completed Annually                   | CDBG, Measure C, and local funds                                     |
| Audible pedestrian signals (APS) | Citywide, approximately 2 intersections/year | 25,000    | Completed Annually                   | CMAQ, HSIP, and local funds  |

Source: City of Clovis, 2016.



# CITY OF CLOVIS

Some of these recent improvements are pictured below.



Wolf Avenue north of Ashlan Avenue



Enterprise Canal Trail east of Temperance Avenue and south of Nees Avenue



Enterprise Canal Trail east of Temperance Avenue and north of Owens Mountain Parkway



Dry Creek Trailhead, Shepherd Avenue and Sunnyside Avenue

# APPENDIX I: COMPREHENSIVE ACTIVE TRANSPORTATION PROGRAMS

The five Es, plus two additional Es, are a mnemonic for key elements of comprehensive transportation planning. The Es and their use in Clovis are summarized in Table 14.

TABLE 14: E'S OF ACTIVE TRANSPORTATION

| E                    | How addressed in Clovis  |
|----------------------|--|
| <b>Education</b>     | The Clovis Police Department holds bike rodeos each year, usually during the elementary school carnivals and during community events such as Big Hat, Clovis Fest, and Clovis Night Out. The department also, provides coloring books and shows videos educating students on bicycle and pedestrian safety as part of classroom outreach. Bike riders under the age of 18 caught not wearing helmets receive citations and are required to attend a two-hour bicycle safety class. |
| <b>Encouragement</b> | The City's bicycle network is included in the Fresno COG Fresno-Clovis Bikeways Map, both online and in print. The City will also work with the local bicycling groups such as the Fresno Cycling Club to continue to increase ridership within the city. Similar efforts can also be performed with local recreation and community groups to encourage walking.   |
| <b>Enforcement</b>   | The Clovis Police Department has grants through the Office of Traffic Safety for enforcement details directed to pedestrian violations such as jaywalking, pedestrians in the roadway, and crosswalk violations and bicycle violations such as failure to wear helmets.  |
| <b>Engineering</b>   | Proposed networks and supporting projects are described on page 29.  |
| <b>Evaluation</b>    | The City has used counters from the Fresno COG to count trail users as discussed in Appendix F, Bicycle and Pedestrian Trips. The city will continue to do so through the life of the plan as counters are available.  |
| <b>Equity</b>        | Disadvantaged communities, as measured by CalEnviroScreen 2.0, household income, and students participating in the Free and Reduced Price Meal Program, were included in the analysis as shown in Figure 3. Outreach is discussed in Appendix B, Community Involvement In Development of the Plan.   |
| <b>Enrichment</b>    | Active transportation is considered a key contributor to quality of life in Clovis. It is consequently discussed throughout the General Plan as described on page 66 and in Appendix C, Consistency With Other Plans.  |

## APPENDIX J: PRIORITIZED PROJECTS

Figures 12-14 and Tables 15-18 identify proposed projects by priority (high, medium, or low) for each type of network: Class I bike paths, on-street bikeways (Class II bike lanes and Class III bike routes), and sidewalks. Proposed projects which are fully or partially within disadvantaged communities are noted in each table.

Prioritization was based on the factors listed below (with school proximity receiving the highest weighting), then dividing each list into thirds (high, medium, and low). Prioritization was based on estimated demand and need (not difficulty or feasibility).

- Proximity to schools
- Proximity to other key destinations
- Employment density
- Population density
- Transit stops
- Collisions
- Disadvantaged community status
- Engineering judgement and local knowledge

Cost estimates were created using the unit costs discussed on page 37.



Figure 12  
**PROPOSED  
 CLASS I BIKEWAYS  
 (BIKE PATHS)  
 WITH PRIORITIES**

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GISMXD\July2016\_FINAL\Fig12\_Class I & Trails Network.mxd

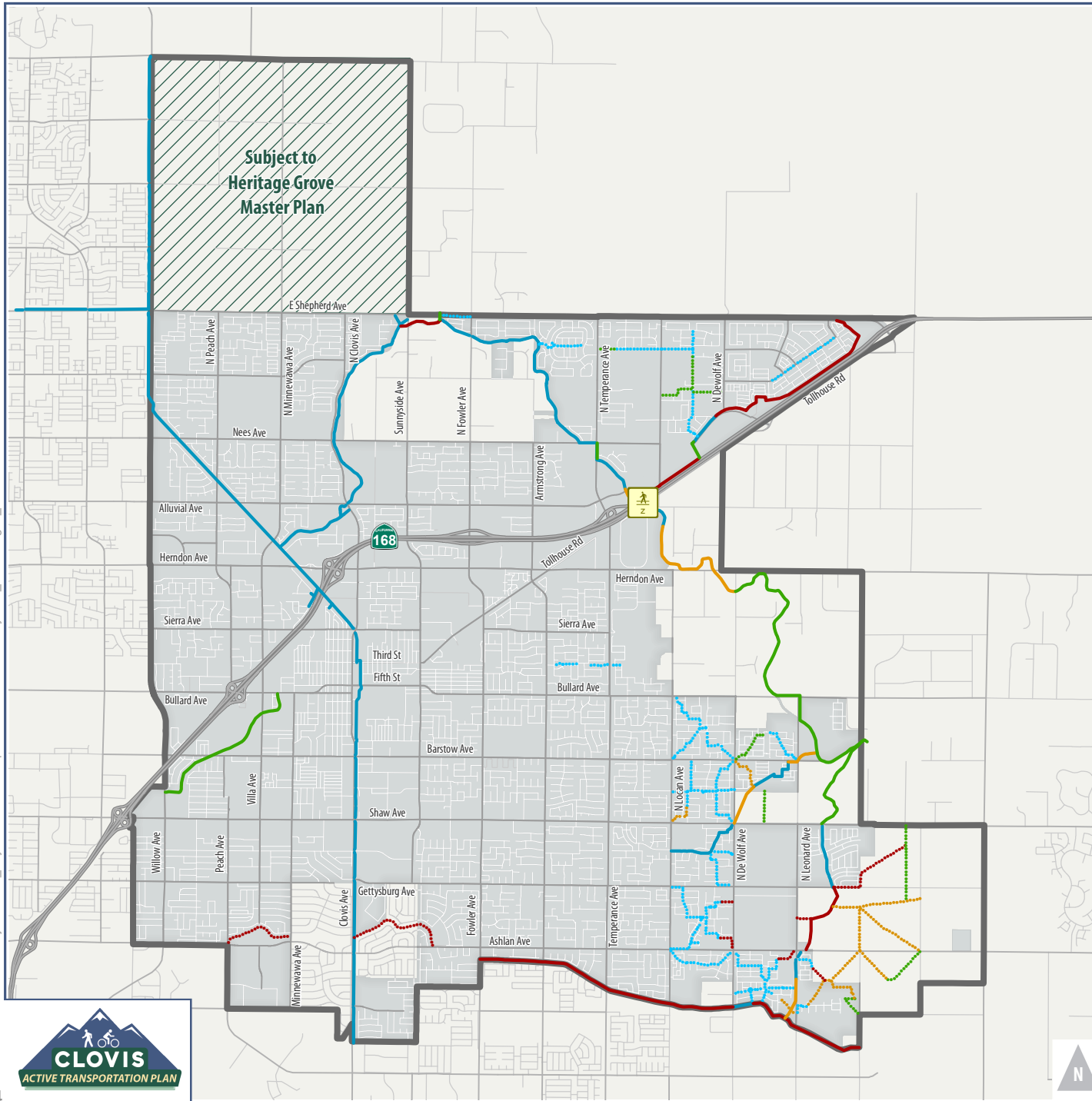
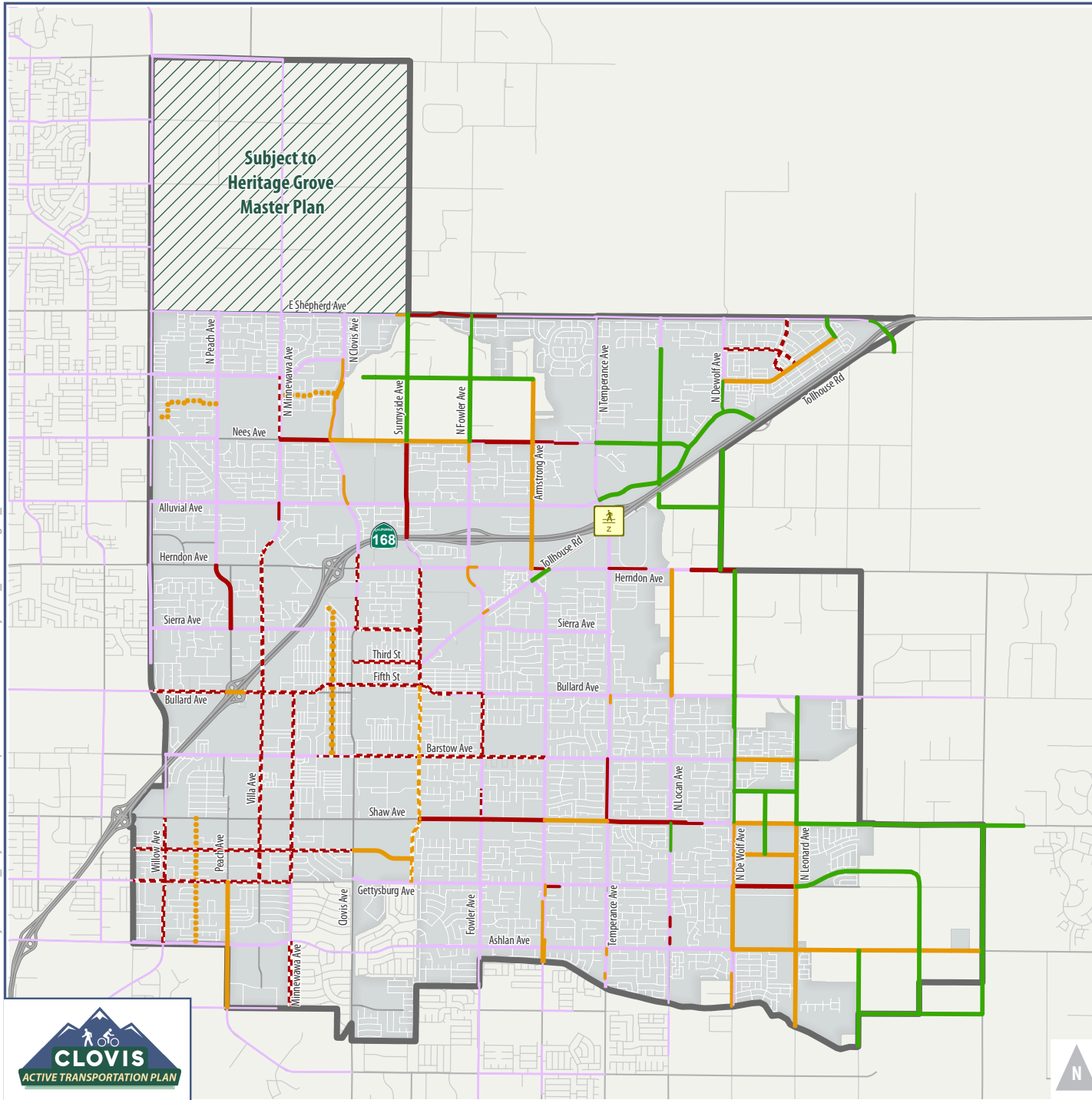


Figure 13

# **PROPOSED CLASS II AND III BIKEWAYS (BIKE LANES AND BIKE ROUTES) WITH PRIORITIES**

N:\2015 Projects\3351\_City of Clovis\ATP\Graphics\Draft\GIS\MXD\July2016\_FINAL\Fig13\_Class2&3Network.mxd



- Existing
  - Class II Bikeways (Bike Lanes)
- Proposed Class II Bikeways (Bike Lanes)
  - Network Priority Level
    - High
    - Medium
    - Medium (Neighborhood Bikeways)
    - Low
- Proposed Class III Bikeways (Bike Routes)
  - Network Priority Level
    - High
    - Medium
    - Medium (Neighborhood Bikeways)
- Proposed Bicycle/Pedestrian Bridge
- Study Area
- Heritage Grove Master Plan Area
- Clovis City Limits





Table 15: Proposed Class I Facilities with Priorities

| Name                       | From             | To               | Priority | Length (miles) | Cost (\$)         | Disadv <sup>1</sup> |
|----------------------------|------------------|------------------|----------|----------------|-------------------|---------------------|
| Enterprise Trail           | Sunnyside Ave    | Glen Kippen Ln   | H        | 0.33           | 460,000           |                     |
| Gould Trail East           | County Trail C   | Leonard Ave      | H        | 3.05           | 4,237,000         |                     |
| Gould Trail East           | Clovis Ave       | Ashlan Ave       | H        | 0.81           | 1,120,000         | *                   |
| Gould Trail West           | Peach Ave        | Minnewawa Ave    | H        | 0.57           | 787,000           | *                   |
| Greenbelt Path E           | Shepherd Ave     | Enterprise Trail | H        | 2.25           | 3,128,000         |                     |
| Loma Vista Paseos (H2)     |                  |                  | H        | 0.16           | 222,000           |                     |
| Loma Vista Paseos (I1)     |                  |                  | H        | 0.14           | 197,000           |                     |
| New Paseo 4                | Graybark Ave     | De Wolf Ave      | H        | 0.09           | 124,000           |                     |
| New Paseo 5                | Whiteash Ave     | Ashlan Ave       | H        | 0.19           | 264,000           |                     |
| New Paths B                | New Paths A      | Leonard Ave      | H        | 1.23           | 1,703,000         |                     |
| New Paths E                | New Paths B      | Ashlan Ave       | H        | 0.24           | 336,000           |                     |
| <b>High (H) Total</b>      |                  |                  |          | <b>9.05</b>    | <b>12,579,000</b> |                     |
| Enterprise Trail           | Temperance Ave   | Herndon Ave      | M        | 0.75           | 1,039,000         |                     |
| Enterprise Trail           | Herndon Ave      | De Wolf Ave      | M        | 0.63           | 881,000           |                     |
| Jefferson Trail            | Enterprise Trail | Shaw Ave         | M        | 0.59           | 817,000           |                     |
| Loma Vista Paseos (H4)     |                  |                  | M        | 0.16           | 222,000           |                     |
| Loma Vista Paseos (I2)     |                  |                  | M        | 0.31           | 434,000           |                     |
| Loma Vista Paseos (I3)     |                  |                  | M        | 0.20           | 284,000           |                     |
| Loma Vista Paseos (J1)     |                  |                  | M        | 0.31           | 434,000           |                     |
| New Paseo 2                | Locan Ave        | Keats Ave        | M        | 0.17           | 231,000           |                     |
| New Paseo 3                | De Wolf Ave      | Jefferson Trail  | M        | 0.30           | 414,000           |                     |
| New Paseo 7                |                  |                  | M        | 0.30           | 419,000           |                     |
| New Paths D                | New Paths B      | Thompson Ave     | M        | 0.70           | 970,000           |                     |
| New Paths F                | New Paths D      | Ashlan Ave       | M        | 0.34           | 478,000           |                     |
| New Paths G                | New Paths D      | Thompson Ave     | M        | 0.59           | 819,000           |                     |
| New Trail A                | Leonard Ave      | Gould Trail East | M        | 0.33           | 464,000           |                     |
| <b>Medium (M) Total</b>    |                  |                  |          | <b>5.69</b>    | <b>7,908,000</b>  |                     |
| Dry Creek Trails           | Sierra Ave       | Shaw Ave         | L        | 1.32           | 1,839,000         | *                   |
| Enterprise Trail           | Nees Ave         | Goshen Ave       | L        | 0.12           | 170,000           |                     |
| Enterprise Trail           | Leonard Ave      | Shaw Ave         | L        | 0.91           | 1,267,000         |                     |
| Enterprise Trail           | De Wolf Ave      | Dog Creek Trail  | L        | 2.61           | 3,626,000         |                     |
| Enterprise Trail Extension | Enterprise Trail | Enterprise Trail | L        | 0.05           | 76,000            |                     |
| Greenbelt Path C           | Everglade Ave    | Locan Ave        | L        | 0.55           | 770,000           |                     |
| Greenbelt Path E           | Shepherd Ave     | Enterprise Trail | L        | 0.15           | 205,000           |                     |



## CITY OF CLOVIS

| Name                    | From             | To           | Priority | Length (miles) | Cost (\$)         | Disadv <sup>1</sup> |
|-------------------------|------------------|--------------|----------|----------------|-------------------|---------------------|
| Harlan Ranch Blvd. Path | Greenbelt Path C | De Wolf Ave  | L        | 0.24           | 329,000           |                     |
| Loma Vista Paseos (B1)  |                  |              | L        | 0.32           | 448,000           |                     |
| Loma Vista Paseos (I4)  |                  |              | L        | 0.24           | 337,000           |                     |
| Loma Vista Paseos (J2)  |                  |              | L        | 0.36           | 500,000           |                     |
| New Paseo 1             | Temperance Ave   | Coventry Ave | L        | 0.13           | 174,000           |                     |
| New Paseo 6             |                  |              | L        | 0.02           | 32,000            |                     |
| New Paths A             | Shaw Ave         | New Paths B  | L        | 0.19           | 268,000           |                     |
| New Paths C             | New Paths A      | New Paths D  | L        | 0.42           | 583,000           |                     |
| New St 1                | Jefferson Trail  | Shaw Ave     | L        | 0.25           | 354,000           |                     |
| <b>Low (L) Total</b>    |                  |              |          | <b>7.90</b>    | <b>10,977,000</b> |                     |
| <b>Grand Total</b>      |                  |              |          | <b>22.64</b>   | <b>31,464,000</b> |                     |

<sup>1</sup> Asterisk (\*) indicates fully or partially within disadvantaged community

Table 16: Proposed Class II Facilities with Priorities

| Name                  | From            | To                   | Priority | Length (miles) <sup>1</sup> | Cost (\$)      | Disadv <sup>2</sup> |
|-----------------------|-----------------|----------------------|----------|-----------------------------|----------------|---------------------|
| Gettysburg Ave        | Armstrong Ave   | Holly Ave            | H        | 0.11                        | 1,900          |                     |
| Gettysburg Ave        | De Wolf Ave     | Leonard Ave          | H        | 0.98                        | 16,500         |                     |
| Herndon Ave           | Armstrong Ave   | De Wolf Ave          | H        | 1.11                        | 18,700         |                     |
| Locan Ave             | Ashcroft Ave    | Ashlan Ave           | H        | 0.12                        | 2,100          |                     |
| Minnewawa Ave         | Alluvial Ave    | Chennault Ave        | H        | 0.13                        | 2,200          |                     |
| Nees Ave              | Armstrong Ave   | Magnolia Ave         | H        | 0.33                        | 5,600          |                     |
| Nees Ave              | Fowler Ave      | Armstrong Ave        | H        | 0.85                        | 14,400         |                     |
| Nees Ave              | Minnewawa Ave   | Clovis Ave           | H        | 0.79                        | 13,400         |                     |
| Peach Ave             | Herndon Ave     | Sierra Ave           | H        | 1.10                        | 18,600         | *                   |
| Shaw Ave              | Sunnyside Ave   | Armstrong Ave        | H        | 1.97                        | 33,300         | *                   |
| Shaw Ave              | Temperance Ave  | Maine Ave            | H        | 1.36                        | 23,000         |                     |
| Shepherd Ave          | Fowler Ave      | Burgan Ave           | H        | 0.19                        | 3,200          |                     |
| Shepherd Ave          | Sunnyside Ave   | Fowler Ave           | H        | 0.50                        | 8,400          |                     |
| Sunnyside Ave         | Nees Ave        | SR 168               | H        | 1.51                        | 25,500         |                     |
| Temperance Ave        | Barstow Ave     | Shaw Ave             | H        | 0.49                        | 8,300          |                     |
| <b>High (H) Total</b> |                 |                      |          | <b>11.54</b>                | <b>195,100</b> |                     |
| Armstrong Ave         | Gettysburg Ave  | Bellaire Ave         | M        | 0.75                        | 12,700         |                     |
| Armstrong Ave         | Teague Ave      | Herndon Ave          | M        | 2.96                        | 50,100         |                     |
| Ashlan Ave            | De Wolf Ave     | McCall Ave           | M        | 3.88                        | 65,600         |                     |
| Barstow Ave           | De Wolf Ave     | Leonard Ave          | M        | 0.98                        | 16,500         |                     |
| Bullard Ave           | SR 168 SB ramps | SR 168 NB ramps      | M        | 0.27                        | 4,600          | *                   |
| Clovis Ave            | Teague Ave      | Alluvial Ave         | M        | 1.00                        | 16,900         |                     |
| De Wolf Ave           | Shaw Ave        | Dakota Ave           | M        | 1.73                        | 29,200         |                     |
| Fowler Ave            | Herndon Ave     | Backowski Ave        | M        | 0.16                        | 2,700          | *                   |
| Fowler Ave            | Nees Ave        | Goshen Ave           | M        | 0.15                        | 2,600          |                     |
| Harlan Ranch Blvd     | De Wolf Ave     | Highland Ave         | M        | 1.98                        | 33,400         |                     |
| Herndon Ave           | Fowler Ave      | Ash Ave              | M        | 0.07                        | 1,100          | *                   |
| Leonard Ave           | Shaw Ave        | Gould Trail East     | M        | 3.15                        | 53,200         |                     |
| Locan Ave             | Herndon Ave     | Bullard Ave          | M        | 1.99                        | 33,600         |                     |
| Nees Ave              | Clovis Ave      | Fowler Ave           | M        | 2.14                        | 36,200         |                     |
| Peach Ave             | Gettysburg Ave  | Dakota Ave           | M        | 1.99                        | 33,600         | *                   |
| Santa Ana Ave         | Clovis Ave      | Sierra Vista Parkway | M        | 0.95                        | 16,100         | *                   |
| Santa Ana Ave         | De Wolf Ave     | Leonard Ave          | M        | 0.96                        | 16,100         |                     |
| Shaw Ave              | Armstrong Ave   | Temperance Ave       | M        | 1.00                        | 17,000         |                     |
| Shaw Ave              | De Wolf Ave     | Leonard Ave          | M        | 0.96                        | 16,100         |                     |
| Shepherd Ave          | Preuss Ave      | Fowler Ave           | M        | 0.08                        | 1,400          |                     |

