



CITY of CLOVIS

AGENDA • CLOVIS CITY COUNCIL
Council Chamber, 1033 Fifth Street, Clovis, CA 93612 (559) 324-2060
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.

February 5, 2018

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 Whalen
Flag salute led by Councilmember Ashbeck

ROLL CALL

PRESENTATIONS/PROCLAMATIONS

- A. Presentation by the Alta Sierra Intermediate School Robotics Team.
- B. Presentation of Proclamation to the American Red Cross of Central California in recognition of their volunteer efforts on January 13th, 2018, where they organized to install smoke detectors.
- C. Presentation of Proclamation designating the second Saturday in March as Arbor Day.

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.)

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.)

1. PUBLIC HEARINGS

- A. Consider Review of the 2018 Five-Year Financial Forecast for the City of Clovis through Fiscal Year 2022-23 and discuss options for budget preparation for 2018-2019. (Staff: L. Serpa/J. Schengel)
- B. Consider items associated with approximately 9.6 acres of land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues. Cleo L. Tomlinson, Kenneth R. & Marilyn B. Springston Trs., owners; Wilson Premier Homes, Inc., applicant; Harbour & Associates, representative. (Staff: G. Gonzalez)
 - 1. Consider Approval - Res. 18-____, A request to approve an environmental finding of a Mitigated Negative Declaration for General Plan Amendment GPA2017-06, Rezone R2017-14 and Vesting Tentative Tract Map TM6202.
 - 2. Consider Approval - GPA2017-06, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium-High Density Residential (7.1 to 15.0 DU/AC) classification.
 - 3. Consider Introduction - Ord. 18-____, R2017-14, A request to approve a rezone from the R-1-7500 (Single Family Residential - 7,500 Sq. Ft.) Zone District to the R-1-PRD (Planned Residential Development) Zone District.
 - 4. Consider Approval - Res. 18-____, TM6202, A request to approve a vesting tentative tract map for a 123-lot single-family planned residential development.
- C. Consider items associated with approximately 7.85 acres of land located at the northeast corner of Alluvial and Willow Avenues. Donaghy Sales Inc., owner; Willows Petroleum Inc., applicant; Milestone Associates, representative.
 - 1. Consider Approval - Res. 18-____, A request to approve an environmental finding of a Mitigated Negative Declaration GPA2017-01 and R2017-06.
 - 2. Consider Approval - GPA2017-01, A request to amend the General Plan to re-designate from Low Density Residential (2.1-4.0 du/ac) to Commercial and Medium-High Density Residential (7.1-15.0 du/ac).
 - 3. Consider Introduction - Ord. 18-____, R2017-06, A request to approve the rezone from R-1-7500 (Single-Family Residential 7,500 minimum) to C-2 (Community Commercial) and R-2 (Low density multiple family residential).

4. Consider Approval - Res. 18-____, CUP2017-05, A request to approve a conditional use permit to allow for a restaurant with outdoor dining and associated drive-through.
 5. Consider Approval - Res. 18-____, CUP2017-06, A request to approve a conditional use permit to allow for a convenience market with beer and wine sales, fuel sales and a drive-through car wash.
 6. Consider Approval - Res. 18-____, CUP2017-07, A request to approve a conditional use permit to allow for a restaurant with drive-through use.
 7. Consider Approval - Res. 18-____, CUP2017-14, A request to approve a conditional use permit to allow for proposed multi-family structures to be greater than 35 feet in height.
- D. Consider Approval - Res. 18-____, A Resolution confirming the votes for five amendments to the Land Use Element of the General Plan as part of the First General Plan Amendment Cycle for 2018. Proposals include GPA2017-01, GPA2017-02, GPA2017-03, GPA2017-05, and GPA2017-06. (Staff: B. Araki)
- E. Consider actions pertaining to the Establishment, Reestablishment and Modification of Speed Zones and Limits. (Staff: M. Harrison)
1. Consider Introduction - Ord. 18-____, An Ordinance of the City Council of the City of Clovis Amending Section 4.5.1600, of Chapter 4.5, of Title 4 of the Clovis Municipal Code pertaining to the Establishment, Reestablishment and Modification of Speed Zones and Limits.
 2. Consider Approval – Res. 18-____, A Resolution of the City Council of the City of Clovis Approving and Adopting Traffic and Engineering Studies and Establishing and Reestablishing the Official List of Designated Special Speed Zones.

2. ADMINISTRATIVE ITEMS

A. ADMINISTRATION (City Manager, City Clerk, Finance)

1. Consider Adoption - Ord. 18-03, R2017-08, A request to approve a rezone from the R-1-AH (Single Family Residential - 18,000 Sq. Ft.) Zone District to the R-1 (Single Family Residential) Zone District. (Vote: 3-0-2 with Councilmember Bessinger and Mayor Whalen absent)
2. Consider Adoption - Ord. 18-04, R2017-10, A request to approve a prezone from the County AE-20 Zone District to the Clovis R-1-PRD (Planned Residential Development) Zone District. (Vote: 3-0-2 with Councilmember Bessinger and Mayor Whalen absent)
3. Consider various actions associated with Landscape Maintenance District No. 1 to include discussion of assessment increases and property owner survey. (Staff: S. Redelfs)
 - a. Approval - Authorize City staff to proceed with an assessment increase election; and

- b. Approval - Authorize the City Manager to enter into an agreement with Francisco & Associates, Inc. to administrator the Landscape Maintenance District assessment increase election.

3. CITY MANAGER COMMENTS

4. COUNCIL ITEMS

A. Council Comments

ADJOURNMENT

Meetings and Key Issues			
Feb. 12, 2018 (Mon.)	6:00 P.M.	Joint Meeting with CVMD	Council Chamber
Feb. 20, 2018 (Tue.)	6:00 P.M.	Regular Meeting	Council Chamber
Mar. 5, 2018 (Mon.)	6:00 P.M.	Regular Meeting	Council Chamber
Mar. 12, 2018 (Mon.)	6:00 P.M.	Regular Meeting	Council Chamber
Mar. 19, 2018 (Mon.)	6:00 P.M.	Regular Meeting	Council Chamber
Apr. 2, 2018 (Mon.)	6:00 P.M.	Regular Meeting	Council Chamber
Apr. 9, 2018 (Mon.)	6:00 P.M.	Regular Meeting	Council Chamber
Apr. 16, 2018 (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 January 16, 2018 Council meeting.

B. ADMINISTRATION

- 1) No items.

C. COMMUNITY AND ECONOMIC DEVELOPMENT

- 1) Receive and File – Economic Development Corporation Serving Fresno County Quarterly Report, October – December 2017.

D. FINANCE

- 1) Receive and File – Investment Report for the month of November 2017.
- 2) Receive and File – Treasurer's Report for the month of November 2017.

E. GENERAL SERVICES

- 1) Approval - Res. 18-____, Approving Amendments to the City's Internal Revenue Code Section 125 Flexible Benefits Plan.

F. PLANNING AND DEVELOPMENT SERVICES

- 1) Approval – Final Acceptance for Tract 6112 located at the northeast intersection of Temperance Avenue and the Gould Canal (WC Clovis 6112, LLC – Wathen Castanos Homes).

G. PUBLIC SAFETY

- 1) No items.

H. PUBLIC UTILITIES

- 1) Approval - Agricultural Lease Agreement for Cattle Grazing on APN 300-80-004.
- 2) Approval - Waive Formal Bidding Requirements and Authorize the Purchase of two CNG Street Sweepers from TYMCO, Inc.
- 3) Receive and File – Public Utilities Report for the month of October 2017.

I. REDEVELOPMENT SUCCESSOR AGENCY

- 1) No items.

CITY of CLOVIS
PROCLAMATION
MARTIN LUTHER KING DAY OF SERVICE

Whereas, the Clovis Fire Department is committed to ensuring the safety and security of those living within our city; and

Whereas, the American Red Cross of Central California mission is to prevent and alleviate human suffering in the face of emergencies by mobilizing the power of volunteers and the generosity of donors; and

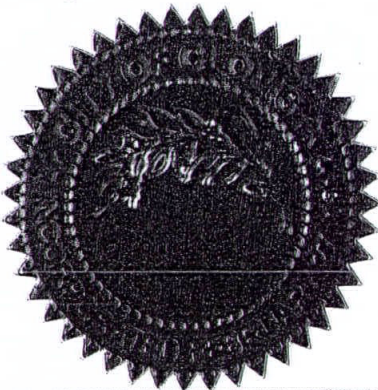
Whereas, the MLK Day of Service empowers individuals, strengthens communities, bridges barriers, creates solutions to social problems, and moves us closer to Dr. King's vision of a beloved community; and

Whereas, working smoke detectors are proven to reduce loss of life and property during a fire, thereby saving families and preserving neighborhood vitality; and

Whereas, volunteers from the American Red Cross and Clovis Fire Department installed 174 smoke detectors and provided essential home hazard reduction education as part of the larger community risk reduction efforts on Saturday, January 13, 2018.

NOW, THEREFORE BE IT RESOLVED that the City of Clovis on behalf of the citizens of Clovis and its Fire Department, does hereby recognize the American Red Cross of Central California for outstanding efforts and essential partnership in moving Clovis closer to Dr. King's vision of strong communities with empowered individuals.

IN WITNESS THEREFORE, I hereunto set my hand and cause the official seal of the City of Clovis to be affixed the 5th day of February 2018.





Mayor

CITY of CLOVIS

PROCLAMATION

RECOGNIZING MARCH 10, 2018 AS ARBOR DAY

Whereas, In 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

Whereas, The Special Day, called Arbor Day, was first observed with the planting of more than one million trees in the State of Nebraska; and

Whereas, Arbor Day is now observed throughout our nation and the world; and

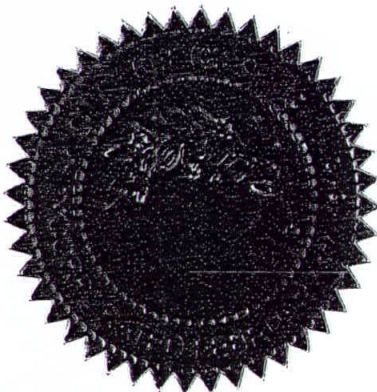
Whereas, Trees provide numerous benefits to individuals and communities, including the lowering of heating and cooling costs, an increase in property values, the moderating of air temperatures, the supplying of oxygen, and the sequestering of carbon dioxide; and

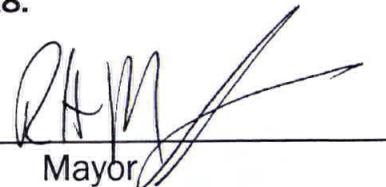
Whereas, Trees also provide habitat for wildlife, wood for our homes, material for many other products, and beautify our City.

NOW, THEREFORE BE IT RESOLVED that the Clovis City Council, on behalf of the citizens of Clovis, declare that the March 10, 2018 shall be declared

"ARBOR DAY"

IN WITNESS THEREFORE, I hereunto set my hand and cause the official seal of the City of Clovis to be affixed the 5th day of February 2018.





Mayor

CLOVIS CITY COUNCIL MEETING

January 16, 2018

6:00 P.M.

Council Chamber

Meeting called to order by Councilmember Flores
Flag Salute led by Councilmember Mouanoutoua

Roll Call: Present: Councilmembers Ashbeck, Flores, Mouanoutoua
Absent: Councilmember Bessinger, Mayor Whalen

6:03 - PUBLIC COMMENTS

Ron Sundquist, resident, commented that the Martin Luther King Breakfast was great and Councilmember Mouanoutoua did a great job.

6:04 - CONSENT CALENDAR

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, that the items on the Consent Calendar, except item C1, be approved, including the waiver of the reading of the ordinance. Motion carried 3-2 with Councilmember Bessinger and Mayor Whalen absent.

- A1) Approved - Minutes for the January 8, 2018 Council meeting.
- A2) Adopted - **Ord. 18-01**, R2017-03, A request to approve a prezone of approximately 37.67 acres of land located on the east side of Leonard Avenue, between Shaw and Barstow Avenues from the County AE-20 Zone District to the Clovis R-1 (Single Family Residential - 6,000 Sq. Ft.) Zone District. Sharon L. Moore Trustee, Bradford H. & Tamara L. Mack Trustees, Pam K. Janda, Trustee, owner; Benchmark Communities, LLC., applicant; Precision Civil Engineering, Inc., representative. (Vote: 5-0)
- A3) Adopted - **Ord. 18-02**, R2017-17, A request to approve a prezone of approximately 40.96 acres of land located on the east side of Leonard Avenue, between Shaw and Barstow Avenues from the County AE-20 Zone District to the Clovis R-1 (Single Family Residential - 6,000 Sq. Ft.) Zone District. Multiple property owners; Century Communities, applicant; Precision Civil Engineering, Inc., representative. (Vote: 5-0)
- F1) Approved - **Res. 18-10**, Final Map Tract 6197 (Phase II of Tentative Tract Map 6127), located at the northeast area of Leonard and Barstow Avenues. (Woodside 06N, LP, a California Limited Partnership, Woodside Homes).
- F2) Approved - **Res. 18-11**, Annexation of Proposed Tract 6197 (Phase II of Tentative Tract Map 6127), located at the northeast area of Leonard and Barstow Avenues to the Landscape Maintenance District No. 1 of the City of Clovis. (Woodside 06N, LP, a California Limited Partnership, Woodside Homes).
- F3) Approved - Final Acceptance for CIP 11-32, Willow Avenue Improvements.
- F4) Approved - **Res. 18-12**, Supporting and Implementing the "Timely Use of Funding" as Required by AB1012 for Candidate 2018 Federal Transportation Act, Fast Act Projects.
- F5) Approved - **Res. 18-13**, Resolution of Summary Abandonment for a Portion of a Public Utility Easement within Tract 6068 at Shaw and Montana Avenues.
- G1) Approved - **Res. 18-14**, Authorize the Memorandum of Understanding between Fresno Police Department and the Clovis Police Department for the implementation of the 2017 Department of Justice Collaborative Body-Worn Camera Grant.

H1) Approved – **Res. 18-15**, A Resolution Initiating Proceedings for the Annual Levy of Assessments for Landscape Maintenance District No. 1.

6:05 ITEM C1 - APPROVED – 2018 CLOVIS VETERANS MEMORIAL DISTRICT AND CENTENNIAL PLAZA STREET CLOSURES

Business Development Manager Shawn Miller presented a report on a request to approve the 2018 Clovis Veterans Memorial District and Centennial Plaza Street Closures. Staff requests the ability to implement street closures at Centennial Plaza and Clovis Veterans Memorial District (CVMD) with less than 60-day lead time. Since a large portion of the standard 60-day period includes the process of preparing a request for Council, this change will eliminate the need for a full 60 days to approve requests. These requests will only be used for events and activities sponsored and operated by the City of Clovis and Clovis Veterans Memorial District. Action taken this evening will approve the events for the CVMD for 2018 but will also require notification of affected businesses in the area of the closure.

There being no public comment, Councilmember Flores closed the public portion. Discussion by the Council. Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve the 2018 Clovis Veterans Memorial District and Centennial Plaza Street Closures. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

6:09 ITEM 1A1 - RECEIVED AND FILED – REPORT ON IMPACT OF TOURISM ON CITY OF CLOVIS

Business Development Manager Shawn Miller presented a report on impact of Tourism on the City of Clovis. There being no public comment, Councilmember Flores closed the public portion. Discussion by the Council. It was the consensus of Council, with Councilmember Bessinger and Mayor Whalen absent, for the Council to receive and file the report.

6:34 ITEM 1B1 - APPROVED - CONFIRM CITY MANAGER AUTHORIZATION PROCESSING A PAYMENT OF \$121,549.36 TO AMERICAN PAVING UNDER EMERGENCY ACTION FOR THE RECONSTRUCTION OF THE CLOVIS/HERNDON INTERSECTION

Public Utilities Director Scott Redelfs presented a report on a request to confirm City Manager authorization processing a payment of \$121,549.36 to American Paving under emergency action for the reconstruction of the Clovis/Herndon Intersection. Per the City of Clovis Purchasing Manual, under Section G. Emergency Purchases, "As soon as practical, the purchase should be authorized/confirmed by the appropriate approval level, depending upon the dollar amount of the purchase as defined in Municipal Code Section 2.7.06 of the Purchasing Ordinance." As defined in the City of Clovis Municipal Code Section 2.7.08 Bidding Exceptions, City staff may make purchases of an emergency nature as the need arises and the purchases are exempt from bidding requirements; however, staff believes it prudent to have Council approve the City Manager's authorization for this payment in excess of normal bidding requirements. American Paving was responsive to our emergency request for contract services. They were contracted on a time and materials basis and directed to remove and replace the

damaged asphalt. The work was completed within the estimated time frame and to the satisfaction of staff's direction. There being no public comment, Councilmember Flores closed the public portion. Discussion by the Council. Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to confirm City Manager authorization for processing a payment of \$121,549.36 to American Paving under emergency action for the reconstruction of the Clovis/Herndon Intersection. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

- 6:48 **ITEM 2A1 - APPROVED - RES. 18-16**, A REQUEST TO APPROVE AN ENVIRONMENTAL FINDING OF A MITIGATED NEGATIVE DECLARATION FOR GENERAL PLAN AMENDMENT GPA2017-02, REZONE R2017-08 AND TENTATIVE TRACT MAP TM6180; AND **ITEM 2A2 - APPROVED - RES. 18-XX**, GPA2017-02, A REQUEST TO AMEND THE GENERAL PLAN AND HERNDON-SHEPHERD SPECIFIC PLAN TO RE-DESIGNATE FROM VERY LOW DENSITY RESIDENTIAL (0.6 TO 2.0 DU/AC) CLASSIFICATION TO LOW DENSITY RESIDENTIAL (2.1 TO 4.0 DU/AC) CLASSIFICATION; AND **ITEM 2A3 - APPROVED INTRODUCTION - ORD. 18-03**, R2017-08, A REQUEST TO APPROVE A REZONE FROM THE R-1-AH (SINGLE FAMILY RESIDENTIAL - 18,000 SQ. FT.) ZONE DISTRICT TO THE R-1 (SINGLE FAMILY RESIDENTIAL) ZONE DISTRICT; AND **ITEM 2A4 - APPROVED - RES. 18-18**, TM6180, A REQUEST TO APPROVE A TENTATIVE TRACT MAP FOR A 58-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION.

Associate Planner George Gonzalez presented a report on items associated with approximately 20.78 acres of land located on the west side of Locan Avenue, between Teague and Nees Avenues. The applicant is requesting to amend the General Plan Land Use Diagram and Herndon-Shepherd Specific Plan Designations for approximately 20.78 acres of property on the west side of Locan Avenue, between Teague and Nees Avenues, from Very Low Density Residential (0.6 to 2.0 DU/Ac) to Low Density Residential (2.1 to 4.0 DU/Ac) and rezone the same project site from the R-1-AH (Single Family Residential – 18,000 Sq. Ft.) Zone District to the R-1 (Single Family Residential) Zone District. Additionally, the applicant is requesting tentative tract map approval for a 58-lot single-family residential subdivision with public streets. Approval of this Project would allow the developer to continue processing development drawings. This item was continued from the City Council meeting on December 4, 2017, to allow the applicant and staff an opportunity to continue to meet with nearby property owners to address concerns. Upon direction from the City Council and in cooperation with the applicant, staff scheduled a neighborhood meeting for Thursday, January 4, 2018, in the Clovis Council Chamber. Approximately 15 residents were in attendance along with the Project team and City staff. There were comments raised that revolved around traffic, two-story homes, water availability to existing wells, flooding, and the Alluvial Drain. The meeting lasted over two hours, and it concluded with the applicant taking note of the main topics of concern related to the project from the neighbors. The applicant stated that they were going to meet at least one more time with the neighbors in effort to resolve remaining issues. Residents commented on the speed and volume of traffic along Locan Avenue. Locan Avenue is designated as a Local Collector and determined to accommodate current and future traffic volumes. The City had conducted speed studies on this segment which allowed the maximum speed to be reduced to 45 miles per hour. Additional studies will be necessary to determine if traffic control such as stop signs are

warranted at specific intersections. Because this is an existing concern, staff is prepared to begin this traffic analysis separate from this Project.

Ernie Escobedo, representing the applicant, commented on, and spoke in favor of the project. Tina Segura, area resident, questioned setback on certain lots. Ryan Woods, area resident, asked about barriers for visibility as his property adjoins the project to the southeast. He also discussed concerns with drainage, flooding, general plan for the area, traffic, accessibility to parks and green space. Jonathan Galstron, representing local contractors, spoke in support. Kathy Hickman, area resident, spoke in opposition due to concerns with impact on rural residential lifestyle, and complained about lack of notification by City. Matt McCauley, area resident, spoke in support. Discussion by the Council.

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve an environmental finding of a Mitigated Negative Declaration for General Plan Amendment GPA2017-02, Rezone R2017-08 and Tentative Tract Map TM6180. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Consensus to approve, with Councilmember Bessinger and Mayor Whalen absent, to approve GPA2017-02, amending the General Plan and Herndon-Shepherd Specific Plan to re-designate from Very Low Density Residential (0.6 to 2.0 DU/AC) classification to Low Density Residential (2.1 to 4.0 DU/AC) classification

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve the introduction of **Ordinance 18-03**, R2017-08, approving a rezone from the R-1-AH (Single Family Residential - 18,000 Sq. Ft.) Zone District to the R-1 (Single Family Residential) Zone District, noting Condition 3 be corrected to reflect single story homes on lots 20 – 31, and lot 13, and noted Condition 52 would allow staff to continue to work with staff on required improvements northeast and southeast of the project for lots that are not being developed as part of this project. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve TM6180, a tentative tract map for a 58-lot single-family residential subdivision. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

7:45 **ITEM 2B1 - APPROVED - RES. 18-19**, APPROVAL OF AN ENVIRONMENTAL FINDING OF A MITIGATED NEGATIVE DECLARATION FOR GPA2017-05, CUP2017-10, AND TM6186; AND **ITEM 2B2 - APPROVED - RES. 18-XX**, GPA2017-05, A REQUEST TO AMEND THE GENERAL PLAN AND LOMA VISTA SPECIFIC PLAN TO RE-DESIGNATE FROM LOW DENSITY RESIDENTIAL (2.1 TO 4.0 DU/AC) TO MEDIUM DENSITY RESIDENTIAL (4.1 TO 7.0 DU/AC); AND **ITEM 2B3 - APPROVED - RES. 18-21**, CUP2017-10, A REQUEST TO APPROVE A CONDITIONAL USE PERMIT FOR A 249-LOT SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT WITH PUBLIC AND PRIVATE STREETS, GATED ENTRY, REDUCED SETBACKS, REDUCED LOT WIDTHS, AND INCREASED LOT COVERAGE; AND **ITEM 2B4 - APPROVED - RES.**

18-22, TM6186, A REQUEST TO APPROVE A VESTING TENTATIVE TRACT MAP FOR A 249-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION.

Senior Planner Orlando Ramirez presented a report on various items associated with approximately 35.43 acres of property located at the southeast corner of Bullard and Leonard Avenues. The applicant is requesting to amend the General Plan Land Use Designation for approximately 36.75 acres located at the southeast corner of Bullard and Leonard Avenues, from "Low Residential" (2.1 to 4 units per acre) to Medium Residential (4.1 to 7 units per acre), approve Conditional Use Permit CUP2017-10, for a 229-lot single-family planned residential development with public and private streets, sidewalks on one side of the streets, reduced setbacks and a minimum lot size of 2,421 square feet with an average of 3,698 square feet, and a vesting tentative tract map approval for 229-lot single-family residential development. Approval of this Project would allow the developer to continue processing a site plan review and development drawings. This Project was continued from the December 11, 2017, Council meeting to allow the developer to meet with the nearby property owners to address concerns. Per City policy, the applicant held a neighborhood meeting on Thursday, November 2, 2017, at Cedarwood Elementary. The applicant indicated that they provided notice to property owners within an 800' radius from the project areas. Four residents were in attendance along with the Project team and City staff. Area property owners expressed concern with the project. Specific concern stemmed from the proposed access from Leonard Avenue and the glare it would present from vehicle lights. Additionally, property owners expressed concern with water to sustain the development as well as the increase in density. The applicant conducted the second meeting as required by City policy. The neighborhood meeting was held at Woods Elementary on Thursday, December 7, 2017. Area property owners expressed the same concerns with the project and expressed additional concerns regarding the Leonard Avenue future right-of-way encroaching into their property, groundwater depletion, flooding caused by area development, and concern with the lack of adequate sidewalks within the development.

Jeff Roberts, representing the applicant, spoke in support of the project. Kathy Ferrasci, area resident, commented on lack of noticing, and concern with density. Mark Billion, area resident, raised concerns with density and impact on property values. Blanca Neves, area resident, spoke in opposition due to traffic, noise, rental units, and the potential negative impact on property values. Paul Hardy, area resident, spoke in opposition due to concerns with increased density. Jason Andrews, area resident, west of the project, raised concerns with density, traffic, flooding, light, and noise. Ethel Mulligan, area resident, spoke in opposition. William Ruddard, area resident, asked to stick to the general plan. Lenny Harris, area resident, spoke in opposition due to density. George Lopez, area resident, spoke in opposition due to density. Deidra, Kingsburg resident, spoke in support because she wants to move to the proposed project. Kori Dietrich, Fresno resident, and Granville Trade Partner, spoke in support. Kim Ford, area resident, spoke in support, lives in a Granville home. Melisa Spolini, realtor, spoke in support due to quality of Granville Homes. Jace Brandon, area resident, spoke in support. Jerry Work, John Casey Construction, spoke in support. Tom Wheelen, Granville Trade Partner, spoke in support. Darius Assemi, applicant, commented on, and spoke in support of the project. Denise, area resident, questioned why would someone want to build on an area designated as being flooded? Victor Gonzalez, Granville employee, spoke in support. Discussion by the Council.