## CITY OF CLOVIS

| Name                    | From              | To                  | Priority | Length (miles) <sup>1</sup> | Cost (\$)        | Disadv <sup>2</sup> |
|-------------------------|-------------------|---------------------|----------|-----------------------------|------------------|---------------------|
| Temperance Ave          | Ashlan Ave        | Gould Trail East    | M        | 0.09                        | 1,600            |                     |
| Temperance Ave          | Bullard Ave       | Barstow Ave         | M        | 0.06                        | 1,000            |                     |
| Tollhouse Rd            | Fowler Ave        | Burgan Ave          | M        | 0.04                        | 700              | *                   |
| Woodworth Ave           | Barstow Ave       | Sierra Ave          | M        | 1.00                        | 16,900           | *                   |
| <b>Medium (M) Total</b> |                   |                     |          | <b>28.35</b>                | <b>479,100</b>   |                     |
| (New St 2)              | San Jose Ave      | (New St 1)          | L        | 0.96                        | 16,300           |                     |
| Alluvial Ave            | Locan Ave         | De Wolf Ave         | L        | 0.98                        | 16,600           |                     |
| Dakota Ave              | Highland Ave      | McCall Ave          | L        | 1.94                        | 32,700           |                     |
| De Wolf Ave             | Bullard Ave       | Shaw Ave            | L        | 1.22                        | 20,600           |                     |
| De Wolf Ave             | Harlan Ranch Blvd | Owens Mountain Pkwy | L        | 0.24                        | 4,100            |                     |
| De Wolf Ave             | Herndon Ave       | Bullard Ave         | L        | 1.97                        | 33,300           |                     |
| De Wolf Ave             | Tollhouse Rd      | Herndon Ave         | L        | 1.88                        | 31,900           |                     |
| Fowler Ave              | Shepherd Ave      | Nees Ave            | L        | 1.79                        | 30,300           |                     |
| Gettysburg Ave          | Leonard Ave       | Thompson Ave        | L        | 1.94                        | 32,800           |                     |
| Highland Ave            | Ashlan Ave        | Shields Ave         | L        | 1.49                        | 25,300           |                     |
| Highland Ave            | Shepherd Ave      | Harlan Ranch Blvd   | L        | 0.33                        | 5,600            |                     |
| Leonard Ave             | Bullard Ave       | Shaw Ave            | L        | 1.96                        | 33,200           |                     |
| Locan Ave               | Powers Ave        | Alluvial Ave        | L        | 2.31                        | 39,100           |                     |
| Locan Ave               | Shaw Ave          | Alamos Ave          | L        | 0.22                        | 3,700            |                     |
| McCall Ave              | Shaw Ave          | Dakota Ave          | L        | 2.96                        | 50,000           |                     |
| Nees Ave                | Temperance Ave    | Owens Mountain Pkwy | L        | 1.46                        | 24,600           |                     |
| Owens Mountain Pkwy     | Temperance Ave    | SR 168              | L        | 3.01                        | 50,800           |                     |
| San Jose Ave            | De Wolf Ave       | Leonard Ave         | L        | 0.97                        | 16,300           |                     |
| Shaw Ave                | Leonard Ave       | Shockley Ave        | L        | 3.57                        | 60,400           |                     |
| Shepherd Ave            | Highland Ave      | Cole Ave            | L        | 0.56                        | 9,500            |                     |
| Sunnyside Ave           | Shepherd Ave      | Nees Ave            | L        | 1.96                        | 33,200           |                     |
| Teague Ave              | Clovis Ave        | Armstrong Ave       | L        | 2.63                        | 44,500           |                     |
| Thompson Ave            | Gettysburg Ave    | Dakota Ave          | L        | 2.19                        | 36,900           |                     |
| Tollhouse Rd            | Armstrong Ave     | Herndon Ave         | L        | 0.32                        | 5,400            |                     |
| <b>Low (L) Total</b>    |                   |                     |          | <b>38.88</b>                | <b>657,000</b>   |                     |
| <b>Grand Total</b>      |                   |                     |          | <b>78.77</b>                | <b>1,331,200</b> |                     |

<sup>1</sup> Length is total of proposed facilities within segment

<sup>2</sup> Asterisk (\*) indicates fully or partially within disadvantaged community

Table 17: Proposed Class III Facilities with Priorities

| Name  | From           | To                | Priority | Length (miles) <sup>1</sup> | Cost (\$)      | Disadv <sup>2</sup> |
|---|----------------|-------------------|----------|-----------------------------|----------------|---------------------|
| Bullard Ave   | Sunnyside Ave  | Fowler Ave        | H        | 0.78                        | 6,600          | *                   |
| Bullard Ave   | Villa Ave      | Harvard Ave       | H        | 0.79                        | 6,600          | *                   |
| Bullard Ave   | Willow Ave     | Villa Ave         | H        | 1.45                        | 12,200         | *                   |
| Clovis Ave  | SR 168         | Sierra Ave        | H        | 0.94                        | 7,900          | *                   |
| Dutch Ave   | Leonard Ave    | Harlan Ranch Blvd | H        | 0.32                        | 2,700          |                     |
| Fifth St  | Dewitt Ave     | Sunnyside Ave     | H        | 1.50                        | 12,600         | *                   |
| Fowler Ave  | Bullard Ave    | Barstow Ave       | H        | 1.00                        | 8,400          | *                   |
| Fowler Ave  | San Jose Ave   | Shaw Ave          | H        | 0.24                        | 2,000          | *                   |
| Harvard Ave   | Fifth St       | Bullard Ave       | H        | 0.24                        | 2,000          | *                   |
| Leonard Ave   | Shepherd Ave   | Harlan Ranch Blvd | H        | 0.96                        | 8,100          |                     |
| Minnewawa Ave   | Bullard Ave    | Gettysburg Ave    | H        | 3.00                        | 25,200         |                     |
| Minnewawa Ave   | Teague Ave     | Nees Ave          | H        | 0.50                        | 4,200          |                     |
| Minnewawa Ave   | Ashlan Ave     | Dakota Ave        | H        | 1.97                        | 16,500         | *                   |
| Powers Ave  | De Wolf Ave    | Leonard Ave       | H        | 0.88                        | 7,400          |                     |
| Santa Ana Ave   | Winery Ave     | Clovis Ave        | H        | 3.47                        | 29,200         | *                   |
| Sierra Ave  | Clovis Ave     | Sunnyside Ave     | H        | 1.02                        | 8,500          | *                   |
| Third St  | Clovis Ave     | Sunnyside Ave     | H        | 1.05                        | 8,800          | *                   |
| Barstow Ave   | Harvard Ave    | Armstrong Ave     | H        | 3.33                        | 28,000         | *                   |
| Willow Ave  | Shaw Ave       | Ashlan Ave        | H        | 1.95                        | 16,400         | *                   |
| Gettysburg Ave  | Winery Ave     | Minnewawa Ave     | H        | 2.45                        | 20,600         | *                   |
| Villa Ave   | Bullard Ave    | Gettysburg Ave    | H        | 2.99                        | 25,100         | *                   |
| Villa Ave   | Minnewawa Ave  | Bullard Ave       | H        | 2.47                        | 20,700         | *                   |
| Sunnyside Ave   | Herndon Ave    | Fifth St          | H        | 1.84                        | 15,500         | *                   |
| <b>High (H) Total</b>   |                |                   |          | <b>35.13</b>                | <b>295,100</b> |                     |
| Sierra Vista Pkwy   | Shaw Ave       | Gettysburg Ave    | M        | 1.03                        | 8,700          | *                   |
| Sunnyside Ave   | Fifth St       | Shaw Ave          | M        | 2.10                        | 17,600         | *                   |
| Woodworth Ave   | Sierra Ave     | Pollasky Ave      | M        | 0.19                        | 1,600          | *                   |
| Wawona Ranch Ln   | Minnewawa Ave  | N Clovis Ave      | M        | 0.43                        | 3,600          |                     |
| Helm Ave  | Ashlan Ave     | Shaw Ave          | M        | 1.00                        | 8,400          | *                   |
| Omaha Ave – Timmy Ave – Muncie Ave  | Old Town Trail | Peach Ave         | M        | 0.60                        | 5,100          |                     |
| <b>Medium (M) Total</b>   |                |                   |          | <b>5.35</b>                 | <b>44,900</b>  |                     |
| <b>Grand Total</b>  |                |                   |          | <b>40.48</b>                | <b>340,000</b> |                     |
| <sup>1</sup> Length is total of proposed facilities within segment                    |                |                   |          |                             |                |                     |
| <sup>2</sup> Asterisk (*) indicates fully or partially within disadvantaged community |                |                   |          |                             |                |                     |



Table 18: Proposed Sidewalks with Priorities

| Name                                 | From             | To              | Priority | Length (miles) <sup>1</sup> | Cost (\$)        | Disadv <sup>2</sup> |
|--------------------------------------|------------------|-----------------|----------|-----------------------------|------------------|---------------------|
| Clovis Ave                           | Bullard Ave      | Rodeo Dr        | H        | 0.05                        | 13,000           | *                   |
| Clovis Ave                           | Wawona Ranch Ln  | Nees Ave        | H        | 0.20                        | 52,700           |                     |
| De Wolf Ave                          | Gettysburg Ave   | Ashlan Ave      | H        | 0.47                        | 125,900          |                     |
| Fifth St and Dewitt Ave              | Harvard Ave      | Fourth St       | H        | 0.04                        | 11,600           | *                   |
| Fowler Ave                           | Ashcroft Ave     | Richert Ave     | H        | 0.05                        | 12,700           |                     |
| Gettysburg Ave                       | Redington Ave    | Graybark Ave    | H        | 0.07                        | 18,300           |                     |
| Gettysburg Elem School Local Streets | Laverne Ave      | Burl Ave        | H        | 0.13                        | 35,200           |                     |
| Herndon Ave                          | Villa Ave        | Clovis Ave      | H        | 0.66                        | 175,700          | *                   |
| Leonard Ave                          | Shaw Ave         | Donner Ave      | H        | 0.19                        | 49,900           |                     |
| Locan Ave                            | San Jose Ave     | Shaw Ave        | H        | 0.16                        | 43,700           |                     |
| Minnewawa Ave                        | Alluvial Ave     | Chennault Ave   | H        | 0.10                        | 26,800           |                     |
| Minnewawa Ave                        | Wawona Ranch Ave | Nees Ave        | H        | 0.33                        | 88,600           |                     |
| Nees Ave                             | Timmy Ave        | Sylmar Ave      | H        | 0.08                        | 21,800           |                     |
| Nees Ave                             | Minnewawa Ave    | Clovis Ave      | H        | 0.42                        | 112,200          |                     |
| Old Town Streets                     | Clovis Ave       | Cole Ave        | H        | 0.53                        | 139,200          | *                   |
| Old Town Streets                     | Fifth St         | Ninth St        | H        | 0.41                        | 108,400          | *                   |
| Old Town Streets                     | Harvard Ave      | Fourth St       | H        | 0.03                        | 6,800            | *                   |
| Old Town Streets                     | Minnewawa Ave    | Woodworth Ave   | H        | 1.10                        | 292,400          | *                   |
| Peach Ave (West Side)                | Sierra Ave       | Escalon Ave     | H        | 0.18                        | 47,400           | *                   |
| Sanford Ave                          | Shaw Ave         | Fairmont Ave    | H        | 0.07                        | 18,800           |                     |
| Shaw Ave                             | Clovis Ave       | Laverne Ave     | H        | 0.22                        | 57,100           | *                   |
| Shaw Ave                             | Locan Ave        | Maine Ave       | H        | 0.25                        | 66,400           |                     |
| Shepherd Ave                         | Willow Ave       | Sunnyside Ave   | H        | 0.32                        | 84,900           |                     |
| Sierra Vista Elem Local Streets      | Barstow Ave      | San Jose Ave    | H        | 1.01                        | 266,700          | *                   |
| Sierra Vista Elem Local Streets      | Ninth St         | Barstow Ave     | H        | 0.24                        | 63,300           | *                   |
| Sunnyside Ave                        | First St         | Fifth St        | H        | 0.34                        | 91,200           | *                   |
| Tarpey Elem School Streets           | Rialto Ave       | Gettysburg Ave  | H        | 0.58                        | 152,400          | *                   |
| Tollhouse Rd                         | Sunnyside Ave    | Escalon Ave     | H        | 0.10                        | 26,800           | *                   |
| Villa Ave                            | Minnewawa Ave    | Fremont Ave     | H        | 0.25                        | 66,500           | *                   |
| Willow Ave and Alluvial Ave          | Decatur Ave      | Chapel Hill Ave | H        | 0.25                        | 66,900           |                     |
| Wrenwood Ave                         | Fowler Ave       | Amber Ave       | H        | 0.26                        | 68,700           |                     |
| <b>High (H) Total</b>                |                  |                 |          | <b>9.10</b>                 | <b>2,412,000</b> |                     |
| Applegate Ave                        | Burlingame Ave   | Palo Alto Ave   | M        | 0.05                        | 13,300           |                     |
| Armstrong Ave                        | Austin Ave       | Ashlan Ave      | M        | 0.07                        | 17,500           |                     |
| Armstrong Ave                        | Indianapolis Ave | Richer Ave      | M        | 0.12                        | 31,400           |                     |
| Armstrong Ave                        | Jasmine Ave      | Polson Ave      | M        | 0.06                        | 15,600           |                     |

| Name                                   | From              | To             | Priority | Length (miles) <sup>1</sup> | Cost (\$)        | Disadv <sup>2</sup> |
|--|-------------------|----------------|----------|-----------------------------|------------------|---------------------|
| Armstrong Ave and Gettysburg Ave       | Indianapolis Ave  | Holly Ave      | M        | 0.22                        | 59,000           |                     |
| Ashlan Ave                             | Redington Ave     | De Wolf Ave    | M        | 0.24                        | 62,800           |                     |
| Ashlan Ave and Locan Ave               | Ashcroft Ave      | Redington Ave  | M        | 0.44                        | 117,200          |                     |
| Barstow Ave                            | Sylmar Ave        | Villa Ave      | M        | 0.13                        | 35,400           | *                   |
| Bullard Ave and Armstrong Ave          | Arroyo Ave        | Gibson Ave     | M        | 0.43                        | 114,000          |                     |
| Bullard Ave and Villa Ave              | Bush Ave          | SR 168         | M        | 0.09                        | 24,200           | *                   |
| Clovis Ave                             | Herndon Ave       | Sierra Ave     | M        | 0.18                        | 48,300           | *                   |
| Coventry Ave                           | Herndon Ave       | Fremont Ave    | M        | 0.07                        | 19,700           |                     |
| Fowler Ave                             | Herndon Ave       | Backowski Ave  | M        | 0.20                        | 54,200           | *                   |
| Gettysburg Ave                         | Clovis Ave        | Larkin Ave     | M        | 0.07                        | 19,700           | *                   |
| Gettysburg Ave                         | Sierra Vista Pkwy | Sunnyside Ave  | M        | 0.05                        | 12,700           |                     |
| Herndon Ave                            | Armstrong Ave     | Tollhouse Rd   | M        | 0.11                        | 29,000           |                     |
| Herndon Ave                            | Fowler Ave        | Amedeo Ln      | M        | 0.17                        | 44,300           |                     |
| Herndon Ave                            | Sunnyside Ave     | Fowler Ave     | M        | 0.02                        | 6,000            |                     |
| Herndon Ave                            | Temperance Ave    | Locan Ave      | M        | 0.80                        | 211,100          |                     |
| Herndon Ave                            | Tollhouse Rd      | Temperance Ave | M        | 0.63                        | 166,300          |                     |
| Herndon Ave                            | Willow Ave        | Villa Ave      | M        | 0.95                        | 251,800          | *                   |
| Locan Ave                              | Barstow Ave       | San Jose Ave   | M        | 0.24                        | 63,300           |                     |
| Owens Mountain Pkwy                    | Temperance Ave    | 0              | M        | 0.06                        | 16,400           |                     |
| Peach Ave                              | Fremont Ave       | Paul Ave       | M        | 0.20                        | 52,600           | *                   |
| Peach Ave                              | Herndon Ave       | Fremont Ave    | M        | 0.39                        | 102,600          | *                   |
| Peach Ave (East Side)                  | Sierra Ave        | Vartikian Ave  | M        | 0.11                        | 30,300           | *                   |
| Peach Ave and Sierra Ave and Villa Ave | Paul Ave          | Menlo Ave      | M        | 0.21                        | 55,100           | *                   |
| Shaw Ave                               | Locan Ave         | Kaweah Ave     | M        | 0.13                        | 33,700           |                     |
| Sierra Ave                             | Clovis Ave        | Sunnyside Ave  | M        | 0.26                        | 69,400           | *                   |
| Sierra Ave                             | Lind Ave          | SR 168         | M        | 0.13                        | 33,400           | *                   |
| Sierra Ave                             | SR 168            | Clovis Ave     | M        | 0.37                        | 97,600           | *                   |
| Temperance Ave                         | SR 168            | Herndon Ave    | M        | 0.35                        | 93,200           |                     |
| Tollhouse Rd                           | Stanford Ave      | Herndon Ave    | M        | 0.21                        | 56,200           | *                   |
| Weldon Elem School Streets             | Sierra Ave        | First St       | M        | 0.13                        | 35,400           | *                   |
| <b>Medium (M) Total</b>                |                   |                |          | <b>7.90</b>                 | <b>2,092,900</b> |                     |
| Alluvial Ave                           | McArthur Ave      | Temperance Ave | L        | 1.24                        | 328,500          |                     |
| Alluvial Ave                           | Peach Ave         | Minnewawa Ave  | L        | 0.38                        | 101,900          |                     |
| Alluvial Ave                           | Temperance Ave    | De Wolf Ave    | L        | 1.60                        | 423,600          |                     |
| Armstrong Ave                          | Cromwell Ave      | Spruce Ave     | L        | 0.58                        | 152,700          |                     |
| Armstrong Ave                          | SR 168            | Herndon Ave    | L        | 0.29                        | 77,800           |                     |

## CITY OF CLOVIS

| Name                                | From              | To                  | Priority | Length (miles) <sup>1</sup> | Cost (\$)        | Disadv <sup>2</sup> |
|-------------------------------------|-------------------|---------------------|----------|-----------------------------|------------------|---------------------|
| Barstow Ave                         | Cole Ave          | Sunnyside Ave       | L        | 0.02                        | 5,300            | *                   |
| Bullard Ave                         | Ryan Ave          | Locan Ave           | L        | 0.06                        | 15,400           |                     |
| Cedarwood Elem School Local Streets | Coventry Ave      | Locan Ave           | L        | 0.38                        | 99,400           |                     |
| Clovis Ave                          | Shaw Ave          | Pico Ave            | L        | 0.27                        | 70,800           | *                   |
| De Wolf Ave                         | Ashlan Ave        | Dakota Ave          | L        | 0.26                        | 70,000           |                     |
| De Wolf Ave                         | Harlan Ranch Blvd | Owens Mountain Pkwy | L        | 0.48                        | 126,900          |                     |
| Fowler Ave                          | Nees Ave          | Goshen Ave          | L        | 0.11                        | 29,400           |                     |
| Leonard Ave                         | Ashlan Ave        | Shields Ave         | L        | 0.38                        | 101,000          |                     |
| Leonard Ave                         | Shaw Ave          | Bullard Ave         | L        | 1.02                        | 270,400          |                     |
| Locan Ave                           | Griffith Ave      | Ramona Way          | L        | 0.18                        | 46,400           |                     |
| Locan Ave                           | Herndon Ave       | Bullard Ave         | L        | 1.00                        | 264,400          |                     |
| Locan Ave                           | Powers Ave        | Owens Mountain Pkwy | L        | 2.15                        | 571,100          |                     |
| Locan Ave                           | Shaw Ave          | Alamos Ave          | L        | 0.22                        | 57,000           |                     |
| Music Ave and Estabrook Ave         | Bullard Ave       | Russell Ave         | L        | 0.06                        | 17,100           | *                   |
| Nees Ave                            | Armstrong Ave     | Locan Ave           | L        | 1.53                        | 406,100          |                     |
| Nees Ave                            | Joshua Ave        | Owens Mountain Pkwy | L        | 0.31                        | 83,000           |                     |
| Nees Ave With Sunnyside Ave         | Clovis Ave        | Renn Ave            | L        | 0.96                        | 255,300          |                     |
| Rall Ave                            | Woodworth Ave     | Clovis Ave          | L        | 0.22                        | 58,400           | *                   |
| San Jose Ave                        | De Wolf Ave       | Leonard Ave         | L        | 0.51                        | 133,900          |                     |
| Santa Ana Ave                       | Clovis Ave        | Sierra Vista Pkwy   | L        | 0.46                        | 122,100          |                     |
| Santa Ana Ave                       | Dewitt Ave        | Clovis Ave          | L        | 0.22                        | 58,200           | *                   |
| Sierra Ave                          | Adler Ave         | Cindy Ave           | L        | 0.03                        | 7,300            | *                   |
| Sierra Ave                          | SR 168            | Oxford Ave          | L        | 0.08                        | 20,300           | *                   |
| Sierra Ave (South Side)             | Peach Ave         | Villa Ave           | L        | 0.12                        | 32,000           | *                   |
| Sierra Vista Pkwy                   | Sunnyside Ave     | Gettysburge Ave     | L        | 0.51                        | 136,200          |                     |
| Sunnyside Ave                       | Wrenwood Ave      | Purvis Ave          | L        | 0.13                        | 34,900           | *                   |
| Temperance Ave                      | Gettysburg Ave    | Ashlan Ave          | L        | 0.42                        | 111,400          |                     |
| Tollhouse Rd                        | Medical Center Dr | Locan Ave           | L        | 0.13                        | 33,800           |                     |
| Villa Ave                           | Paul Ave          | Sierra Ave          | L        | 0.10                        | 25,500           | *                   |
| <b>Low (L) Total</b>                |                   |                     |          | <b>16.41</b>                | <b>4,347,700</b> |                     |
| <b>Grand Total</b>                  |                   |                     |          | <b>33.41</b>                | <b>8,852,600</b> |                     |

<sup>1</sup> Length is total of proposed facilities within segment

<sup>2</sup> Asterisk (\*) indicates fully or partially within disadvantaged community

## APPENDIX K: FUNDING SOURCES

Table 7, Funding Sources for Bicycle and Pedestrian Projects, listed many funding programs available for projects discussed in this plan. These programs are further described below.

### FEDERAL PROGRAMS

The majority of public funds for bicycle, pedestrian, and trails projects are derived through a core group of federal and state programs. Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). STBGP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway. In the past this funding was authorized by the Surface Transportation Program (STP) in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding for STBGP is now authorized through the Fixing America's Surface Transportation (FAST) Act, with the same goals as STP funding.

FAST continues the Highway Safety Improvement Program (HSIP). These federal funds are allocated by Caltrans and described in further detail below.

The Transportation Alternatives Program (TAP), authorized through MAP-21, provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, transit access, mobility, and recreation trails program. This program is now part of the STBGP in FAST instead of a stand-alone program as it was under MAP-21.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) also authorizes federal funds, including education programs. FAST maintains the existing CMAQ program from MAP-21.

Federal funds from STBGP, TAP, and CMAQ programs are allocated to Fresno COG. Distribution is allocated either competitively or proportionally according to jurisdiction population.

The HUD-DOT-EPA Interagency Partnership for Sustainable Communities periodically offers funding opportunities. Previous programs have included Urban Circulator grants, TIGER grants, and Sustainable Communities Planning grants.



## STATE PROGRAMS

There are a number of statewide funding sources and regionally administered funds.

### Active Transportation Program

The Active Transportation Program was created by SB 99 / Assembly Bill 101 to encourage increased use of active modes of transportation such as biking and walking. The program consolidates five existing state funded programs: Transportation Alternatives Program, Recreational Trails program, Safe Routes to Schools, Environmental Enhancement and Mitigation Program and the Bicycle Transportation Account. It provides a comprehensive program that improves program planning and flexibility and is more efficient than multiple programs. Another benefit is that funds can be directed to multi-year projects to make greater long-term improvements to active transportation.

The ATP mixes state and federal funds and provides approximately \$130 million annually, with a focus on implementing active transportation improvements to support the goals of local SB 375 sustainable community strategies. This program is funded from a combination of federal and state funds from appropriations in the annual state budget act. Forty percent of the funding will go toward metropolitan planning organizations in urban areas with populations greater than 200,000. Ten percent of the funds go to small urban and rural regions. The remaining funds will go to the California Transportation Commission for statewide projects. The ATP ensures that disadvantaged communities fully share in the benefits of the program by requiring that a minimum of 25% of funds be distributed to disadvantaged communities.

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into a comprehensive bundle of projects, the minimum request for statewide Active Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and recreational trails projects.

Project types allowed under the ATP include: new bikeways serving major transportation corridors, new bikeways to improve bicycle commuting options, bicycle parking at transit and employment centers, traffic control devices to improve pedestrian and bicycle safety, improving and maintaining safety on existing bikeways, recreational facilities, Safe Routes to School projects, Safe Routes To Transit projects, education programs, and other improvements to bicycle-transit connections and urban environments.

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

### Highway Safety Improvement Program

Caltrans administers the Highway Safety Improvement Program (HSIP) specified as part of the FAST Act. This program uses cost-benefit ratios as a primary factor in the awarding of applications. Because the program focuses on roadway safety, projects with documented collision history – through frequency of collision but particularly collision severity – are typically ranked higher. Roadways with

documented bicycle and pedestrian collision history may be well qualified for HSIP applications, particularly since many of the proposed projects would improve bicyclist and pedestrian safety at a lower cost than many of the highway projects also eligible under this funding source.

In its most recent grant cycle (November 2015), Caltrans awarded \$160 million to 182 projects. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included:

- Median refuges and curb extensions
- Curb, gutter, and sidewalk
- Paved shoulders
- Upgraded traffic signals with pedestrian countdown signals and pedestrian-scale lighting
- Bicycle lane striping
- Crosswalk striping
- In-pavement flashers and rectangular rapid flashing beacon (RRFB) at crossings

Many of these projects were applied for as standalone bicycle and pedestrian improvement projects; some bicycle and pedestrian improvements were included with a broader package of roadway improvement projects.

More information is available online:

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

### Other Statewide Funding Programs

Caltrans Transportation Planning Grants are available to jurisdictions and can be used for planning or feasibility studies. The Division will award approximately \$9.8 million in funding through two Grant Programs for Fiscal Year 2016-17. The maximum funding available per project is \$500,000.

Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through Fresno COG and are allocated to member agencies based on population and taxable sales.

The California State Parks administers the state's Recreational Trails Program (RTP). The RTP provides funds annually for recreational trails and trails-related projects. Cities are eligible applicants for the annual funding (\$8.4 million in 2015). The program requires an applicant match of 12 percent of the total project cost.

The National Park Service and California State Parks administer the Land and Water Conservation Fund (LWCF). The LWCF Program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. Approximately \$6.5 million is available in 2016; grants require a 50 percent local match.

The Affordable Housing and Sustainable Communities (AHSC) Program is administered by the Strategic Growth Council. AHSC funds can be used for projects which demonstrate VMT reduction through

## CITY OF CLOVIS

fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits. The project area must be served by at least one transit stop. More information is available at [https://www.sgc.ca.gov/s\\_ahscprogram.php](https://www.sgc.ca.gov/s_ahscprogram.php).

The Office of Traffic Safety provides grants for safety outreach to schools and community groups. More information is available at <http://ots.ca.gov/Grants/>.

### **Regional Surface Transportation Program (RSTP)**

The Surface Transportation Program (STP) block grant provides MAP-21 and FAST funding for transportation projects, including pedestrian and bicycle projects (see above discussion about Federal programs for details). This program is administered by Fresno COG, which can prioritize projects for RSTP funding.

Fresno COG RSTP program information:  
<http://www.fresnocog.org/regional-surface-transportation-program>

### **Fresno County Transportation Authority (FCTA) Measure C**

Measure C is a half-cent sales tax aimed at improving the overall quality of Fresno County's transportation system. The Local Transportation Program can be used on pedestrian and bicycle facilities and trails. Funding is allocated to cities and the county based on population.

### **San Joaquin Valley Air Pollution Control District (SJVAPCD) Bikeway Incentive Program**

SJVAPCD provides funds to increase commuter bicycle accessibility and utilization as an alternative transportation measure. Funds may be used for Class I, II, or III bikeways in amounts up to \$150,000 (depending on bikeway type).

More information is available online:  
<http://valleyair.org/grants/bikepaths.htm>

# APPENDIX L: CITY RESOLUTION ADOPTING PLAN

[To be added after City Council approval.]



**DRAFT  
RESOLUTION 16-\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS RECOMMENDING APPROVAL  
OF THE 2016 CITY OF CLOVIS ACTIVE TRANSPORTATION PLAN**

**WHEREAS**, the Clovis Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

**WHEREAS**, the Clovis Active Transportation Plan is in compliance with the 2014 Regional Transportation Plan and Sustainable Communities Strategy; and

**WHEREAS**, the Clovis Active Transportation Plan is an implementation tool to the Clovis General Plan Circulation Element; and

**WHEREAS**, the Clovis Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Clovis; and

**WHEREAS**, the Clovis Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

**WHEREAS**, the Clovis Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in Clovis; and

**WHEREAS**, approval of the Clovis Active Transportation Plan meets eligibility requirements for Active Transportation Program funding; and

**WHEREAS**, a duly noticed hearing was held on October 17, 2016; and

**WHEREAS**, the City caused to be prepared an Initial Study (hereinafter incorporated by reference) in April 2016, for the Project to evaluate potentially significant adverse environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project. On the basis of this Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code, section 21000, et seq., and Guidelines for implementation of CEQA, 14 California Code of Regulations, sections 15000, et seq.; and

**WHEREAS**, after hearing evidence gathered by itself and on its behalf and after making the following findings, namely:

- a. The Project is consistent with the 2014 Clovis General Plan Circulation Element; and
- b. That it was determined that no significant environmental impacts would result from this Project.

**NOW, THEREFORE, BE IT RESOLVED** that the Clovis City Council does recommend approval of the 2016 City of Clovis Active Transportation Plan.

\* \* \* \* \*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: October 17, 2016

---

Mayor

---

City Clerk



AGENDA ITEM NO: 1-B

City Manager: AA

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: October 17, 2016

SUBJECT: Consider Approval, Res. 16-\_\_\_\_, SPR2006-37A, A request to approve a site plan review amendment for the installation of ground mounted solar panels at the existing City of Clovis Sewage Treatment/Water Reuse Facility located on the north side of Ashlan Avenue between Thompson and McCall Avenues. City of Clovis, owner; Compass Energy Solutions, applicant.

### **ATTACHMENTS:**

Exhibit "A"

Attachment 1:

Attachment 2:

Exhibit "B:"

Conditions of Approval

Draft Resolution

Resolution 16-109 (Budget Amendment)

Panel Layout, Fence Design

### **CONFLICT OF INTEREST**

None

### **RECOMMENDATION**

Planning Commission and staff recommend that the City Council approve Site Plan Review SPR2006-37A, subject to the conditions of approval listed in Exhibit "A."

### **EXECUTIVE SUMMARY**

The City of Clovis Sewage Treatment/Water Reuse Facility (ST/WRF) is located within the Loma Vista Specific Plan area constructed in 2008, on the north side of Ashlan Avenue west of McCall Avenue. On September 7, 2015, the City Council approved a request from the General Services Division to contract with Compass Energy Solutions to install a ground mounted solar system on the southeast portion of the ST/WRF site (along Ashlan Avenue) to provide renewable energy for the facility. Some of the issues related to this proposal include the location of the panels and the architectural integration of the



improvements. Approval of this site plan review will allow the applicant to move forward with execution of a contract and building permits.

## BACKGROUND

- General Plan Designation: Public Facility
- Specific Plan Designation: Loma Vista Specific Plan (Public Facility)
- Existing Zoning: P-F (Public Facility)
- Lot Size: 29 acres
- Current Land Use: Sewage Treatment/Water Reuse Facility
- Adjacent Land Uses:
  - North: Agriculture
  - South: Rural Residential
  - East: Agriculture
  - West: Agriculture/Rural Residential
- Previous Entitlements: SPR2006-27

## PROPOSAL AND ANALYSIS

### Project Description

The Project includes the placement of approximately 900 panels on a ground mounted system at the southeast corner of the Clovis STWRF site, an area currently used for storm drain retention (see Figure A below).



FIGURE A

The Fresno Metropolitan Flood Control (FMFCD) utilizes the project area for storm water peak reducing, therefore the panel system will need to be constructed to permit the water to



flow and penetrate per their standards. The panels are proposed to be constructed 18-24 inches above the high water mark at their lowest point and approximately 6-7 feet high (from the ground) to the peak. Gravel or other similar material would be placed on the ground to reduce maintenance issues. A condition of approval has been included which requires the applicant to coordinate the design with FMFCD to assure compliance with their standards.

#### Existing Architecture/Landscaping

The (ST/WRF) is located within the Loma Vista Specific Plan area, which requires a heavy design emphasis. The plant met these objectives through architecture, site planning, and landscaping and sets the example as the first phase of the Loma Vista Parkway entry and street improvements (see Figure B below).



**FIGURE B**

The City provided extensive outreach to the community during the site plan review of the initial development of the site. There were concerns raised during the initial review of the plant including the aesthetics of the facility. The site was designed to include heavy landscaping and decorative walls to screen the operational portion of the facility. At key points a tubular steel fence is used to allow the architecture of the buildings to be viewed from Ashlan Avenue. Entrances to the facility are framed with decorative pilasters. A simple masonry wall of the same color planted with a climbing vine is utilized to soften and break-up long expanses of the perimeter wall.



### Proposed Fence and Gate

The applicant proposes to construct a new fence along the street frontage to help screen the solar panels and maintain the aesthetic façade that creates the gateway entry into Loma Vista. A proposed gate providing access from the parking area is needed for vehicle access to maintain the ground materials, storm drain facilities and solar equipment. The new fence material emulates the existing material with a heavy decorative steel design. There are no columns proposed, however, staff does feel it is important to continue the theme of the existing fence by using columns at key corners and intermittently along the fence. A condition of approval has been included to require the columns. However, due to concern of the additional cost to construct the columns, the Planning Commission approved the Project with a modification to the condition, allowing an alternative design to be approved by the Director of Planning and Development Services.

### California Environmental Quality Act (CEQA)

The proposed project is in substantial conformance with the environmental analysis performed for the Environmental Impact Report (EIR) for the City of Clovis Sewage Treatment/Water Reuse Facility and no major revisions will be required with the adopted EIR to accommodate the proposed project therefore, no further environmental review is required for this project.

The City published notice of this public hearing in *The Business Journal* on Wednesday, October 5, 2016.

### Neighborhood Comments

A public notice was mailed to property owners within 2300 feet of the Project area. Staff had not received comments or concerns upon finalization of staff's report.

### **FISCAL IMPACT**

On August 1, 2016, the Council approved a budget amendment for a contract awarded to Compass Energy Solutions, to implement an energy storage system for various City facilities including the ST/WFR. The approved cost of all facilities is approximately \$3,755,420 which would be offset by the savings in energy that would otherwise be paid to the utility company. The return on investment is estimated at 25 years (see Attachment 2 for Resolution 16-109).

### **REASON FOR RECOMMENDATION**

The proposal to construct a ground mounted solar panel system at the existing ST/WFR is consistent with the General Plan, Loma Vista Specific Plan, and zoning. Planning Commission and staff recommend that the City Council approve SPR2006-37A, subject to the conditions of approval attached as Exhibit "A."

**ACTIONS FOLLOWING APPROVAL**

None.

Prepared by: Bryan Araki, City Planner

Submitted by:   
Dwight Kroll  
Director Planning and Development Services



**EXHIBIT "A"**  
**Conditions of Approval – SPR2006-37A**  
**(As approved by the Planning Commission – Bold/Italic was added by the Commission)**

**Planning Division Conditions**

(Division Representative – Bryan Araki, 324-2346)

1. Items required prior to issuance of building permits shall be delivered to the appropriate department at least two weeks prior to the anticipated date the permit is needed. This will allow staff sufficient time to review and approve the materials.
2. All plans submitted for building permits shall be consistent with this Site Plan Review.
3. This Site Plan Review is granted as per the conditions of Exhibit "B", site layout, and plan design and finish materials stamped as "approved".
4. Any proposed future modifications to the site involving, but not limited to, building exteriors, parking/loading areas, fence/walls, new buildings or landscaping shall require an amendment to this site plan review.
5. Modifications generally shall be subject to the approval of the Director of Planning and Development Services unless they alter the primary site design.
6. The developer shall install a fence along the Ashlan Avenue frontage consistent with the existing fence using decorative steel and columns at corners and along the Ashlan frontage at a spacing not less than 100 feet on center. ***An alternate design using landscaping in lieu of columns may be considered by the Director.***
7. Fencing along the east property line may be chain link.
8. The applicant shall coordinate the design of the solar panels and stands with Fresno Metropolitan Flood Control District per their standards.

**Fresno Metropolitan Flood Control District Conditions**

(Ned Shakeri, FMFCD Representative – 456-3292)

9. Applicant shall comply with the requirements of the FMFCD. If the requirements are not attached, the applicant shall contact the FMFCD.



**DRAFT  
RESOLUTION 16-\_\_**

**A RESOLUTION OF THE CITY COUNCIL APPROVING A SITE PLAN REVIEW AMENDMENT  
FOR THE INSTALLATION OF A GROUND MOUNTED SOLAR SYSTEM AT THE CLOVIS  
SEWAGE TREATMENT/WATER REUSE FACILITY LOCATED ON THE NORTH SIDE OF  
ASHLAN AVENUE WEST OF MCCALL AVENUE**

The City Council of the City of Clovis resolves as follows:

**WHEREAS**, Compass Energy Solutions, 1739 Abbeyfeale Court, Folsom, CA, 95630, has filed a Site Plan Review Amendment SPR2006-37A; and

**WHEREAS**, SPR2006-37A, is a request to install ground mounted solar panels at the existing City of Clovis Sewage Treatment/Water Reuse Facility located on the north side of Ashlan Avenue between Thompson and McCall Avenues; and

**WHEREAS**, the Planning Commission has considered SPR2006-37A, on September 22, 2016, and recommends approval; and

**WHEREAS**, a public notice was sent out to area residents within 2300 feet of said property boundaries ten days prior to said hearing; and

**WHEREAS**, a duly noticed hearing was held on October 17, 2016; and

**WHEREAS**, the proposed site plan review amendment, was assessed under the provisions of the California Environmental Quality Act (CEQA) and the potential effects on the environment were considered by the City Council, together with comments received and public comments, and the entire public record was reviewed; and

**WHEREAS**, staff determined that this project is in substantial conformance with the environmental analysis performed for the Environmental Impact Report (EIR) for the City of Clovis Sewage Treatment/Water Reuse Facility; and

**WHEREAS**, this Council finds and determines that approval of SPR2006-37A, should be conditioned on all conditions recommended by the City staff, as set forth in Exhibit "A," which is on file with the City Clerk's office.

**NOW, THEREFORE, BE IT RESOLVED** as follows:

1. The Council finds that the site plan review amendment is consistent with the General Plan, Loma Vista Specific Plan, and Zoning.
6. The Council does approve SPR2006-37A, subject to Exhibit B, on file in the Planning Division and conditions of approval attached as Exhibit "A."

\* \* \* \* \*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: October 17, 2016

---

Mayor

---

City Clerk

## RESOLUTION NO. 16-109

### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING AN AMENDMENT TO THE ANNUAL BUDGET FOR FISCAL YEAR 2016-2017

WHEREAS, the City Council adopted the 2016-2017 Budget on June 13, 2016;  
and

WHEREAS, the City Council determined the need for solar projects at the Sewer Treatment-Water Reuse Facility and Water Treatment Plant that will provide significant savings in energy costs over the life of the panels; and

WHEREAS, sufficient funding exists in fund balances to pay for the projects; and

WHEREAS, the Enterprise funds will transfer the funds to the capital accounts to pay for the solar projects and receive the savings in energy costs at the Sewer Treatment-Water Reuse Facility and the Water Treatment Plant; and

WHEREAS, the expenditures and transfers were not included in the 2016-2017 Budget.