Motion by Councilmember Mouanoutoua, seconded by Councilmember Ashbeck, for the Council to approve an environmental finding of a Mitigated Negative Declaration for GPA2017-05, CUP2017-10, and TM6186. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Motion by Councilmember Mouanoutoua, seconded by Councilmember Ashbeck, for the Council to approve a request to amend the General Plan and Loma Vista Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/AC) to Medium Density Residential (4.1 to 7.0 DU/AC). Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Motion by Councilmember Mouanoutoua, seconded by Councilmember Ashbeck, for the Council to approve a conditional use permit for a 229-lot single-family Planned Residential Development with public and private streets, gated entry, reduced setbacks, reduced lot widths, and increased lot coverage. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Motion by Councilmember Mouanoutoua, seconded by Councilmember Ashbeck, for the Council to approve a vesting tentative tract map (TM6186) for a 229-lot single-family residential subdivision. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Recess: 9:42

Reconvene: 9:48

9:48 **ITEM 2C1** - APPROVED - **RES. 18-23**, APPROVING AN ENVIRONMENTAL FINDING OF A MITIGATED NEGATIVE DECLARATION FOR GENERAL PLAN AMENDMENT GPA2017-03, PREZONE R2017-10 AND VESTING TENTATIVE TRACT MAP TM6193; AND **ITEM 2C2** - APPROVED - GPA2017-03, AMENDING THE GENERAL PLAN AND LOMA VISTA SPECIFIC PLAN TO RE-DESIGNATE FROM LOW DENSITY RESIDENTIAL (2.1 TO 4.0 DU/AC) CLASSIFICATION TO MEDIUM DENSITY RESIDENTIAL (4.1 TO 7.0 DU/AC) CLASSIFICATION; AND **ITEM 2C3** - APPROVED INTRODUCTION - **ORD. 18-04**, R2017-10, APPROVING A PREZONE FROM THE COUNTY AE-20 ZONE DISTRICT TO THE CLOVIS R-1-PRD (PLANNED RESIDENTIAL DEVELOPMENT) ZONE DISTRICT; AND **ITEM 2C4** - APPROVED - **RES. 18-24**, TM6193, APPROVING A VESTING TENTATIVE TRACT MAP FOR A 204-LOT SINGLE-FAMILY PLANNED RESIDENTIAL DEVELOPMENT.

Associate Planner George Gonzalez presented a report on various items associated with approximately 38.65 acres of land located at the southwest corner of Ashlan and Highland Avenues. The applicant is requesting to amend the General Plan Land Use Diagram and Loma Vista Specific Plan designations for approximately 38.65 acres of property at the southwest corner of Ashlan and Highland Avenues, from Low Density Residential (2.1 to 4.0 DU/Ac) to Medium Density Residential (4.1 to 7.0 DU/Ac) and prezone the same project site from the County AE-20 Zone District to the Clovis R-1-PRD (Single Family Planned Residential Development) Zone District. Additionally, the application is requesting a vesting tentative tract map approval for a 204-lot non-gated single-family planned residential development with public streets, reduced setbacks and increased lot coverage. The applicant is not proposing a Homeowner's Association with

this project. Approval of this project would allow the developer to continue processing a residential site plan review and development drawings. Dirk Poeschel, representing the applicant, spoke in support. Leo Wilson, applicant, spoke in support. Discussion by the Council.

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve an environmental finding of a Mitigated Negative Declaration for General Plan Amendment GPA2017-03, Prezone R2017-10 and Vesting Tentative Tract Map TM6193. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve GPA2017-03, amending the General Plan and Loma Vista Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium Density Residential (4.1 to 7.0 DU/AC) classification. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve the introduction - **Ord. 18-03**, R2017-10, approving a prezone from the County AE-20 Zone District to the Clovis R-1-PRD (Planned Residential Development) Zone District. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve TM6193, a vesting tentative tract map for a 204-lot single-family planned residential development. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

10:06 ITEM 2D - APPROVED - **RES. 18-25**, R0281, A RESOLUTION OF APPLICATION FOR THE ANNEXATION OF THE TERRITORY KNOWN AS THE ASHLAN-HIGHLAND SOUTHWEST REORGANIZATION LOCATED ON THE SOUTH SIDE OF ASHLAN AVENUE, BETWEEN LEONARD AND THOMPSON AVENUES. VARIOUS OWNERS; WILOLI, LP., APPLICANT; HARBOUR & ASSOCIATES, REPRESENTATIVE.

Associate Planner George Gonzalez presented a report on a resolution of application for the annexation of the territory known as the Ashlan-Highland Southwest Reorganization located on the south side of Ashlan Avenue, between Leonard and Thompson Avenues. The total area of the annexation is approximately 117 acres located on the south side of Ashlan Avenue, between Leonard and Thompson Avenues. The Project site includes approved Vesting Tentative Tract Map TM6193, for a 204-lot single-family planned residential development, approved Vesting Tentative Tract Map TM6023, for a 379-lot single-family planned residential development, approved Vesting Tentative Tract Map TM6203, for a 19-lot single-family residential development, and the approved church development along the Thompson Avenue frontage. The project area has been prezoned to the R-1, R-1-PRD and P-F Zone Districts under Prezones R2013-03, R2017-10, R2017-13, and R2017-15, consistent with the General Plan Land Use Diagram and Loma Vista Specific Plan. Councilmember Flores indicated that the applicant was present and in support. Discussion by the Council.

Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to approve a resolution of Application for the Annexation of the Territory known as the Ashlan-Highland Southwest Reorganization located on the south side of Ashlan Avenue, between Leonard and Thompson Avenues. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

10:09 ITEM 3A - CITY MANAGER COMMENTS

City Manager Luke Serpa recommended that we add a special meeting on Monday, January 22, 2018, to discuss Development Impact Fees. There being no public comment, Councilmember Flores closed the public portion. Discussion by the Council. Motion by Councilmember Ashbeck, seconded by Councilmember Mouanoutoua, for the Council to add the special meeting of January 22, 2018, to discuss Development Impact Fees. Motion carried 3-0-2 with Councilmember Bessinger and Mayor Whalen absent.

10:10 ITEM - 4A - COUNCIL COMMENTS

Councilmember Mouanoutoua complimented the Clovis Police Department for hosting the Martin Luther King Breakfast, and recognized Clovis Fire for their work with Red Cross on getting fire sprinklers installed over the weekend.

Councilmember Ashbeck commented on the use of branding and the need to use the branding in staff presentations.

Councilmember Flores complimented Councilmember Mouanoutoua on his speech at the Martin Luther King Breakfast, and complimented Clovis Police Department for hosting the Martin Luther King Breakfast.

ADJOURNMENT

Councilmember Flores adjourned the meeting of the Council to January 22, 2018

Meeting adjourned: 10:13 p.m.

Councilmember

City Clerk



AGENDA ITEM NO: **CC-C-1**

City Manager: LS

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Community and Economic Development

DATE: February 5, 2018

SUBJECT: Receive and File – Economic Development Corporation Serving Fresno County Quarterly Report, October – December 2017

ATTACHMENTS: EDC Second Quarter Report, October – December 2017

CONFLICT OF INTEREST

None

RECOMMENDATION

That the City of Clovis receive and file the Quarterly Report October – December 2017 (second quarter 2017-18 contract), from the Economic Development Corporation Serving Fresno County.

EXECUTIVE SUMMARY

The Economic Development Corporation serving Fresno County (EDC) has submitted their second quarter report of activities for the City Council to receive and file, as required per the 2017-18 Agreement with the City.

BACKGROUND

In the summer of 2017, the City of Clovis and the EDC entered into a contract for the 2017-18 fiscal year to provide regional marketing and business services to Clovis businesses. The contract provides for \$40,000 in baseline funding and incentivizes the EDC with payment for site tours conducted in Clovis for a business looking to relocate into the region. This allows Clovis to be part of a regional effort in attracting commercial and industrial businesses to Clovis. Attached is a report detailing the progress of their

activities to provide information to industrial/commercial representatives not currently located in Clovis for recruiting purposes, and continue to assist existing Clovis businesses with informational and/or technical assistance to access statewide business support programs.

Highlights of the EDC quarterly report include:

- Five qualified business attraction leads were achieved during the quarter.
- The EDC assisted with 1 broker open house.
- The EDC attended 1 trade show.
- Summary of 2017-18 results are below:

Type	Required	Q2	FY17-18	Completion
Top 50 Business Target Report Analysis	1	-	-	Ongoing
New Business Leads	40	5	12	30%
Site Tours	4	0	2	50%
Trade Shows	5	1	1	20%
Broker Events	2	1	1	50%

FISCAL IMPACT

The City will forward the fourth quarter installment payment to EDC. The funds were budgeted in the 2017-18 fiscal year budget.

REASON FOR RECOMMENDATION

The attached report meets the requirement established in the 2017-18 Agreement between the EDC and the City of Clovis.

ACTIONS FOLLOWING APPROVAL

Staff will file the report.

Prepared by: Andy Haussler, Community and Economic Development Director

Submitted by: Andy Haussler, Community and Economic Development Director 



City of Clovis

Quarterly Activity Report

Quarter 2

Fiscal Year 2017-2018

October 1, 2017 – December 31, 2017

Lee Ann Eager.....President/CEO
Nikki Henry.....Chief Operating Officer
Will Oliver.....Director of Business Services
Jose Mora.....Client Services Manager
Andrea Reyes.....Contract Compliance Manager
Mark Mimms.....Economic Development Coordinator
Lavell Tyler.....Economic Development Specialist
Tracy Tosta.....Economic Development Specialist
Jacob Villagomez.....Economic Development Specialist
Curtis Williamson.....Economic Development Specialist
Sergio Hernandez.....Staff Economist
Juan Carranza.....Economic Development Analyst
Mandip Johal.....BEAR Coordinator
Jenna Lukens..... Training Coordinator
Heidi Ecker.....Retention Specialist
Margaret Ingham.....Retention Specialist
Amanda Bosland.....Retail Business Specialist
Josh Howell.....Data Administrator

City of Clovis Quarterly Activity Report

This report summarizes the agreement requirements between the City of Clovis and the Fresno County Economic Development Corporation (EDC).

Division Mission

To market Fresno County as the premier location for business prosperity.

Fresno County EDC Services

The Economic Development Corporation serving Fresno County is a nonprofit organization established to market Fresno County as the premier location for business prosperity. We strive to not only facilitate site selection for new businesses within Fresno County, we also assist in the retention and expansion of businesses through our alliance with collaborative partners and resources.

The EDC agrees to the following services:

1. Provide information to the industrial and office representatives not located in the City of Clovis for recruiting new businesses and industries;
2. Assist in the development of marketing materials to attract new investments, commercial and industrial brokers, developers, and site selectors. Assist in utilizing online marketing to advance economic and community development efforts;
3. Assist existing businesses and industries that contact the EDC with information and technical assistance through the BEAR Action Network;
4. Work to foster a closer working relationship with local business associations to enhance the EDC services provided to Clovis area employers;
5. Continue acting in a leadership role in promotion of high-speed rail and promote the Clovis area for related development;
6. Inform Clovis of legislation important to the economic and community development of the region and act on their behalf;
7. Assist in identifying economic development projects on the City's behalf for the inclusion in the County of Fresno's Comprehensive Economic Development Strategy (CEDS) for possible grant funding; and
8. Provide administrative staffing at all Executive Committee, Board, and related events.

Q2 Snapshot

The EDC team conducts outreach throughout communities, marketing business expansion and retention services by (but not limited to):

- Providing an operational analysis to evaluate the health of the business. This tool provides us with a deeper understanding of the appropriate referrals or resources needed for business growth or retention;
- Connecting businesses to wage subsidy programs;
- Promoting Fresno Energy Watch services;
- Providing education on Federal/State/Local Tax Incentives; and
- Providing referrals and information on financing assistance.

Stemming from direct outreach, workshops, one-on-one meetings, and marketing efforts, the areas of interest and number of referrals generated are included below:

Businesses Contacted	Q2 2017 -2018
Business Referrals	
	21
	17

Type	Required	Q2	FY17-18	Completion
Top 50 Business Target Report Analysis	1	-	-	Ongoing
New Business Leads	40	5	12	30%
Site Tours	4	0	2	50%
Trade Shows	5	1	1	20%
Broker Events	2	1	1	50%

Referrals by Service Type



Clients and Businesses Contacted

Accounting America	Gilbert K. Moran, M.D. F.A.C.O.G. INC.	Medical Ministries International
Anlin Industries	Grizzly Construction	NET PLUS WIRELESS
Best Party Rentals	J I.T Outsource	Niacc-Avitech Technologies, Inc.
Building Global Bridges	Legal Shield	PR Farms
Central Valley Window Cleaning	Magnolia Crossing	Roll Me Some
Circle Automotive	Marc A Cunningham Ins	Sequoia Home Health
Clovis Round Up.	Mark's Chevron	Snowflake Designs

Business Expansion and Attraction Leads

City of Clovis Q2 Expansion and Attraction Activity



Leads by Industry



The EDC has agreed to provide a minimum of 40 new business attraction and expansion leads for the 2017-2018 year. During this quarter, the EDC generated 5 new business attraction and expansion leads. EDC staff also remains involved with additional prospective leads that may match Clovis' land and building inventory. See following page for listing:

NEW ATTRACTION AND EXPANSION PROJECT ANNOUNCEMENTS

Company	Client Number	Industry	Project Size	New Jobs	Investment	Project Location
Roll Me Some	170510A1	Accommodation and Food Services	500 SF	5	-	356 Pollasky Ave., Clovis, CA

NEW PROJECT ANNOUNCEMENT HIGHLIGHTS

Roll Me Some Ice Opens in Clovis

While attending the Clovis Small Business Expo on May 10th, 2017, Economic Development Specialist Tracy Tosta connected with a prospective start-up company, Roll Me Some Ice, an artisan rolled ice cream shop. Since that time, ED Specialist Tosta was pleased to provide site selection services, help with human resources support, and offer referrals to the New Employment Opportunity (NEO) program, which they look to hire from in early 2018. Despite just having opened during the fall of 2017, business has exceeded their expectations at their new Old Town Clovis location. The EDC is proud to have provided support to this start-up business and staff is eager to provide additional assistance to aid their future planned expansions.

Q2 New Business Attraction & Expansion Leads

	Client Number	Industry	Site Requirements	Jobs	Source	Region Participated
October	171003A1	Admin and Support	15,000 SF	300	Direct	Clovis, Fresno
	170801E1*	Wholesale Trade	30,000 SF	35	Direct	Clovis, Fresno, Unincorporated
	170828A2*	Manufacturing	1,000 SF	TBD	Direct	Clovis, Fresno
	171006A1	Manufacturing	TBD	TBD	Partner	TBD
November	171116A2	Manufacturing	TBD	700	Direct	TBD
	CCVEDC 1735	Transp and Warehousing	38,000 SF	10	CCVEDC	Clovis, Fowler, Fresno, Selma, Unincorporated
Dec	171207A1	Arts, ET, and Recreation	30 AC	100	Partner	Clovis

*leads generated in August of 2017, but expressed interest in Clovis in October 2017.

City of Clovis Economic Snapshot

2nd Quarter, FY 17-18

Industrial, Office, and Retail Vacancy City of Clovis

The Industrial vacancy rate in Clovis increased to 1.0% in the second quarter. The vacancy rate was 0.4% at the end of the first quarter 2017.

CoStar also reports that the office vacancy rate in the city of Clovis decreased to 9.1% at the end of the second quarter, where it was 9.8% at the end of the first quarter.

Finally, Clovis' retail vacancy rate remained at 8.6% in the second quarter.

	Industrial	Office	Retail
Fresno County	4.1%	9.2%	6.8%
City of Clovis	1.0%	9.1%	8.6%



November 2017 Unemployment Rates

Based on a labor force study produced by the State of California's Employment Development Department, the unemployment rate in the Fresno County was 7.6 percent in November 2017, down from a revised 7.7 percent in October 2017, and below the year-ago estimate of 9.2 percent. This compares with an unadjusted unemployment rate of 4.9 percent for California and 3.9 percent for the nation during the same period. The City of Clovis has a workforce of 51,800 and an unemployment rate of 5.8%.

Area	Labor Force	Unemployment Rate
Fresno County	441,900	7.6%
Clovis	51,800	5.8%

Marketing

The EDC continues to participate in trade shows/missions in partnership with the California Central Valley Economic Development Corporation (CCVEDC) and Team California to promote Fresno County and its 15 cities.

TRADE SHOWS, BROKER EVENTS, AND MISSIONS

ICSC Western Conference & Deal Making

Los Angeles – October 2 – 4, 2017

Business Meetings: 15

ICSC hosted their annual Western Conference and Deal Making at the Los Angeles Convention Center in October, a change from their traditional venue in San Diego. This event united developers, retailers, brokers and other key players in a forum to exhibit, make deals and form business partnerships. ICSC announced there were over 5,000 advance registrations.

After learning from Team California that their organization would not be hosting a booth this year, the EDC decided to host a Fresno County booth (944) at the conference. Invitations to participate in the conference and use the EDC booth were shared with all City Managers or relevant Economic Development staff prior to the event. The cities of Coalinga, Clovis, Firebaugh and Parlier accepted and participated in the event.

Marketing material was prepared for Coalinga, Firebaugh and Parlier, and retail development projects from Selma, Kingsburg, Reedley and Clovis were included in the main Fresno County marketing flyer. Social media posts announcing our participation at the conference were scheduled and updated accordingly.

The EDC booth attracted over **200** unique visitors with **52** of those leaving their business card as part of our Fresno State wine giveaway. The EDC had **15** meetings and received **35** contacts over the duration of the event, with **5** leads post-event.

CCVEDC Southern California Broker Mission

November 14 – 15, 2017

Business Contacts: 250

CCVEDC No. Cal SIOR Night at the Shark Tank

November 16, 2017

Business Contact: 40

CCVEDC – Nor CA SIOR Holiday Luncheon

December 1, 2017

Business Contacts: 133

 **Fresno County EDC**
@fresnocountyedc



Congrats @cathchrisCRE from @RosanoPartners1 for winning this savory @FresnoStateWine Stop by booth 944 @icsc #WestConf for a chance to win!



5:24 PM - 3 Oct 2017

EDC Twitter post showcasing our booth the Fresno State Bottle of Wine winner at the ICSC Western Conference.

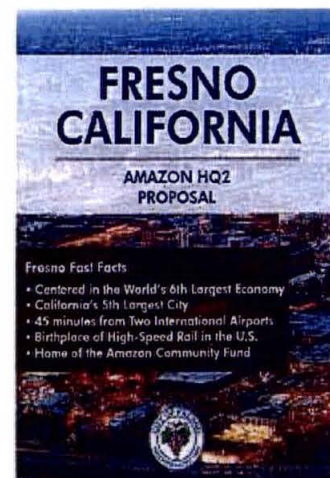
OTHER BUSINESS ATTRACTION HIGHLIGHTS

Fresno Amazon HQ2 Proposal

In the fury to submit the most headline-grabbing proposal for Amazon's public request for proposal for their prospective second headquarters, or "HQ2", the EDC is proud to have worked closely with the City of Fresno to prepare and submit a proposal that the *Los Angeles Times* recently said **"stood apart"** from all other submissions and was **"uniquely intelligent and innovative"**. The 51-page proposal for Amazon HQ2 included a regional approach by including Madera County into Fresno County's metropolitan statistical area (MSA), along with sections and information on high-speed rail, incentives, workforce, the region's unique location within the state, quality of life, cost of living, and community support. However, the major carrot used to capture Amazon's attention was proposing an incentive package unlike any other across the county and North America – The Amazon Community Fund (ACF). The objective for the Amazon Community Fund is to help the region build a sustainable, vibrant community around the unintended consequences of landing such a large and transformative project. The core of the ACF is to reinvest every new tax dollar generated by the project into the entire community, which jointly benefits Amazon. The fund, jointly controlled by the City of Fresno, Amazon, and the community, proposed reinvesting those new tax dollars in the following manner:

- 25 % for housing projects
- 25 % for transportation and infrastructure projects
- 10 % for parks, trails and cultural amenities
- 10 % to support science, technology, engineering, and mathematics (STEM) education projects
- 15 % in undesignated funds for public safety and other city services

The remaining 15% would be unrestricted and go to traditional city and county services. The short-term goal for Fresno's proposal is to move onto the next phase of consideration from the 238 known proposals submitted, which is expected to be announced sometime in 2018.



Cover of Fresno's Amazon HQ2 proposal

Global Cities Initiatives & Exchange (GCI)

At the Annual Investors Luncheon, we highlighted the completion of the Global Trade and Investment plan as a part of the Global Cities Initiative, a project that began in 2014. The release of the Export Plan in 2016 was followed this year by the completion of the Foreign Direct Investment plan. Additionally, staff highlighted some potential key regions in Europe and South America that may become targeted regions for developing export and investment. ED Specialist Tosta presented some of the key findings of the FDI plan, and Marek Gootman of the Brookings Institution spoke about the importance of taking deliberate action on attracting foreign investment. Both plans developed for the region through the Global Cities Initiative are available on the EDC website. ED Specialist Tosta is working on a blog post for the Business Journal and some news coverage was filmed at the event regarding exports, particularly with agriculture, in the Central Valley. We also learned that the application for the EDA grant that had been applied for during the summer was not awarded to the Fresno County EDC.

However, to continue momentum on the project, several staff members attended export seminars in November, including the California Center for International Trade's Exporting Best Practices Workshop. This will increase understanding about financing and assistance available as the EDC prepares to target a portion of their efforts on increasing exportation through the retention and expansion team. Additional funding opportunities will be explored to continue supporting the plan implementation.

Moreover, an update and presentation was provided by Lee Ann Eager and Tracy Tosta regarding the progress of the Global Cities Initiative at the quarterly California Partnership for the San Joaquin Valley meeting. This included an overview of the findings from both of the export and FDI plans as well as a printed copy for the attendees. As the plans have been completed, staff will be formulating an implementation strategy and providing the content to key partners.

Partnership with Department of Social Services

The EDC has been contracted to assist the Fresno County Department of Social Services in marketing the New Employment Opportunity (NEO) program, or Ready2Hire, and identify prospective employers to hire from the pool of eligible NEO job seekers.

New Employment Opportunities (NEO)	2017-2018
YTD - New NEO/ Unsubsidized/ Renewed	
Participating Businesses	30/150
YTD - Positions filled by Businesses	82/200
YTD - Job Postings	95/500
YTD - Job Fairs	0/4
YTD - Employer Training	2/4
YTD - Recruitments	0
*Contract Start Date October 1, 2017	

DSS/EDC Meetings

DSS Quarterly Meetings

EDC staff presented at 6 separate informational sessions this quarter to over 170 Department of Social Services (DSS) Job Specialists, and Eligibility Staff. The presentation provided updates on upcoming developments within Fresno County and to increase DSS' knowledge of the services the Fresno County EDC has to offer. Staff members from all departments attended, with individuals rotating depending on other obligations requiring their time. Training partners from West Hills College and the Valley Apprenticeship Connections were present to discuss the Truck Driving Training and Pre-Apprenticeship training as well as a productive Q&A session to encourage referrals to the program. A comprehensive summary of EDC services was also given including: Attraction, BEAR Incentives, Reverse Attraction, Energy Watch, GCI & FDI, High-Speed Rail, Workforce, Recruitment, Training, Employment Statistics and Public Relations. The attending Job Specialists were also provided with the opportunity to view the Client Success video for the Pre-Apprenticeship Program, which is being played in DSS lobbies and encourage client engagement.

Throughout the month of December, EDC Staff presented the employment opportunities being provided by Ulta and Amazon to job specialists and clients of the Department of Social Services. Presentations were

held in Fresno, Kerman, Reedley and Selma and focused on benefits, job descriptions and minimum requirements. Adult schools were also present to assist those in need of a high school diploma or GED.

Customized Training

Realizing the current labor demands among our local businesses, the EDC, Department of Social Services and educational partners have worked with industry stakeholders to develop customized trainings to fulfil today's workforce needs. Utilizing input from industries such as technology, truck driving, skilled welding, and trades, each training curriculum is developed to create career pathways to meet tomorrow's industry needs, help businesses grow, and put people back to work. Below is a list of customized training programs underway:

Valley Apprenticeship Connections

Pre-Apprenticeship Program. The partnership between Fresno County EDC, the Department of Social Services, and Economic Opportunities Commission moves forward a 12 week program comprised of classroom and construction based training.

Completed	40
Entered employment	33

** Since inception of program*

Truck Drivers Training

Class A Truck Driving Class implemented in partnership between the Fresno County EDC, the Department of Social Services, West Hills College, and Lawson Rock and Oil to facilitate the training of commercial drivers.

Currently 14 participants have received their Class A license within the last 90 days. 9 participants have received their permit and are working towards their behind the wheel testing. Another 15 participants are currently working to pass their written test and receive their permit.