NOW, THEREFORE BE IT RESOLVED, the City Council of the City of Clovis approves the budget amendment as shown in the "Summary of Expenditures by Department", "Summary of Expenditures by Fund", and "Summary of Transfers by Fund" attached as Exhibit A:

\* \* \* \* \*

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on August 1, 2016, by the following vote, to wit:

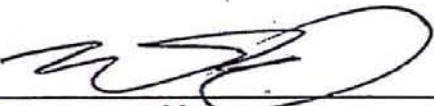
AYES: Councilmembers Armstrong, Ashbeck, Flores, Whalen, Mayor Magsig

NOES: None

ABSENT: None

ABSTAIN: None

DATED: August 1, 2016

  
Mayor

  
City Clerk





## EXHIBIT A

### SUMMARY OF EXPENDITURES BY DEPARTMENT

#### Department

|                              |                            |
|------------------------------|----------------------------|
| Community Investment Program | \$ 3,755,400               |
| <b>Total</b>                 | <b><u>\$ 3,755,400</u></b> |

### SUMMARY OF EXPENDITURES BY FUND

#### Fund

|                                |                            |
|--------------------------------|----------------------------|
| Water Capital-Enterprise (508) | \$ 1,403,100               |
| Sewer Capital-Enterprise (504) | <u>2,352,300</u>           |
| <b>Total</b>                   | <b><u>\$ 3,755,400</u></b> |

---

### SUMMARY OF TRANSFERS OUT BY FUND

#### Fund

|                        |                            |
|------------------------|----------------------------|
| Water Enterprise (507) | \$ 1,403,100               |
| Sewer Enterprise (502) | <u>2,352,300</u>           |
| <b>Total</b>           | <b><u>\$ 3,755,400</u></b> |

### SUMMARY OF TRANSFERS IN BY FUND

#### Fund

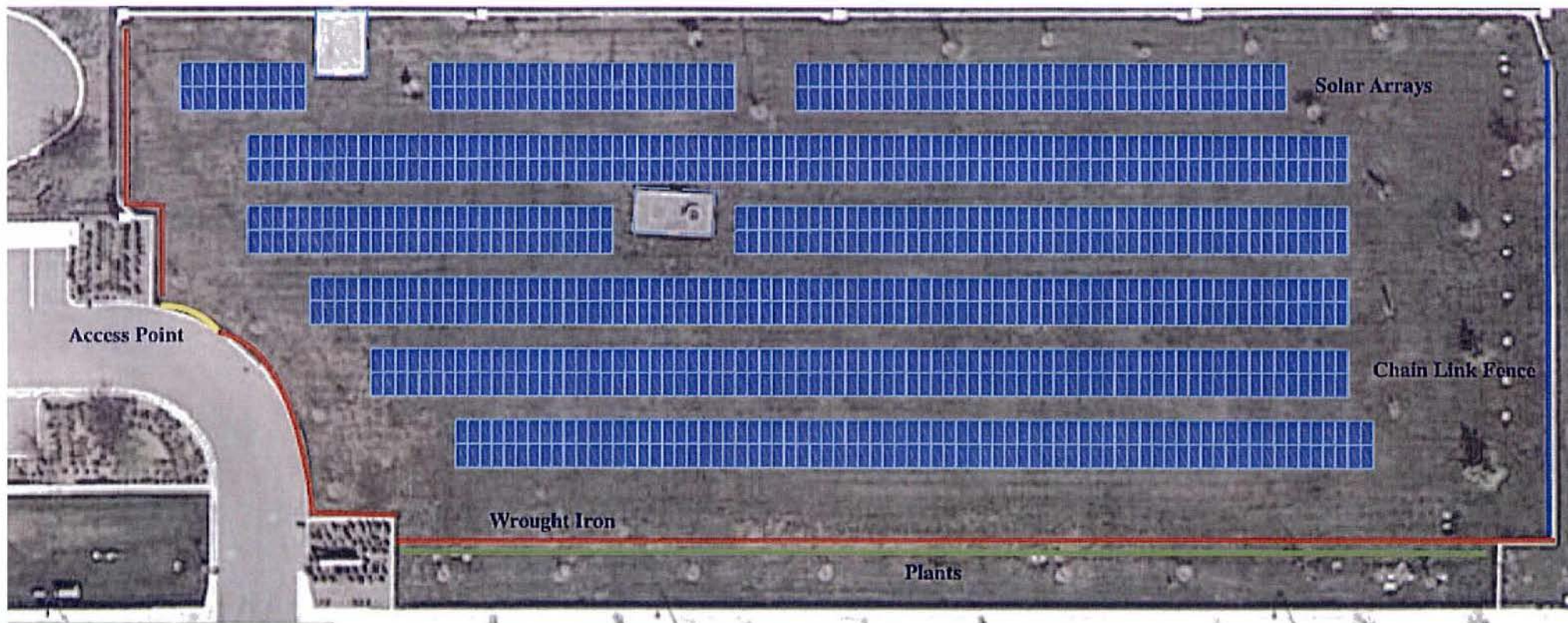
|                                |                            |
|--------------------------------|----------------------------|
| Water Capital-Enterprise (508) | \$ 1,403,100               |
| Sewer Capital-Enterprise (504) | <u>2,352,300</u>           |
| <b>Total</b>                   | <b><u>\$ 3,755,400</u></b> |



**EXHIBIT B**

**SOLAR LAYOUT AND FENCE DESIGN**

**SPR2006-37A**



Access Point

Solar Arrays

Chain Link Fence

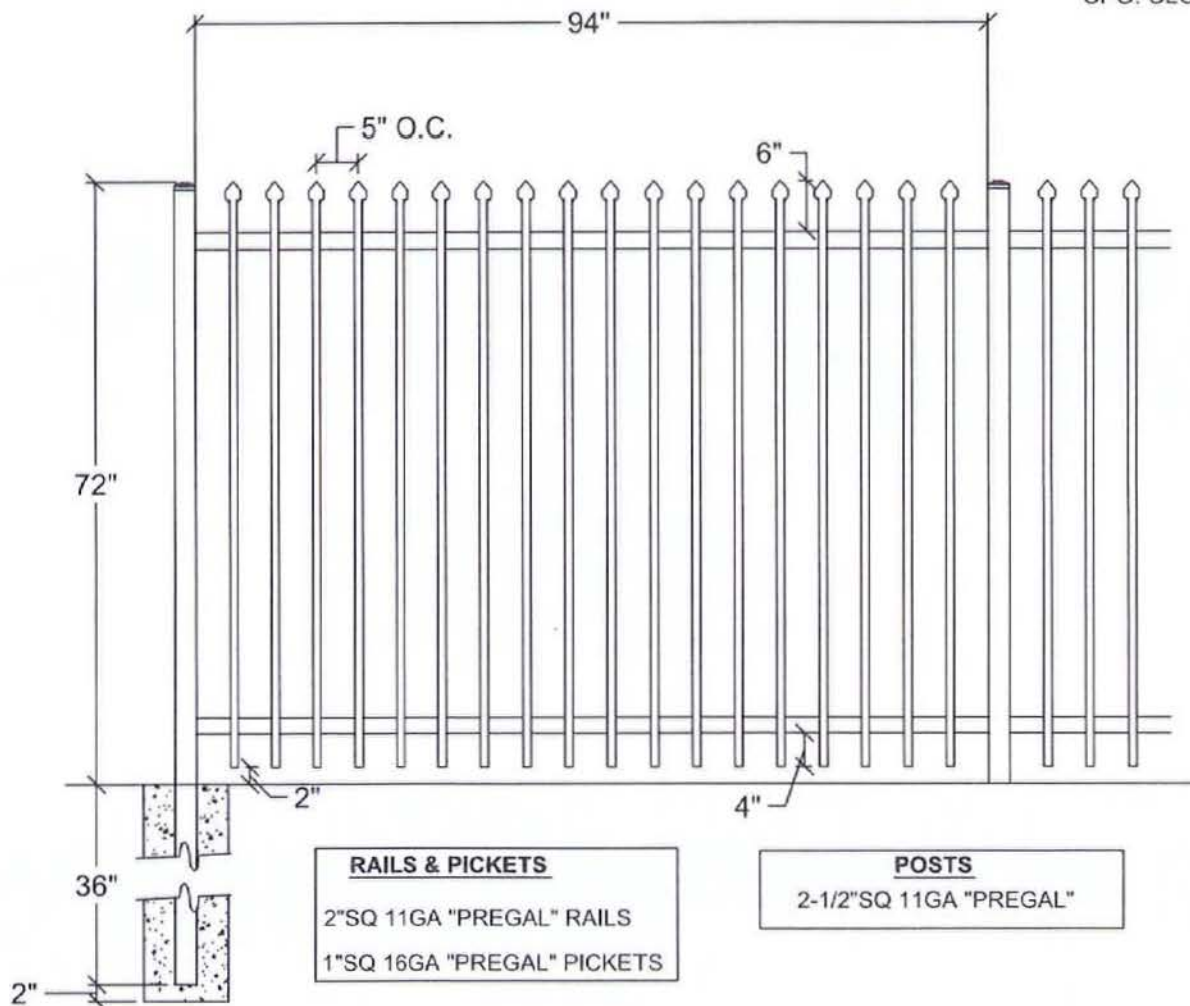
Wrought Iron

Plants

QTY: 90

A DIVISION OF SECURITY CONTRACTORS SERVICES

CPO: CLOVIS WATER TREATMENT



*FINAL*

OR

☐

**\*THIS ORDER WILL NOT BE PROCESSED UNTIL SIGNED DRAWINGS ARE RECEIVED\***

These designs are the property of Capitol Steel Products Unauthorized use strictly prohibited.

NOT TO BE REPRODUCED

Drawn by: JJMA



AGENDA ITEM NO: 1-C-1&2

City Manager: ms

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Finance Department

DATE: October 17, 2016

SUBJECT: Consider Actions related to Annexation of Territory (Annexation #47 – PM2016-01, T6143, T6137, T6068, T6102, T6134, T5720A, T6128, various locations) to the City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services). (Staff: J. Hughson)

1. Consider Approval - Res. 16-\_\_\_\_, A Resolution annexing territory (Annexation #47 – PM2016-01, T6143, T6137, T6068, T6102, T6134, T5720A, T6128, various locations) to the City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services) and calling a special landowner election to annex territory (Annexation #47) to City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services).
2. Consider Approval - Res. 16-\_\_\_\_, A Resolution of the City of Clovis declaring the results of a special landowner election and directing recording of the Notice of Special Tax Lien for City of Clovis Community Facilities District No. 2004-1 (Police and Fire Services).

ATTACHMENTS: (A) Resolution of Annexation  
(B) Resolution Declaring Results  
(C) Exhibit A – Canvass and Statement of Result Election  
(D) Map

### **CONFLICT OF INTEREST**

None

### **RECOMMENDATION**

- That the Council hold a public hearing and approve actions related to the Annexation of Territory (Annexation #47) to Community Facilities District No. 2004-1.
- Consider Approval – Res. 16-\_\_\_\_, A Resolution of annexation of territory (Annexation #47) to the Community Facilities District (City of Clovis Community Facilities District No.



2004-1) and to authorize the levy of Special Taxes therein and submitting Levy of Special Taxes to Qualified Electors.

- Call for Special Election and have Clerk announce the vote.
- Consider Approval – Res. 16-\_\_\_\_, A Resolution of the City Council of the City of Clovis Declaring the Results of the Special Annexation Election; Determining Validity of Prior Proceedings and Directing Recording of the Notice of Special Tax Lien (City of Clovis Community Facilities District No. 2004-1) (Police and Fire Services).

## EXECUTIVE SUMMARY

Since the condition to establish a CFD was imposed on the developments being processed by the City, developments proceeding after March 8, 2004, must petition to be annexed to the existing CFD. Several property owners have submitted petitions to annex territory to the Community Facilities District 2004-1 and to include their property within the District as provided by the conditions of approval of the development entitlements.

To initiate the process for annexation of territory to a CFD, the Council approved a Resolution of Intention-Annexation #47 (ROI) to annex territory to the CFD on September 12, 2016. The ROI set a public hearing for October 17, 2016. The action today finalizes the annexation to the CFD.

## BACKGROUND

Since the condition to establish a CFD was imposed on the developments being processed by the City, developments proceeding after March 8, 2004 must petition to be annexed to the existing CFD. Several property owners have submitted petitions to annex territory to the Community Facilities District 2004-1 and to include their property within the District as provided by the conditions of approval of the development entitlements.

To initiate the process for annexation of territory to a CFD, the Council approved a Resolution of Intention-Annexation #47 (ROI) to annex territory to the CFD. The ROI set a public hearing for October 17, 2016. The Rate and Method of Apportionment (RMA) referred to in the ROI is the same as adopted by the Council with the Resolution of Formation adopted March 8, 2004. RMA provides, among other things, definitions, identifies what properties will be taxed, and the maximum special tax.

The conditions as provided in the Rate and Method of Apportionment will apply to territory annexed to the Community Facilities Districts to provide funding for public safety operations in new growth areas. The major conditions include:

1. The maximum annual tax will be \$235.77 for single family residential and \$203.57 for multi-family residential.

2. The maximum tax will be increased by the Escalator Factor, which is the greater of the change in CPI or percentage change in population.
3. There will be a review not later than five years of inception of the CFD.
4. The annual tax will not apply to commercially zoned property.
5. The tax will apply only to that property for which a building permit is issued after January 1, 2004.
6. The costs of salary and benefit increases funded by the CFD will be limited to the Escalator Factor.

The purpose of the hearing is to take public comment on the annexation of territory to the CFD and to accept protests from any property owner within the proposed boundaries. If no property owner protests are received, the Council may take the initial actions to annex the territory to the CFD by approving a resolution on the annexation to the CFD and approving calling a special property owner election. Once the election is called, the City Clerk tabulates the ballots. If the property owners of two-thirds of the property within the proposed boundaries vote in favor of the CFD, then the Council can take the action to direct the recording of Notice of Special Tax Lien. The recording of the Tax Lien is contingent upon the property being annexed to the City. The property included within the CFD is being processed for annexation to the City and the Local Agency Formation Commission has approved the annexations.

After the annexation is complete and the Notice of Tax Lien has been recorded, any final maps within the CFD may be recorded and construction permits for homes can be issued. One of the conditions of the CFD is that the tax will only be collected on those properties where a building permit for a residence has been issued.

### **FISCAL IMPACT**

If approved, residential units built within the boundaries of the CFD will be assessed annually according to the conditions of the CFD formation and those assessments will be utilized to fund police and fire services.

### **REASON FOR RECOMMENDATION**

All requirements for the annexation of territory to the CFD have been completed and the Council may take action to annex territory to the CFD.

### **ACTIONS FOLLOWING APPROVAL**

After approval of the resolution directing the recordation of the Notice of Tax Lien, the lien will be recorded.

Submitted by: Jamie G. Hughson, Finance Director



**RESOLUTION NO. 16-\_\_**

**A RESOLUTION OF ANNEXATION OF TERRITORY TO COMMUNITY FACILITIES  
DISTRICT AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES THEREIN AND  
SUBMITTING LEVY OF SPECIAL TAXES TO QUALIFIED ELECTORS**

**CITY OF CLOVIS  
Community Services District No. 2004-1  
(Police and Fire Services)  
Annexation No. 47**

**RESOLVED** by the City Council (the "Council") of the City of Clovis (the "City"), County of Fresno, State of California, that:

**WHEREAS**, this Council, on September 12, 2016, adopted A Resolution of Intention to Annex Territory to the Community Services District and to Authorize the Levy of Special Taxes Therein (the "Resolution of Intention") stating its intention to annex the territory to the City's Community Services District 2004-1 (the "District"), pursuant to Mello Roos Community Facilities Act of 1982, Sections 53311 and following of the California Government Code (the "Act"); and

**WHEREAS**, a copy of the Resolution of Intention, incorporating a description and map of the proposed boundaries of the territory to be annexed to the District and stating the services to be provided and the rate and method of apportionment of the special tax to be levied within the District to pay for the services for the District, is on file with the Clerk of the Council and the provisions thereof are fully incorporated herein by this reference as if fully set forth herein; and

**WHEREAS**, on the date hereof, this Council held a noticed public hearing as required by the Act and the Resolution of Intention relative to the proposed annexation of territory to the District; and

**WHEREAS**, at such hearing all interested persons desiring to be heard on all matters pertaining to the annexation of territory to the District and the levy of said special taxes within the area proposed to be annexed were heard and a full and fair hearing was held; and

**WHEREAS**, prior to the time fixed for said hearing, written protests had not been filed against the proposed annexation of territory to the District by (i) 50% or more of the registered voters, or six registered voters, whichever is more, residing in the existing District, or (ii) 50% or more of the registered voters, or six registered voters, whichever is more, residing in the territory proposed to be annexed to the District, or (iii) owners of one-half or more of the area of land in the territory proposed to be annexed to the District; and

**WHEREAS**, Annexation Map No. 47 to the District, has been filed with the City Clerk, which map shows the territory to be annexed in these proceedings, and a copy thereof is on file with the City Clerk.

**NOW, THEREFORE, IT IS HEREBY ORDERED,**

1. All prior proceedings taken by this Council with respect to the District and the proposed annexation of territory thereto have been duly considered and are hereby determined to be valid and in conformity with the Act, and the District has been validly established pursuant to the Act.
2. The description and map of the boundaries of the territory to be annexed to District, as described in said Annexation Map No. 47 to the District on file with the Clerk are hereby finally approved, are incorporated herein by reference, and shall be included within the boundaries of the District, and said territory is hereby ordered annexed to the District, subject to voter approval of the levy of the special taxes therein as hereinafter provided.
3. The provisions of the Resolution of Intention and Resolution No. 16- adopted by this Council for the District on September 12, 2016, each as heretofore adopted by this Council are by this reference incorporated herein, as if fully set forth herein.
4. Pursuant to the provisions of the Act, the proposition of the levy of the special tax within the territory to be annexed to the District shall be submitted to the voters of the area to be annexed to the District at an election called therefore as hereinafter provided.
5. This Council hereby finds that fewer than 12 persons have been registered to vote within the territory proposed to be annexed to the District for each of the 90 days preceding the close of the hearing heretofore conducted and concluded by this Council for the purposes of these annexation proceedings. Accordingly, and pursuant to the Act, this Council finds that for purposes of these proceedings the qualified electors are the landowners within the territory proposed to be annexed to the District and that the vote shall be by said landowners, each having one vote for each acre or portion thereof such landowner owns in the territory proposed to be annexed to the District.
6. Pursuant the Act, the election shall be conducted by mail ballot under Section 4000 of the California Elections Code. This Council hereby determines that paragraphs (a), (b), (c)(1), and (c)(3) of said Section 4000 are applicable to this election.
7. The Council hereby calls a special election to consider the measure described in the ballot referred to below, which election shall be held on October 17, 2016, in the regular meeting place of this Council, City Council Chambers, City Hall, 1033 5<sup>th</sup> Street, Clovis, California. This Council hereby further finds that the provision of the Act requiring a minimum of 90 days to elapse before said election is for the protection of voters and that the voters have waived such requirement and the date for the election herein specified is established accordingly.
8. The City Clerk is hereby appointed as the election official to conduct the election and shall cause to be provided to each landowner in the territory to be annexed to the District. The City Clerk shall accept the ballots of the qualified electors received prior to 5:00 o'clock p.m. on October 17, 2016, whether received by mail or by personal delivery.



\*\*\*\*\*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis October 17, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATE:       October 17, 2016

---

Mayor

---

City Clerk

**RESOLUTION NO. 16-\_\_**

**A RESOLUTION DECLARING RESULTS OF SPECIAL ANNEXATION ELECTION,  
DETERMINING VALIDITY OF PRIOR PROCEEDINGS, AND DIRECTING RECORDING OF  
AMENDED NOTICE OF SPECIAL TAX LIEN**

**CITY OF CLOVIS  
Community Facilities District No. 2004-1  
(Police and Fire Services)  
Annexation No. 47**

**RESOLVED** by the City Council (the "Council") of the City of Clovis (the "City"), County of Fresno, State of California, that:

**WHEREAS**, in proceedings heretofore conducted by the Council pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), this Council has heretofore adopted a resolution calling a special election of the qualified landowner electors in the territory of land proposed to be annexed to Community Facilities District No. 2004-1 (Police and Fire Services) (the "CFD"); and

**WHEREAS**, pursuant to the terms of the resolution which is hereby incorporated herein by this reference, the special election has been held and the City Clerk has filed a Canvass of Votes Cast in Special Election, a copy of which is attached hereto as Exhibit A; and

**WHEREAS**, this Council has reviewed the Canvass and hereby approves it.

**NOW, THEREFORE, IT IS HEREBY ORDERED** as follows:

1. The issue presented at the special election was the levy of a special tax within the territory annexed to the CFD, to be levied in accordance with the formula heretofore approved by this Council as described in Resolution No. 16-, a Resolution of Annexation of Territory to Community Facilities District, authorizing the Levy of a Special Tax and Submitting Levy of Tax to Qualified Electors, adopted September 12, 2016.
2. Pursuant to the Canvass on file with the City Clerk, the issue presented at the special election was approved by the landowners of the territory annexed to the CFD by more than two-thirds of the landowners voting at the special election.
3. Pursuant to the voter approval, said annexed territory to the CFD is hereby declared to be fully annexed to and part of the CFD and this Council may levy special taxes therein as heretofore provided in these proceedings.

**Attachment B**

4. It is hereby found that all prior proceedings and actions taken by this Council pursuant to the CFD and the territory annexed thereto were valid and in conformity with the Act.

Within 15 days of the date hereof, the City Clerk shall execute and cause to be recorded in the office of the County Recorder of the County of Fresno, an amendment to the Notice of Special Tax Lien as required by Section 3117.5 of the California Streets and Highways Code.

\*\*\*\*\*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: October 17, 2016

---

Mayor

---

City Clerk

**EXHIBIT A**

**CITY OF CLOVIS  
Community Facilities District No. 2004-1  
(Police and Fire Services)  
Annexation No. 47**

**CANVASS AND STATEMENT OF RESULT OF ELECTION**

I hereby certify that on this date, I canvassed the returns of the election held on this date, in the territory annexed to Community Facilities District No. 2004-1 (Police and Fire Services) of the City of Clovis which election is designated as the Special Tax Annexation Election, and the total number of ballots cast in the territory to be annexed and the total number of votes cast for and against the measure are as follows and the totals as shown for and against the measure are full, true and correct:

| <b>Qualified<br/>Landowner<br/>Votes</b> | <b>Votes<br/>Cast</b> | <b>YES</b> | <b>NO</b> |
|--|-----------------------|------------|-----------|
|--|-----------------------|------------|-----------|

**City of Clovis  
Community Facilities District No. 2004-1  
(Police and Fire Services), Annexation No. 47  
Special Tax Annexation Election,  
October 17, 2016.**

**BALLOT MEASURE:** Shall the City of Clovis, by and for its Community Facilities District No. 2004-1 (Police and Fire Services) (the "CFD"), be authorized to levy special taxes within the territory annexed to the CFD pursuant to and as described in Resolution No. 16-\_\_\_ of the City of Clovis, adopted by its Council on October 17, 2016?

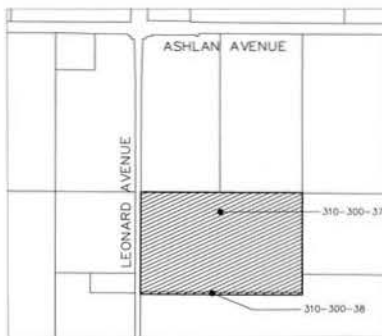
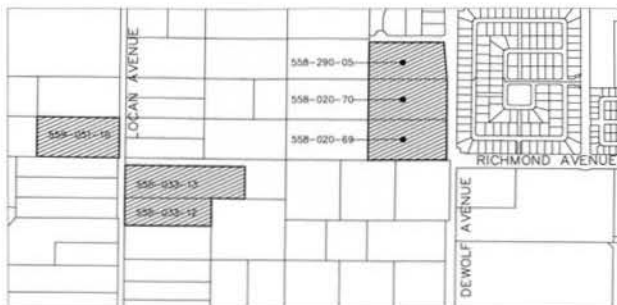
**IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND** this \_\_\_ day of \_\_\_\_\_ 2016.

**CITY OF CLOVIS**

By: \_\_\_\_\_  
City Clerk

**Attachment C**





LEGEND

PARCEL

ANNEXATION BOUNDARY

APN 558-051-18  
APN 558-290-05  
APN 558-020-70  
APN 558-020-69  
APN 558-033-13  
APN 558-033-12  
APN 571-010-01  
APN 571-010-02  
APN 571-010-79  
APN 555-020-05  
APN 555-263-09  
APN 310-300-37  
APN 310-300-38

FILED IN THE OFFICE OF THE CITY CLERK THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016. I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF ANNEXATION NO. 47 TO COMMUNITY FACILITIES DISTRICT NO. 2004-1 (POLICE AND FIRE SERVICES), CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CLOVIS AT A REGULAR MEETING THEREOF, HELD ON THE 12TH DAY OF \_\_\_\_\_, 2016, BY ITS RESOLUTION NO. 16-\_\_\_\_.

JOHN HOLT  
CITY CLERK  
CITY OF CLOVIS

FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016, AT THE HOUR OF \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M. IN THE BOOK \_\_\_\_\_ PAGE \_\_\_\_\_ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AND AS INSTRUMENT NO. \_\_\_\_\_ IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA.

PAUL A. DICTOS, C.P.A. BY: DEPUTY COUNTY RECORDER  
COUNTY ASSESSOR-RECORDER  
COUNTY OF FRESNO  
STATE OF CALIFORNIA

REFERENCE IS MADE TO THAT BOUNDARY MAP OF COMMUNITY FACILITIES DISTRICT NO. 2004-1 (POLICE AND FIRE SERVICES) OF THE CITY OF CLOVIS RECORDED WITH THE FRESNO COUNTY RECORDER'S OFFICE ON FEBRUARY 19, 2004, IN BOOK 40 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, PAGE 57.

THE LINES AND DIMENSIONS OF EACH LOT OR PARCEL SHOWN ON THIS DIAGRAM SHALL BE THOSE LINES AND DIMENSIONS AS SHOWN ON THE FRESNO COUNTY ASSESSORS MAPS FOR THOSE PARCELS LISTED.

THE FRESNO COUNTY ASSESSORS MAPS SHALL GOVERN FOR ALL DETAILS CONCERNING THE LINES AND DIMENSIONS OF SUCH LOTS OF PARCELS.

ANNEXATION MAP NO. 47

COMMUNITY FACILITIES DISTRICT NO. 2004-1  
(POLICE AND FIRE SERVICES)

0 250' 500'  
SCALE: 1" = 500'

CITY OF CLOVIS  
COUNTY OF FRESNO  
STATE OF CALIFORNIA

Attachment D



AGENDA ITEM NO: 1-D

City Manager: 

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: October 17, 2016

SUBJECT: Consider Introduction – Ord. 16-\_\_\_\_\_, an Ordinance of the City Council of the City of Clovis Amending Sections 8.1.02, 8.2.101, 8.5.101, 8.6.101, and Adding Chapters 8.15, 8.16, 8.17 of Title 8 of The Clovis Municipal Code Pertaining to Adoption of the 2016 California Building, Electrical, Mechanical, Plumbing, Residential, Energy, and Green Building Standards Codes

ATTACHMENTS: A) Ordinance 16 - \_\_\_\_\_

### **CONFLICT OF INTEREST**

None

### **RECOMMENDATION**

Staff recommends that the City Council approve introduction of the Ordinance adopting the 2016 California Building, Electrical, Mechanical, Plumbing, Residential, Energy, and Green Building Standards Codes with the existing local amendments.

### **EXECUTIVE SUMMARY**

Every three years, the California Building Standards Commission ("Commission") reviews and modifies the California Building Codes, which consist of the California Building, Electrical, Mechanical, Plumbing, Residential, Energy, and Green Building Standards Codes. The 2016 editions were published July 1, 2016 and local jurisdictions have 180 days in which to adopt the 2016 edition of the Codes. The City of Clovis Municipal Code, Chapters 8.1, 8.2, 8.5, 8.6, 8.15, 8.16 and 8.17 contain these Codes, which are adopted or modified as necessary to ensure the safety of the community.

The Building Department is proposing no new local amendments. The only substantive change is formal adoption of the Residential, Energy, and Green Building Standards Codes. While the City previously enforced these Codes, as required, they were never formally adopted as part of the Municipal Code. Formal adoption gives the City more flexibility with enforcement should someone fail to comply with the codes.

## **BACKGROUND**

The 2016 California Building Standards Code adopts the 2016 California Building, Electrical, Mechanical, Plumbing, Residential, Energy, and Green Building Standards Codes, which incorporate by reference with necessary California amendments the 2015 International Building Code, 2014 National Electrical Code, 2015 Uniform Mechanical Code, 2015 Uniform Plumbing Code, and 2015 International Residential Code. The 2016 California Building Standards Code becomes effective on January 1, 2016, and is mandated by the California Building Standards Commission for statewide adoption and enforcement. The City of Clovis has the authority to make necessary modifications to the Codes. Modifications that are administrative in nature do not require express findings. However, non-administrative modifications to the Codes must be based upon express findings of necessity relating to local climatic, geological, or topographical conditions. Findings supporting the basis for local amendments were set forth in 2014 when the City last adopted the California Building Code. Since no new local substantive amendments are being considered, no new findings are being made. The Findings from 2014 are incorporated herein, and briefly summarized below.

### Findings Regarding Local Climatic, Geological and Topographical Conditions

*Climatic Conditions (Extreme Temperatures)*

*Geological Conditions (Limited Water Supply)*

*Climatic/Topographical (Poor Air Quality)*

*Topographical (Development Pattern) (Low Density Growth Pattern)*

## **FISCAL IMPACT**

None


## **REASON FOR RECOMMENDATION**

Adoption of the 2016 California Building Codes ensures compliance with existing standards adopted by the State. Local amendments are limited to those felt essential to effectively administer responsibilities in daily operations and to maintain previous amendments approved by Council.

#### **ACTIONS FOLLOWING APPROVAL**

The Ordinance will return for a second reading and adoption during the XXXXX XX Council meeting. The City Clerk and Building Official will cause the local amendments and findings, if necessary, to be refiled with the California Building Standards Commission. Copies of the California Building Codes will be kept on file with the City Clerk and Building Official.

Prepared by: Douglas Stawarski, Building Official

Submitted by:   
Dwight Kroll, Director of Planning and Development Services



ORDINANCE NO. 16-\_\_

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLOVIS  
AMENDING SECTIONS 8.1.02, 8.2.101, 8.5.101, 8.6.101, AND ADDING  
CHAPTERS 8.15, 8.16, 8.17 OF TITLE 8 OF THE CLOVIS MUNICIPAL CODE  
PERTAINING TO ADOPTION OF THE 2016 CALIFORNIA BUILDING,  
ELECTRICAL, MECHANICAL, PLUMBING, RESIDENTIAL, ENERGY, AND  
GREEN BUILDING STANDARDS CODES**

THE CITY COUNCIL OF THE CITY OF CLOVIS DOES ORDAIN AS FOLLOWS:

**SECTION 1: AMENDMENT OF CALIFORNIA BUILDING, ELECTRICAL,  
MECHANICAL, AND PLUMBING CODES**

Section 8.1.02 of Chapter 8.2, Section 8.2.101 of Chapter 8.2, Section 8.5.101 of Chapter 8.5, and Section 8.6.101, of Chapter 8.6, of Title 8 of the Clovis Municipal Code are amended to read as follows:

**8.1.02 Adoption of California Building Code.**

For the purpose of regulating the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of buildings and structures in the City, the 2016 California Building Code (CBC), excluding Chapter 29 Plumbing systems, and including Appendices J Grading, as promulgated by the California Building Standards Commission which incorporates the 2015 edition of the International Building Code with California amendments, is hereby adopted by reference thereto as is fully set forth in this Chapter, save and except such portions as are deleted, modified, or amended by the provisions of this Chapter. Copies of the 2016 California Building Code are on file in the office of the City Clerk and Building Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Building Official shall prevail.

**8.2.101 Adoption of California Electrical Code.**

For the purposes of prescribing regulations governing electrical systems, the 2016 California Electrical Code (CEC) promulgated by the California Building Standards Commission, which incorporates the adoption of the 2014 edition of the National Electrical Code is hereby adopted by reference thereto as is fully set forth in this Chapter, save and except such portions as are deleted, modified, or amended by the provisions of this Chapter. Copies of the 2016 California Electrical Code are on file in the office of the City Clerk and Building Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or

Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Building Official shall prevail.

#### **8.5.101 Adoption of California Mechanical Code.**

For the purposes of prescribing regulations governing mechanical systems, the 2016 California Mechanical Code (CMC) promulgated by the California Building Standards Commission, which incorporates the adoption of the 2015 edition of the Uniform Mechanical Code, excluding Table 114.1, is hereby adopted by reference thereto as is fully set forth in this Chapter, save and except for portions as are deleted, modified, or amended by the provisions of this Chapter. Copies of the 2016 California Mechanical Code are on file in the office of the City Clerk and Building Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Building Official shall prevail.

#### **8.6.101 Adoption of the California Plumbing Code.**

For the purposes of prescribing regulations governing plumbing systems, the 2016 California Plumbing Code (CPC) promulgated by the California Building Standards Commission, which incorporates the adoption of the 2015 edition of the Uniform Plumbing Code, excluding Table 103.4, is hereby adopted by reference thereto as is fully set forth in this Chapter, save and except for portions as are deleted, modified, or amended by the provisions of this Chapter. Copies of the 2016 California Plumbing Code are on file in the office of the City Clerk and Building Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Building Official shall prevail.

### **SECTION 2: ADOPTION OF CALIFORNIA RESIDENTIAL, ENERGY, AND GREEN BUILDING STANDARDS CODES**

Chapter 8.15 and Section 8.15.101, Chapter 8.16 and Section 8.16.101, and Chapter 8.17 and Section 8.17.101 are hereby added to Title 8 of the Clovis Municipal Code to read as follows:

#### **Chapter 8.15**

#### **RESIDENTIAL CODE**

#### **8.15.101 Adoption of the California Residential Code.**

For the purposes of prescribing regulations governing one and two family dwellings, the 2016 California Residential Code (CRC) promulgated by the California

Building Standards Commission, which incorporates the adoption of the 2015 edition of the International Residential Code, is hereby adopted by reference thereto as is fully set forth in this Chapter. Copies of the 2016 California Residential Code are on file in the office of the City Clerk and Building Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Building Official shall prevail.

## **Chapter 8.16**

### **ENERGY CODE**

#### **8.16.101 Adoption of the California Energy Code.**

For the purposes of prescribing regulations governing energy conservation standards for all residential and non-residential buildings, the 2016 California Energy Code promulgated by the California Building Standards Commission, is hereby adopted by reference thereto as is fully set forth in this Chapter. Copies of the 2016 California Energy Code are on file in the office of the City Clerk and Building Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Building Official shall prevail.

## **Chapter 8.17**

### **GREEN BUILDING STANDARDS CODE**

#### **8.17.101 Adoption of the California Green Building Standards Code.**

For the purposes of prescribing regulations governing residential and non-residential buildings, the 2016 California Green Building Standards Code (CALGreenCode) promulgated by the California Building Standards Commission, is hereby adopted by reference thereto as is fully set forth in this Chapter. Copies of the 2016 California Green Building Standards Code are on file in the office of the City Clerk and Building Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Building Official shall prevail.

## **SECTION 3: SEVERABILITY CLAUSE.**

If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Clovis hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact any one or more sections, subsections, clauses or phrases be declared invalid.

SECTION 4: NOTIFICATION TO CALIFORNIA BUILDING STANDARDS COMMISSION OF LOCAL AMENDMENTS.

The City Clerk is hereby directed to file a copy of this Ordinance with the California Building Standards Commission of the State of California.

SECTION 5: EFFECTIVE DATE.

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

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Clovis held on the 19th day of September 2016 and passed and adopted at a regular meeting of the City Council held on the 3rd day of October, 2016 by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

The foregoing ordinance is hereby approved this \_\_\_\_\_ day of \_\_\_\_\_ 2016.

\_\_\_\_\_  
Mayor

ATTEST: \_\_\_\_\_

\_\_\_\_\_  
City Clerk



CLOVIS CITY COUNCIL MEETING

October 3, 2016

6:00 P.M.

Council Chamber

Meeting called to order by Mayor Magsig  
Flag Salute led by Councilmember Ashbeck

Roll Call: Present: Councilmembers Armstrong, Ashbeck, Flores, Whalen,  
Mayor Magsig  
Absent: None

Councilmember Harry Armstrong participated in the meeting via teleconference from 6720 E. Kings Canyon Rd, Fresno, CA 93727. A copy of the agenda was posted at the teleconference location and was open to the public during the meeting.

6:03 PUBLIC COMMENTS

Alisha Wolfe, resident, commented on not getting adequate support after putting a request into the CRM system. Mayor Magsig referred her to Assistant City Manager John Holt.

Marlo Jenkins, Michelle Jenkins, Resident, Molly, Romero Cruz, residents, commented on the proposed UHS mental health facility.

6:24 - CONSENT CALENDAR

Motion by Councilmember Ashbeck, seconded by Councilmember Flores, that the items on the Consent Calendar be approved, including the waiver of the reading of the ordinance. Motion carried by unanimous vote.

- A1) Approved - Minutes for the September 19, 2016 Council meeting.
- A2) Adopted – Ord. 16-23, An Ordinance of the City Council of the City of Clovis Amending Chapter 5.22, of Title 5, of the Clovis Municipal Code Pertaining to Medical and Recreational Marijuana.
- B1) Approved - Closure of City Administrative Offices for In-Service Day on Columbus Day, October 10, 2016.
- B2) Approved – Change of Council Meeting Schedule.
- C1) Approved – FY 2016-17 Agreement between the City of Clovis and the Economic Development Corporation Serving Fresno County.
- C2) Approved – Fourth Amendment to Disposition and Development Agreement between the City of Clovis and Innovative Development and Living Solutions of California.
- D1) Approved - **Res. 16-137**, Approving the 2016-2017 Local Transportation Fund Claim to the Council of Fresno County Governments.
- D2) Approved – **Res. 16-138**, Amending the 2016-17 Budget to reappropriate carryover funding from the 2015-16 budget.
- D3) Approved - **Res. 16-139**, A Resolution of the City Council of the City of Clovis Approving, Authorizing, and Directing the Execution and Delivery of the

**\*\*\*PRELIMINARY - SUBJECT TO APPROVAL\*\*\*CC-A-1**

- Agreement to Terminate the Central California Joint Powers Health Financing Authority Between the City of Fresno and the City of Clovis.
- E1) Approved - **Res. 16-140**, Authorizing Amendment of the City's Classification Plan and the Facilities Maintenance Supervisor Classification.
  - E2) Approved - **Res. 16-141**, Authorizing Amendments to the Community Service Officer Classification; and Approval - **Res. 16-142**, Authorizing Amendments to the Police Service Officer Classification; and Approval - **Res. 16-143**, Authorizing Amendments to the City's FY16-17 Position Allocation Plan in the Police Department by adding one (1) Police Service Officer Position and deleting one (1) Community Service Officer Position.
  - E3) Approved - **Res. 16-144**, Amending the City's Compensation Plan to Adopt a New Salary Range for the City Manager effective January 1, 2017.
  - F1) Approved - **Res. 16-145**, Final Map for Tract 6147, located at the southeast area of Gettysburg and Armstrong Avenues (De Young Properties 6147, L.P., a California Partnership, De Young Properties).
  - F2) Approved - **Res. 16-146**, Annexation of Proposed Tract 6147, located at the southeast area of Gettysburg and Armstrong Avenues, to the Landscape Maintenance District No. 1 of the City of Clovis (De Young Properties 6147, L.P., a California Partnership, De Young Properties).
  - F3) Approved - Rejection of all bids for CIP 15-22, Fire Station 3 Fencing and Camera System.

**6:25 ITEM 1 - PERSONNEL ANNOUNCEMENT – CITY MANAGER**

Mayor Magsig announced that City Manager Rob Woolley has announced his resignation and retirement effective December 30, 2016. Council commented.

**6:35 ITEM 2 - CLOSED SESSION**

- A. Government Code Section 54957  
PUBLIC EMPLOYEE PERFORMANCE EVALUATION  
Title: City Manager
- B. Government Code Section 54957  
PUBLIC EMPLOYEE APPOINTMENT/EMPLOYMENT  
Title: City Manager
- C. Government Code Section 54957.6  
CONFERENCE WITH LABOR NEGOTIATORS  
Agency designated representatives: City Attorney, David J. Wolfe  
Unrepresented Employee: City Manager

Assistant City Attorney Scott Cross reported out that the City Council has selected Public Utilities Director Luke Serpa as the interim city manager effective January 1, 2017. A. no action. B. Armstrong motion / Magsig second approved approved interim city manager Luke Serpa effective January 1, 2017, and item C. he will get paid at step one of the new salary. Luke Serpa commented.

Approved 5-0

**6:49 ITEM 3A1 - APPROVED – APPOINTMENT TO PERSONNEL COMMISSION.**

General Services Director Robert Ford recommended the appointment of Jerry Brady to the Personnel Commission. Jerry Brady commented. Discussion by the Council. Motion by Council

Approved 5-0

6:51 ITEM 3A2 - CONDUCT THE PUBLIC HEARING AS REQUIRED FOR PURPOSES OF SECTION 147(F) OF THE INTERNAL REVENUE CODE OF 1986 (TAX EQUITY AND FISCAL RESPONSIBILITY ACT ("TEFRA")) IN CONNECTION WITH THE PROPOSED ISSUANCE OF BONDS BY MILLENNIUM HOUSING OF CALIFORNIA WITH RESPECT TO THE WOODS MOBILE HOME PARK (1001 SYLMAR AVENUE, CLOVIS, CA, 93612); AND APPROVAL - **RES. 16-147**, AUTHORIZING, AND DIRECTING EXECUTION OF AN ASSOCIATE MEMBERSHIP AGREEMENT WITH THE INDEPENDENT CITIES FINANCE AUTHORITY

Assistant Finance Director Jay Schengel presented a report

George Turk, representing Millennium Housing, commented on the project and addressed questions, and spoke in support.