Licensed Class A Drivers	131
Entered Employment	99

** Since inception of program*

High-Speed Rail

Mineta Transportation Institute HSR Research Study | Construction Package 1

The High-Speed Rail Business Support Department was contacted by John Niles, an independent researcher for Mineta Transportation Institute. He is authoring a study on the impact of the High-Speed Rail project in Construction Package 1. We provided a number of examples of successful relocations along with various workforce and expansion data where available. In many cases, this information was not tracked early on by the High-Speed Rail Authority, so we are proud to contribute these results in which the EDC played an integral role in helping to achieve.

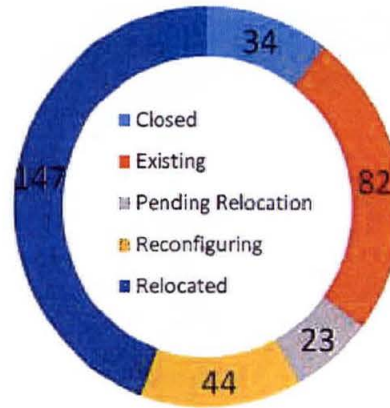
Q2 Business Assistance

Client Contact



■ County ■ City

Client Status	County	City
Closed	-	34
Active/Existing	69	13
Pending Relocation	-	23
Reconfiguring	5	39
Relocated	22	125
Total	96	234



Highlights

Sierra Gateway District Broker Event (City of Clovis)



EDC Specialists Tracy Tosta and Amanda Bosland assisted Community and Economic Development Director Andy Haussler with coordinating a broker event hosted by the City of Clovis and Colliers International. The event, held on November 7, 2017, highlighted Clovis' newly designated Sierra Gateway District, which includes the Clovis Research and Technology Park, the area around Clovis Community Medical Center, and Harlan Ranch. The event allowed EDC and City staff to share updates about Clovis' plan for the District as well as network with commercial real estate brokers, property owners, and developers. The city provided a snapshot of their new marketing materials and maps to help attendees visualize the future growth of Clovis.

EDC and Initiative Foods Featured on CNBC's Nationally Televised Special Report

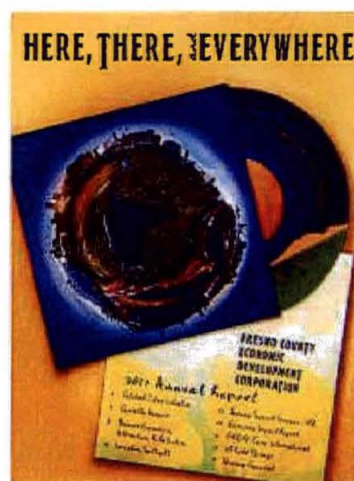
Following days after the passage of the Federal Tax Bill, CNBC's Special Correspondent Scott Cohn was referred to President/CEO Lee Ann Eager by the Governor's Office of Business and Economic Development for a special story on California's competitiveness against low-cost states in light of the federal tax bill. Mr. Cohn, who is responsible for CNBC's America's Top States for Business Report, sat down with Ms. Eager to discuss the reasons why California would retain its competitive advantage against growing competition among "low cost states". Citing California's world renowned universities, diverse and talented workforce, and as the strategic center to 40 million people and customers, Ms. Eager confidently proclaimed,



"Bring it on" during the nationally televised segment as California, and Fresno County, fare well nationwide against its out-of-state competition hoping to lure businesses. EDC staff arranged for an interview with Sanger-based company Initiative Foods who after losing their facility due to a devastating fire in July of 2016, had to consider out-of-state options. President/CEO John Ypma discussed the factors that guided their decisions to stay in California such as competitive incentives, workforce, and affordable cost of living in Fresno County, as reasons to remain and rebuild in Sanger, California.

EDC Annual Investors Meeting

On October 24th, the EDC hosted its Annual Investors Meeting Luncheon. This year's theme was "Here, There and Everywhere" to represent the growing global interest in Fresno County. Having sold 520 tickets, the event was well attended and featured Marek Gootman, Director of Strategic Partnerships and Global Initiatives at the Brookings Institution Metropolitan Policy Program as the keynote presenter. Mr. Gootman discussed the Global Cities Initiative and the importance of exporting and foreign direct investment on our economy. Gootman was joined by EDC staff member, Tracy Tosta, to unveil the newly completed Foreign Direct Investment plan. Mr. Delfino Neira, the Director of the Department of Social Services, was honored with the 2017 annual Giraffe Award for his civic leadership and unique vision. In addition, EDC staff members Juan Carranza, Josh Howell, Jenna Lukens and Mark Mimms presented details and updates from their departments.



District Export Council November Meeting

The EDC has had an active role in supporting the formation of a Central California District Export Council (DEC). If established, the DEC would assist the U.S. Commercial Service in educating and equipping local businesses with tools and technical resources needed to export. The stakeholder group tasked with forming the Central California District Export Council (DEC) met at the International Agri-Center in Tulare. The workgroup met with representatives from the Department of Commerce including Glen Roberts,

Richard Swanson and Laura Barmby. The application to form the official council is currently awaiting review by the Assistant to the Secretary of Commerce. There are options for forming an export council outside of the official branded federal construct, however they decided to wait through the end of the year before they consider an alternative export assistance group. A minimum of 50% of the council will be representatives from businesses that are currently exporting. The remainder of the positions are filled by representatives in organizations that serve exporters such as the Fresno EDC, Rabobank and Vecron EXIM.

California Center for International Trade Exporting Best Practices Workshop

The Expansion and Retention team attended the California Center for International Trade's Exporting Best Practices Workshop. The workshop covered the basics about exporting and how to mitigate the risks with international buyers. The California Centers for International Trade Development (CITD) suggested businesses work with Export Management Companies, Freight Forwarders, and Overseas Agents as these entities can help business navigate foreign markets because they deal with the cultural and legal frame work in those markets already. The second part of the workshop covered exporting best practices, ranging from the initial quotation, fulfilling the order, to securing payment. This information will prove to be a vital resources for our businesses who are looking to begin exporting.

South San Joaquin Valley Industrial Summit

The EDC attended the inaugural South San Joaquin Valley Industrial Summit in Tulare, CA organized by the South Valley SJV Industrial Collaborative. The summit highlighted industry needs in Tulare, Kings, and part of Kern County, including manufacturing, logistics services and agriculture. Of particular interest to the EDC were the the keynote addresses by **Faraday Future**, speaking on advanced manufacturing, and **GreenPower Motor Company**, the only electric bus manufacturer in the United States. Staff also took this opportunity to connect with Fresno County companies in attendance and share information about the local programs and incentives.

California Association for Local Economic Development (CALED)

Economic Development Certificate Program

Chief Operating Officer Nikki Henry, Retail Business Development Specialist Amanda Bosland, and Economic Development Specialist Curtis Williamson attended the Introduction to Economic Development Certificate Program hosted by CALED at Fresno State. Training such as this not only promotes staff's professional development, but it also broadens our team's knowledge and economic development toolkit with pertinent instruction covering the following topics: Managing the Economic Development Organization, Strategic Planning, Economic Development Finance, Real Estate Development, Community Neighborhood Development, Workforce Development, Business Retention and Expansion, Marketing and Attraction, Entrepreneur and Small Business Development, Ethics and Economic Development, and Economic Impact Analysis. Throughout the course, they highlighted the importance of a strong business expansion and retention program as a core function of an economic development agency. Moreover, Lee Ann Eager presenting on Marketing and Attraction, emphasizing the importance of recognizing a community' strengths and weaknesses, while using data driven plans to attract new business. Staff completed the four day program, earning an Economic Development Certificate, and will be compiling the information gleaned from this training to share with all staff.

Opportunity Fund Initial Meeting

The EDC works in partnership with many community lenders, therefore staff was pleased to meet with representatives of the Opportunity Fund to discuss the services available to local businesses as they begin to move their operations into Central Valley. The Opportunity Fund specializes in providing microloans

and micro-savings programs for small business owners, particularly for those who cannot qualify for a conventional loan. We believe there is great potential for the Opportunity Fund to assist the businesses experiencing secondary impacts due to High-Speed Rail, such as those in Chinatown.

SCORE's Small Business Success Virtual Conference

ED Specialist Lavell Tyler participated in the Small Business Success Virtual Conference, sponsored by SCORE and .Net. In addition to the Networking Chat Happy Hour, which allowed participants to connect with small business owners, participant had access to free resources, tools and information. Webinars available included "Keynote Presentation: Idea to Execution: How to Launch or Grow Your Small Business", "Hit the Refresh Button on Your Social Media Presence", "7 Crucial Moves to Master Everyday Employee Management", "Small Business Start-up Steps: Selecting a Business Entity; Income and Payroll Tax Decisions", among others. EDS Tyler downloaded all slide shows and accompanying materials to share with clients.

PG&E's Central California Local Government Partnership Workshop

The Central California Local Government Partnerships Workshop held on October 26th, 2017 in San Luis Obispo, CA was attended by Economic Development Analyst Juan Carranza. The workshop gathered energy efficiency program partners, implementers, utility representatives and local officials from San Luis Obispo. Topics discussed during the workshop included best practices, new program opportunities and improvement of operations of PG&E's Local Government Partnerships (LGPs). Juan provided a presentation of cross-collaborative efforts of the Fresno Energy Watch Program and provided input on what could potentially be replicated on other areas.

US Green Building Council's Zero Net Energy Conference

Economic Development Analyst Juan Carranza attended the U.S. Green Building Council Central California's Zero Net Energy conference in the City of Fresno on November 2nd. The conference provided information on California's energy efficiency goals, strategies, local implementation examples and financing opportunities available for energy efficient projects. The Fresno Energy Watch program served as a partner to promote the conference and reached out to all 15 municipalities in Fresno County.

Trade Pro Workshop # 3

The Fresno Energy Watch Program partnered up with the City of Fresno to bring the last Trade Pro Workshop of 2017 to the Fresno City Hall on December 15th, 2017. Outreach efforts covered seven communities in Fresno County including Auberry, Caruthers, Coalinga, Firebaugh, Clovis, Fresno and Fowler and encompassed a mailer campaign reaching over 250 businesses. The workshop generated three additional referrals for the Trade Professional Alliance Program and gathered a diverse group of attendees working in the Electric, Plumbing and Heating and Ventilation fields. The event closed the 2017 workshop series, which secured a total of 25 contractor referrals for the Trade Professional Alliance Program from PG&E.

State Center Community College District Regional Education and Workforce Summit

Staff members Nikki Henry, Jenna Lukens, and Tracy Tosta attended the first Regional Education and Workforce Resources Summit. Chief Operating Officer, Nikki Henry, participated as a speaker on a panel for workforce development while the other two staff members participated in roundtable discussions. ED Specialist Tosta held a follow-up meeting with Fresno City College Job Developer, Lorraine Sepeda due to the discussion had at the event. Ms. Sepeda provided additional information on the CalWORKS wage reimbursement available through DSS and the college. Employers are eligible for a 75% reimbursement

for hiring part-time students that are also on the CalWORKS program. Ms. Sepeda also provided a listing of occupational interests for her client-students which will be used for reference by ED Specialists when contacting businesses who may not be eligible for NEO or Reading and Beyond's full-time subsidies. Similar actions will be carried out with Clovis Community college to ensure employers have additional resources as well as aiding in the alignment of students with workforce needs.

California Climate Investments Workshop

ED Specialist Tracy Tosta and ED Analyst Juan Carranza attended a workshop held by the Department of Community Services & Development and the California Climate Investments to discuss the formation of a Community Solar Pilot Program that would provide \$5 million in funding for energy efficiency programs in disadvantaged communities (DAC). The workshop, part of a "Cap and Trade Dollars at Work" series, was conducted in an effort to guide the formation of the pilot program that will serve primarily residential projects. A panel discussion included representatives from PG&E, Southern California Edison, and the California Community Economic Development Association (CCEDA). Further information will be sent to the attending agencies and cities regarding follow-up actions for the pilot launch in March 2018. Final comments are requested and a second workshop will be held in mid-December to further discuss the program. EDC staff will be reviewing the provided documents and intend to support Fresno County cities and partners in their effort to align the pilot with existing and future proposals. In attendance were representatives from the City of Huron, City of Fresno, EOC, and an introduction was provided by Assemblymember Dr. Joaquin Arambula.

Sierra Gateway District Broker Event (City of Clovis)

EDC Specialists Tracy Tosta and Amanda Bosland assisted Community and Economic Development Director Andy Haussler with coordinating a broker event hosted by the City of Clovis and Colliers International. The event, held on November 7, 2017, highlighted Clovis' newly designated Sierra Gateway District, which includes the Clovis Research and Technology Park, the area around Clovis Community Medical Center, and Harlan Ranch. The event allowed EDC and City staff to share updates about Clovis' plan for the District as well as network with commercial real estate brokers, property owners, and developers. The city provided a snapshot of their new marketing materials and maps to help attendees visualize the future growth of Clovis.

Selene Kinder Named "40 Under 40" Class of 2017 by Business Street Online

Public & Investor Relations Specialist Selene Kinder was recently selected to be a part of Business Street Online's "40 Under 40" Class of 2017. Each year, Business Street Online recognizes exceptional business professionals in the private and public sector throughout the Central Valley who have yet to reach the age of 40. Selene was not only recognized for her business advocacy work and accomplishments with the Fresno County EDC, but for the community and social initiatives that she spearheads during her spare time. For example, one of her many notable accomplishments includes her founding of *Empowering Women Now*, which is an online membership organization to "uplift, inspire and encourage the empowerment of women all over the world." Through this platform, she has amassed a following of over 215,000 people, offering an influential voice, peer support and resources for women of all ages.

2018 California Competes Tax Credit Targeted Outreach

Economic Development Analyst Juan Carranza served as the lead staff person in carrying out targeted outreach in promotion of the upcoming California Competes Tax Credit application period, which will be open from January 2nd to January 22nd, and make available \$100 million in state tax credits for growing companies. Working with Staff Economist Sergio Hernandez, Mr. Carranza targeted companies who have shown significant growth in recent years based on Mr. Hernandez's analysis. Moreover, Mr. Hernandez analyzed the profile of companies who have previously received the tax credit, tailoring a list of existing

companies who shared similar characteristics and growth patterns. For example, he found that companies within the manufacturing and professional, scientific, and technical services industry fared well during past award cycles. This targeted outreach campaign not only serves as an opportunity to market California Competes and Fresno County business' previous success in receiving this incentive, but it also allows for a foot in the door to determine additional needs for existing companies.

Veteran Employment Committee

Economic Development Specialists Tracy Tosta and Curtis Williamson attended the monthly Veteran's Employment Committee meeting. EDS Tosta volunteered to participate in a conference call regarding forming a subcommittee to assist in the outreach for the job fair to be held in 2018. Dragados-Flatiron presented information about their subcontract opportunities in which they have a large portion available to veteran-owned businesses. EDC staff will continue to promote government contracting opportunities as well as subcontracting opportunities from large prime contractors such as Dragados-Flatiron.

Activities

October

Clovis Unified School District Superintendent's Breakfast
 CALED Webinar: Business Retention and Expansion
 Legislative Update Workshop
 EDC Executive Committee Meeting
 Bitwise Real Estate Speaker Series
 Small Business Administration Partner Meeting
 Honoree Lee Ann Eager, Top Dog Gala Event, Save Mart Center
 Office of Community and Economic Development Partner Meeting

High Speed Rail Board Meeting, Sacramento
 FLYP Community Leader Luncheon: Mayor Lee Brand
 SBA Government Contracting Course
 How to Protect Your Company from Employee Lawsuits Training
 Eggs & Issues: David Valadao
 Fresno EDC – Annual Event
 Lee Ann teaching for CALED class Economic Development Training 101
 Meeting w/ Supervisor Magsig

November

CALED Webinar on Attractions
 Clovis City Council Meeting
 Los Angeles Cleantech Incubator
 LAEDC and World Trade Center Meeting
 Milken Institute 2017 California Summit, Los Angeles
 RezCom Meeting World Ventures Meeting
 Housing Market Symposium at Fresno State's Craig School of Business
 "Access Plus Capital: to start and grow your Business" Webinar

California High Speed Rail Board Meeting, Sacramento
 New Employment and Labor Laws for 2018 Workshop
 Regional Education and Workforce Resource Summit
 Fresno Center for New Americans Annual Thanksgiving Dinner
 Comcast Business Gig-Speed Network Launch Meeting
 SCORE Webinar "5 Marketing Moves You Can Make Now to Increase Your 2018 Revenues"

December

San Joaquin Valley Manufacturing Alliance Fourth Quarter Meeting
 Community Engagement Collaborative Meeting
 Fresno Region College Pipeline Strategy Session
 Economic Development and Foreign Direct Investment Webinar

SBA Government Contracting Workshop
 Meeting with Comcast on planned infrastructure and wireless internet back-up protocol

ATTACHMENT 1

FY 17-18 Overview of Work Product	Deliverables	FY 2017 – 2018 Target Outcomes	Status as of Q2 2017-2018
<p>Economic Development Corporation Serving Fresno County</p> <p>Contract: \$40,000</p> <p>Performance Base: \$10,000 (\$2,500 per site tour)</p> <p>Staff: President & CEO Lee Ann Eager</p> <p>Chief Operating Officer Nikki Newsome</p> <p>Director of Business Services Will Oliver</p> <p>Client Services Manager Jose Mora</p>	<p>Retention: Targeted businesses will be contacted by a variety of methods to educate Clovis businesses on local, regional and statewide incentive programs</p> <ul style="list-style-type: none"> Conduct Analysis to determine top 50 companies in Clovis that should be focused on for retention and expansion <p>New Business Recruitment: Provide information and tours to industrial and commercial representatives not currently located in Clovis for the purpose of recruiting new businesses and industries to the City of Clovis. Assist the City of Clovis in marketing identified industrial parks or industrial areas to new clients.</p> <ul style="list-style-type: none"> Coordinate site tours for the purpose of business attraction and expansion. Create and update marketing materials. Coordinate commercial and industrial broker events for the city of Clovis. Conduct analysis to determine expansion industries and companies to target for expansion. Attend trade shows/missions and market Clovis. 	Top 50 target business analysis for expansion completed	Top 50 Analysis completed in Q3 in FY16-17. Updates and adjustments ongoing in FY17-18.
		Respond all City of Clovis Business inquires and connect them to appropriate resources	21 clients and businesses contacted and 17 referrals made during Q2.
		4 Site Tours	2/4 – two site tours were provided between Q1 and Q2. The EDC will continue to market Clovis and available properties.
		2 Broker Events	1 of 2 completed – 1 broker event held during Q2, while the other is planned for Q3 or Q4.
		40 new business leads	12/40 business leads provided, with 5 qualified leads during Q2
		5 Trade shows/missions attended	1/5 tradeshow/missions attended. 4 trade shows planned for Q2-Q4.
		Economic Profile Demographic Information Business Park Brochures	<p>Economic profile to be updated and completed in Q3.</p> <p>Demographic information updated and completed in Q3.</p> <p>Business park brochures completed. Incentive brochure created and distributed to Clovis businesses in cooperation with City staff.</p>



AGENDA ITEM NO: **CC-D-1**

City Manager: DS

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department

DATE: February 5, 2018

SUBJECT: Receive and File - Investment Report for the Month November 2017

- Exhibits:
- (A) Distribution of Investments
 - (B) Monthly Investment Transactions
 - (C) Certificates of Deposit
 - (D) Graph of November 30, 2017 Treasury Rates

Attached is the Investment Report for the month of November 2017. Shown in Exhibit A is the distribution of investments which lists all the individual securities owned by the City with the book and market values. Book value is the actual price paid for the investment. Market value is the amount that the investment is worth if sold in the open market. The market value (which fluctuates daily) that is used in the report is as of the last working day of the month. Exhibit B reflects the monthly investment transactions for the month of November 2017. Exhibit C lists the certificates of deposit. Exhibit D is a graph of Treasury rates on November 30, 2017.

The investment of the City's funds is performed in accordance with the adopted Investment Policy. Funds are invested with the following objectives in mind:

1. Assets are invested in adherence with the safeguards and diversity of a prudent investor.
2. The portfolio is invested in a manner consistent with the primary emphasis on preservation of the principal, while attaining a high rate of return consistent with this guideline. Trading of securities for the sole purpose of realizing trading profits is prohibited.
3. Sufficient liquidity is maintained to provide a source for anticipated financial obligations as they become due.
4. Investments may be made, consistent with the Investment Policy Guidelines, in fixed income securities maturing in three years or less and can be extended to five years with the City Manager's approval.

The Finance Department invests the City's assets with an expectation of achieving a total rate of return at a level that exceeds the annualized rate of return on short-term government guaranteed or insured obligations (90 day Treasury bills) and to assure that the principal is preserved with minimal risk of depreciation or loss. In periods of rising interest rates the City of Clovis portfolio return may be less than that of the annualized 90 day Treasury bill. In periods of decreasing interest rates, the City of Clovis portfolio return may be greater than the annualized 90 day Treasury bill. The current 90 day Treasury bill rate (annualized) is 0.84%. The rate of return for the City of Clovis portfolio is 1.19%. The goal for the City of Clovis investment return is 120% of the 90 day Treasury bill rate. The current rate of return is 141% of the Treasury bill rate.

In accordance with the Investment Policy the investment period on each investment does not exceed three years and can be extended to five years with the City Manager's approval. As of November 2017 the average investment life of the City's investment portfolio is 0.95 years.

Current Investment Environment and Philosophy

During the month of November 2017 the Federal Reserve did not adjust the federal funds rate and it remained at 1.00% - 1.25%.

On November 30, 2017 the Treasury yield curve shows a steady increase that is only slightly more pronounced at the interval between three and ten years.

Certificates of Deposit (CD's)

The City purchases both negotiable and non-negotiable Certificates of Deposit (CD's). Although negotiable CD's can be traded, it is the City's policy to buy and hold all CD's. Negotiable CD's are held by U.S. Bank, a third party custodian. Non-negotiable CD's are held in the City's safe.

Purchases and Maturities

- 2 government securities totaling \$5,000,000.00 were purchased.
- No government securities were called or matured.
- 1 certificate of deposit totaling \$250,000.00 was purchased.
- 2 certificates of deposit totaling \$490,000.00 were called or matured.

Market Environment

- During November, the federal funds rate was maintained at 1.00% - 1.25%.
- On November 30, the yield curve increased steadily for shorter term treasuries (through six months) and shows larger increases beyond six month treasuries. See Exhibit D, Graph of Treasury Rates on November 30, 2017.

Prepared by: Haley Lynch, Deputy Finance Director

Submitted by: Jay Schengel, Finance Director 

Exhibit A

City of Clovis
Distribution of Investments
As of November 30, 2017

	COST	NET BOOK VALUE	MARKET VALUE *	YIELD TO MATURITY	STATED INTEREST RATE	INVEST DATE	MATURITY DATE	DAYS TO MATURITY FROM 11/30/2017
GOV'T SECURITIES								
FHLB	3,015,870	3,015,870	3,000,030	1.125%	1.125%	07/02/15	12/08/17	8
FNMA	2,998,479	2,998,479	2,991,690	0.875%	0.875%	09/29/15	05/21/18	172
FNMA	3,018,480	3,018,480	2,982,180	1.125%	1.125%	06/09/16	12/14/18	379
FHLB	3,000,000	3,000,000	2,970,180	1.250%	1.250%	04/29/16	04/29/19	515
FFCB	3,007,560	3,007,560	2,974,890	1.300%	1.300%	06/09/16	06/06/19	553
FNMA	3,006,150	3,006,150	2,973,540	1.250%	1.250%	07/13/16	06/28/19	575
FNMA	3,002,400	3,002,400	2,966,070	1.125%	1.125%	07/26/16	07/26/19	603
FHLMCMTN	2,997,000	2,997,000	2,982,180	1.500%	1.500%	10/12/17	09/27/19	666
FHLB	2,500,000	2,498,750	2,490,150	1.625%	1.625%	09/18/17	10/30/19	699
FHLB	2,500,000	2,500,000	2,470,900	1.625%	1.625%	11/16/17	10/30/19	699
FNMA	3,000,000	3,000,000	2,960,940	1.250%	1.250%	11/16/16	11/15/19	715
FHLMC	3,000,000	3,000,000	2,962,200	1.300%	1.300%	11/28/16	11/27/19	727
FFCB	994,500	994,500	987,670	1.400%	1.400%	03/30/17	02/24/20	816
FHLB	1,008,597	1,008,597	999,480	1.875%	1.875%	03/22/17	03/13/20	834
FNMA	3,006,210	3,006,210	2,980,110	1.700%	1.700%	05/02/17	04/27/20	879
FNMA	3,007,770	3,007,770	2,986,110	1.800%	1.800%	05/02/17	04/27/20	879
FFCB	1,990,555	1,990,555	1,965,480	1.320%	1.320%	08/31/17	05/07/20	889
FHLMC	2,498,750	2,498,750	2,479,950	1.550%	1.550%	05/25/17	05/22/20	904
FFCB	2,500,000	2,500,000	2,472,725	1.670%	1.670%	06/01/17	06/01/20	914
FHLB	5,000,000	5,000,000	4,960,950	1.625%	1.625%	06/26/17	06/26/20	939
FAMCMTN	2,500,000	2,500,000	2,475,675	1.650%	1.650%	07/27/17	06/29/20	942
FHLB	2,500,000	2,500,000	2,474,850	1.640%	1.640%	07/27/17	06/29/20	942
FFCB	5,000,000	5,000,000	4,946,200	1.625%	1.625%	07/06/17	07/06/20	949
FNAMTN	2,500,000	2,500,000	2,488,050	1.850%	1.850%	11/16/17	10/13/20	1,048
SECURITIES TOTAL	\$ 67,552,321	\$ 67,551,071	\$66,942,200					
LAIF		\$ 64,732,730	\$ 64,732,730					
MONEY MARKET (Rabo)		\$ -	\$ -					
Sweep Account (Union Bank)		\$ 12,988,000	\$ 12,988,000					
TOTAL CD'S		\$ 13,119,000	\$ 13,077,119					
TOTAL INVESTMENTS		\$ 158,390,801	\$ 157,740,049					

* Market values for securities obtained from US Bank.