Myra Cunus, President of the GSMOL Woods chapter, and resident of Woods Mobile Home Park, commented on and spoke in support of the acquisition. Jean Crowder, president of GSMOL – statewide spoke in support. Dan, resident of the Woods, spoke in opposition. Anita Golf, resident, commented on and spoke in support of the proposal.

Approved 5-0

7:22 ITEM 4 - CITY MANAGER COMMENTS

None

7:22 ITEM 5A - COUNCIL COMMENTS

Salute PD on Ms. Winkles fund raising event.

Harry –

Nathan – commented on Ms. Winkles, and commented on Friends of the Library fund raiser on Saturday night.

7:25 ITEM 6 - CLOSED SESSION

D. Government Code Section 54957.6

CONFERENCE WITH LABOR NEGOTIATORS

Agency Designated Representatives: R. Woolley, R. Ford, L. Shively

Employee Organization: Clovis Police Officers Association, Clovis Fire Fighters Association, Clovis Employees Association, Clovis Public Works Employees Association, Clovis Public Safety Support Association, Clovis Professional and Technical Employees Association, Clovis Transit Employees Bargaining Unit,

Clovis Technical and Financial Professionals, Unrepresented Management Employees

- E. Government Code Section 54956.9(a)  
CONFERENCE WITH LEGAL COUNCIL- EXISTING LITIGATION  
Workers Compensation Case in Regards to: Sandra Wolfe

**ADJOURNMENT**

Mayor Magsig adjourned the meeting of the Council to October 10, 2016

Meeting adjourned: 7:35 p.m.

---


Mayor

---

City Clerk





AGENDA ITEM NO: **CC-B-1**  
City Manager: 

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council  
FROM: Administration  
DATE: October 17, 2016  
SUBJECT: Approval – Change of Council Meeting Schedule

### **CONFLICT OF INTEREST**

None.

### **RECOMMENDATION**

For the City Council to approve the cancellation of the Council meeting scheduled for October 24, 2016.

### **EXECUTIVE SUMMARY**

There is a need to change the schedule of meetings for the City Council in October. Staff is recommending that City Council cancel the meeting of October 24, 2016.

### **BACKGROUND**

Staff is able to consolidate the agenda items to the first, second and third meetings in October. Staff is recommending City Council consider canceling the meeting of October 24, 2016. Given adequate notice, staff will be able to amend the timing of actions coming forward so that operations will not be affected by the cancellation.

### **FISCAL IMPACT**

None.


## **REASON FOR RECOMMENDATION**

Pursuant to the Clovis Municipal Code, the City Council meets in regular session on the first, second, and third Monday of each month, except when those Mondays occur on a recognized City holiday. The City Council needs to confirm any change to the schedule of meetings in order to properly notice the public of the City Council's schedule of meetings.

## **ACTIONS FOLLOWING APPROVAL**

A revised schedule of meetings will be published in conformance with law.

Prepared by:       Jacquie Pronovost, Exec. Asst.

Submitted by:     Rob Woolley, City Manager 



AGENDA ITEM NO: **CC-C-1**

City Manager: mw

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Community & Economic Development

DATE: October 17, 2016

SUBJECT: Approval – Temporary Closure of Veterans Parkway for Holiday Activities.

**ATTACHMENTS:** None

### **CONFLICT OF INTEREST**

None

### **RECOMMENDATION**

That the City Council approve the request from Clovis Veterans Memorial District for Temporary Closure of Veterans Parkway for Holiday Activities.

### **EXECUTIVE SUMMARY**

Staff has received a request from Clovis Veterans Memorial District for use of Veterans Parkway to hold holiday-related activities between November 16, 2016 and January 5, 2017.

### **BACKGROUND**

Staff at Clovis Veterans Memorial District (CVMD) has been working with a vendor to set up and operate an ice rink on the land located on the northwest corner of Fifth Street and Veterans Parkway. This property is owned by CVMD. To complement this use, CVMD staff would like to use Veterans Parkway, between Fourth and Fifth Streets for additional activities. Although specific events and/or dates have not yet been identified, closure of this area is expected to be minimal.

CVMD owns all property located within the subject area. Staff is also working with the operators of the Clovis Cole hotel and other area property owners, businesses and residents to help minimize any issues and/or concerns which may arise.

### **FISCAL IMPACT**

As with virtually all events, there are a number of ways the City of Clovis is positively impacted. The local businesses benefit from large numbers of people visiting the area and the City of Clovis benefits from the increased tax revenue.

Some events require additional City services. The promoter will bear all costs associated with this event. These may include additional Police and Fire services and additional trash pickup.

### **REASON FOR RECOMMENDATION**

In previous years, approximately 300,000 people have attended the various events held in Old Town on an annual basis, many of whom have returned to Old Town to patronize the shops.

### **ACTIONS FOLLOWING APPROVAL**

1. Staff will continue to work with CVMD to determine the cost of City of Clovis services.
2. Staff will notify CVMD of Council's decision.
3. Staff will continue working with the event promoter, residents, businesses, and property owners to help eliminate possible problems that may arise due to the closure of streets for these events.

Prepared by: Shawn Miller, Business Development Manager

Submitted by: Andrew Haussler, Deputy City Manager







AGENDA ITEM NO: **CC-C-2**

City Manager: *pm*

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

**TO:** Mayor and City Council

**FROM:** Community & Economic Development

**DATE:** October 17, 2016

**SUBJECT:** Approval – Request From Old Town Clovis Kiwanis for Extended Route for 2016 Children's Electric Christmas Parade

**ATTACHMENTS:** A) Map  
B) Notification

### **CONFLICT OF INTEREST**

None

### **RECOMMENDATION**

That the City Council approve the Request From Old Town Clovis Kiwanis for Extended Route for 2016 Children's Electric Christmas Parade.

### **EXECUTIVE SUMMARY**

Staff has received a request from Old Town Clovis Kiwanis for an extended route for 2016 Children's Electric Christmas Parade. This area includes Clovis and Pollasky Avenues between Eighth and Ninth Streets and Ninth Street between Clovis and Pollasky Avenues (Attachment A).

### **BACKGROUND**

For over the last 26 years, the route for the annual Children's Electric Christmas Parade has included Pollasky and Clovis Avenues between Third and Eighth Streets. Due to the overwhelming growth in the number of spectators, staff has recommended that the route be extended one block. Parade organizers have worked with City of Clovis staff to determine that the area on the south end of the parade is the optimal area for this extension.

Staff has distributed notifications to all property owners, businesses and residents located within the affected area. To date there have been no questions, comments or concerns.

### **FISCAL IMPACT**

As with virtually all events, there are a number of ways the City of Clovis is positively impacted. The local businesses benefit from large numbers of people visiting the area and the City of Clovis benefits from the increased tax revenue.

Some events require additional City services. The promoter will bear all costs associated with this event. These may include additional Police and Fire services and additional trash pickup.

### **REASON FOR RECOMMENDATION**

In previous years, approximately 300,000 people have attended the various events held in Old Town on an annual basis, many of whom have returned to Old Town to patronize the shops.

### **ACTIONS FOLLOWING APPROVAL**

1. Staff will continue to work with the Old Town Clovis Kiwanis to determine the cost of City of Clovis services.
2. Staff will notify the Old Town Clovis Kiwanis of Council's decision.
3. Staff will continue working with the event promoter, residents, businesses, and property owners to help eliminate possible problems that may arise due to the closure of streets for this event.

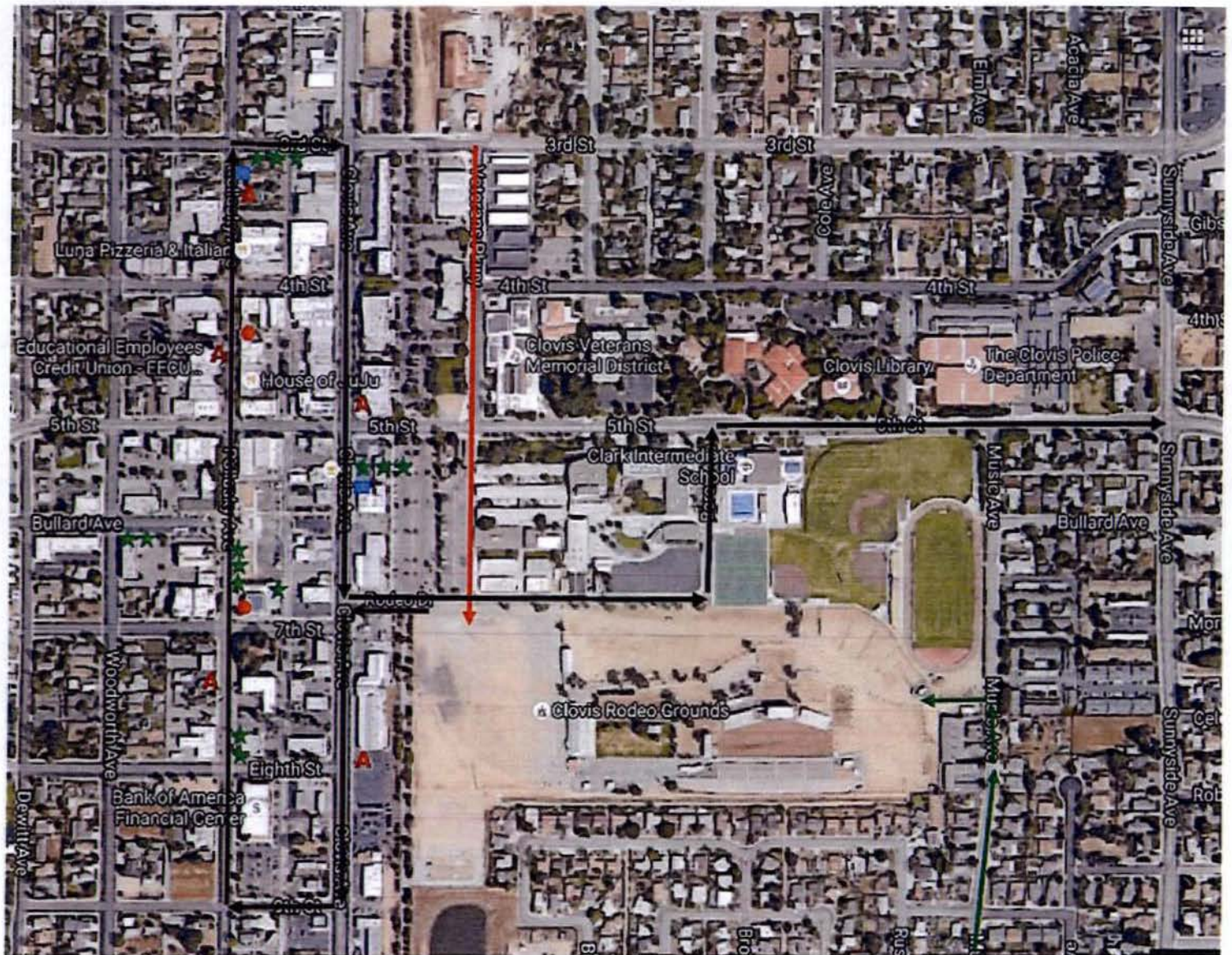
Prepared by: Shawn Miller, Business Development Manager



Submitted by: Andrew Haussler, Deputy City Manager







- ★ Portable Toilets (17)
- Handicap (4)
- Public Restrooms
- A Announcer Booth
- Parade Entrants
- Animal Entrants
- Parade Route/Exit



# CITY OF CLOVIS

CITY HALL • 1033 FIFTH STREET • CLOVIS, CA 93612

October 3, 2016

Old Town Merchants and Property Owners:

City of Clovis staff has received a request from the Old Town Clovis Kiwanis to extend the route of the **Children's Electric Christmas Parade** scheduled to take place **on Saturday, December 3, 2016**. The requested area includes Pollasky and Clovis Avenues between Eighth and Ninth Streets and Ninth Street between Clovis and Pollasky Avenues.

The Mayor and City Council of Clovis will consider this additional street closure at their regular meeting on Monday October 17, 2016 at 6:00 P.M.

If you have any comments or concerns about this item, please contact me, by phone, at 324-2083.


Sincerely,

Shawn Miller  
Business Development Manager  
City of Clovis





AGENDA ITEM NO: CC-F-1

City Manager: 

## - CITY OF CLOVIS - REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: October 17, 2016

SUBJECT: Approval – Res. 16-\_\_\_\_\_, Final Map for Tract 5720A, located at the southwest corner of DeWolf and Loyola Avenues (Teague 6121, LLC)

ATTACHMENTS: Res. 16-\_\_\_\_\_

(A) Copy of Final Map

### CONFLICT OF INTEREST

None

### RECOMMENDATION

For the City Council to approve Res. 16-\_\_\_\_\_, which will:

1. Accept the offer of dedication of street and public utility easements within 5720A and;
2. Authorize recording of the final map.

### EXECUTIVE SUMMARY

The owner, Teague 6121, LLC (Manny Penn), acting as the subdivider, has submitted a final map. The improvement plans are currently being processed for final approval. The improvements to be installed include curb, gutter, sidewalk, street paving, sanitary sewers, landscape and irrigation, and water mains. These improvements shall be installed by the developer, WC Clovis 5720A, LLC (Wathen-Castanos Homes). The subject tract is located at the southwest corner of DeWolf and Loyola Avenues. It

contains 11.48 acres and consists of 23 units, zoned R-1-B (Single Family Residential – 18,000 sq. ft. min lot size).

#### **FISCAL IMPACT**

The developer will be installing curb, gutter, sidewalk, street paving, sanitary sewers, landscape and irrigation, and water mains, which will be perpetually maintained by the City of Clovis.

#### **REASON FOR RECOMMENDATION**

The subdivider has met all conditions of the tentative map. The developer is WC Clovis 5720A, LLC, and improvement plans are being processed by City staff. The development fees have since been paid or deferred in accordance with Municipal Code.

#### **ACTIONS FOLLOWING APPROVAL**

The final map will be filed with the Fresno County Recorder's office for recording.

Prepared by: Aastha Goyal, Engineering Intern

Submitted by:

  
\_\_\_\_\_  
Michael Harrison  
Interim City Engineer

Recommended by:

  
\_\_\_\_\_  
Dwight Kroll, AICP  
Director of Planning and  
Development Services

## RESOLUTION 16-\_\_\_\_

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING FINAL SUBDIVISION MAP FOR TRACT NO. 5720A

WHEREAS, a final map has been presented to the City Council of the City of Clovis for Tract 5720A, by The City of Clovis, a Municipal Corporation, and

WHEREAS, said final tract conforms to the requirements of Chapter 2, Part 2, of Division 4 of the Business and Professions Code and to local ordinances;

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

1. The final map of Tract 5720A, consisting of three (3) sheets, a copy of which is on file with the City Clerk, be and the same is hereby approved.
2. Approval of the subdivision improvement plans for said tract, consisting of twenty-one (21) sheets, is being completed by City Staff.
3. The preliminary Engineer's Cost Estimate of development cost of said tract, a copy of which is on file with the City Clerk, be and the same is hereby approved and adopted as the estimated cost of improvements for said subdivision in the sum of \$1,345,385.
4. The offer and dedication for public use of the parcels, streets and easements specified on said map are accepted by the City of Clovis and the City Clerk is authorized and directed to execute said subdivision map.
5. This Council finds that the proposed subdivision, together with the provisions for its design and improvement, are consistent with applicable general and specific plans of the City of Clovis.

6. Improvement Security, as provided hereunder and in said Subdivision Agreement, is fixed at one hundred percent (100%) or the sum of \$1,345,000.00 for guaranteeing specific performance of said agreement and fifty percent (50%) or the sum of \$673,000.00 for payment of labor and materials furnished by contractors, subcontractors, labormen and materialmen in connection with the improvements required to be made or constructed by said subdivider in conformity with said subdivision map or said agreement.

7. Developer shall furnish a bond in the sum of \$134,500.00 being the amount determined by the City Council of the City as necessary for the guarantee and warranty of the work for a period of one year following the completion and acceptance of the tract against any defective work or labor done, or defective materials furnished. Said bond is required to be furnished prior to acceptance of the tract by the City Council.

\* \* \* \* \*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

---

Mayor

---

City Clerk



THE UNDERSIGNED, BEING ALL PARTIES HAVING ANY RECORD TITLE INTEREST IN THE LAND WITHIN THIS SUBDIVISION, HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP AND OFFER FOR DEDICATION FOR PUBLIC USE THE PARCELS AND EASEMENTS SPECIFIED ON SAID MAP AS INTENDED FOR PUBLIC USE FOR THE PURPOSES SPECIFIED THEREIN.

**BY:** \_\_\_\_\_  
MANNY PENN, MANAGING PARTNER

BY: JOSHUA PETERSON, MANAGER

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA  
COUNTY OF FRESNO

ON \_\_\_\_\_, 2016 BEFORE ME \_\_\_\_\_, NOTARY PUBLIC,  
PERSONALLY APPEARED MANNY BENN, WHO PROVED TO ME ON THE BASIS OF  
SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN  
INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS AUTHORIZED  
CAPACITY AND THAT BY HIS SIGNATURE ON THE INSTRUMENT THE PERSON, OR THE ENTITY  
UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND

PRINT NAME \_\_\_\_\_ SIGNATURE \_\_\_\_\_

MY COMMISSION EXPIRES: \_\_\_\_\_

COMMISSION NUMBER:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA  
COUNTY OF FRESNO

ON \_\_\_\_\_, 2016 BEFORE ME \_\_\_\_\_, NOTARY PUBLIC  
PERSONALLY APPEARED JOSHUA PETERSON \_\_\_\_\_, WHO PROVED TO ME ON THE BASIS OF  
SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN  
INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS AUTHORIZED  
CAPACITY AND THAT BY HIS SIGNATURE ON THE INSTRUMENT THE PERSON, OR THE ENTITY  
UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND

PRINT NAME \_\_\_\_\_ SIGNATURE \_\_\_\_\_

MY COMMISSION EXPIRES: \_\_\_\_\_ COUNTY OF \_\_\_\_\_

COMMISSION NUMBER

A map showing the location of the site. The site is a shaded rectangular area located between North Logan Avenue to the west and North De Wolf Avenue to the east. It is situated south of Shepherd Avenue and north of the Teague Alignment. Harlan Ranch Boulevard is shown to the south of the Teague Alignment. A north arrow is located to the left of the map.

## TRACT NO. 5720A

BY YAMABE & HORN ENGINEERING, INC.  
CONSISTING OF 3 SHEETS  
SHEET 1 OF 3

REAL PROPERTY IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF LOTS 3639 AND 40 IN BLOCK 2 OF MARSHON CALIFORNIA FIG ORCHARDS, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 7 OF RECORDS OF SURVEYS, PAGE 50, FRESNO COUNTY RECORDS, AND ALL THAT PORTION OF ROADWAY LYING BETWEEN THE WEST AND EAST LINES OF SAID LOT 40, PRODUCED SOUTHERLY; AS ABANDONED PER THE INSTRUMENT RECORDED AUGUST 28, 1958 IN BOOK 4106 AT PAGE 437 AS DOCUMENT NO. 54384, OFFICIAL RECORDS FRESNO COUNTY, SITUATED IN THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 21 EAST, MOUNTAIN VIEW MAP, PRODUCED SOUTHERLY; AND ALL THAT PORTION OF THE UNINCORPORATED TOWNSHIP PLAT THEREOF, IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 38, A CORNER ALSO BEING THE NORTHWEST CORNER OF THE LAND CONVEYED TO THE CITY OF CLOVIS BY THE GRANT DEED RECORDED MAY 18, 2008 AS DOCUMENT NO. 2008-0072583, OFFICIAL RECORDS FRESNO COUNTY; THENCE SOUTH 04°31'31" WEST, 27.00 FEET ALONG THE WEST LINE OF SAID LOT 38 AND ALONG THE WEST LINE OF THE LAND DESCRIBED IN SAID DOCUMENT NO. 2008-0072583 TO THE SOUTHWEST CORNER OF THE LAND DESCRIBED IN SAID DOCUMENT NO. 2008-0072583 SAID CORNER BEING ON A LINE OF SAID LOT 38, A CORNER ALSO BEING THE SOUTHWEST CORNER OF SAID LOT 38, A CORNER ALSO BEING THE SOUTHWEST CORNER OF THE LAND DESCRIBED IN SAID DOCUMENT NO. 2008-0072583 THE FOLLOWING THREE COURSES:

(2) SOUTH 89°33'13"EAST, 216 FEET ALONG SAID PARALLEL LINE TO THE TRUE POINT OF BEGINNING; THENCE  
CONTINUING SOUTH 89°33'13"EAST, 371.89 FEET ALONG SAID PARALLEL LINE; THENCE  
SOUTH 04°27'38"EAST, 304.32 FEET TO THE NORTHWEST CORNER OF THE LAND CONVEYED TO THE CITY OF CLOVIS  
BY SAID GRANT DEED RECORDED JULY 19, 2008 AS DOCUMENT NO. 2008-0150032; THENCE FRESH  
COUNTY, SAID CORNER BEING ON A LINE 12.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 36;  
THENCE SOUTH 04°07'07"EAST, 330.22 FEET ALONG SAID PARALLEL LINE AND ALONG THE WEST LINE OF THE LAND  
DESCRIBED IN SAID DOCUMENT NO. 2008-0228889 TO THE SOUTHWEST CORNER OF THE LAND DESCRIBED IN SAID  
DOCUMENT NO. 2008-0228889 TO A POINT OF 50.00 FEET SOUTH OF THE SOUTHWEST CORNER OF  
SOUTH 89°32'57"EAST, 200 FEET ALONG SAID SOUTH LINE TO THE NORTHWEST CORNER OF THE LAND CONVEYED TO THE  
CITY OF CLOVIS BY THE GRANT DEED RECORDED JULY 19, 2008 AS DOCUMENT NO. 2008-0150032; OFFICIAL RECORDS  
FRESH COUNTY, SAID CORNER BEING ON A LINE 12.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF  
SAID LOT 40; THENCE SOUTH 04°07'07"EAST, 330.40 FEET ALONG SAID PARALLEL LINE AND ALONG THE WEST LINE OF THE  
LAND DESCRIBED IN SAID DOCUMENT NO. 2008-0150032 TO A POINT ON THE SOUTH LINE OF THE NORTHWEST QUARTER  
OF SAID SECTION 26; SAID SOUTH LINE BEING 30.00 FEET SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID  
LOT 40 AND THE SOUTH LINE OF SAID SECTION 26; THENCE SOUTHERLY 63°02'43"EAST, 134.03 FEET TO THE  
NORTH 89°32'45"EAST, 63.08 FEET ALONG SAID SOUTH LINE TO THE SOUTHERLY PROLONGATION OF THE WEST LINE OF  
SAID LOT 40; THENCE NORTH 04°43'11"EAST, 350.34 FEET ALONG SAID SOUTHERLY PROLONGATION AND ALONG SAID WEST  
LINE OF SAID SECTION 26 TO THE NORTHWEST CORNER OF THE LAND CONVEYED TO THE CITY OF CLOVIS BY SAID  
SOUTH 89°32'57"EAST, 258.88 FEET ALONG SAID PARALLEL LINE; THENCE NORTH 62°17'44"EAST, 237.52 FEET TO THE  
BEGINNING OF A TANGENT CURVE CONCAVE TO THE WEST WITH A RADIUS OF 50.00 FEET; THENCE NORTHWESTERLY, 27.74  
FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 31°47'18" TO THE BEGINNING OF A REVERSE CURVE CONCAVE TO  
THE WEST WITH A RADIUS OF 50.00 FEET; THENCE NORTHWESTERLY, 87.87 FEET ALONG SAID CURVE THROUGH A CENTRAL  
ANGLE OF 100°42'21";  
THENCE NORTH 40°28'19"WEST, 65.59 FEET; THENCE NORTH 02°45'31"EAST, 216.98 FEET TO THE TRUE POINT OF BEGINNING  
TOGETHER WITH THAT PORTION OF ABANDONED ROADWAY DESCRIBED IN THE OUTCAME DEED RECORDED  
JULY 19, 2008 AS DOCUMENT NO. 2008-  
COUNTY, MORE PARTICULARLY DESCRIBED IN SAID GRANT DEED RECORDED JULY 19, 2008 AS DOCUMENT NO. 2008-0150032.

ALL THAT PORTION OF THE LAND CONVEYED TO THE CITY OF CLOVIS BY THE GRANT DEED RECORDED MAY 19, 2008 AS DOCUMENT NO. 2008-0072583, OFFICIAL RECORDS FRESNO COUNTY, BEING A PORTION OF LOT 38 IN BLOCK 2 OF CARSON CALIFORNIA FIG ORCHARDS RECORDED IN BOOK 7 OF RECORD OF SURVEYS AT PAGE 50, FRESNO COUNTY RECORDS, IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE LAND CONVEYED BY SAID DOCUMENT NO. 2008-0072568, SAID CORNER BEING A POINT ON THE SOUTH LINE OF SAID LOT 38, LYING NORTH 69°33'37"WEST, 12.00 FEET OF THE SOUTHEAST CORNER OF SAID LOT 38; THENCE NORTH 47°38'WEST, 217.37 FEET ALONG THE WEST LINE OF THE LAND CONVEYED BY SAID DOCUMENT NO. 2008-0072583 TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 47°28'WEST, 86.95 FEET ALONG SAID WEST LINE TO A POINT ON A LINE 27.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 38; THENCE SOUTH 89°33'13"EAST, 3.68 FEET ALONG SAID PARALLEL LINE; THENCE SOUTH 89°02'08"EAST, 8.34 FEET TO A POINT ON A LINE 32.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 38; THENCE SOUTH 04°02'WEST, 79.46 FEET ALONG SAID PARALLEL LINE TO THE TRUE POINT OF BEGINNING.

1. THE EFFECT OF AN INSTRUMENT ENTITLED "BEFORE THE BOARD OF DIRECTORS OF THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT REGULATION PROVIDING FOR THE RECORDATION OF A MAP IDENTIFYING AREAS SUBJECT TO PAYMENT OF DRAINAGE FEES AND/OR REQUIREMENTS TO CONSTRUCT PLANNED LOCAL DRAINAGE FACILITIES," RECORDED JULY 31, 1995 AS DOCUMENT NO. 95092128, OFFICIAL RECORDS FRESNO COUNTY.
2. COVENANTS, CONDITIONS AND RESTRICTIONS IN THE INSTRUMENT RECORDED DECEMBER 3, 1970 IN BOOK 5841 AT PAGE 2 AS DOCUMENT NO. 84370, OFFICIAL RECORDS FRESNO COUNTY.

THE SURVEY FOR THIS MAP WAS MADE BY ME OR UNDER MY DIRECTION AND IS TRUE AND COMPLETE AS SHOWN.

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF MANNY PENN ON NOVEMBER 17, 2015. I HEREBY STATE THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN THOSE POSITIONS ON OR BEFORE ONE YEAR OF THE DATE THIS MAP IS RECORDED, OR ANY TIME EXTENDING TO THE END OF THE YEAR OF THE MONUMENTS ARE, OR THAT THEY WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

HARRY DAVID JAYNE, IS 2023

DATE \_\_\_\_\_

I, MICHAEL J. HARRISON, CITY ENGINEER OF THE CITY OF CLOVIS, HEREBY STATE THAT I HAVE CAREFULLY EXAMINED THIS MAP, THAT THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF, AND THAT ALL PROVISIONS OF THE CITY MAP ACT AND OF ANY CITY ORDINANCES ADOPTED PRIOR TO THE TIME OF APPROVAL OF THE TENTATIVE MAP, HAVE BEEN COMPLIED WITH, AND THE MAP IS TECHNICALLY CORRECT, PURSUANT TO THE PROVISIONS OF THE SUBDIVISION MAP ACT.

MICHAEL J. HARRISON, P.E. 8038  
CITY ENGINEER

**CATV**

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF CLOVIS, BY RESOLUTION ADOPTED \_\_\_\_\_, 2018 APPROVED THE WITHIN MAP AND ACCEPTED, SUBJECT TO IMPROVEMENT, ON BEHALF OF THE PUBLIC, ANY REAL PROPERTY AND EASEMENTS OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION.

DAVID

JOHN HOLT, CITY CLERK

DOCUMENT NO. \_\_\_\_\_ FEE PAID \$ \_\_\_\_\_  
FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016, AT \_\_\_\_\_ M.  
IN VOLUME \_\_\_\_\_ OF PLATS, AT PAGES \_\_\_\_\_ THROUGH \_\_\_\_\_. FRESNO COUNTY RECORDS  
AT THE REQUEST OF FIRST AMERICAN TITLE COMPANY

PAUL DICTOS, C.P.A.  
FRESNO COUNTY RECORDER

By: \_\_\_\_\_  
DEPUTY COUNTY RECORDER



**YAMABE & HORN  
ENGINEERING, INC.**

2985 N. BURL AVE.  
SUITE 101  
FRESNO, CA 93727

TEL (559) 244-3123  
FAX (559) 244-3127

© 1998 by The McGraw-Hill Companies, Inc. All rights reserved. Printed in the United States of America. This publication is protected by copyright. Any unauthorized distribution or reproduction of this work is prohibited. For more information, contact The McGraw-Hill Companies, Inc., 1221 Avenue of the Americas, New York, NY 10020-1095.

IN THE CITY OF CLOVIS FRESNO COUNTY, CALIFORNIA  
SURVEYED AND PLATTED IN NOVEMBER, 2015  
BY YAMABE & HORN ENGINEERING, INC.  
CONSISTING OF 3 SHEETS  
SHEET 2 OF 3

**LEGEND:**

- 

| LINE TABLE |             |          |
|------------|-------------|----------|
| LINE       | BEARING     | DISTANCE |
| L1         | N30°20'06"W | 8.34'    |
| L2         | S40°28'19"E | 65.59'   |

| CURVE TABLE |        |            |        |
|-------------|--------|------------|--------|
| CURVE       | RADIUS | DELTA      | LENGTH |
| C1          | 50.00' | 31°47'18"  | 27.74' |
| C2          | 50.00' | 100°41'22" | 87.87' |

**BASIS OF BEARINGS:**

THE GEODETIC OBSERVATION OF THE SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 12 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, TAKEN TO BE NORTH 89°32'48" WEST.



YAMABE & HORN  
ENGINEERING, INC.

NORTHWEST CORNER  
SECTION 26, T.12S, R.21E.  
BRASS CAP STAMPED RICE 26998  
FLUSH IN PAYMENT PER CR 7764

SHEPHERD AVENUE  
N89°34'12"W 1547.11' R1(N89°57'37"W 2647.09')

30' NON-EXCLUSIVE RIGHT OF  
WAY FOR ROAD PURPOSES PER  
THE DEED RECORDED 10/12/1972  
IN BOOK 6005, PAGE 7 AS  
DOCUMENT NO. 51810, O.R.F.C.

PARCEL MAP NO. 2007-08  
BK. 60-81, F.C.R.  
NORTH 1/4 CORNER  
SECTION 26, T.12S, R.21E.  
BRASS CAP STAMPED LS 7855  
FLUSH IN PAYMENT PER CR 7810

LOYOLA AVENUE  
N89°33'13"W 681.05' R2(9°14' CH) SEE DETAIL "C" THIS SHEET

60' NON-EXCLUSIVE RIGHT OF  
WAY FOR ROAD PURPOSES PER  
THE DEED RECORDED 9/24/1971  
IN BOOK 5940, PAGE 175 AS  
DOCUMENT NO. 77542, O.R.F.C.

DOC. NO. 2015-  
O.R.F.C.

30' PUBLIC UTILITY EASEMENT  
RECORDED 10/11/1974 IN BOOK  
6357, PAGE 495 AS  
DOCUMENT NO. 53034, O.R.F.C.

30' NON-EXCLUSIVE RIGHT OF WAY  
FOR ROAD PURPOSES PER THE  
DEED RECORDED 7/16/1971 IN  
BOOK 5911, PAGE 495 AS  
DOCUMENT NO. 53034, O.R.F.C.

30' NON-EXCLUSIVE RIGHT OF WAY  
FOR ROAD PURPOSES PER THE  
DEED RECORDED 7/27/1971 IN  
BOOK 5918, PAGE 311 AS  
DOCUMENT NO. 53033, O.R.F.C.

30' PUBLIC UTILITY EASEMENT  
RECORDED 9/24/1974 IN BK.  
BOOK 6350, PAGE 548 AS  
DOCUMENT NO. 72743, O.R.F.C.

L14 N89°32'46"W 285.15'  
L15 N89°32'46"W 285.15'  
L16 N89°32'46"W 285.15'

L17 N89°32'46"W 285.15'  
L18 N89°32'46"W 285.15'

L19 N89°32'46"W 285.15'  
L20 N89°32'46"W 285.15'

L21 N89°32'46"W 285.15'  
L22 N89°32'46"W 285.15'

L23 N89°32'46"W 285.15'  
L24 N89°32'46"W 285.15'

L25 N89°32'46"W 285.15'  
L26 N89°32'46"W 285.15'

L27 N89°32'46"W 285.15'  
L28 N89°32'46"W 285.15'

L29 N89°32'46"W 285.15'  
L30 N89°32'46"W 285.15'

TEAGUE ALIGNMENT

CENTER OF SECTION 26, T.12S, R.21E.  
BRASS CAP STAMPED LS 7868  
FLUSH IN PAYMENT PER CR 7868

| CURVE | RADIUS | DELTA      | LENGTH  |
|-------|--------|------------|---------|
| C1    | 50.00' | 31°47'18"  | 27.74'  |
| C2    | 50.00' | 100°41'22" | 87.87'  |
| C3    | 50.00' | 57°22'16"  | 50.07'  |
| C4    | 50.00' | 151°19'26" | 132.06' |
| C5    | 50.00' | 50°58'04"  | 44.19'  |
| C6    | 50.00' | 23°37'09"  | 20.61'  |
| C7    | 50.00' | 55°52'07"  | 5.17'   |
| C8    | 50.00' | 31°47'18"  | 27.74'  |
| C9    | 50.00' | 37°04'46"  | 32.36'  |
| C10   | 50.00' | 73°44'23"  | 64.35'  |
| C11   | 50.00' | 42°45'27"  | 37.31'  |
| C12   | 50.00' | 31°47'18"  | 27.74'  |
| C13   | 50.00' | 153°34'36" | 134.02' |
| C14   | 50.00' | 29°32'29"  | 25.78'  |
| C15   | 50.00' | 43°19'06"  | 37.80'  |

| LINE | BEARING     | DISTANCE |
|------|-------------|----------|
| L1   | N30°20'06"W | 8.34'    |
| L2   | S40°28'19"E | 65.59'   |
| L3   | S45°26'59"W | 20.77'   |
| L4   | S89°32'48"E | 22.63'   |
| L5   | N45°27'10"E | 21.75'   |
| L6   | N44°27'54"W | 7.57'    |
| L7   | N45°28'08"E | 7.49'    |
| L8   | N44°32'56"W | 21.81'   |
| L9   | N45°27'03"E | 22.03'   |
| L10  | N44°22'13"W | 7.86'    |
| L11  | N83°09'05"W | 90.48'   |
| L12  | N83°09'05"W | 44.28'   |
| L13  | S45°30'08"W | 7.19'    |
| L14  | N0°48'31"E  | 25.00'   |
| L15  | N0°48'31"E  | 25.00'   |
| L16  | N0°48'31"E  | 27.00'   |

# LEGEND:

- MONUMENT FOUND & ACCEPTED AS NOTED UNLESS OTHERWISE NOTED
- SET 3/4" X 30" LONG IRON PIPE DOWN 6" TAGGED LS 9163 AS WITNESS CORNER ON LOT LINE 4.00' FROM PROPERTY CORNER OR 4.00' X 4.00' OFFSET FROM PROPERTY LINES AS INDICATED.
- R1( ) RECORD DATA PER THE RECORD OF SURVEY RECORDED IN BOOK 45 OF RECORD OF SURVEYS, PAGES 21-28, F.C.R.
- R2( ) RECORD DATA PER THE MAP OF CARSON CALIFORNIA FIG ORCHARDS RECORDED IN BOOK 7 OF RECORD OF SURVEYS, PAGE 50, F.C.R.
- R3( ) RECORD DATA PER PARCEL MAP NO. 2007-08 RECORDED IN BOOK 68 OF PARCEL MAPS, PAGES 80-81, F.C.R.
- R4( ) RECORD DATA PER THE RECORD OF SURVEY RECORDED IN BOOK 58 OF RECORD OF SURVEYS, PAGES 22, F.C.R.
- R5( ) RECORD DATA PER THE GRANT DEED RECORDED 201- AS DOCUMENT NO. 201- O.R.F.C.
- AREA PREVIOUSLY GRANTED TO THE CITY OF CLOVIS PER GRANT DEED RECORDED 7/19/2006 AS DOC. NO. 2006-0150032, O.R.F.C.
- AREA PREVIOUSLY GRANTED TO THE CITY OF CLOVIS PER GRANT DEED RECORDED 1/03/2007 AS DOC. NO. 2007-0000582, O.R.F.C.
- AREA PREVIOUSLY GRANTED TO THE CITY OF CLOVIS PER GRANT DEED RECORDED 5/19/2008 AS DOC. NO. 2008-0021283, O.R.F.C.
- AREA PREVIOUSLY DEDICATED FOR PUBLIC STREET PURPOSES PER PARCEL MAP NO. 2007-08 RECORDED IN BK. 68 OF PARCEL MAPS, PAGES 80-81, F.C.R.
- AREA PREVIOUSLY GRANTED TO THE CITY OF CLOVIS PER GRANT DEED RECORDED 10/27/2006, AS DOC. NO. 2006-0218893, O.R.F.C.
- PREVIOUSLY DEDICATED FOR PUBLIC STREET PURPOSES PER THE MAP OF THE CARSON CALIFORNIA FIG ORCHARDS RECORDED IN BOOK 7 OF RECORD OF SURVEYS, PAGE 50, F.C.R. AND ABANDONED PER THE INSTRUMENT RECORDED AUGUST 28, 1958 IN BOOK 4106, PAGE 437 AS DOCUMENT NO. 54384, O.R.F.C.
- PREVIOUSLY DEDICATED FOR PUBLIC STREET PURPOSES PER THE MAP OF THE CARSON CALIFORNIA FIG ORCHARDS RECORDED IN BOOK 7 OF RECORD OF SURVEYS, PAGE 50, F.C.R.
- AREA OUTLINED BY THE CITY OF CLOVIS PER THE DEED RECORDED 201- AS DOCUMENT NO. 201- O.R.F.C.

- SECTION LINE
- EXISTING PROPERTY LINE / RIGHT OF WAY LINE
- EASEMENT LINE
- LIMITS OF SUBDIVISION
- EXTENSION OF LINE TO DIMENSION POINT SHOWN
- INDICATES RELINQUISHMENT OF DIRECT VEHICULAR ACCESS RIGHTS
- CORNER RECORD ON FILE WITH THE FRESNO COUNTY SURVEYOR
- O.R.F.C. OFFICIAL RECORDS FRESNO COUNTY
- F.C.R. FRESNO COUNTY RECORDS
- C.R. CALCULATED FROM RECORD
- CH CHAINS
- (R) INDICATES RADIAL BEARING

## NOTE

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE FOR PUBLIC PURPOSES:

- TO THE CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES
- TO THE CITY OF CLOVIS FOR PUBLIC UTILITY EASEMENT PURPOSES
- TO THE CITY OF CLOVIS FOR PUBLIC PEDESTRIAN EASEMENT PURPOSES
- TO THE CITY OF CLOVIS FOR TEMPORARY TURNAROUND EASEMENT PURPOSES PER EASEMENT DEED RECORDED 201- AS DOCUMENT NO. 201- O.R.F.C.

## BASIS OF BEARINGS:

THE GEODETIC OBSERVATION OF THE SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 12 SOUTH, RANGE 21 EAST, MOUNT SHARLO BASE AND MERIDIAN, TAKEN TO BE NORTH 89°32'46" WEST.

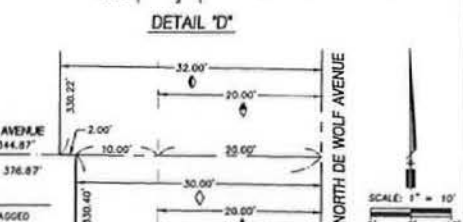
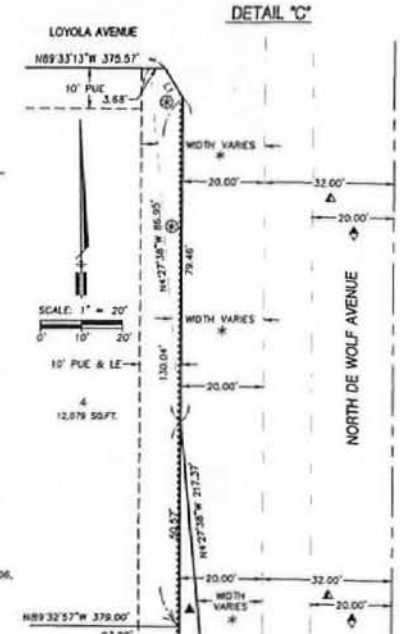
YAMABE & HORN  
ENGINEERING, INC.