Exhibit B

City of Clovis
Monthly Investment Transactions
As of November 30, 2017

Institution	Description	Activity	Amount	Market Value	Rate	Activity Date	Maturity Date
FHLB	GOV SEC	Purchase	2,498,750	2,490,150	1.625%	11/16/17	10/30/19
FNAMAMTN	GOV SEC	Purchase	2,500,000	2,488,050	1.850%	11/16/17	10/13/20
Illinois Cmnty	CD	Purchase	250,000	249,528	2.000%	11/28/17	11/30/20
Dollar Bk Fed	CD	Maturity	(245,000)	(245,000)	1.200%	11/17/17	11/17/17
Bankunited	CD	Maturity	(245,000)	(245,000)	1.200%	11/21/17	11/17/17

PORTFOLIO DATA

Current Month (11/17)

	Book	Market
CD'S	\$ 13,119,000	\$ 13,077,119
Gov't Securities*	67,551,071	66,942,200
LAIF	64,732,730	64,732,730
Money Market (Rabo Bank)	0	0
Sweep Account (Union Bank)	12,988,000	12,988,000
TOTAL	\$ 158,390,801	\$157,740,049

One Month Previous (10/17)

	Book	Market
CD'S	\$ 13,359,000	\$13,329,509
Gov't Securities*	62,552,321	62,170,375
LAIF	64,732,730	64,732,730
Money Market (Rabo Bank)	0	0
Sweep Account (Union Bank)	18,524,000	18,524,000
TOTAL	\$ 159,168,051	\$ 158,756,614

Three Months Previous (8/17)

	Book	Market
CD'S	\$ 13,339,000	\$13,308,220
Gov't Securities*	57,055,321	56,893,005
LAIF	64,558,000	64,558,000
Money Market (Rabo Bank)	9,691,963	9,691,963
Sweep Account (Union Bank)	0	0
TOTAL	\$ 144,644,284	\$ 144,451,188

Six Months Previous (05/17)

	Book	Market
CD'S	\$ 13,789,000	\$ 13,775,003
Gov't Securities*	43,572,710	43,393,935
LAIF	64,409,669	64,409,669
Money Market (Rabo Bank)	9,691,963	9,691,963
Sweep Account (Union Bank)	0	0
TOTAL	\$ 131,463,342	\$ 131,270,570

One Year Previous (11/16)

	Book	Market
CD'S	\$ 15,014,000	\$ 15,070,641
Gov't Securities*	33,066,936	32,874,330
LAIF	50,214,214	50,214,214
Money Market (Rabo Bank)	9,691,963	9,691,963
Sweep Account (Union Bank)	0	0
TOTAL	\$ 107,987,113	\$ 107,851,148

*Adjusted Quarterly for Premium/Discount Amortization

Exhibit C

City of Clovis
Certificates of Deposit
As of November 30, 2017

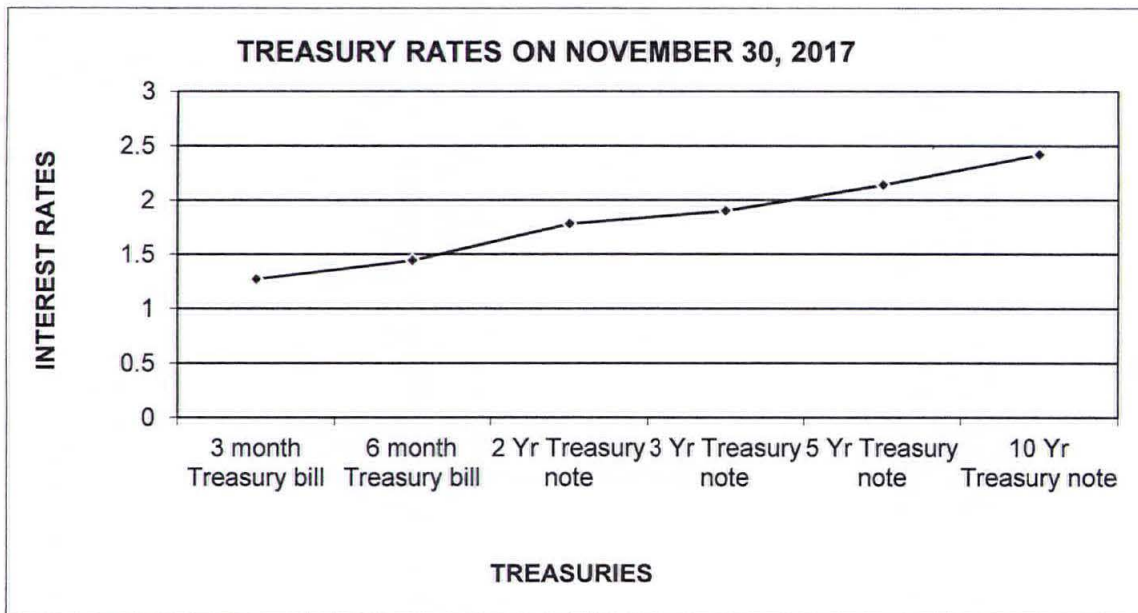
Negotiable CDs	COST	MARKET PRICE	INTEREST RATE	INVEST DATE	MATURITY DATE	MATURITY FROM 11/30/17	INTEREST FREQUENCY
FLUSHING BANK	245,000	245,017.15	1.300%	12/12/14	12/12/17	12	MONTHLY
CATHAY BANK	245,000	245,046.55	1.150%	07/07/15	12/29/17	29	MONTHLY
GUARANTY BANK	245,000	244,936.30	0.900%	05/15/15	01/16/18	47	MONTHLY
MERCANTILE BANK	245,000	244,958.35	1.050%	01/30/15	01/30/18	61	MONTHLY
JP MORGAN CHASE	245,000	245,139.65	1.200%	02/27/15	02/27/18	89	QUARTERLY
CONNECTONE BANK	245,000	245,102.90	1.150%	03/13/15	03/13/18	103	MONTHLY
WEBBANK CORP	245,000	244,941.20	1.200%	03/27/15	03/27/18	117	MONTHLY
PEOPLES UNITED	245,000	244,762.35	1.050%	04/15/15	04/16/18	137	SEMI-ANNUALLY
INVESTORS BANK	245,000	245,063.70	1.100%	04/30/15	04/30/18	151	SEMI-ANNUALLY
YADKIN BANK	245,000	244,948.55	1.050%	05/08/15	05/08/18	159	MONTHLY
WORLDS FOREMOST	200,000	199,902.00	1.300%	05/13/15	05/14/18	165	MONTHLY
B-BAY LLC PROMI	245,000	244,857.90	1.300%	05/22/15	05/22/18	173	SEMI-ANNUALLY
COMMERCE BANK	245,000	244,816.25	1.250%	06/18/15	06/18/18	200	MONTHLY
FIRST COMMERCIAL	245,000	244,779.50	1.250%	06/26/15	06/26/18	208	MONTHLY
ENERBANK	245,000	244,977.95	1.400%	07/14/15	07/13/18	225	MONTHLY
WELCH STATE BANK	245,000	245,110.25	1.350%	07/17/15	07/17/18	229	MONTHLY
CAPITAL ONE N.A.	245,000	245,254.80	1.650%	07/29/15	07/30/18	242	SEMI-ANNUALLY
FIRST BUSINESS	245,000	244,911.80	1.400%	08/18/15	08/17/18	260	SEMI-ANNUALLY
BUCKS COUNTY BANK	245,000	245,414.05	1.300%	08/31/15	08/31/18	274	MONTHLY
WASHINGTON COUNTY	129,000	129,214.14	1.250%	09/23/15	09/24/18	298	MONTHLY
KEY BANK	245,000	245,296.45	1.300%	11/12/15	11/13/18	348	SEMI-ANNUALLY
WELLS FARGO BANK	245,000	245,178.85	1.400%	11/12/15	11/13/18	348	MONTHLY
GOLDMAN SACHS BK	245,000	245,749.70	1.750%	01/13/16	01/14/19	410	SEMI-ANNUALLY
FIRST SAVINGS BANK	245,000	243,855.85	1.250%	02/19/16	02/19/19	446	MONTHLY
FIRST WESTERN	245,000	244,995.10	1.150%	02/26/16	02/26/19	453	MONTHLY
KATAHDIN TRUST	245,000	244,693.75	1.200%	02/26/16	02/26/19	453	MONTHLY
BRYN MAWR TR	245,000	244,287.05	1.200%	03/30/16	03/29/19	484	MONTHLY
CBC FED CREDIT UNION	250,000	249,735.00	1.600%	10/20/17	04/22/19	508	MONTHLY
PRIVATE BANK	245,000	243,699.05	1.100%	05/20/16	05/20/19	536	SEMI-ANNUALLY
HORIZON BANK	245,000	243,142.90	1.100%	05/25/16	05/24/19	540	MONTHLY
QUANTUM NATIONAL BANK	245,000	243,015.50	1.150%	06/22/16	06/21/19	568	QUARTERLY
DISCOVER BANK	245,000	243,003.25	1.200%	07/01/16	07/01/19	578	SEMI-ANNUALLY
NORTHERN BANK TRUST	245,000	242,893.00	1.100%	07/12/16	07/12/19	589	QUARTERLY
Morgan Stanley Bank	250,000	249,792.50	1.700%	08/10/17	08/12/19	620	SEMI-ANNUALLY
WEX BANK	245,000	242,258.45	1.200%	08/12/16	08/12/19	620	SEMI-ANNUALLY
FNB OF MCGREGOR	245,000	242,290.30	1.100%	08/18/16	08/19/19	627	MONTHLY
ALLY BANK	245,000	242,025.70	1.300%	09/15/16	09/16/19	655	SEMI-ANNUALLY
ATLANTIC	245,000	241,908.10	1.200%	09/30/16	09/30/19	669	MONTHLY
First CD	250,000	250,042.50	1.800%	10/16/17	10/16/19	685	MONTHLY
MORTON COMMUNITY BANK	245,000	243,375.65	1.500%	12/15/16	12/16/19	746	MONTHLY
SALLIE MAE	245,000	244,492.85	1.750%	01/11/17	01/13/20	774	SEMI-ANNUALLY
STEARNS BANK	245,000	243,586.35	1.600%	02/10/17	02/10/20	802	SEMI-ANNUALLY
CRESCENT BANK	245,000	243,299.70	1.550%	02/15/17	02/14/20	806	MONTHLY
PYRAMAX BANK	245,000	243,544.70	1.600%	02/17/17	02/18/20	810	MONTHLY
AMERICAN EXPRESS	245,000	244,125.35	1.900%	04/17/17	04/06/20	858	MONTHLY
FIRST BANK	245,000	243,201.70	1.600%	04/17/17	04/20/20	872	MONTHLY
ION BANK	245,000	243,199.25	1.600%	04/17/17	04/20/20	872	MONTHLY
NTHWT DIST CH8	250,000	248,430.00	1.700%	06/16/17	06/16/20	929	MONTHLY
TBK BANK SSB	250,000	249,015.00	1.800%	06/23/17	06/23/20	936	MONTHLY
AMER NATL BK FOX	250,000	248,270.00	1.700%	07/12/17	07/13/20	956	MONTHLY
Mb Financial Bank	250,000	248,755.00	1.800%	08/10/17	08/10/20	984	MONTHLY
East Boston	250,000	248,470.00	1.800%	09/28/17	09/28/20	1,033	MONTHLY
Medallion Bank	250,000	248,807.50	1.850%	09/29/17	09/29/20	1,034	MONTHLY
Illinois Cmnty Cr Un	250,000	249,527.50	2.000%	11/28/17	11/30/20	1,096	MONTHLY
Negotiable CD TOTAL	\$ 13,119,000	\$ 13,077,119					
CD TOTAL	\$ 13,119,000	\$ 13,077,119					

**CITY OF CLOVIS
FINANCE DEPARTMENT
NOVEMBER 30, 2017 TREASURY RATES**

Exhibit D

Treasury Rates as of November 30, 2017

3 month Treasury bill	1.27
6 month Treasury bill	1.44
2 Yr Treasury note	1.78
3 Yr Treasury note	1.90
5 Yr Treasury note	2.14
10 Yr Treasury note	2.42



As indicated in the above graph, treasuries climb at a steady pace with an increase that is only slightly more pronounced at the interval between 3 years and 10 years.



AGENDA ITEM NO: **CC-D-2**

City Manager: LS

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department

DATE: February 5, 2018

SUBJECT: Receive and File - Treasurer's Report for the Month of November 2017

ATTACHMENTS: (A) Statement of Cash Balances
(B) Summary of Investment Activity
(C) Investments with Original Maturities Exceeding One Year

Attached for the Council's information is the Treasurer's Report for the month ended **November 30, 2017**.

Pursuant to Section 41004 of the Government Code of the State of California, the City Treasurer is required to submit a monthly report of all receipts, disbursements and fund balances. The first page of the report provides a summary of the beginning balance, total receipts, total disbursements, ending balance for all funds, and a listing, by fund, of all month end fund balances. The second page of the report summarizes the investment activity for the month and distribution, by type of investment, held by the City. The third page lists all investments with original maturities exceeding one year as of the month ended **November 30, 2017**.

Prepared by: Haley Lynch, Deputy Finance Director

Submitted by: Jay Schengel, Finance Director 

City of Clovis
Statement of Cash Balances
As of November 30, 2017

Previous Balance		\$	12,243,164.71
Deposits			20,145,851.65
Disbursements			(21,450,912.27)
Current Balance		\$	10,938,104.09
FUNDS		BALANCE	
100	General Fund	\$	(3,499,191.52)
201	Local Transportation		10,739,468.23
202	Parking and Business Improvements		97,152.91
203	Off Highway Use		66,783.82
205	Senior Citizen Memorial Trust		50,087.81
207	Landscape Assessment District		2,008,387.49
208	Blackhorse III (95-1) Assessment District		94,128.56
275	HCD Block Grant Fund		(1,083,115.60)
301	Park & Recreation Acquisition		5,481,270.17
303	Community Development Fund		200.00
305	Refuse Equipment Reserve		1,429,794.72
310	Special Street Deposit Fund		17,904,882.20
313	Successor Agency		633,922.26
314	Housing Successor Agency		1,328,675.37
402	1976 Fire Bond Redemption		25,591.17
404	1976 Sewer Bond Redemption Fund		384,828.77
501	Community Sanitation Fund		14,003,834.41
502	Sewer Service Fund		29,154,897.25
504	Sewer Capital Projects-Users		1,451,889.11
506	Sewer Capital Projects-Developer		(1,991,849.46)
507	Water Service Fund		44,338,936.32
508	Water Capital Projects-Users		3,255,684.11
509	Water Capital Projects-Developer		3,023,987.76
510	Water Master Plan Improvements		(1,851.49)
515	Transit Fund		1,644,620.10
540	Planning & Development Services		9,637,987.74
601	Property & Liability Insurance		960,881.75
602	Fleet Maintenance		9,479,648.82
603	Employee Benefit Fund		2,858,664.95
604	General Government Services		12,665,773.45
701	Curb & Gutter Fund		151,332.68
702	Sewer Revolving Fund		135,335.33
703	Payroll Tax & Withholding Fund		3,336,756.79
712	Temperance/Barstow Assmt Dist (98-1)		71,363.86
713	Shepherd/Temperance Assmt Dist (2000-1)		5,484.26
715	Supp Law Enforcement Serv		109,808.79
716	Asset Forfeiture		10,702.45
720	Measure A-Public Safety Facility Tax		331,274.47
736	SA Admin Trust Fund		1,421.40
741	SA Debt Service Trust Fund		(971,684.63)
747	Housing Successor Trust Fund		1,137.98
SUBTOTALS		\$	169,328,904.56
999	Invested Funds		(158,390,800.47)
TOTAL		\$	10,938,104.09

City of Clovis
Summary of Investment Activity
For the month of November 30, 2017

<u>Balance of Investments Previous Month End</u>		<u>\$ 159,168,050.47</u>
<u>Time Certificates of Deposit Transactions</u>		
Investments	250,000.00	
Withdrawals	<u>(490,000.00)</u>	
Total CD Changes		(240,000.00)
<u>Other Changes</u>		
Government Securities	4,998,750.00	
US Treasury Notes	0.00	
Local Agency Investment Fund	0.00	
Money Market	0.00	
Sweep Account	<u>(5,536,000.00)</u>	
Total Other Changes		<u>(537,250.00)</u>
Balance of Investments Current Month End		<u>\$ 158,390,800.47</u>

City of Clovis
Distribution of Investments
As of November 30, 2017

Insured CD's	13,119,000.00
Government Securities	67,551,070.72
US Treasury Notes	0.00
Local Agency Investment Fund	64,732,729.75
Money Market	0.00
Sweep Account	<u>12,988,000.00</u>
Investment Total	<u>\$ 158,390,800.47</u>

City of Clovis
Original Maturities Exceeding One Year
As of November 30, 2017

Institution	Face Value	Investment Balance At Amortized Cost	Maturity	Stated Rate
FHLB-GOV SEC	\$3,000,000	\$3,015,870	12/08/17	1.125%
FNMA-GOVT SEC	\$3,000,000	\$2,998,479	05/21/18	0.875%
FNMA-GOVT SEC	\$3,000,000	\$3,018,480	12/14/18	1.125%
FHLB-GOV SEC	\$3,000,000	\$3,000,000	04/29/19	1.250%
FFCB-GOVT SEC	\$3,000,000	\$3,007,560	06/06/19	1.300%
FNMA-GOVT SEC	\$3,000,000	\$3,006,150	06/28/19	1.250%
FNMA-GOVT SEC	\$3,000,000	\$3,002,400	07/29/19	1.250%
FHLB-GOVT SEC	\$3,000,000	\$2,997,000	09/27/19	1.500%
FHLB	\$2,500,000	\$2,498,750	10/30/19	1.625%
FNMA-GOVT SEC	\$3,000,000	\$3,000,000	11/15/19	1.250%
FHLMCMTN-GOVT SEC	\$3,000,000	\$3,000,000	11/27/19	1.300%
FFCB-GOVT SEC	\$1,000,000	\$994,500	02/24/20	1.400%
FHLB-GOV SEC	\$1,000,000	\$1,008,597	03/12/20	1.875%
FNAMAMTN-GOVT SEC	\$3,000,000	\$3,006,210	04/27/20	1.800%
FNAMAMTN-GOV SEC	\$3,000,000	\$3,007,770	04/27/20	1.700%
FFCB-GOVT SEC	\$2,000,000	\$1,990,555	05/07/20	1.320%
FHLMCMTN-GOVT SEC	\$2,500,000	\$2,498,750	05/22/20	1.550%
FFCB-GOVT SEC	\$2,500,000	\$2,500,000	06/01/20	1.670%
FHLB-GOVT SEC	\$2,500,000	\$2,500,000	06/26/20	1.625%
FFCB-GOVT SEC	\$2,500,000	\$2,500,000	07/06/20	1.625%
FAMCMTN-GOVT SEC	\$2,500,000	\$2,500,000	06/09/20	1.650%
FFCB-GOVT SEC	\$2,500,000	\$2,500,000	07/06/20	1.625%
FHLB-GOVT SEC	\$2,500,000	\$2,500,000	06/29/20	1.640%
FHCB-GOVT SEC	\$2,500,000	\$2,500,000	06/26/20	1.625%
FHLB-GOVT SEC	\$2,500,000	\$2,500,000	09/18/20	1.600%
FNMAMN	\$2,500,000	\$2,500,000	10/13/20	1.850%



AGENDA ITEM NO: **CC-E-1**

City Manager: CS

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: General Services Department

DATE: February 5, 2018

SUBJECT: Approval – Res. 18-____, Approving Amendments to the City's Internal Revenue Code Section 125 Flexible Benefits Plan.

ATTACHMENTS: Resolution 18-____
Exhibit A – The City of Clovis Amended Flexible Benefit Plan

CONFLICT OF INTEREST

None

RECOMMENDATION

For City Council to approve Resolution 18-____; Approving amendments to the City's Internal Revenue Code Section 125 Flexible Benefits Plan.

EXECUTIVE SUMMARY

The City established an Internal Revenue Code Section 125 plan in 1991, and revised the plan in 2004. The Section 125 plan allows employees the opportunity to pay their share of the health plan premiums on a pre-tax basis. It has been determined that it is necessary to update the City Section 125 plan since the last update was in 2004. The revisions to the Section 125 plan reflect current legislative changes as well as new plans and vendors that have been added to the benefit plans for the City employees.

BACKGROUND

Internal Revenue Code Section 125 provides the opportunity for employers to sponsor flexible benefits plans which allow pre-tax payment of employer sponsored health plan premiums, dependent care and health expenses. In 1991, the City implemented a flexible benefits plan that provided employees with the opportunity to pay for their share of health plan premiums on a pre-tax basis. The plan was restated in 2004, to reflect state and federal legislative changes.

Periodically, the City's flexible benefit plan must be updated to include legislative changes in the benefits covered by the program. For example, the City's plan needs to be updated to include the national medical child support order for dependents up to age 26. In addition, new plans were added such as the Health Savings Account established under Code Section 223. Also, the revised plan reflects the benefit vendors that have been added on the plan since the plan was last updated in 2004.

FISCAL IMPACT

There is no fiscal impact. The plan already exists and needs to be amended to reflect both the current legislative changes and revisions to existing City plans.

REASON FOR RECOMMENDATION

As a result of legislative changes and plan changes that have occurred since 2004, it is necessary for the City to restate the plan to include the legislative changes and the revised plan features. The proposed revisions to the City's plan document will simply state benefit changes that have already been implemented through state and federal legislation.

ACTIONS FOLLOWING APPROVAL

Personnel staff will revise the City's IRC Section 125 plan document and distribute a copy of the restated plan document to all enrolled participants.

Prepared by: Lori Shively, Personnel/Risk Manager

Submitted by: Shonna Halterman, General Services Director



RESOLUTION 18-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
APPROVING AMENDMENTS TO THE CITY'S INTERNAL REVENUE
CODE SECTION 125 FLEXIBLE BENEFITS PLAN**

The City Council of the City of Clovis resolves as follows:

WHEREAS, the City maintains a plan consistent with the operative rules and regulations for Internal Revenue Code (IRC) section 125 Flexible Benefit Plans; and

WHEREAS, there have been several legislative and benefit plan changes affecting employee benefits and administration of IRC section 125 Flexible Benefit Plans; and,

WHEREAS, the City desires to maintain and operate an IRC Section 125 consistent with applicable laws, rules and regulations.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Clovis, that the City's Flexible Benefits Plan shall be amended and restated effective March 1, 2018.

* * * * *
The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on February 5 2018, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Dated: February 5, 2018:

Mayor

City Clerk

EXHIBIT A

**THE CITY OF CLOVIS
FLEXIBLE BENEFIT PLAN**

Original Effective Date: February 1, 1991

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INTRODUCTION

The Employer has adopted this Internal Revenue Code section 125 premium conversion cafeteria plan (the "Plan") to provide pre-tax salary reduction premium payments for qualified benefits and taxable cash in lieu of Benefits to Eligible Employees. The Plan is specifically designated as a cafeteria plan under Code section 125 for the reduction of Compensation for the payment of premiums for group health coverage in accordance with the terms of sections 105 and 106 of the Code with the expectation that the Benefits provided under the Plan be eligible for exclusion from income tax or, otherwise, to provide a cash payment to those Eligible Employees who elect to waive the Benefits available under the Plan upon proof of other group health coverage.

The Plan's original Effective Date is February 1, 1991. It was amended and restated effective January 1, 2004 and again amended and restated by way of this document effective March 1, 2018.

ARTICLE I — DEFINITIONS

- 1.1 "Administrator" means the Employer or such other person or committee as may be appointed by the Employer to administer the Plan.
- 1.2 "Benefits" **MEANS THE BENEFITS LISTED IN APPENDIX A.**
- 1.3 "Benefits Accounts" means the accounts established by the Administrator under the Plan for each Participant's Benefits, **OR CASH-IN-LIEU OF BENEFITS**, for purposes of administering the Plan.
- 1.4 "Benefits Enrollment Form" means the form or forms, including a Salary Reduction Agreement, evidencing an Eligible Employee's elections in respect of his Benefits, **OR WAIVER OF BENEFITS**, for a Plan Year or portion of a Plan Year.
- 1.5 **"CFRA" MEANS THE CALIFORNIA FAMILY RIGHTS ACT.**
- 1.6 "Change in Status" **MEANS AN EVENT DESCRIBED IN SECTION 3.4 OF THE PLAN THAT ALLOWS A CHANGE TO ELECTIONS DESIGNATED WITHIN A BENEFITS ENROLLMENT FORM OR REVOCATION OF SUCH DESIGNATION AND COMPLETION OF A NEW FORM**, including the addition or deletion of the underlying component benefits elections, including a Special Enrollment Right, as permitted in that Section, Treasury Regulations issued under section 125 of the Code and the Health Insurance Portability and Accountability Act ("HIPAA").
- 1.7 **"CHILD" OR "CHILDREN" MEANS BIOLOGICAL CHILD, STEPCHILDREN, ADOPTED CHILDREN, CHILDREN PLACED FOR ADOPTION, ANY OTHER CHILD FOR WHOM COVERAGE IS REQUIRED PURSUANT TO A NATIONAL MEDICAL CHILD SUPPORT ORDER UP TO AGE 26 AND A DISABLED CHILD WHO SATISFIES THE DEFINITION OF DISABLED IN SECTION 12102 OF THE AMERICANS WITH DISABILITIES ACT.**
- 1.8 "Code" means the Internal Revenue Code of 1986, as amended.