2805 N. BUREL AVE.  
SUITE 101  
FRESNO, CA 93727  
TEL (558) 244-3123  
FAX (558) 244-3129

F:\2015\15-434\Map\Final Map\15-434\_FN\_03.dwg

# FINAL MAP OF TRACT NO. 5720A

IN THE CITY OF CLOVIS FRESNO COUNTY, CALIFORNIA  
SURVEYED AND PLATTED IN NOVEMBER, 2015  
BY YAMABE & HORN ENGINEERING, INC.  
CONSISTING OF 3 SHEETS  
SHEET 3 OF 3



SCALE: 1" = 80'

SCALE: 1" = 10'



AGENDA ITEM NO: CC-F-2

City Manager: *[Signature]*

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: October 17, 2016

SUBJECT: Approval – Res. 16-\_\_\_\_\_, Annexation of Proposed Tract 5720A, located at the southwest corner of DeWolf and Loyola Avenues, to the Landscape Maintenance District No. 1 of the City of Clovis (Teague 6121, LLC)

ATTACHMENTS: Res. 16-\_\_\_\_\_

### **CONFLICT OF INTEREST**

None

### **RECOMMENDATION**

For the City Council to approve Res. 16-\_\_\_\_\_, that will annex proposed Tract 5720A, which is located at the southwest corner of DeWolf and Loyola Avenues, to the Landscape Maintenance District No. 1 of the City of Clovis.

### **EXECUTIVE SUMMARY**

The owner, Teague 6121, LLC (Manny Penn) acting as the subdivider, has requested to be annexed to the Landscape Maintenance District No. 1 of the City of Clovis as set forth by the Conditions of Approval for Tract 5720A.

### **BACKGROUND**

Teague 6121, LLC (Manny Penn), the subdivider of Tract 5720A, has executed a covenant that this development be annexed to the City of Clovis LMD No. 1. An executed copy can be provided on request. Council formed the original District on July 15, 1985, for the purpose of funding the maintenance of landscaped areas and parks.



Each annexation to the District has a separate assessment so that the cost of landscape maintenance of this landscaped area will be borne entirely by the benefit area that includes this tract.

Under the provisions of the Landscaping and Lighting Act of 1972, and in accordance with Article XIII C and Article XIII D of Proposition 218, all the owners of property proposed for annexation have provided a written request and consent to annexation, and have executed a covenant (petition) indicating acceptance of the annual assessment.

### **FISCAL IMPACT**

This project will add landscaping to the Landscape Maintenance District No. 1 of the City of Clovis shown as follows:

|                        | <u>Tract 5720A</u> | <u>Year to Date</u> |
|------------------------|--------------------|---------------------|
| LMD Landscaping added: | 0.578 acres        | 2.997 acres         |
| Resource needs added:  | 0.057 person       | 0.300 person        |

The resource needs estimate is based on 1 person per 10 acres of landscaped area.

### **REASON FOR RECOMMENDATION**

The property owners for the subject tract have requested annexation into the City of Clovis LMD No. 1.

### **ACTIONS FOLLOWING APPROVAL**

Tract 5720A shall become a part of City of Clovis LMD No. 1 and will be assessed next year for maintenance costs.

Prepared by: Aastha Goyal, Engineering Intern

Submitted by:  Recommended by: 

Michael Harrison  
Interim City Engineer

Dwight Kroll, AICP  
Director of Planning  
And Development  
Services

**RESOLUTION 16-\_\_\_\_**

**A RESOLUTION OF THE COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA,  
APPROVING ANNEXATION TO LANDSCAPING MAINTENANCE DISTRICT NO. 1  
OF THE CITY OF CLOVIS**

WHEREAS, City of Clovis Landscape Maintenance District No. 1 ("District") was formed by Resolution No. 85-78, adopted July 15, 1985, pursuant to Part 2 of Division 15 of the Streets and Highways Code (Landscape and Lighting Act of 1972), herein the "Act"; and

WHEREAS, all of the owners of property proposed to be annexed to the District consisting of proposed Tract No. 5720A, as described in Exhibit "A" attached hereto and incorporated herein by reference, have consented to said annexation and such annexation may be ordered without notice and hearing or filing of engineer's report, or both.

NOW, THEREFORE, IT IS RESOLVED AND ORDERED, as follows:

1. That the public interest and convenience require that certain property described in Exhibit "A" attached hereto and by reference incorporated herein be annexed into Landscape Maintenance District No. 1 of the City of Clovis for the maintenance and servicing of landscaping facilities.

2. The City Clerk shall receive and file the maps showing the boundaries of the areas annexed as set forth in Exhibit "A" which boundaries shall be used for assessment proceedings until and unless a change of organization is approved pursuant to the Act.

\* \* \* \* \*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

**Exhibit "A"**

LOTS 1 THROUGH 23, INCLUSIVE, OF TRACT MAP 5720A, RECORDED IN  
VOLUME \_\_\_\_\_, PAGES \_\_\_\_\_ THROUGH \_\_\_\_\_ OF TRACT MAPS, FRESNO  
COUNTY RECORDS.



AGENDA ITEM NO: CC-6-1

City Manager:     

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council

FROM: Police Department

DATE: October 17, 2016

SUBJECT: Approval – Res. 16\_\_, Amending the Police Department's Budget for FY 2016-2017 to reflect the award from the Office of Traffic Safety Selective Enforcement Traffic Program grant in the amount of \$70,000.00.

ATTACHMENTS: 1. Resolution  
2. Summary of Expenditures

### **CONFLICT OF INTEREST**

There is no conflict of interest with these funds.

### **RECOMMENDATION**

1. Approve the use of FY 2016 – 2017 Office of Traffic Safety funds.

### **EXECUTIVE SUMMARY**

The Clovis Police Department has been awarded the amount of \$70,000.00 from the Office of Traffic Safety. These funds are for overtime purposes related to traffic safety, pedestrian education, and traffic enforcement. The Grant period starts October 1, 2016, and ends September 30, 2017.



## **BACKGROUND**

The funds are provided through the State of California, Office of Traffic Safety (OTS), Selective Traffic Enforcement Program (STEP). This grant will fund officers' overtime and training to conduct, DUI saturation details, warrant details, seat belt details, bicycle/pedestrian classroom workshops, bicycle safety helmet details, distracted driving details and leadership consultations in schools on distracted driving. The grant award is for \$70,000.00 for one year.

## **FISCAL IMPACT**

The Clovis Police Department has been awarded \$70,000.00 from Office of Traffic Safety and will use these funds for overtime traffic related details.

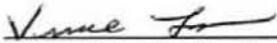
## **REASON FOR RECOMMENDATION**

To approve the use of FY 2016 Office of Traffic Safety Selective Traffic Enforcement Program in the amount of \$70,000.00 .

## **ACTIONS FOLLOWING APPROVAL**

A resolution is attached for approval

Prepared by: Sandi Macy- Principal Office Assistant

Submitted by:   
Vince Leonardo, Deputy Chief of Police

ATTACHMENT 1

RESOLUTION NO. 16-\_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS  
APPROVING AN AMENDMENT TO THE ANNUAL BUDGET FOR FISCAL YEAR  
2016-2017**

WHEREAS, the City Council of the City of Clovis approved the 2016-2017 Budget on June 13, 2016; and

WHEREAS, the Police Department has been awarded \$70,000.00 from the California Office of Traffic Safety, Selective Traffic Enforcement Program grant to fund overtime traffic related details; and

WHEREAS, the Police Department has need for traffic enforcement and traffic safety education; and

WHEREAS, the City Council determines that the expenditures are necessary.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Clovis that the 2016-2017 Budget be amended as provided in Exhibit A.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on October 17, 2016 by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

ATTACHMENT 2

|                                       |             |
|---------------------------------------|-------------|
| SUMMARY OF EXPENDITURES BY DEPARTMENT |             |
| DEPARTMENT                            | Police      |
|                                       | \$70,000.00 |

|                                 |              |
|---------------------------------|--------------|
| SUMMARY OF EXPENDITURES BY FUND |              |
| FUND                            | General Fund |
|                                 | \$70,000.00  |

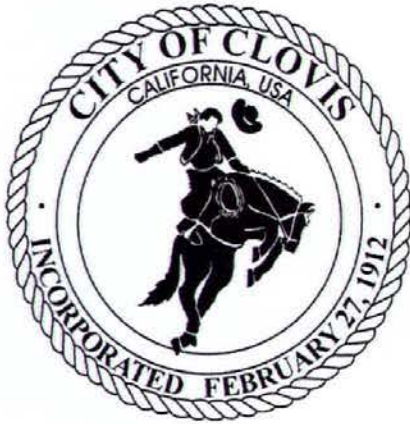
---

|                                   |             |
|-----------------------------------|-------------|
| SUMMARY OF REVENUES BY DEPARTMENT |             |
| DEPARTMENT                        | Police      |
|                                   | \$70,000.00 |

|                             |              |
|-----------------------------|--------------|
| SUMMARY OF REVENUES BY FUND |              |
| FUND                        | General Fund |
|                             | \$70,000.00  |

---

All expenditures will be from 56300 (Police Department Grants)



AGENDA ITEM NO: **CC-G-2**

City Manager: 

## **- CITY OF CLOVIS - REPORT TO THE CITY COUNCIL**

TO: Mayor and City Council  
FROM: Police Department  
DATE: October 17, 2016  
SUBJECT: Monthly Report to Council, July 2016

### **CONFLICT OF INTEREST**

None

### **RECOMMENDATION**

Receive and file July 2016 Police Department Monthly Report to City Council.

### **EXECUTIVE SUMMARY**

The Police Department provides monthly updates to City Council Members on department activities.

### **BACKGROUND**

The Police Department Monthly Report contains statistical data along with timely articles.



# *Clovis Police Department*

## Monthly Report to Council, July 2016

### **CLOVIS POLICE OFFICER/STAFF ACCOMPLISHMENTS**

#### **FBI Crime Index Statistics for July**

|               |    |                    |     |
|---------------|----|--------------------|-----|
| Homicide      | 0  | Burglary           | 38  |
| Vehicle Theft | 18 | Forcible Rape      | 3   |
| Robbery       | 8  | Larceny Theft      | 203 |
| Arson         | 1  | Aggravated Assault | 14  |

#### **Clovis Police Department Statistics for July:**

**Calls for Service: Public: 4,533 Officer Initiated: 3,262 Total: 7,795**

(Average Calls for Service per Day: 233.85)

**Arrests: Adults: 339 Juveniles: 19 Total: 339**

**Traffic Accidents: Fatal: 0 Injury: 20 Non-Injury: 47 DUI: 7 Hit & Run: 20**

**DUI Arrests: 26 Traffic Cites: 413 Parking Cites: 151**

**Municipal Citations: 85 Priority One Response Time: 4.81 min.**

#### ***Citizen Surveys of Service:***

May June July

(Above average or excellent)

**100% 91% 95%**

#### ***Volunteer Hours for July*** (@ \$22.14 per hour)

**Volunteers: 76 Hours Served: 1007,1 hours Total Savings: \$22,297.19**

***Pet Adoption Center Volunteers contributed 628 hours***

#### ***Explorer Hours for July*** (@ \$11.50 per hour):

**Explorers: 15 Hours Served: 50.3 Hours Served Total Savings: \$578.45**

**Community Development Block Grant Stats for July: Warnings/Courtesy Notices: 30**

**Closed CRMs due to compliance: 50**

**News Releases Available online and on Facebook**

Officer Chris Taliaferro recently thanked his colleagues for helping him out and citing kids to the bike safety program. "My bike safety class had 28 kids attend. About 10 officers were responsible for all of the citations. Please continue to cite teenagers for not wearing their helmet. If every officer in patrol cited 2 kids we could double the amount of kids that attended today. Remember, one citation could keep a kid from sustaining a life changing injury."



Clovis Police Officer Curtis Shurtliff and his family went camping for a weekend recently. As things turned out, Officer Shurtliff saved the life of a young boy who had fallen into the water as the boy's parents called for help. Curtis is a former paramedic and he pulled the boy out of the water and started CPR. He was having trouble getting breaths into the child because his lungs had filled up. The boy's mother said, "Come back to me." Curtis asked the mother if she prayed. Officer Shurtliff picked up the boy upside down. "Just as he said 'in Jesus name I pray,' Curtis felt a pulse and it was the boy's. Officer Shurtliff told Gabriel that if he survived, he would give him that hat (see above). What wonderful ending for the five-year-old and his family.

As you may recall, Officer Shurtliff was recognized before the Clovis City Council for his heroism!





City Manager: *[Signature]*

## - CITY OF CLOVIS - REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

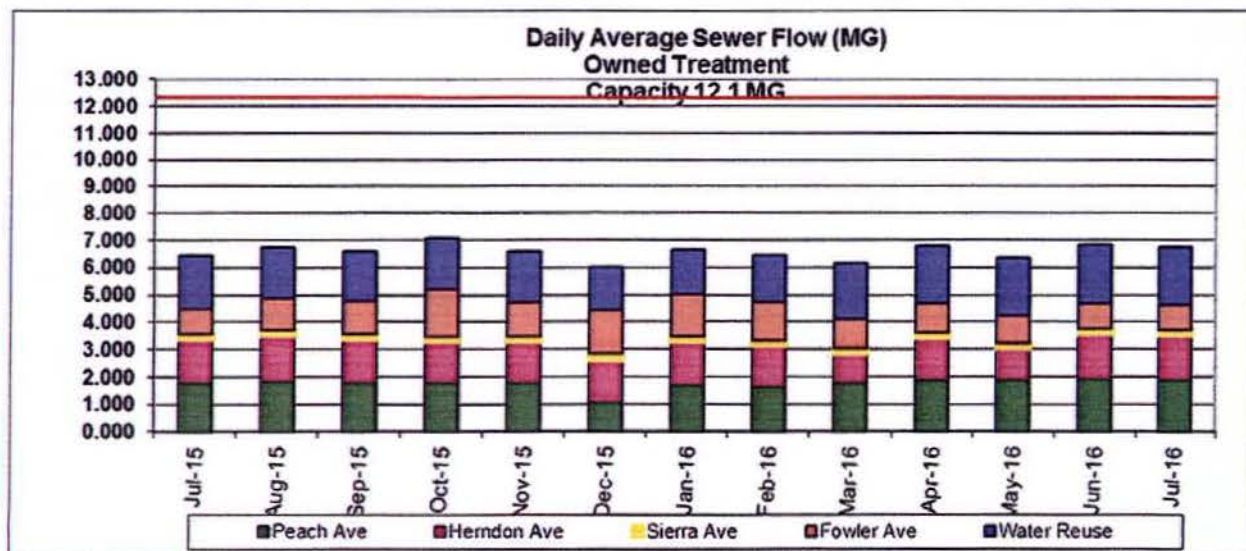
FROM: Public Utilities Department

DATE: October 17, 2016

SUBJECT: Receive and File - Public Utilities Monthly Report July 2016

### WASTEWATER DISPOSAL SECTION

| <u>Sewer Flow</u> | <u>Total Flow MG<br/>In July</u> |        | <u>Average<br/>Daily Flow MG/d</u> | <u>Owned Treatment<br/>Capacity MGD</u> |             |
|-------------------|----------------------------------|--------|------------------------------------|---|-------------|
|                   | 2016                             | 2015   | 2016                               | 2015                                    |             |
| Peach Avenue      | 58.200                           | 55.150 | 1.877                              | 1.779                                   | 3.0         |
| Herndon Avenue    | 51.194                           | 48.850 | 1.651                              | 1.576                                   | 2.8         |
| Sierra Avenue     | 6.032                            | 5.744  | 0.195                              | 0.185                                   | 0.5         |
| Fowler Avenue     | 26.960                           | 28.540 | 0.870                              | 0.921                                   | 3.0         |
| Water Reuse       | 66.550                           | 61.411 | 2.147                              | 1.981                                   | 2.8         |
| <b>TOTAL</b>      |                                  |        | <b>6.740</b>                       | <b>6.442</b>                            | <b>12.1</b> |



**Storm Drain Maintenance**

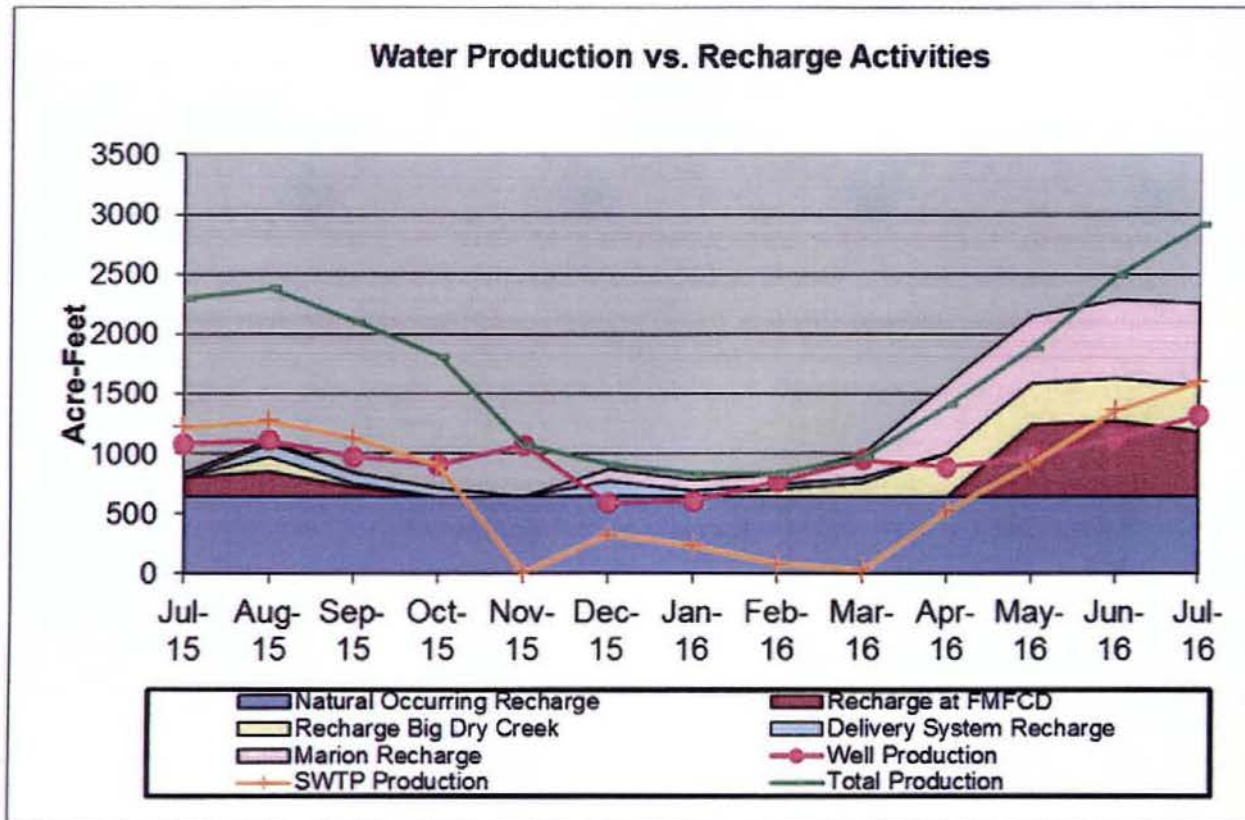
| Summary of Activities              | July<br>2016 | July<br>2015 | July<br>2014 |
|------------------------------------|--------------|--------------|--------------|
| Number of storms this month        | 0            | 2            | 2            |
| Total rainfall this month (inches) | 0            | .43          | .01          |
| Rainfall to date (inches)          | 0            | .43          | .01          |

**WATER SECTION**

**Water Production Unit**

|   | This Month | Calendar<br>Year to date |
|---|------------|--------------------------|
| Recharge at FMFCD Basins (AF)           | 546        | 1,780                    |
| Recharge Upstream in Big Dry Creek (AF) | 379        | 1,630                    |
| Marion Recharge per FID (AF)            | 693        | 2,850                    |
| Delivery System Recharge                | 0          | 128                      |
| Total Artificial Recharge (AF)          | 1,618      | 6,388                    |
| Natural Recharge                        | 642        | 4,492                    |
| Total Well Production (AF)              | 1,314      | 6,618                    |
| Treatment Plant Production (AF)         | 1,595      | 4,701                    |





| Summary of Activities       | 2016    | Year to Date | 2015    | Year to Date | 2014     | Year to Date |
|-----------------------------|---------|--------------|---------|--------------|----------|--------------|
| SWTP production (mg)        | 519.856 | 1531.607     | 396.739 | 1379.319     | 481.784  | 1694.350     |
| Well production (mg)        | 428.043 | 2156.492     | 351.368 | 2456.036     | 604.401  | 3097.382     |
| Total water production (mg) | 947.899 | 3688.099     | 748.107 | 3835.355     | 1086.185 | 4791.732     |
| Daily average               | 30.577  | 17.315       | 24.132  | 18.006       | 33.943   | 22.496       |
| Days between readings       | 31      | 213          | 31      | 213          | 32       | 213          |

## SAFETY

On July 21, 2016, three employees participated in personal air sample monitoring for various welding activities performed in the Public Utilities Department. Employees can be exposed to various hazards produced by welding fumes and it is critical for employee safety to monitor exposure in order for the Department to ensure the safety of those employees performing welding tasks. Therefore, Pamela Murcell, CIH, of KWA Safety and HazMat Consultants, Inc. conducted the monitoring



onsite from 6:00 AM - 3:00 PM.

The "periodic" monitoring is required by CalOSHA and the results of the monitoring will be evaluated and appropriately incorporated in the Department's existing Respiratory Protection Program.

Also in the month of July, 2016, six Public Utilities employees completed forklift re-certification training.