1.9 "Compensation" means all earned income, salary, wages and other earnings paid by the Employer to a Participant during a Plan Year, including any amounts contributed by the Employer pursuant to a Salary Reduction Agreement which are not includable in gross income under sections 125, 402(g)(3), 402(h), 403(b) or 457 (b) of the Code.

1.10 "Effective Date" **MEANS FEBRUARY 1, 1991.**

1.11 "Eligible Dependent" **MEANS A SPOUSE AND CHILDREN AS THEIR ELIGIBILITY IS DESCRIBED IN THE UNDERLYING BENEFITS COMPONENT.**

1.12 "Eligible Employee" **MEANS AN EMPLOYEE WHO IS ELIGIBLE TO PARTICIPATE IN THE PLAN IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE UNDERLYING ELECTED BENEFITS COMPONENT AND AS STATED IN THE EMPLOYEE BENEFITS GUIDE FOR THE RELEVANT PLAN YEAR. SUCH EMPLOYEE BENEFITS GUIDE(S) IS HEREBY INCORPORATED INTO AND MADE PART OF THE PLAN BY REFERENCE.**

1.13 "Employee" **MEANS A PERSON REGULARLY EMPLOYED BY THE EMPLOYER AS A COMMON LAW EMPLOYEE ON ITS PAYROLL, BEING COMPENSATED FOR SPECIFIC DUTIES PERFORMED AND WHO PERFORMS SERVICES FOR THE EMPLOYER AND WITH RESPECT TO WHOM THE EMPLOYER CONTROLS THE INDIVIDUAL'S PERFORMANCE, TIME AND THE MANNER AND MEANS BY WHICH THE WORK IS PERFORMED, REGARDLESS OF THAT INDIVIDUAL'S OFFICIAL TITLE WITHIN THE EMPLOYER'S ORGANIZATION.**

THE TERM "EMPLOYEE" SHALL NOT INCLUDE ANY INDIVIDUAL FOR THE PERIOD OF TIME SUCH INDIVIDUAL WAS CLASSIFIED BY THE EMPLOYER AS AN INDEPENDENT CONTRACTOR, LEASED EMPLOYEE (WHETHER OR NOT A "LEASED EMPLOYEE" UNDER THE CODE) OR ANY OTHER CLASSIFICATION OTHER THAN EMPLOYEE. IN THE EVENT AN INDIVIDUAL WHO IS EXCLUDED FROM EMPLOYEE STATUS UNDER THE PRECEDING SENTENCE IS RECLASSIFIED AS AN EMPLOYEE OF THE EMPLOYER PURSUANT TO A FINAL DETERMINATION BY THE INTERNAL REVENUE SERVICE, ANOTHER GOVERNMENTAL ENTITY WITH AUTHORITY TO MAKE SUCH A RECLASSIFICATION, OR A COURT OF COMPETENT JURISDICTION, SUCH INDIVIDUAL SHALL NOT RETROACTIVELY BE AN EMPLOYEE UNDER THE PLAN. SUCH RECLASSIFIED EMPLOYEE MAY BECOME A PARTICIPANT IN THE PLAN AT SUCH LATER TIME AS THE INDIVIDUAL SATISFIES THE CONDITIONS OF PARTICIPATION SET FORTH IN THE PLAN.

1.14 "Employer" means the City of Clovis or any of its affiliates, successors or assignors which adopt the Plan.

1.15 "Entry Date" means the date an Eligible Employee **BECOMES A PARTICIPANT UNDER THE PLAN (I.E. THE DATE THE EMPLOYEE IS FIRST COVERED UNDER A BENEFIT OPTION).**

1.16 **"FMLA" MEANS THE FAMILY AND MEDICAL LEAVE ACT.**

1.17 **"HEALTH SAVINGS ACCOUNT" OR "HSA" MEANS A HEALTH SAVINGS ACCOUNT ESTABLISHED UNDER CODE SECTION 223. SUCH ARRANGEMENTS ARE INDIVIDUAL TRUSTS OR CUSTODIAL ACCOUNTS, EACH SEPARATELY ESTABLISHED AND MAINTAINED BY AN EMPLOYEE WITH A QUALIFIED TRUSTEE/CUSTODIAN.**

- 1.18 "OPEN ENROLLMENT PERIOD" MEANS THE PERIOD IMMEDIATELY PRIOR TO THE BEGINNING OF EACH NEW PLAN YEAR DURING WHICH TIME ELIGIBLE EMPLOYEES MAY ELECT TO ENROLL IN BENEFITS BY USE OF THE BENEFITS ENROLLMENT FORM, MAKE CHANGES TO THEIR EXISTING ELECTIONS AND ELECT BENEFITS CHOICES FOR THE IMMEDIATELY FOLLOWING PLAN YEAR; PROVIDED, HOWEVER, SECTIONS 2.2(B) SHALL APPLY IN THE CASE OF AN ELIGIBLE EMPLOYEE WHO FIRST BECOMES ELIGIBLE TO PARTICIPATE, OR IS ELIGIBLE TO MAKE A NEW ELECTION OR CHANGE AN ELECTION DURING THE PLAN YEAR. THE OPEN ENROLLMENT PERIOD MAY BE CHANGED BY THE ADMINISTRATOR WITHOUT THE NEED TO AMEND THE PLAN.**
- 1.19 "OPT-OUT ELECTION" MEANS AN ELECTION BY AN ELIGIBLE EMPLOYEE TO WAIVE BENEFITS AND, UPON DEMONSTRATION OF OTHER GROUP HEALTH COVERAGE SATISFACTORY TO THE ADMINISTRATOR, RECEIVE TAXABLE CASH-IN LIEU OF BENEFITS.**
- 1.20 "Participant" means an Eligible Employee who has satisfied the eligibility requirements of the Plan AND RELEVANT BENEFITS COMPONENTS OF THE PLAN, completed the Benefits Enrollment Form and TIMELY SUBMITTED such form to the Administrator and now participates in the Plan pursuant to Article II.**
- 1.21 "Plan" means the City of Clovis Flexible Benefit Plan, as described herein.**
- 1.22 "Plan Year" means the 12 consecutive month period beginning on January 1 and ending on December 31 of each calendar year.**
- 1.23 "SALARY REDUCTION" MEANS THE AMOUNT BY WHICH A PARTICIPANT'S COMPENSATION IS DECREASED PURSUANT TO THE SALARY REDUCTION AGREEMENT.**
- 1.24 "Salary Reduction Agreement" means an agreement by an Employee authorizing the Employer to reduce the Employee's Compensation while a Participant for purposes of making contributions towards Benefits AND HSA under the Plan.**
- 1.25 "SPECIAL ENROLLMENT RIGHT" MEANS THE RIGHT TO ENROLL IN THE PLAN AND UNDERLYING BENEFITS COMPONENTS OF THE PLAN BECAUSE OF A LOSS OF ELIGIBILITY FOR GROUP HEALTH COVERAGE OR HEALTH INSURANCE COVERAGE; OR BECOMING ELIGIBLE FOR A STATE PREMIUM ASSISTANCE SUBSIDY; OR THE ACQUISITION OF A NEW SPOUSE OR ELIGIBLE DEPENDENT BY MARRIAGE, BIRTH, ADOPTION OR PLACEMENT FOR ADOPTION AS GOVERNED BY, AND IN ACCORDANCE WITH HIPAA.**
- 1.26 "Spouse" means a legally married spouse, WHETHER SAME-SEX OR OPPOSITE-SEX, IN A MARRIAGE ENTERED INTO UNDER THE LAWS OF A U.S. OR FOREIGN JURISDICTION HAVING THE AUTHORITY TO SANCTION MARRIAGE. The term Spouse excludes an individual separated from an Employee Participant under a decree of legal separation.**
- 1.27 "Timely Submitted" means, unless the Administrator has specific and special cause to alter the definition of this phrase, within 31 calendar days of the event that has triggered the Change in Status OR SUCH GREATER TIME FRAME AS MAY BE REQUIRED BY HIPAA.**

ARTICLE II— ELIGIBILITY AND PLAN PARTICIPATION

2.1 Eligibility

An Employee who satisfies the eligibility requirements as stated in the City of Clovis Employee Benefits Guide for the Plan Year in question, as well as the requirements of the relevant underlying Benefits component of the Plan, shall be eligible to participate in the Plan upon first becoming an Eligible Employee.

2.2 Effective Date of Participation – Entry Date

- (a) An Eligible Employee shall become a Participant in the Plan after providing the Administrator with an executed Benefits Enrollment Form setting forth the Benefits to be made available to the Eligible Employee for the immediately following Plan Year or remaining portion of the current Plan Year, as applicable, and any supporting documents as may be required by the Administrator. As part of the Benefits Enrollment Form, the Participant shall also execute a Salary Reduction Agreement which authorizes the Employer to withhold from the Participant's Compensation an amount the Participant elects to have contributed to the Plan. The Participant must, before the end of the first Plan Year of participation and before the end of each subsequent Plan Year during the Open Enrollment Period, provide the Administrator with a newly executed Benefits Enrollment Form. Each new Benefits Enrollment Form shall specify the type and amount of Benefits to be made available to the Participant for the immediately following Plan Year. If a Participant fails to execute a valid Benefits Enrollment Form with supporting documents, if any are required, during an annual Open Enrollment or any other Special Enrollment period following a qualified event, or if the form is not Timely Submitted to the Administrator, the Participant shall be deemed to have elected to continue the same Benefits and coverage then in effect for such Participant for the remainder of the Plan Year until the following annual Open Enrollment period and following plan year.
- (b) Except as provided otherwise in this Section 2.2, an Eligible Employee's participation shall be effective on the latest of:
 - (1) The first day of the Plan Year, provided that the Benefits Enrollment Form and supporting documents (if any supporting documents are required) are appropriately completed and Timely Submitted to the Administrator prior to the beginning of the Plan Year in the timeframe and manner as prescribed by the Administrator; or
 - (2) The date of hire of the month preceding submission of the Benefits Enrollment Form and supporting documents or as soon as administratively feasible, provided that such Benefits Enrollment Form and any supporting documents are appropriately completed and Timely Submitted to the Administrator within thirty days of the date the Employee first becomes an Eligible Employee.

2.3 Participation – Other Conditions

Participation in the Plan by an Eligible Employee shall be contingent upon receipt by the Administrator of such applications, consents, proofs of birth or marriage, elections, beneficiary designations, and other documents and information as may be prescribed by the Plan, Benefits component of the Plan or the Administrator.

2.4 Termination of Participation

(a) Participation in the Plan shall terminate for a Participant as of the earliest of:

- (1) The date on which the Plan is terminated;
- (2) The date the Participant fails to make a required contribution under the Plan;
- (3) The date the Participant dies, resigns or terminates employment with the Employer; or
- (4) Unless otherwise required under the Uniformed Services Employment and Reemployment Rights Act, the date the individual enters active duty in the military of any country.

(b) Participation in the Plan by a Spouse or Child shall terminate as of the earliest of:

- (1) The date on which the Plan is terminated;
- (2) The date the Participant no longer participates in the Plan;
- (3) Unless otherwise required under the Uniform Employment and Reemployment Rights Act, the date the individual enters active duty in the military of any country or
- (4) The date on which the individual is no longer a Spouse or a Child under age 26 (unless disabled as defined under Section 12102 of the Americans with Disabilities Act).

Participation in any Benefit component of the Plan will cease on the date specified in the applicable Benefits component.

2.5 Suspension of Participation

- (a) Except as otherwise provided, in the event a Participant ceases to be an Eligible Employee, takes approved leave of absence, or ceases to have enough Compensation to cover the funds allotted under the Salary Reduction Agreement, as elected, but does not terminate employment, participation in the Plan shall be determined by the Administrator based on applicable law.

- (b) During periods of suspended participation, if any, no contributions shall be made pursuant to Section 3.2, and no Benefits shall be provided under the Plan.
- (c) If an Employee again becomes an Eligible Employee, has adequate Compensation, or returns from a leave of absence without termination of employment, active participation in the Plan shall be reinstated and the most recent election shall remain in effect, except as otherwise permitted pursuant to Section 3.4.

2.6 Revocation of Salary Reduction

If a Participant revokes the Salary Reduction Agreement, as permitted herein, the Eligible Employee shall not be entitled to enter into a new Salary Reduction Agreement until the next Open Enrollment Period except as otherwise provided in Section 3.4.

2.7 Reinstatement of Former Participant

- (a) A former Participant who again becomes eligible for participation during the same Plan Year in which participation terminated and within thirty (30) days of the date on which participation terminated shall not be entitled to make a new election for the remainder of the Plan Year. Rather, upon reemployment, the former Participant shall continue the same election in effect prior to separation from service, except as otherwise permitted pursuant to Section 3.4.
- (b) A former Participant who again becomes eligible for participation during the same Plan Year in which participation terminated, but more than **thirty (30) days** after the date on which participation terminated, shall be treated as a newly Eligible Employee and shall be permitted to make new elections in accordance with Section 2.2(a) of the Plan.

2.8 GOVERNMENT MANDATED LEAVES OF ABSENCE

2.8.1 Health Benefits

Notwithstanding any provision to the contrary in the Plan, if a Participant commences a qualifying leave under FMLA or CFRA, then to the extent required by FMLA or CFRA, the Employer will continue to maintain the Participant's Benefits on the same terms and conditions as if the Participant were still an active Employee. If the Participant continues to receive his regular rate of pay, Benefits will continue and amounts will be deducted from pay pursuant to the Salary Reduction Agreement. If the Participant elects to continue his coverage while on an unpaid leave, the Employer will continue to pay its share of the premium.

A Participant on unpaid leave may elect to continue his coverage during the FMLA or CFRA leave. If the Participant elects to continue coverage while on unpaid leave, then the Participant may pay his share of the premium in one of the following ways:

- (a) With after-tax dollars, by sending monthly payments to the Employer;

- (b) With pre-tax dollars, by pre-paying all or a portion of the premium for the expected duration of the leave on a pre-tax Salary Reduction basis out of pre-leave Compensation. To pre-pay the premium, the Participant must make a special election to that effect prior to the date that such Compensation would normally be made available (pre-tax dollars may not be used to fund coverage during the next Plan Year); or
- (c) Under another arrangement agreed upon between the Participant and the Administrator (e.g., the Administrator may fund coverage during the leave and withhold "catch-up" amounts upon the Participant's return).

If a Participant's coverage ceases while on FMLA or CFRA leave, the Participant will be permitted to re-enter the Plan upon return from such leave on the same basis as the Participant was participating in the Plan prior to the leave, or otherwise required by the FMLA or CFRA.

2.8.2 Non-Health Benefits

If a Participant commences a qualifying leave under FMLA, entitlement to non-health benefits is to be determined by the Employer's policy for providing such Benefits when the Participant is on non-FMLA leave, as described in Section 2.9.

2.9 Non-government mandated leaves of absence

If a Participant commences an unpaid leave of absence that does not affect eligibility, then the Participant will continue to participate and the premium due for the Participant will be paid by pre-payment before commencing leave, by after-tax contributions while on leave, or with catch-up contributions after the leave ends, as may be determined by the Employer.

If a Participant commences unpaid leave that affects eligibility, the election change rules in Section 2.4 will apply. To the extent COBRA applies, the Participant may continue coverage under COBRA.

ARTICLE III—METHODS AND TIMING OF ELECTIONS

3.1 In General

- (a) An election to participate in the Plan shall be in writing on the Benefits Enrollment Form provided by the Administrator. Participation in the Plan may be subject to additional requirements of the Administrator or the underlying Benefits component.
- (b) The Administrator shall establish procedures and deadlines for filing elections, which shall be communicated to Eligible Employees.
- (c) Failure to file a Benefits Enrollment Form:
 - (1) If an Eligible Employee fails to complete and sign a Benefits Enrollment Form which is Timely Submitted during his or her initial election period, then the Eligible Employee may not make any election hereunder until (i) the next Open Enrollment Period; or (ii) an event occurs that would permit an election to be made during the Plan Year as described herein.
 - (2) An Employee who is a current plan Participant and who fails to complete, sign, and file a Benefits Enrollment Form within the time prescribed by the Administrator during an annual or any other special Open Enrollment Period shall be deemed to have elected to continue the same Benefits and coverage then in effect for such Participant until the following annual Open Enrollment Period.

3.2 Salary Reduction or Opt-Out

Each Eligible Employee who wishes to participate in the Plan must file a Benefits Enrollment Form that includes a Salary Reduction Agreement. The amount of Compensation reduced pursuant to the Salary Reduction Agreement, if any, shall be prorated over all payroll periods during the Plan Year. Eligible Employees may make an Opt-Out Election to waive Benefits and, upon adequate demonstration of other group health plan coverage as may be required by the Administrator, receive, in return, taxable cash Benefits in amounts specified in current City Policy and Memorandums of Understanding.

3.3 Administrator's Power to Modify and Suspend Elections

- (a) Notwithstanding any other Plan provisions, the Administrator will suspend, modify, or terminate a Salary Reduction Agreement under the following circumstances:
 - (1) If the Salary Reduction Agreement amount is greater than the Participant's Compensation;
 - (2) In compliance with a change or revocation of a Benefits Enrollment Form as allowed in Section 3.4; or

- (3) If necessary for the Plan to pass any relevant nondiscrimination tests of the Code.
- (b) With respect to Benefits components of the Plan, the Administrator may at its discretion and in a nondiscriminatory manner:
 - (1) Increase or decrease the Benefits premiums during the Plan Year including premium adjustments, surcharges and waiver of surcharges associated with a wellness program; and
 - (2) Determine whether any increase or decrease is significant for purposes of rules regarding automatic election changes.

3.4 Election Change or Revocation

A Participant's Salary Reduction Agreement or Opt-Out Election for any Plan Year may not be changed or revoked by a Participant, except as provided in this Section.

- (a) A Participant may submit a new Benefits Enrollment Form or change an existing Benefits Enrollment Form if one of the following Changes in Status events occurs and the Benefit election change is consistent with the applicable Change in Status, as further described in subsection (f).
 - (1) Legal Marital Status. Any event that changes a Participant's legal marital status, including marriage, death of Spouse, divorce, legal separation, or annulment.
 - (2) Number of Eligible Dependents. Any event that changes the number of a Participant's Eligible Dependents, including birth, adoption, placement for adoption, or death of an Eligible Dependent.
 - (3) Employment Status. Any event that changes the employment status of a Participant, Spouse or Eligible Dependent, including termination or commencement of employment, a strike or lockout, the commencement or return from an unpaid leave of absence, a change in worksite, and any other change in the employment status (e.g. changing from union to non-union) of the Participant, Spouse or Eligible Dependent that results in any one of these individuals gaining or losing eligibility under an accident or health plan or a group term life insurance plan, as applicable.
 - (4) Eligible Dependent Status. Any event that causes a Participant's Eligible Dependent to satisfy or cease to satisfy the eligibility requirements for coverage due to attainment of age or similar circumstances.
 - (5) Residence. Any event that changes the place of residence of the Participant, his or her Spouse, or Eligible Dependent that would cause them to lose or gain eligibility.

- (b) Special Enrollment Rights under HIPAA. If a Participant, Spouse or Eligible Dependent is entitled to a Special Enrollment Right, the Participant may revoke the existing Benefits Enrollment Form and make a new election for the remaining portion of the Plan Year; provided, however, that the new election is consistent with the applicable Special Enrollment Right, that the new election is Timely Submitted and conforms to the applicable provisions of the underlying Benefits component of the Plan.
- (c) Judgments, Decree or Order. A Participant may change a Benefits Enrollment Form if a judgment, decree or order (including a National Medical Child Support Notice) resulting from a divorce, legal separation, annulment or change in legal custody requires health coverage for a Participant's Child such that the Participant may elect to provide coverage for the Child if the order requires coverage under the Participant's plan, or to cancel coverage for the Child if the order requires the Participant's Spouse, former Spouse or other individual to provide coverage for the Child. Unless eligible for coverage under the continuation of coverage provisions of the Benefits component of the Plan, in no event shall an ex-Spouse, legally separated Spouse be covered under any Benefits component of the Plan.
- (d) Medicare or Medicaid Entitlement. A Participant may voluntarily cancel or reduce coverage under the Plan for the individual who becomes eligible for Medicare or Medicaid. Additionally, a Participant may commence or increase coverage for the individual who loses eligibility for coverage under Medicare or Medicaid and shall have 60 calendar days to do so.
- (e) 31 Calendar Day Limit. Except as described in subparagraph (d), all election changes or revocations of elections under a Benefits Enrollment Form requested under this Section 3.4 shall be in writing and submitted to the Administrator within thirty-one (31) days of the applicable event unless otherwise required under HIPAA or regulations under the Code.
- (f) Other Election Changes under a Benefits Enrollment Form. Notwithstanding this Section 3.4:
 - (1) If the provisions of the Code or other relevant law require the Employer to accept mid-year election changes under other circumstances, the Code will govern, without any amendment to the Plan.
 - (2) If the U.S. Treasury issues supplemental guidance to liberalize or restrict any of the conditions described above, the Employer may administer the Plan, in its discretion, in accordance with such supplemental guidance, upon proper notification to Participants.

ARTICLE IV— PLAN RECORDKEEPING

4.1 Payment of Benefits

The Employer shall make all payments required by the Benefits components of the Plan out of its general assets. The Employer will retain title to and beneficial ownership of assets which are earmarked for payment of Benefits under the Plan. No pre-funding of Benefits will be required.

4.2 Accounts

For bookkeeping purposes only, the Employer will maintain Benefits Accounts in respect of each Participant.

ARTICLE V— BENEFITS AND METHOD OF FUNDING

5.1 General Rule

All Benefits shall be payable or provided under this Article for a Plan Year only if such Benefits relate to periods in which the individual has properly elected to participate in that Benefits component offered under the Plan by the Employer pursuant to a completed Benefits Enrollment Form Timely Submitted to the Administrator.

5.2 Limitation of Benefits for Certain Individuals

The Benefits or premiums paid under this Article V for any Plan Year, and/or the corresponding Salary Reduction Agreement amounts, may be limited by the Administrator for certain Participants in accordance with the nondiscrimination requirements contained in the Code including, without limitation, Code sections 105 and 125.

5.3 Method of Funding

All amounts payable under the Plan shall be paid from the general assets of the Employer. The maximum contribution that may be made under the Plan for a Participant is the total of the maximum amount that may be elected in the Salary Reduction Agreement or the taxable cash amount available pursuant to an Opt-Out Election.

ARTICLE VI — PLAN ADMINISTRATION

6.1 Power

The Administrator has full discretionary authority to administer and interpret the Plan, including discretionary authority to make findings of fact, to determine eligibility for participation and for Benefits under the Plan, to correct errors, and to construe ambiguous terms. The Administrator may delegate its discretionary authority and such duties and responsibilities as it deems appropriate to facilitate the day-to-day administration of the Plan and, unless the Administrator provides otherwise, such a delegation will carry with it the full discretionary authority to accomplish the delegation. Determinations by the Administrator or its delegate will be final and conclusive upon all persons. The powers of the Administrator include, but are not limited to, the following:

- (a) To make and enforce such rules and regulations as it shall deem necessary or proper for the efficient administration of the Plan;
- (b) To employ and appoint actuaries, attorneys, accountants, consultants, and other experts; and
- (c) To perform any other necessary or proper functions in the operation of the Plan.

6.2 REVIEW PROCEDURES

In cases where the Plan Administrator denies a benefit under this Plan for any Participant, Spouse or Dependent or any other person eligible to receive benefits under the Plan, the Plan Administrator shall furnish in writing to said party the reasons for the denial of benefits. The written denial shall be provided to the party within 30 days of the date the benefit was denied by the Plan Administrator. The written denial shall refer to any Plan or section of the Code upon which the Plan Administrator relied in making such denial. The denial may include a request for any additional data or material needed to properly complete the claim and explain why such data or material is necessary, and explain the Plan's claim review procedures. If requested in writing, and within 180 days of the claim denial, the Plan Administrator shall afford any claimant whose request for claim was denied a full and fair review of the Plan Administrator's decision, and within 60 days of the request for review of the denied claim, the Plan Administrator shall notify the claimant in writing of his final decision on the reviewed claim.

With respect to the denial of any claim for benefits from an insurance company or other third-party benefit provider, paid for as a premium-type Benefit under the Plan, the review procedures of the insurance company or other third-party benefit provider shall apply.

ARTICLE VII— MISCELLANEOUS

7.1 State of Jurisdiction

Except to the extent superseded by the laws of the United States, the Plan and all rights and duties thereunder shall be governed, construed, and administered in accordance with the laws of the State of California.

7.2 Severability

If any provision of the Plan is held invalid or **unenforceable**, its invalidity or **unenforceability** shall not affect any other provisions of the Plan, and the Plan shall be construed and enforced as if such provision had not been included herein.

7.3 Plan Not An Employment Contract

The Plan is not an employment contract. Nothing in the Plan shall be construed to limit in any way the right of the Employer to terminate an individual's employment at any time for any reason whatsoever with or without cause.

7.4 Non-Transferability of Interest and Facility of Payment

Except as otherwise expressly permitted by the Plan, the interests of persons entitled to Benefits under the Plan are not subject to their debts or other obligations and, except as may be required by the tax withholding provisions of the Code or any other applicable law, may not be voluntarily or involuntarily sold, transferred, **alienated**, assigned, or **encumbered**. When any person entitled to Benefits under the Plan is under legal disability or in the Administrator's opinion is in any way incapacitated so as to be unable to manage his affairs, the Administrator may cause such person's Benefits to be paid to such person's legal representative for his or her benefit, or to be applied for the benefit of such person in any other manner that the Administrator may determine.

7.5 Mistake of Fact

Any mistake of fact or misstatement of fact shall be corrected when it becomes known and proper adjustment made by reason thereof. The Employer shall not be liable in any manner for any determination of fact made in good faith.

7.6 Cost of Administering the Plan

The costs and expenses incurred by the Employer in administering the Plan shall be paid by the Plan and the Participants, unless paid by the Employer.

7.7 Withholding for Taxes

Notwithstanding any other provision of the Plan, the Employer may withhold from any payment to be made under the Plan such amount or amounts as may be required for purposes of complying with the tax withholding provisions of the Code or any other applicable law.

ARTICLE VIII — AMENDMENT AND TERMINATION

8.1 Amendment

The Employer or its delegate may amend in writing any part or all of the Plan or any Benefits component at any time from time to time.

8.2 Termination

The Plan and any Benefits component offered under the Plan, including cash-in-lieu of Benefits, may be terminated at any time by action of the Employer or its delegate on behalf of the Employer.

THE CITY OF CLOVIS

Executed this ____ Day of _____

By: _____

Its: _____

APPENDIX A

1.1 Administrator Contact Information:

The City of Clovis Personnel Office
1033 Fifth Street, Clovis, CA 93612
559.324.2725

1.2 Benefits

Major Medical and Prescription

- Kaiser Permanente HMO
- Kaiser Permanente DHMO
- Anthem HMO
- Anthem Blue Cross PPO 500-80/60
- Anthem Blue Cross HDHP

Dental

- Ameritas

Vision

- Vision Service Plan (VSP)

Life Insurance

- Cigna

1.3 Cash-in-Lieu of Benefits upon waiver and proof of other group coverage

1.4 Health Savings Account for participants in the Anthem Blue Cross HDHP

PLAN SPONSOR ACCEPTANCE OF RESPONSIBILITY

PLEASE SIGN BELOW TO ACKNOWLEDGE YOUR ACCEPTANCE OF RESPONSIBILITY FOR THE CONTENTS OF THIS DOCUMENT AND RETURN THIS SIGNED FORM AND A COPY OF THE SIGNED PLAN DOCUMENT TO:

Keenan & Associates
2355 Crenshaw Blvd., Suite 200
Torrance, CA 90501
Attention: Gerard A. Healy

The Plan Sponsor recognizes that it has full responsibility for the contents of the employee benefit document attached hereto and that, while Keenan & Associates, its employees and/or subcontractors, may have assisted in the preparation of the document, it is the Plan Sponsor who is responsible for the final text and meaning. The Plan Sponsor further certifies that the document has been fully read, understood, and describes its intent with regard to the employee benefit plan.

Sponsor of Plan/Employer: The City of Clovis

By: _____
Authorized Representative of Plan Sponsor

Attachment: The City of Clovis Flexible Benefit Plan Document



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: February 5, 2018

SUBJECT: Approval – Final Acceptance for Tract 6112 located at the northeast intersection of Temperance Avenue and the Gould Canal (WC Clovis 6112, LLC – Wathen Castanos Homes).

ATTACHMENT: (A) Vicinity Map

CONFLICT OF INTEREST

None

RECOMMENDATION

1. Accept the public improvements for Tract 6112; and authorize recording of the Notice of Completion; and
2. Authorize release of the Performance Surety immediately and then release of the Labor and Materials Surety ninety (90) days after the recordation of the Notice of Completion, provided no liens have been filed; and release of Public Improvements Maintenance Surety upon the expiration of the one-year warranty period, and provided any defective work has been repaired to the City's satisfaction.

EXECUTIVE SUMMARY

The owner, WC Clovis 6112, LLC, has requested final acceptance of the public improvements constructed or installed in conjunction with this tract. The public improvements include all those shown on the subdivision improvement plans approved by the City Engineer. The construction or installation of the public improvements is complete.

The owner has requested final acceptance. Staff is recommending approval of their request.

FISCAL IMPACT

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

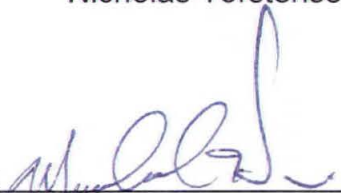
REASON FOR RECOMMENDATION


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

ACTIONS FOLLOWING APPROVAL

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

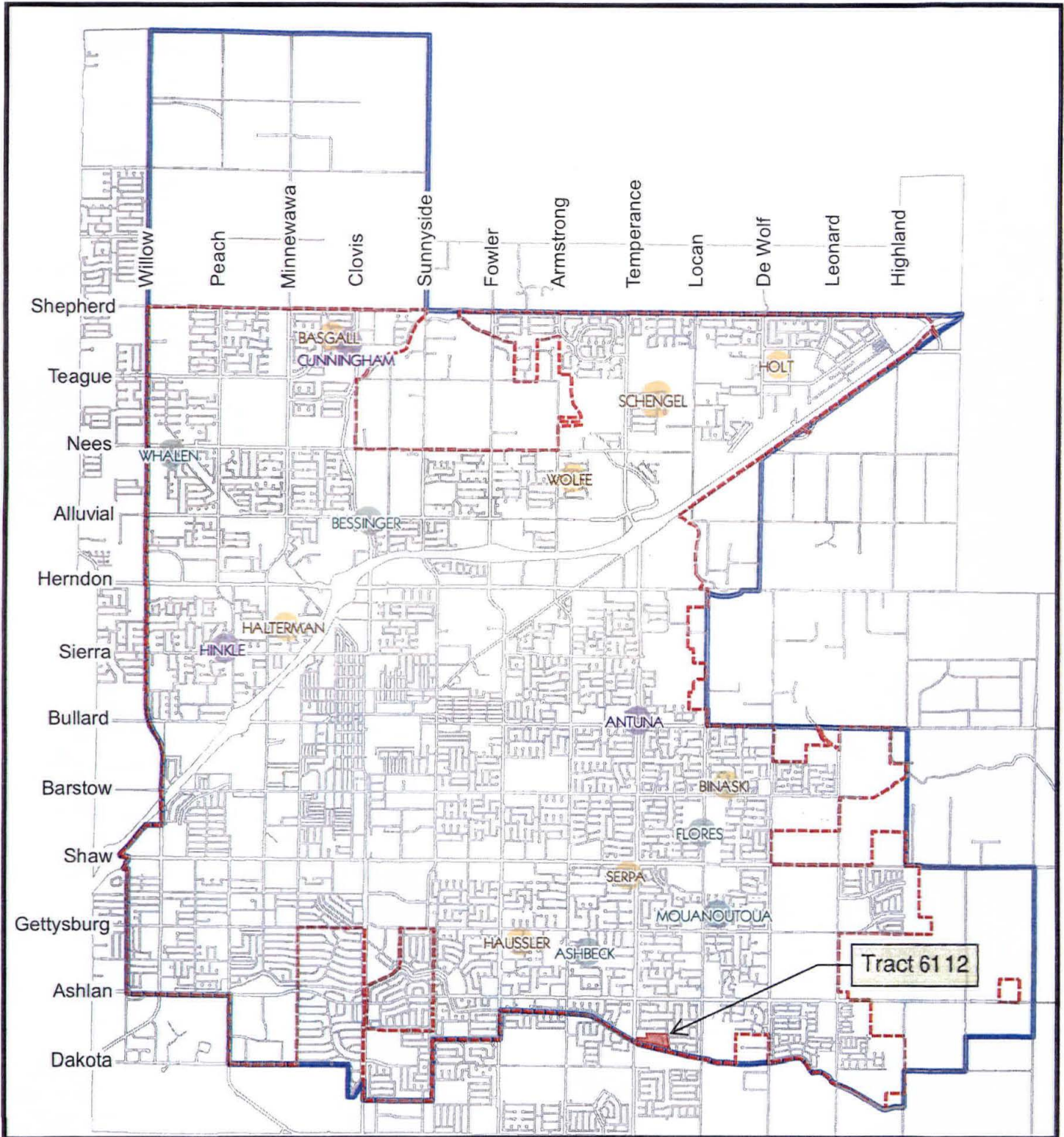
Prepared by: Nicholas Torstensen, Assistant Engineer

Submitted by: 
Michael Harrison
City Engineer

Recommended by: 
Dwight Kroll, AICP
Director of Planning
And Development
Services

VICINITY MAP

Tract 6112 - WC Clovis 6112, LLC (Wathen Castanos Homes)



ATTACHMENT A



January 26, 2018

 CITY LIMITS SPHERE OF INFLUENCE

Prepared By: Nicholas Torstensen



CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Public Utilities Department

DATE: February 5, 2018

SUBJECT: Approval – Agricultural Lease Agreement for Cattle Grazing on APN 300-80-004

ATTACHMENTS: (A) Agricultural Lease Agreement

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve an Agricultural Lease Agreement on APN 300-80-004 with Curtis Blasingame for purposes of cattle grazing.

EXECUTIVE SUMMARY

The City recently purchased APN 300-80-004, consisting of 86.6 acres, for the purpose of landfill buffer area. Mr. Blasingame was leasing this property from the previous owner for cattle grazing purposes. The City has a need to continue the vegetation management of this property and Mr. Blasingame's operations will not inhibit City use of the property. Therefore, we are requesting to continue a lease agreement with Mr. Blasingame.

BACKGROUND

Mr. Blasingame currently owns the adjoining property to the North and West and is currently leasing the City-owned property to the South.

FISCAL IMPACT

The lease will generate \$2,024.00 per year in revenue.

REASON FOR RECOMMENDATION

The City needs vegetation management. Mr. Blasingame owns adjacent parcels and was leasing this property from the previous property owner.

ACTIONS FOLLOWING APPROVAL

No further actions.

Prepared by: Glenn Eastes, Assistant Public Utilities Director GE

Submitted by: Scott Redelfs, Public Utilities Director SR

AGRICULTURAL LEASE

This Agricultural Lease ("Lease") is entered into as of January 1, 2018 ("Effective Date") between the City of Clovis, a California municipal corporation and general law city ("City" or "Lessor") and Curtis Blasingame, an individual ("Lessee") with respect to the following recitals which are a substantive part of the Agreement.

RECITALS

- A. Lessor owns certain real property consisting of approximately 86.6 acres in Fresno County, California, Assessor Parcel No. 300-80-004, as further described and depicted in **Exhibit A** ("Premises"). City recently acquired the Premises, which are adjacent to City's existing landfill site at 15679 Auberry Road, Fresno County, California. The Premises currently serve as a buffer to City's landfill site ("Landfill") and City has no current need for use of the Premises.
- B. Lessee leased the Premises from the prior owner for cattle grazing purposes, and desires to continue to lease the Premises for those purposes. City is agreeable to leasing the Premises to Lessee for said purposes, subject to the terms and conditions set forth herein.

AGREEMENT

NOW, THEREFORE, the Parties agree as follows:

- 1. Lease Term. The initial term of this Lease shall commence on January 1, 2018, and run for one year, expiring on December 31, 2018 ("Initial Term"). Thereafter, the Lease shall automatically renew for successive six (6) month periods, unless either party gives the other party thirty (30) days' notice prior to expiration of the then existing Lease term of its intent to not renew the Lease.
- 2. Rent. Rent for the Premises shall be \$2,024.00 for the Initial Term payable in two installments as follows: \$1012.00 upon execution of this Lease and \$1012.00 on or before July 1, 2018. Thereafter rent shall be \$1012.00 for each successive 6 month lease term, payable prior to commencement of the new Lease term (on or before January 1 and July 1). After the Initial Term City may increase the rent for each successive Lease term upon thirty (30) days' notice to Lessee.
- 3. Use of Premises. The Premises shall be used only for cattle grazing. No other uses shall be permitted except ancillary uses.
- 4. Farming Costs. Lessee shall be responsible for all costs associated with grazing on the Premises, including all temporary fencing, utility, and repair costs, and shall be solely responsible for supplying water to the Premises. Lessor makes no representations as to the availability or suitability of any existing streams, ponds, canals, water ways, or water wells for Lessee's use.
- 5. Condition of Premises. City makes no representation or warranty with respect to the condition of the Premises or its fitness or availability for any particular use, and shall not be liable for any latent or patent defect therein. This Lease shall be subject to any existing rights of others,

including, but not limited to, easements and rights of way not otherwise condemned by the Lessor. Lessee acknowledges that all improvements on the Premises are the property of City, and shall not remove or alter any fixtures or trees without City's express written permission. Lessor shall have the right to enter upon and inspect the condition of the Premises at any time provided Lessor does not interfere with Lessee's use of the Premises.

6. Payment of Property Taxes and Assessments. The parties acknowledge that as public property the Premises are currently exempt from property taxes. Notwithstanding anything contained herein to the contrary, Lessee's possession and use of the Premises under this Lease may be determined to create a taxable "possessory interest" in said Premises in Lessee, and Lessee may be subject to the assessment of real property taxes based upon such a possessory interest. Lessee solely shall be responsible for the payment of any and all such property taxes levied on such interest, including any penalties and interest in connection therewith. Likewise, Lessee shall be responsible for the payment of any property, business and other taxes or assessments levied with respect to Lessee's use of the Premises during the Lease term.
7. No Waste or Nuisance Upon Premises. Lessee shall ensure that its activities will not create waste to or a nuisance upon the Premises or any other liability arising from the use of the Premises by Lessee. If Lessee uses, or permits the deposit of hazardous materials, as defined under State, Federal, or local law, or otherwise creates waste or a nuisance, Lessee shall bear the obligation and expense to fully remediate the Premises to the condition existing at the time of commencement of this Lease.
8. No liens or encumbrances. Lessee shall neither take nor permit any action that would allow for a lien or encumbrance to be placed upon the Premises, including deeds of trust and fixture financing statements on the Premises. Lessee may continue to encumber personal property provided no lien, such as a UCC-1 fixture filing, attaches to the Premises.
9. Indemnification and Release. Lessee covenants and agrees to indemnify, defend and hold harmless City, its officers, employees, agents, and volunteers against any loss, cost, expense, damage, charge or liability, including attorneys' fees, connected with Lessee's use and possession of the Premises, or operations conducted thereon by Lessee, its agents, contractors, or employees.

Lessee acknowledges City's operation of City's adjacent Landfill and agrees to not interfere with City's operations at the Landfill site. In that regard, Lessee agrees to release and hold harmless City from any potential effect of the Landfill upon Lessee's use and possession of the Premises. Lessee's sole remedy shall be to terminate the Lease as provided for herein.

These indemnification and release provisions shall survive the termination date of the Lease.

10. Liability Insurance. During the term of this Lease and any extension thereof, Lessee shall, at its expense, obtain and keep in force a policy or policies of comprehensive general liability insurance providing a minimum combined single limit coverage of two million dollars (\$2,000,000) for the defense of lawsuits and the payment of damages arising from Lessee's operation, condition, use, or occupancy of the Premises. Such insurance shall be written on a per-accident or per occurrence basis with respect to bodily injury, sickness or disease, and death to any person, and property loss, damage, and destruction. Lessee agrees to furnish to City annually a certificate of insurance providing evidence of the above liability insurance. The

certificate of insurance shall name City as an additional insured and contain a provision that City shall be given written notice thirty (30) calendar days in advance of cancellation or any material reduction in this liability insurance policy coverage. The insurance certificate shall be subject to review and approval by City's Risk Manager and the City Attorney.

11. Assignment. Lessee shall not assign or sublet any of its obligations, rights, or duties under this Lease, nor sublet the Premises or any part thereof.
12. Default and Remedies. If a party breaches any of its obligations under this Lease, the party alleging a breach of the Lease shall send a notice of default to the other party pursuant to section 17. The breaching party shall have five (5) days to cure the breach and, if not cured within said period (or such extended period as the Parties may agree so long as the breaching party continues to cure the breach), the nonbreaching Party may pursue its remedies at law, or as permitted by this Lease. If Lessee breaches any of its obligations and does not cure the breach within the time permitted under this Lease, then City may terminate the Lease and reclaim possession of the Premises without further notice or obligation to Lessee. The remedies given to each party shall be cumulative. The exercise of any one remedy by either party shall not waive that party's right to any other remedy.
13. Unlawful Detainer. This Lease shall entitle City to institute unlawful detainer proceedings as provided by law. In the event of a breach of any section of this Lease, City shall be entitled to serve upon Lessee a three day notice to quit the Premises.
14. Modification. At any time during the term of this Lease, the Parties may mutually agree in writing to amend, supplement, terminate, or otherwise modify this Lease.
15. Waiver. No waiver of any default shall affect or alter this Lease, which shall continue in full force and effect. No waiver shall affect the respective rights of City or Lessee with respect to any other then-existing or subsequent default.
16. Compliance with Laws; Interpretation. Both Parties agree to observe and obey all local, state or federal laws, ordinances, rules, statutes and regulations now in effect or promulgated in the future with respect to the use of the Premises and activities conducted thereon. Neither party shall use or permit the Premises to be used for any purpose or purposes other than the purpose or purposes for which the Premises are hereby leased.
17. Notice. Any and all notices or other communications required or permitted by this Lease or by law to be delivered to, served on, or given to either party to this Lease shall be in writing and shall be deemed properly delivered to such party at the earliest of: (a) the date actually received; (b) four (4) business days after deposit in the United States mail, postage prepaid, certified or registered, addressed to the respective party at the address identified below; or (c) one (1) business day after deposit with a mail service, whether United States mail, or a private company, which guarantees next-business-day delivery. Copies shall also be provided by E-mail when available. Either party may change its address for purposes of notice by giving written notice of such change of address, which shall become effective five (5) business days after giving notice thereof.

All notices given pursuant to this Lease shall be delivered to:

Lessee:
Curtis Blasingame
16915 Tollhouse Road
Clovis Ca, 93619
Telephone: (559)284-4065

City:
Public Utilities Director
City of Clovis
155 Sunnyside Avenue
Clovis, CA 93611
Telephone: (559) 324-2600

18. Authority. The Parties represent and warrant the following: (a) that they have read this Lease in full and understand and voluntarily agree to all such provisions; (b) prior to signing this Lease, they have apprised themselves of relevant data and information through sources of their own selection in deciding whether to execute this Lease; and (c) that the signatories to this Lease have the legal right, power, and authority to execute this Lease and bind their respective entities, where applicable.
19. End of Lease Term. Upon expiration or other termination of this Lease, Lessee shall immediately quit and surrender the Premises to City in good order and condition, ordinary wear and tear excepted, and shall remove all of Lessee's personal property and also any trash, debris, chemicals or hazardous materials from the Premises. All fixtures shall remain on the Property unless otherwise agreed to in writing between the Parties. No holding over (Tenant at sufferance) shall be permitted. Any of Lessee's equipment or other possessions not so removed shall be deemed abandoned and City may use or dispose of them, without notice or obligation to Lessee, as City deems appropriate. Lessee shall be responsible for all moving and relocation costs.
20. Binding Effect. This Lease shall be binding upon, inure to the benefit of, and be enforceable by the respective successors and permitted assigns of the Parties hereto.

* * * * *

Wherefore, the Parties hereto enter into this Lease as of the Effective Date shown above.

Lessor, City of Clovis

Lessee

By: Luke Serpa
Its: City Manager

Curtis Blasingame

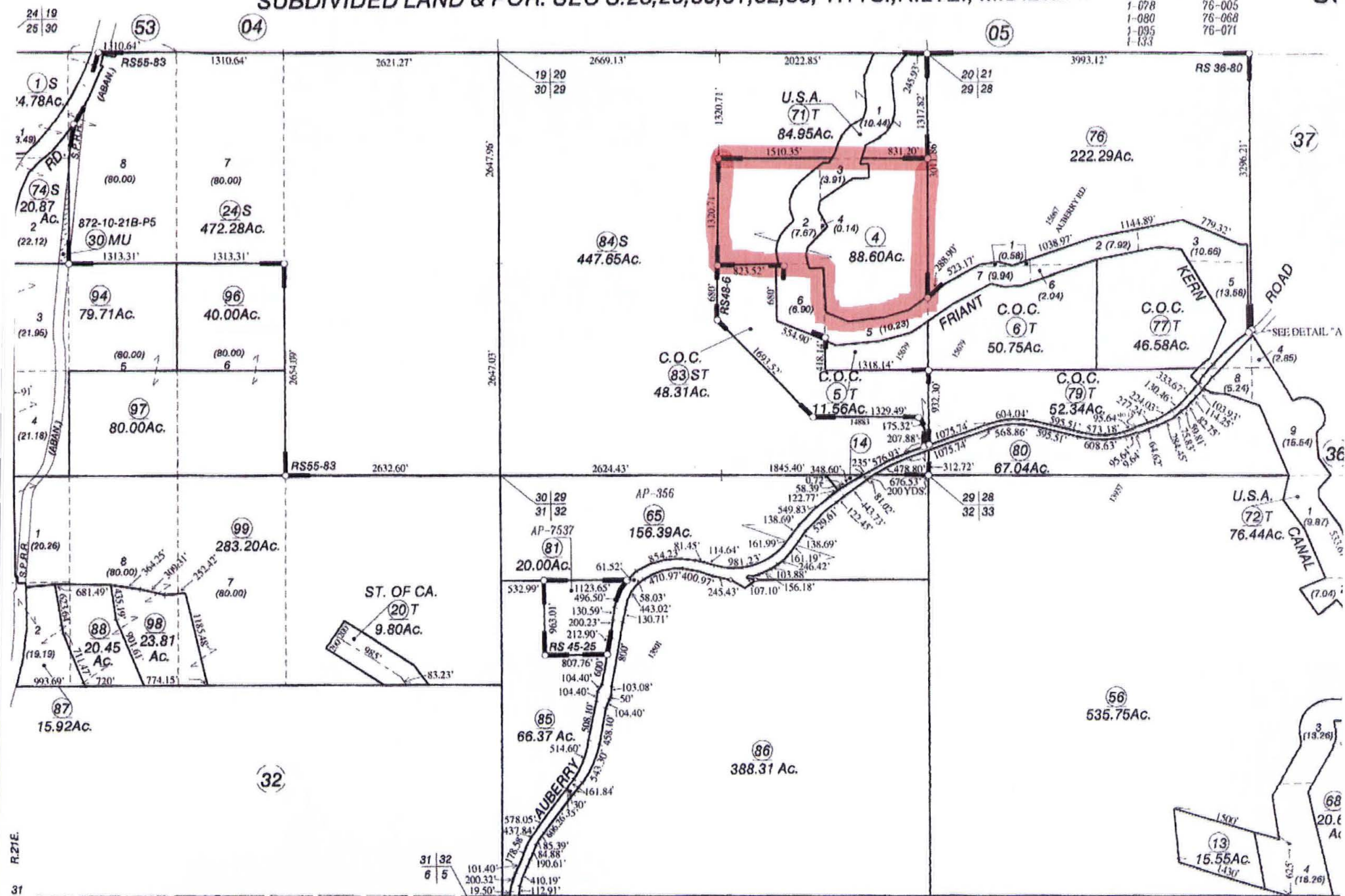
EXHIBIT A

**(PHOTOS/DIAGRAM OF PREMISES)
(FULL LEGAL DESCRIPTION IF NECESSARY)**

SUBDIVIDED LAND & POR. SEC'S.28,29,30,31,32,33, T.11S.,R.21E., M.D.B.&M.

1-078 76-005
1-080 76-068
1-095 76-071
1-133

31



Agricultural Preserve
BLM Re-Survey - CA210110S0210E00510 thru 00517 (5/21/13)
Record of Survey - Bk.36, Pg.80
Record of Survey - Bk.45, Pg's 25 & 26
Record of Survey - Bk.48, Pg. 6
Record of Survey - Bk. 55, Pg. 83-90

NOTE - C.O.C. IS CITY OF CLOVIS

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk.300
County of Fresno, Ca



CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Public Utilities Department

DATE: February 5, 2018

SUBJECT: Approval - Waive Formal Bidding Requirements and Authorize the Purchase of two CNG Street Sweepers from TYMCO, Inc.

ATTACHMENTS: None.

CONFLICT OF INTEREST

None.

RECOMMENDATION

For the City Council to waive the City's formal bidding requirements and authorize purchasing off of the Houston-Galveston Area Council (H-GAC) contract two replacement street sweepers from TYMCO, Inc. for \$711,296.12 including tax.

EXECUTIVE SUMMARY

In this year's Fleet Capital budget there are funds to replace two street sweepers in the Solid Waste Section. The sweepers being replaced are due for replacement based on age, and overall condition. The competitively bid contract price is \$711,296.12 including sales tax.

BACKGROUND

The recommended vehicles are available through the Houston Galveston Area Council Buy (H-GAC) contracts, which are competitively bid on a national basis. The City has used these contracts in the past as they are very competitive.

FISCAL IMPACT

Funds were included in the 2017-18 Fleet Capital budget. The recommended vehicle is available through the H-GAC contract, which is competitively bid on a national basis.


REASON FOR RECOMMENDATION

The Sweepers to be replaced are 14 years old and in poor condition and the cost of repairs is not economical. Replacement vehicles will get improved fuel mileage, will be more dependable and will be covered by a warranty. The proposed method of purchasing the equipment is cost effective and funds are available.

ACTIONS FOLLOWING APPROVAL

A purchase order will be prepared for the City Manager's approval and sent to the vendor.

Prepared by: Kendall Cook, Fleet Manager 

Submitted by: Scott Redelfs, Public Utilities Director 



AGENDA ITEM NO: **CC-H-3**

City Manager: 

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Public Utilities Department

DATE: February 5, 2018

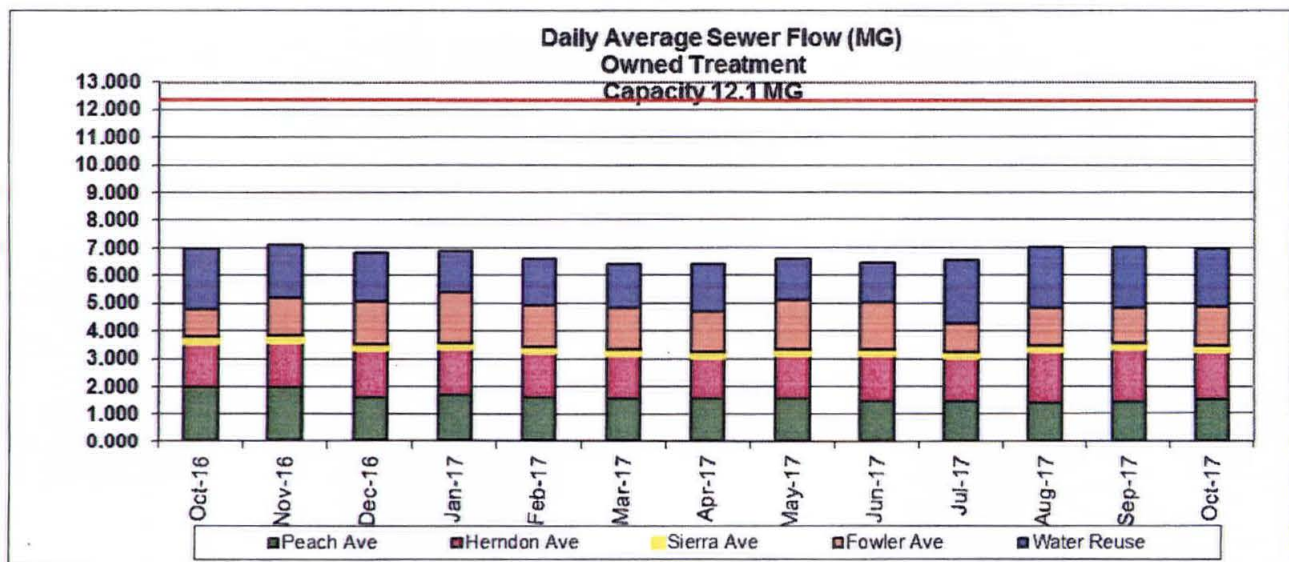
SUBJECT: Receive and File - Public Utilities Monthly Report October 2017



The Enterprise Trail, north of Nees Avenue and just west of Temperance Avenue received 13 new trees this month thanks to Eagle Scout candidate Leo Taylor. Leo, pictured far right, with helpers from Boy Scout Troop 60, finished planting the remaining portion of missing trees along this trail section. He did an excellent job organizing the event which included getting six helpers to plant the trees and install the tree stakes and tree ties. Leo also worked with a local nursery to obtain the trees, and provided the funding for most of the project.

Sewer Flow

	Total Flow in Million Gallons In October		Average Daily Flow in Million Gallons		Owned Treatment Capacity in Million Gallons
	2017	2016	2017	2016	
Peach Avenue	48.570	61.150	1.567	1.973	3.0
Herndon Avenue	52.940	49.530	1.708	1.598	2.8
Sierra Avenue	6.562	6.602	0.212	0.213	0.5
Fowler Avenue	42.600	30.329	1.374	0.978	3.0
Water Reuse	65.868	68.404	2.125	2.207	2.8
TOTAL			6.986	6.969	12.1



Storm Drain Maintenance

Summary of Activities	October 2017	October 2016	October 2015
Number of storms this month	1	5	5
Total rainfall this month (inches)	0.09	0.67	0.49
Rainfall to date (inches)	0.25	0.67	1.04

Clovis Botanical Garden Water-Wise Plant Sale & Fair Saturday, October 21, 2017



**City of Clovis & City of Fresno
Water Conservation Informational Booth**



City of Clovis



Clovis Botanical Garden Plant Sale



Clovis Botanical Garden Plant Sale

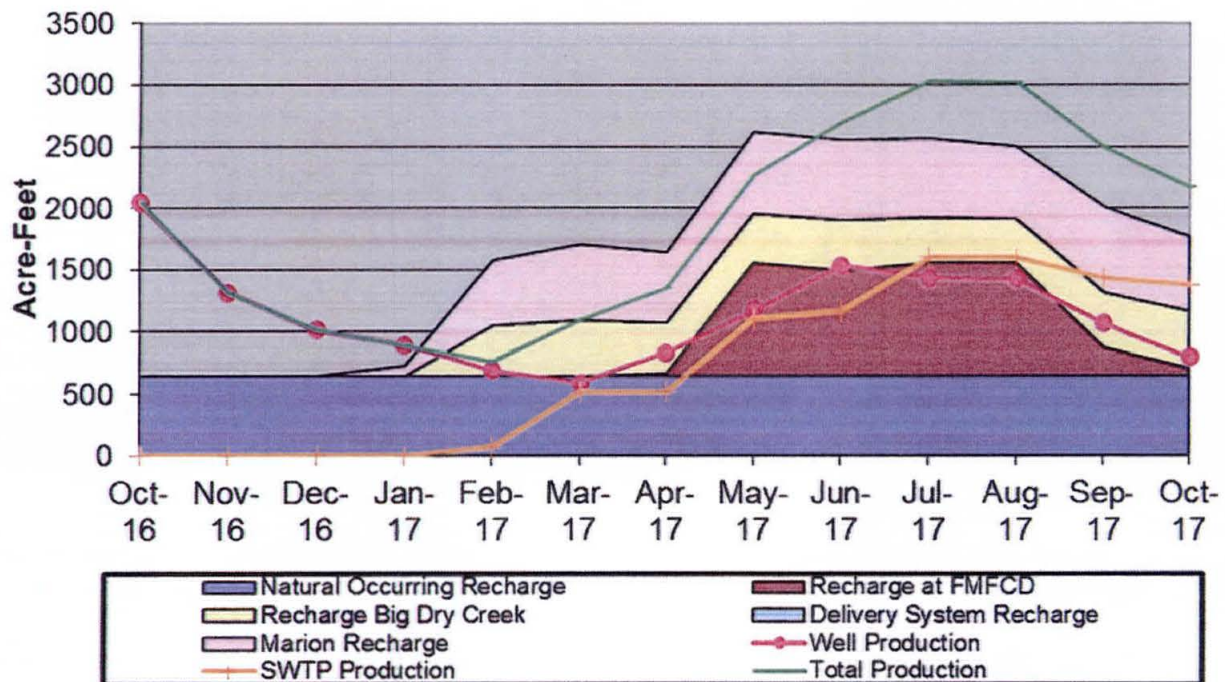
The 11th Annual "Water-Wise Plant Sale & Fair" was held at the Clovis Botanical Garden on Saturday, October 21, 2017. During the free admission event, visitors had the opportunity to purchase a variety of water-wise California native plants as well as low-water plants from around the world that are suitable to our Central Valley climate. Master Gardeners and professional landscape experts were also available to provide planting and watering lessons and answer any customer questions.

Various family-friendly exhibitors and vendors had informational booths at the event that focused on topics such as gardening, tree care, planting and caring for succulents, recycling, etc. The cities of Clovis and Fresno partnered for a water conservation booth and assisted customers with their water related questions and needs. Water conservation reading materials, water audit services information, water rebates program information, as well as free showerheads, faucet aerators, toilet leak detecting tablets, etc. were provided to customers.

There were over 400 visitors that came to the annual event at the Clovis Botanical Garden this year.

	This Month	Calendar Year to date
Recharge at FMFCD Basins (Acre Feet)	66	3,906
Recharge Upstream in Big Dry Creek (Acre Feet)	461	3,702
Marion Recharge per FID (Acre Feet)	598	5,622
Delivery System Recharge	0	0
Total Artificial Recharge (Acre Feet)	1,125	13,230
Natural Recharge	642	6,417
Total Well Production (Acre Feet)	791	10,365
Treatment Plant Production (Acre Feet)	1,376	9,389

Water Production vs. Recharge Activities



Summary of Activities	2017	Year to Date	2016	Year to Date	2015	Year to Date
SWTP production (mg)	448.384	3059.174	0	2550.072	291.171	2449.936
Well production (mg)	257.608	3377.098	665.357	3571.978	296.569	3430.592
Total water production (mg)	705.992	6436.272	665.357	6122.050	587.740	5880.528
Daily average	22.774	21.172	21.463	20.072	18.959	19.280
Days between readings	31	304	31	305	31	305



CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department and City Manager's Office

DATE: February 5, 2018

SUBJECT: Consider Review of the 2018 Five-Year Financial Forecast for the City of Clovis through Fiscal Year 2022-23 and discuss options for budget preparation for 2018-2019.

ATTACHMENTS: (A) Five-Year Forecast Through Fiscal Year 2022-23

CONFLICT OF INTEREST

None

RECOMMENDATION

That the City Council receives, provides comment, and files.

EXECUTIVE SUMMARY

The Five-Year Financial Forecast is a management tool that is updated and prepared each year to provide the City Council and City management with information on trends for the City's long-term financial condition. The Forecast represents a continuing effort to analyze the City's fiscal condition based upon a reasonable set of economic and operational assumptions. It is a very important management tool for identifying fiscal trends and issues which must be addressed early in order to assure continued financial success. This forecast shows a structural balance through 2022-23. This report will serve as an opportunity to review the information in context with guidance for providing for the City's core services in a sustainable manner.

The General Fund in this forecast is much more constrained than it has been during recent years. Three factors drive this change: First, the growth in General Fund revenues, especially sales tax, is projected to grow at a slower pace than recent years. Second, the Public Employees' Retirement System (PERS) costs are rising significantly due to recent changes in the actuarial assumptions and the discount rate. Third, the demand for many General Fund services grows in direct proportion with the City's growth which continues at a brisk pace.

BACKGROUND

The Five-Year Financial Forecast is a tool intended to be utilized in identifying financial issues confronting the City. The Five-Year Financial Forecast represents a continuing effort to analyze the City's long term fiscal condition based upon a reasonable set of economic and operational assumptions. As such, any change in any one of the assumptions will necessarily affect the forecast. The document is presented in several sections that include Introduction, General Fund and Enterprise, Internal Service and Debt Service Funds.

The report presents spreadsheets that are the financial forecast estimates and assumptions. This provides a quick review of the revenues, expenditures, and fund balances for operations of the General Fund as well as operations of the public utility enterprises, planning and development services, and transit.

Based on current growth figures, the City of Clovis is expected to reach 123,000 in population over the next five years. This number is slightly higher than last year's number as a result of the projected residential unit growth exceeding the ten-year average. The General Fund receives very close attention in our analysis because it is the source of funds for the day-to-day operations and services of the City including police, fire, parks, recreation, senior services, and some street maintenance. The General Fund is also the most vulnerable to fluctuations in economy as Sales and Property Taxes represent 67% of the total revenue and are most impacted as the economy varies.

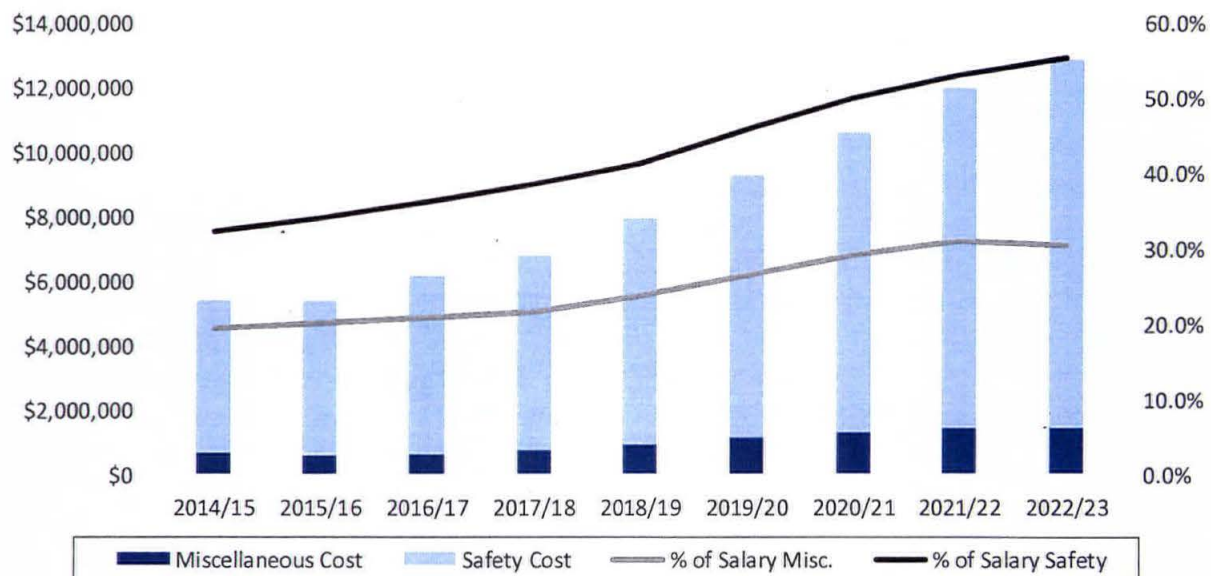
The economy plays a critical role in any forecast. As noted, the Forecast is based on a set of assumptions which are a snapshot in time looking at past performance and using that data to forecast over the five years. Based on this methodology, year one of the forecast is the best estimate over the five-year term, year five being the weakest, as by year five the assumptions will have been changed four times.

The General Fund forecast is much more constrained than it has been during recent years. Three factors drive this change: First, the growth in General Fund revenues, especially sales tax, is projected to grow at a slower pace than recent years. Second, the Public Employees' Retirement System (PERS) costs are rising significantly due to recent changes in the actuarial assumptions and the discount rate. Third, the demand for many General Fund services grows in direct proportion with the City's growth which continues at a brisk pace. The General Fund forecast that is presented is structurally balanced and provides as much growth in critical services as possible.

PERS:

PERS costs are projected to rise significantly during the forecast period due to the recent lowering of the discount rate and to changes in PERS' actuarial assumptions. The following chart shows the expected General Fund PERS costs, both as a percentage of salary and in dollars, for the forecast period.

PERS EMPLOYER COST



As can be seen in the chart, annual General Fund PERS costs are projected to rise by \$6 million between the current year and the end of the forecast period.

Growing Demands:

The City continues to grow and in recent years it has grown faster than the long term average. The growth drives some revenue growth, but it also drives a growing demand for services. Police and Fire comprise the largest expenditures in the General Fund and are most impacted by this growing demand. Failure to grow these departments, as well as other General Fund departments, at a rate corresponding to the growth of the City will result in an erosion of the level of service that is provided.

Approach to the Forecast:

The forecast represents staff's best estimate of the City's finances for the next five years and will be the base on which the budget is developed. The forecast must be structurally sound and sustainable so projected revenues, expenditures and transfers must be balanced. Some of the components of these revenues, expenditures and transfers are more easily controllable than others. Major increases to revenues, either through tax increases or extraordinary commercial growth, would be challenging to achieve or even completely infeasible, so they were not considered in the development of the forecast. Expenditures and transfers were adjusted as necessary to best achieve the City's goals and comply with the City's policies within the available revenue.

The impact of the PERS costs is significant; those costs will rise from 9.3% of the General Fund budget just two years ago to 15.8% by fiscal year 2022-23. Essentially, that means the level of services plus the transfers to the reserve that can be provided in 2022-23 will be only 93.5% of what could have been provided without this rise in PERS costs.

Service levels are already stretched thin so this forecast emphasizes growing those services, specifically public safety, as much as revenues allow. In order to balance the forecast within the projected revenues and provide for the increased PERS costs, transfers to the Fleet Fund have been eliminated, transfers to the General Government Facilities Fund have been reduced to the minimum required for the debt service anticipated for the Landmark Commons project, and transfers to the Emergency Reserve have been reduced to the minimum required amount to maintain a 15% Reserve. The hiring of additional police officers has been slowed, and the hiring of additional firefighters to staff a sixth station has been postponed a year. No other General Fund positions are projected to be added during the forecast period.

FISCAL IMPACT

The Forecast provides an opportunity to review the historical trends for actual results and consider current economic factors for future decisions. It provides guidance for the City to maintain fiscally sustainable operations into the future.


REASON FOR RECOMMENDATION

The financial forecast provides an assessment of the impacts of past budgetary policy and possible future outcomes based on current strategies. Enhancing services while maintaining financial sustainability are shown to be critical to the City's future success. The forecast is a tool to be used for prudent management of the City's resources.

ACTIONS FOLLOWING APPROVAL

The staff will receive comments from the Council to assist with the preparation of the 2018-19 Annual Budget.

Prepared by: Gina Daniels, Assistant Finance Director

Submitted by: Jay Schengel, Finance Director 



City of Clovis

Five-Year Financial Forecast

Through Fiscal Year 2022/23

Prepared February 2018



CITY OF CLOVIS

Five -Year Financial Forecast

Through Fiscal Year 2022/2023

PREPARED BY:

Luke Serpa, City Manager

John Holt, Assistant City Manager

Andrew Haussler, Community & Economic Development Director

Jay Schengel, Finance Director

Gina Daniels, Assistant Finance Director

Haley Lynch, Deputy Finance Director

Jeff Blanks, Accounting Supervisor

Susan Evans, Senior Accountant

Calvin Campbell, Accountant

Elena Mendrin, Accountant

CITY OF CLOVIS

FIVE-YEAR FINANCIAL FORECAST

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I N T R O D U C T I O N

INTRODUCTION

The Five-Year Financial Forecast through 2022/23 represents a continuing effort to analyze the City's long-term fiscal condition based upon a reasonable set of economic and operational assumptions. It is an important management tool used by both the City Council and the City Manager for identifying fiscal trends and issues which must be addressed in order to assure continued financial success. The set of forecasts contained in this report is not a prediction of what will occur. The forecasts are a snapshot in time and an **approximate view of what could occur** in the future if all of the assumptions are realized. As with any forecast or prediction, the assumptions and projections for the nearer years carry more certainty and confidence than for the years further into the future.

This report is a forecast, and some of the funds are significantly constrained. It is important that the City continue to closely monitor economic conditions locally, statewide, and nationally. In the past, decisions made at other levels of government have had a very negative impact on City finances, so it will also be important to closely monitor what is happening in Sacramento and Washington D.C.

EXECUTIVE SUMMARY

The General Fund forecast is much more constrained during the forecast period than it has been during recent years. Three factors drive this change: First, the growth in General Fund revenues, especially sales tax, is projected to grow at a slower pace than recent years. Second, the Public Employees' Retirement System (PERS) costs are rising significantly due to recent changes in the actuarial assumptions and the discount rate. Third, the demand for many General Fund services grows in direct proportion with the City's growth which continues at a brisk pace. The General Fund forecast that is presented is structurally balanced and provides as much growth in critical services as possible. However, transfers to the Fleet Fund are eliminated and transfers to the General Government Facilities Fund are significantly reduced. Importantly, transfers to the Emergency Reserve are also significantly reduced. The amount of the Emergency Reserve continues to grow, but it does not grow as proportionately fast as expenditures from the General Fund. As a result, the Emergency Reserve, as a percentage of expenditures, is projected to decline. The percentage remains at or above the 15% minimum level established by City Council for the entire forecast period.

The Water Enterprise Fund is forecast to maintain stable reserves with annual 3% rate increases that have been adopted. New for this year, a reserve for the Sustainable Groundwater Management Act (SGMA), is being established within the Water Enterprise Fund to provide for future projects that will inevitably be mandated by these regulations.

The Sewer Enterprise Fund is forecast to maintain stable reserves with annual 3% rate increases that have been adopted. Based on the most current information regarding sewer development impact fees and projected future growth, the forecast shows the need

to reinstate half (\$3.65 per month) of the sewer bond surcharge for the next three years in order to pay sewer debt service.

The Community Sanitation Fund is forecast to maintain stable reserves with 2% annual rate increases on refuse services and 4% annual rate increases on the recycling and greenwaste services. The 2% refuse rate increase represents half of the annual rate increase that was adopted. The full 4% increases are needed for the recycling and greenwaste services because these services are contracted and the contract costs are increasing correspondingly. The forecast reflects the addition of one residential refuse route in 2018/19 to serve new growth.

The Transit Enterprise Fund is forecast to maintain adequate reserves for the first two years of the forecast, but less-than-adequate reserves after that. However, additional funds are anticipated to become available from SB1 and adjustments will be made to future forecasts. State funding issues, including the possible repeal of SB1, will be closely monitored and service levels will be adjusted as needed to maintain adequate reserves in the Fund.

The Planning and Development Services Enterprise Fund is forecast to maintain adequate, but declining, reserves. The decreasing reserves are largely due to additional staffing that is assumed to be needed to address future workloads. These assumptions will be closely monitored and adjustments made as needed to maintain adequate reserves. Workloads and revenue in Planning and Development Services may actually vary significantly during the forecast period, so the Fund includes an Emergency Reserve in case of a slow-down. The Emergency Reserve maintains prudent funding throughout the forecast period.

Internal Service Funds are projected to be self-balancing throughout the forecast period. Each of the Internal Service Funds is continually monitored, and more cost effective programs are implemented wherever possible to reduce costs to all other City operations.

Debt Service Funds will be fully funded to make all debt payments and meet all legal obligations.

ANALYSIS OF FUNDS

The purpose of this forecast is to provide the City Council and the City Manager with an early identification of financial trends. With early detection, financial trends identified as possible problems can be dealt with in a reasonable manner rather than waiting for a crisis to occur.

The City's Annual Budget represents a total financing plan for all City operations and must be analyzed by its component parts in order to make any meaningful adjustments. Unlike a private holding company, the City cannot remove cash from any one enterprise operation to help support general tax funded operations. Although there is certainly some

financial interdependence between the funds, such as internal service fund charges to allocate common costs, each fund represented in the budget must stand alone.

When analyzing City operations, it is appropriate to look at the budget, department by department. However, when reviewing long range financial policies, it is best to look at the fund structure rather than the department structure. The major fund groups reviewed in this forecast are the operating funds of the City including:

General Fund - This fund includes the functions of general government, including elected officials, administration and finance, public safety, and some field maintenance activities, such as parks and street maintenance.

Enterprise Funds - These funds include operations for water, sewer, solid waste, street cleaning, transit, and planning and development services.

Internal Service Funds - These funds include property and liability insurance, employee benefits, fleet maintenance, and general services.

Debt Service Funds - These funds include all debt service activity for which the City is responsible.

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GENERAL FUND

Current Year – 2017/18

Overall General Fund revenues are projected to exceed budget by \$1.3 million dollars. However this overage is primarily due to a large reimbursement from the State for Fire Department expenditures associated with the large fires in northern and southern California. As such, this extra revenue is offset by corresponding extra expenditures. Absent the reimbursement from the State, General Fund revenues for the current fiscal year are projected to be slightly more than budget due to increased gas taxes. Discretionary revenues are expected to be lower than budget.

Property taxes are projected to be \$0.2 million above budget. Property tax revenues due to increases in development of residential and commercial units this fiscal year will be realized in FY 2018/19. Sales taxes are projected to be \$0.4 million below budget. Business licenses have been decreased \$0.2 million below budget due to a decrease in new business activity. Franchise taxes are projected to be at budget. Other taxes are projected to be at budget. Gas taxes are showing a slight increase this year. The passage of SB1 resulted in an estimated \$0.6 million additional gas tax funding that will be spent on capital street projects approved by City Council.

Measures were taken to constrain General Fund expenditures in the current year budget due to the foreseeable increases in Public Employees' Retirement System (PERS) costs and a slowing revenue growth, especially sales tax. No new General Funded positions were added and some of the existing positions were held vacant, most notably 6 police officers and 2 firefighter positions. This has allowed for a structurally balanced projected budget for 2017/18.

The budget included a \$0.9 million unreserved fund balance (Contingency for Economic Uncertainty). Due to lower-than-anticipated revenues last fiscal year, the unreserved fund balance at the beginning of the current year was \$0.5 million lower than anticipated in the budget. Transfers to the General Government Facilities Fund and the Fleet Fund will be eliminated in the current fiscal year in order to raise the unreserved fund balance closer to the target of \$1 million.

Forecast – 2018/19 through 2022/23

Three challenges loom large in the General Fund forecast for the next 5 years. Discretionary revenues are projected to grow at a slower rate, PERS costs will rise significantly, and the City continues to grow which increases the demand for General Funded services, most notably public safety. These challenges result in a five-year forecast that is significantly different than in recent years. In order to meet the increasing demand for services for the growing City, much less funding will be available for transfer to the Emergency Reserve, Fleet Fund, and General Government Facilities Fund.

Revenues

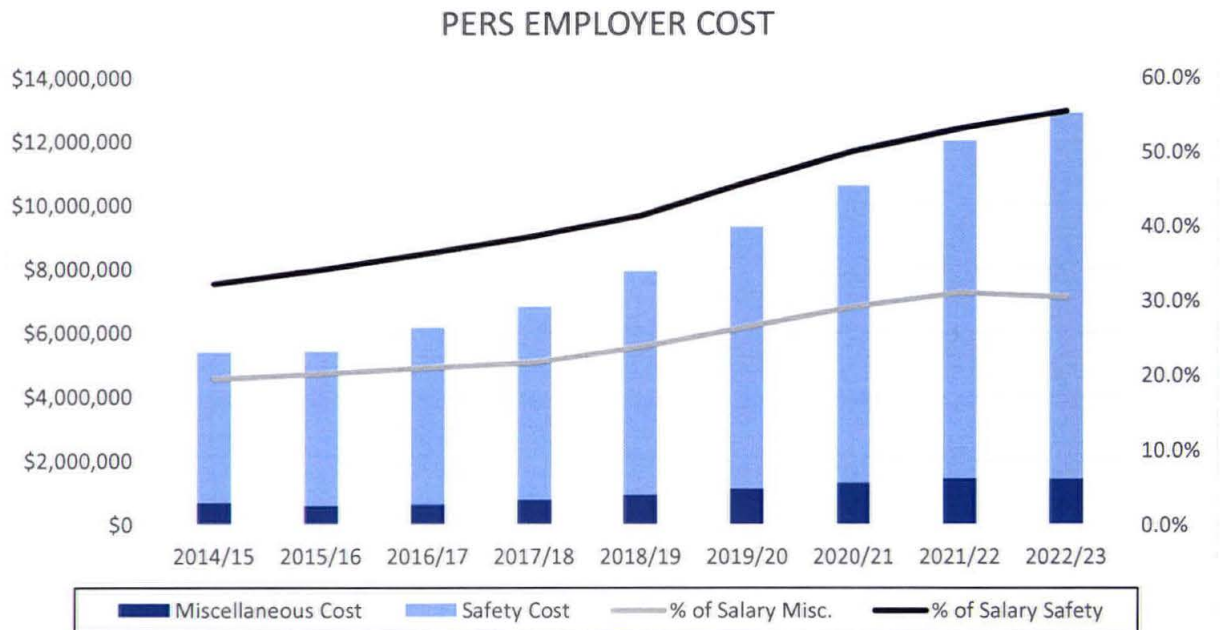
Property tax and sales tax are the two largest sources of discretionary revenue; Franchise Fees, Business Licenses, and other taxes make up the bulk of the remainder. Due to Prop. 13, property tax growth is largely driven by growth in the City. When growth occurs faster than normal, the property tax grows faster than anticipated, but the growth also brings a corresponding increase in the demand for services. Property tax growth during the forecast period is projected to increase at a rate corresponding to an increase of 750 single-family-residences per year, which is Clovis' long term average. This rate of growth is lower than Clovis experienced last year and the current year. The forecast does not project a housing slump because those are difficult to anticipate; however, one is very likely to actually occur at some time during the forecast period and would result in property tax growth being lower than forecasted.

Sales tax growth has slowed due to a cultural change in how people spend their money and due to the shift to online purchases. In broad terms, Americans are spending a much higher percentage of their disposable income on services rather than goods. Since only goods are subject to sales tax, the revenue derived from sales tax is not keeping up with population growth and inflation. Additionally, Americans are purchasing an ever-increasing portion of their goods from online sources rather than local sources. Sales tax is not collected on some online purchases, and sales tax from other online purchases is paid to the locality of distribution rather than locality of delivery. Furthermore, the online sales tax that is nominally paid to the locality of delivery is actually paid to the County of delivery and is then distributed to the cities in proportion to their sales tax revenues from brick-and-mortar vendors. In response to these changes, the sales tax during the forecast period is expected to grow at 4.5%, which is lower than the past forecast of 5%.

Growth in Franchise Taxes has slowed in recent years as more households move away from traditional hard-wired phone and cable TV service towards cellular and satellite services. All other discretionary revenues are forecasted to increase at average growth plus inflation, which has been low for many years.

PERS

PERS costs are projected to rise significantly during the forecast period due to the recent lowering of the discount rate and to changes in PERS' actuarial assumptions. The following chart shows the expected General Fund PERS costs, both as a percentage of salary and in dollars, for the forecast period.



As can be seen in the chart, annual General Fund PERS costs are projected to rise by \$6 million between the current year and the end of the forecast period.

Growing Demands

The City continues to grow, and in recent years it has grown faster than the long term average. The growth drives some revenue growth, but it also drives a growing demand for services. Police and Fire comprise the largest expenditures in the General Fund and are most impacted by this growing demand. Failure to grow these departments, as well as other General Fund departments, at a rate corresponding to the growth of the City will result in an erosion of the level of service that is provided.

Approach to the Forecast

The forecast represents staff's best estimate of the City's finances for the next 5 years, and will be the base on which the budget is developed. The forecast must be structurally sound and sustainable, so projected revenues, expenditures and transfers must be balanced. Some of the components of these revenues, expenditures and transfers are more easily controllable than others. Major increases to revenues, either through tax increases or extraordinary commercial growth, would be challenging to achieve or even completely infeasible, so they were not considered in the development of the forecast. Expenditures and transfers were adjusted as necessary to best achieve the City's goals and comply with the City's policies within the available revenue.

The impact of the PERS costs is significant; those costs will rise from 9.3% of the General Fund budget just two years ago to 15.8% by fiscal year 2022/23. Essentially, that means the level of services plus the transfers to the reserve that can be provided in 2022/23 will be only 93.5% of what could have been provided without this rise in PERS costs.

Service levels are already stretched thin so this forecast emphasizes growing those services, specifically public safety, as much as revenues allow. In order to balance the forecast within the projected revenues and provide for the increased PERS costs, transfers to the Fleet Fund have been eliminated, transfers to General Government Facilities Fund have been reduced to the minimum required for the debt service anticipated for the Landmark Commons project, and transfers to the Emergency Reserve have been reduced to the minimum required amount to maintain a 15% Reserve. The hiring of additional police officers has been slowed, and the hiring of additional firefighters to staff a sixth station has been postponed a year. No other General Fund positions are projected to be added during the forecast period.

CITY OF CLOVIS

General Fund Financial Forecast - Summary

(dollars in thousands)

	ACTUALS			ESTIMATED	PROJECTED				
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Beginning Available Fund Balance	1,610	3,780	2,930	420	900	870	690	680	360
Reappropriation/Encumbrances	(50)	0	150	540					
REVENUES									
Discretionary	44,560	46,900	49,040	51,600	54,420	57,230	59,820	62,370	65,050
Non-Discretionary	14,610	14,800	14,520	16,180	15,550	15,730	16,130	16,520	16,930
Total Revenues	59,170	61,700	63,560	67,780	69,970	72,960	75,950	78,890	81,980
EXPENDITURES									
Public Safety	40,770	43,140	46,470	49,230	51,730	54,210	56,320	59,240	61,520
Public Utilities	8,070	8,330	8,770	9,530	9,620	9,890	10,140	10,400	10,590
General Government	6,560	6,660	7,470	8,490	8,300	8,390	8,850	8,920	9,280
Total Expenditures	55,400	58,130	62,710	67,250	69,650	72,490	75,310	78,560	81,390
Resources Above/(Below) Operating Expenditures	3,770	3,570	850	530	320	470	640	330	590
ADDITIONAL ITEMS									
Transfers Out to Government Facilities	(750)	(2,500)	(2,000)	0	0	(300)	(300)	(300)	(300)
Transfers Out to PDS/Fleet	(300)	(1,000)	(1,000)	(300)	(300)	(300)	(300)	(300)	(300)
Total Additional Items	(1,050)	(3,500)	(3,000)	(300)	(300)	(600)	(600)	(600)	(600)
Net Increase/(Decrease) to Fund Balance	2,720	70	(2,150)	230	20	(130)	40	(270)	(10)
OTHER ITEMS									
(Use of)/Addition to Emergency Reserve	500	920	510	290	50	50	50	50	50
Total Other Items	500	920	510	290	50	50	50	50	50
Ending Available Fund Balance	3,780	2,930	420	900	870	690	680	360	300
Sales Tax Triple Flip Designation	860	0	0						
Emergency Reserve-(Dollars)	9,320	11,100	11,610	11,900	11,950	12,000	12,050	12,100	12,150
Emergency Reserve as a % of Expenditures	16.80%	19.10%	18.50%	17.70%	17.20%	16.60%	16.00%	15.40%	15.00%

CITY OF CLOVIS

General Fund - Financial Forecast (dollars in thousands)

REVENUES	ACTUALS			ESTIMATED	PROJECTED				
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Residential Units (SF + MF)	1024	709	943	850	800	750	750	750	750
<u>Discretionary</u>									
Property Taxes	15,200	15,810	17,270	18,150	19,060	19,990	20,930	21,890	22,870
Educational Augmentation	(3,720)	(3,960)	(4,180)	(4,450)	(4,670)	(4,900)	(5,130)	(5,360)	(5,600)
County Admin Fee	(160)	(200)	(220)	(230)	(230)	(250)	(260)	(270)	(280)
Property Tax In Lieu-VLF	7,570	8,050	8,480	9,060	9,530	10,030	10,550	11,100	11,680
Sales Tax	14,000	19,820	20,400	21,220	22,170	23,170	24,210	25,300	26,440
In Lieu Sales Tax-Triple Flip	4,690	0	0	0	0	0	0	0	0
County Share	(930)	(990)	(1,020)	(1,060)	(1,110)	(1,160)	(1,210)	(1,270)	(1,320)
Franchise Fee	2,320	2,420	2,390	2,480	2,550	2,620	2,690	2,760	2,830
Business License	2,610	2,800	2,850	2,960	3,070	3,180	3,300	3,420	3,550
Other Taxes	2,720	2,940	2,840	3,280	3,840	4,270	4,450	4,520	4,600
State Subvention-Motor Vehicle	40	40	50	0	0	0	0	0	0
Interest	20	20	50	60	80	150	160	150	150
Other Revenues-Disc	200	150	130	130	130	130	130	130	130
<u>Non-Discretionary</u>									
Community Facility Fee	860	930	1,020	1,590	1,750	1,900	2,060	2,220	2,390
Sales Tax-(Public Safety)	280	290	300	300	310	320	330	340	350
Other Lic & Permits	110	110	130	140	140	140	140	140	140
Fines & Forfeitures	330	260	140	210	210	210	210	210	210
Building Rentals	40	40	40	40	40	40	40	40	40
State Subvention-Gas Tax	1,100	1,060	1,080	1,220	1,220	1,240	1,260	1,280	1,300
Grants	1,320	1,640	1,090	1,710	610	610	610	610	610
From Other Agencies	930	720	660	530	540	550	560	570	580
Current Services	1,270	1,310	1,360	1,490	1,520	1,550	1,580	1,610	1,640
Landscape Maint. Charges	2,930	2,770	2,840	3,310	3,370	3,430	3,490	3,550	3,610
Other Revenues-non-disc	280	240	240	190	190	190	190	190	190
Impact/Rental Fees	1,420	1,450	1,510	1,570	1,600	1,630	1,660	1,690	1,720
Admin Charges	3,740	3,980	4,110	3,880	4,050	3,920	4,000	4,070	4,150
Total Revenues	59,170	61,700	63,560	67,780	69,970	72,960	75,950	78,890	81,980

Revenue Assumptions (dollars in dollars)

PROPERTY TAXES:	ANNUAL INCREASE	INCREASE IN ASSESSED VALUE	CITY TAX RATE (Before reductions)
	2.00%	\$293,000,000	18.58% of 1%
Note: FY17/18 Annual Increase=1.02% Increase in AV above is based on 750 residential units.			
PROPERTY TAX IN LIEU-VLF:	INCREASE BY ASSESSED VALUE GROWTH	5.20%	(Based on 750 units)
COMMUNITY FACILITY FEE:	2/3 OF NEW RES UNITS PER YR. 500	ANNUAL FEE: \$242	INCREASE BY: 1.68%
SALES TAX:	4.00%	SALES TAX RATE	POPULATION GROWTH
		1.00%	2,200 PER YEAR
COUNTY SHARE:	5.00% OF GROSS SALES TAX	(Based on 750 units)	PER CAPITA \$ PER YEAR
	FY15/16 Triple Flip is Eliminated		
FRANCHISE TAX:	3 YEAR CPI	NEW RES UNITS PER YEAR	FEE OF GROSS
	1.68%	750	1.00%
			PARTICIPATION %
			50.00% Comcast/AT&T
			\$70 Per Unit per Month
			P G & E
			\$250 Per Unit per Mo
Note: 3 year average for residential units is 892, 5 year average is 794 units			
BUSINESS LICENSE:	INCREASE	1.68%	THREE YR CPI 2.00% NEW BUSINESSES
FINES AND FORFEITURES:	PARKING AND VEHICLE	\$243,000	BASED ON THREE YEAR AVERAGE
INTEREST:	RATE ->>	1.25%	ON PRIOR YEAR'S BALANCE OR \$40,000 IF NEGATIVE FUND BALANCE
BUILDING RENTALS:	INCREASE ANNUALLY BY: 2.00%		
STATE SUBVENTIONS:	MOTOR VEHICLE	GAS TAX	POPULATION GROWTH
	PER CAPITA	\$0.00	\$9.60 2,200 PER YEAR (Based on 750 units)
	SB89 Eliminated VLF Gas Tax Per Capita based on two year average		
GRANTS:	\$520,000	THREE YEAR AVERAGE OF ONGOING GRANTS	
CURRENT SERVICES:	INCREASE BY THREE YEAR CPI AVERAGE	1.68%	
OTHER REVENUES:	INCREASE BY THREE YEAR CPI AVERAGE	1.68%	
IMPACT/RENTAL FEES:	BASED ON ADD'L ROUTES PROJECTED IN THE ENTERPRISE FUND AND INCREASE BY 3 YEAR CPI AVERAGE		
ADMIN CHARGES:	INCREASE	2.00%	PER YEAR

CITY OF CLOVIS

General Fund - Financial Forecast (dollars in thousands)

<u>EXPENDITURES</u>	ACTUALS			ESTIMATED	PROJECTED				
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
<u>PUBLIC SAFETY</u>									
Salaries									
Police-CPOA	8,060	8,120	8,580	8,930	9,680	10,080	10,330	10,580	11,350
Fire	5,550	5,110	5,360	5,440	5,760	5,860	5,960	6,860	6,980
Public Safety-Management	1,600	2,270	2,220	3,100	3,370	3,430	3,490	3,550	3,610
Police-Non CPOA	2,250	3,380	3,850	3,650	3,990	4,060	4,130	4,200	4,270
Fire-Non Firefighters	290	250	260	330	340	350	360	370	380
Overtime									
Overtime-Police	1,930	2,110	2,260	2,100	2,100	2,100	2,100	2,100	2,100
Overtime-Fire	1,220	1,790	1,570	2,340	1,290	1,290	1,290	1,290	1,290
Extra Help	710	750	800	760	760	760	760	760	760
Benefits									
Health	2,500	2,640	2,980	3,320	3,440	3,700	3,940	4,340	4,720
Retirement	4,710	4,820	5,520	6,040	6,990	8,180	9,300	10,550	11,450
Other	2,630	2,460	3,010	2,610	3,070	3,120	3,170	3,220	3,270
SMS	8,890	9,030	9,630	10,100	10,750	11,050	11,260	11,180	11,100
Capital Outlay	430	410	430	510	190	230	230	240	240
Total Public Safety	40,770	43,140	46,470	49,230	51,730	54,210	56,320	59,240	61,520
<u>PUBLIC UTILITIES</u>									
Salaries	1,820	1,970	1,940	2,130	2,180	2,220	2,260	2,300	2,340
Overtime	70	100	90	80	80	80	80	80	80
Extra Help	20	30	40	60	60	60	60	60	60
Benefits									
Health	380	390	420	500	530	560	590	630	670
Retirement	260	230	240	290	340	410	480	540	530
Other	250	230	280	360	370	380	390	400	410
SMS	5,190	5,330	5,700	6,020	6,050	6,150	6,250	6,360	6,470
Capital Outlay	80	50	60	90	10	30	30	30	30
Total Public Utilities	8,070	8,330	8,770	9,530	9,620	9,890	10,140	10,400	10,590
<u>GENERAL GOVERNMENT</u>									
Salaries	2,680	2,750	3,100	3,120	3,360	3,420	3,480	3,540	3,600
Overtime	10	30	10	30	30	30	30	30	30
Extra Help	380	390	350	470	470	470	470	470	470
Benefits									
Health	500	500	520	620	660	700	740	780	830
Retirement	420	360	390	480	590	710	820	910	900
Other	210	200	210	210	220	230	240	260	280
SMS	2,340	2,410	2,870	3,540	2,960	2,820	3,060	2,920	3,160
Capital Outlay	20	20	20	20	10	10	10	10	10
Total General Govt	6,560	6,660	7,470	8,490	8,300	8,390	8,850	8,920	9,280
Total Expenditures	55,400	58,130	62,710	67,250	69,650	72,490	75,310	78,560	81,390

Expenditure Assumptions (dollars in thousands)

SALARIES:		2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
<u>POLICE-CPOA</u>	7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
POL-SAL BASE		\$8,930	\$9,440	\$9,840	\$10,250	\$10,500	\$10,760
Additional Officers-Salary		\$0	\$240	\$240	\$80	\$80	\$590
Number of Additional Officers		0	3	3	1	1	7
Additional Non-Sworn Positions		0	0	0	0	0	0
<u>FIRE</u>	7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
SALARY BASE		\$5,440	\$5,760	\$5,860	\$5,960	\$6,060	\$6,980
Additional Firefighter-Salary		\$0	\$0	\$0	\$0	\$800	\$0
Number of Addl Firefighters		0	0	0	0	9	0
<u>PUBLIC UTILITIES</u>	7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
SALARY BASE		\$2,130	\$2,180	\$2,220	\$2,260	\$2,300	\$2,340
Additional Salaries-Park/Street		\$0	\$0	\$0	\$0	\$0	\$0
Addl Park/Street employees		0	0	0	0	0	0
<u>GENERAL GOVT</u>	7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
<u>MGMT</u>	7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
OVERTIME:	INCREASE BY PREVIOUS THREE YEAR CPI			1.68%			
EXTRA HELP:	FLAT FOR NEXT FIVE YEARS						
HEALTH:	INCREASE PER YEAR			6.0%			
				(PERS ESTIMATE)			
RETIREMENT:		2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
POLICE-SAFETY		38.690%	41.400%	45.900%	50.100%	53.100%	55.500%
DISPATCHERS		21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
FIRE		38.690%	41.400%	45.900%	50.100%	53.100%	55.500%
PUBLIC UTILITIES		21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
GENERAL GOVERNMENT		21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
MANAGEMENT		21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
PERS EE COST SHARING -MISC		-8.400%	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%
PERS EE COST SHARING -SAFETY		-8.000%	-8.000%	-8.000%	-8.000%	-8.000%	-8.000%
WORKERS COMP:	Police-CPOA	11.47%	12.00%	12.00%	12.00%	12.00%	12.00%
(included in other benefits)	Fire	2.93%	3.00%	3.00%	3.00%	3.00%	3.00%
	Mgmt & Admin	0.52%	1.00%	1.00%	1.00%	1.00%	1.00%
	Public Utility	13.57%	14.00%	14.00%	14.00%	14.00%	14.00%
OTHER BENEFITS: Previous year's amount increased by contracted and estimated salary increases. Includes 2% of non-safety salaries for deferred comp, 1% of total salaries for sick leave incentive, 1.45% for medicare and 1% for other benefits.							
OTHER SMS: INCREASE 3 YEAR AVERAGE CPI						1.68%	
CAPITAL OUTLAY:	INCREASE BY 3 YEAR AVG CPI PER YEAR			1.68%			
	50% FOUR YEAR AVERAGE-PUBLIC SAFETY			\$220			
	50% FOUR YEAR AVERAGE-PUBLIC UTILITIES			\$30 + ADDITIONAL EQUIP FOR NEW EMPLOYEES			
	50% FOUR YEAR AVERAGE-GEN GOVT			\$10			
CONTINGENCY RESERVE: Maintain not less than 15% with a goal to reach 25% of total expenditures. See the Summary Sheet for reserve.							

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ENTERPRISE FUNDS

The purpose of the forecast for the Enterprise Funds is to provide the City Council and the City Manager with an early identification of financial trends along with the future financial costs of legislative and regulatory requirements and the ability to respond appropriately. Enterprise Funds, by definition, are supported by rates set to recover the full cost of services, including capital outlays and debt service. The rate setting process requires advance planning, preparation of rate studies, a public hearing process, and a final decision to implement new rates if approved. This process can take up to six months to complete. For this reason, the forecast is a critical management tool for the City.

Further detail regarding each Enterprise Fund is discussed in the following pages. Annually, staff re-evaluates all enterprise operations to determine if any adjustments to rates are needed. At this time water, sewer and community sanitation enterprise operations have increases approved sufficient to carry the operations through the forecast period, barring any unforeseen or catastrophic event. Once these rate increases meet their objectives, staff will begin to evaluate implementing smaller, more measured increases on an annual basis to avoid large one-time increases.

Water Enterprise

The Water Enterprise Fund is forecast to have a working capital balance of approximately \$18.9 million at June 30, 2018. The City Council approved adjusted water rates in the Water Enterprise Fund beginning in June 2016 in order to comply with State legal requirements regarding a tiered water rate structure. The rate adjustment was revenue neutral. Council also approved a 3% annual increase that can be implemented when necessary to fund the increased cost to treat and distribute potable water within the City, capital improvements, and to provide debt service coverage for the 2013 Surface Water Treatment Plant bonds. The forecast reflects a 3% rate increase to water rates each of the 5 years in the projected forecast. The reserve for drought contingency has been increased over the forecast period for the increased likelihood that the City will have to purchase water on the open market at much higher rates due to drought conditions and/or impacts from the Sustainable Groundwater Management Act (SGMA). A new line item has been specifically added in the forecast to set aside funds for future costs related to SGMA. In 2016/17, the Water Enterprise Fund received a legal settlement for potential future Trichloropropane (TCP) treatment. The Water Enterprise Fund will be required to treat the water for any TCP present and a reserve for TCP treatment has been established for the treatment costs.

CITY OF CLOVIS

Water Enterprise - Financial Forecast (dollars in thousands)

	<u>Actual 2014/15</u>	<u>Actual 2015/16</u>	<u>Actual 2016/17</u>	<u>Estimated 2017/18</u>	<u>Projected 2018/19</u>	<u>Projected 2019/20</u>	<u>Projected 2020/21</u>	<u>Projected 2021/22</u>	<u>Projected 2022/23</u>
BEGINNING WORKING CAPITAL	17,910	19,490	20,010	21,120	18,870	17,340	16,130	16,290	16,840
<u>REVENUES</u>									
WATER CHARGES	14,920	12,930	14,930	15,140	15,710	16,290	16,890	17,510	18,150
DBCP-LEGAL SETTLEMENTS	290	240	250	240	240	240	240	240	240
OTHER LEGAL SETTLEMENTS	0	0	15,450	0	0	0	0	0	0
TOTAL REVENUES	15,210	13,170	30,630	15,380	15,950	16,530	17,130	17,750	18,390
<u>EXPENDITURES</u>									
SALARIES	2,100	2,200	2,240	2,500	2,750	2,860	2,910	2,960	3,050
EXTRA HELP	40	20	0	30	30	30	30	30	30
OVERTIME	80	90	90	100	100	100	100	100	100
BENEFITS									
RETIREMENT	300	260	280	340	420	520	610	670	670
HEALTH	410	420	450	550	580	610	650	690	730
OTHER	300	280	310	420	500	530	530	540	560
SERVICES, MATERIALS & SUPPLIES	6,900	7,190	7,860	8,710	8,850	8,990	9,140	9,290	9,440
MEMBRANE REPLACEMENT	0	0	0	0	310	830	0	1,280	0
CAPITAL OUTLAY	730	610	750	1,060	1,080	1,100	1,120	1,140	1,160
TOTAL EXPENDITURES	10,860	11,070	11,980	13,710	14,620	15,570	15,090	16,700	15,740
<u>OTHER REVENUE AND EXPENSE</u>									
INTEREST/RENTAL/GRANTS	160	300	330	210	520	510	500	500	490
	160	300	330	210	520	510	500	500	490
TRANSFERS-OUT (CAPITAL)	(560)	(790)	(570)	(1,780)	(780)	(780)	(780)	(780)	(780)
WATER BANKING LOAN TO DEV FUND	(500)	0	0	(500)	(500)	(300)	0	0	0
CONTRIBUTION-SURFACE WTP	(580)	(750)	(750)	(750)	(750)	(750)	(750)	(750)	(750)
MEMBRANE REPLACEMENT RESERVE	(290)	(340)	(100)	(100)	(100)	(100)	(100)	1,280	(450)
RESERVE FOR DROUGHT CONTINGENCY	(1,000)	0	(1,000)	(1,000)	(500)	0	0	0	0
RESERVE FOR SGMA	0	0	0	0	(750)	(750)	(750)	(750)	(750)
RESERVE FOR TCP TREATMENT	0	0	(15,450)	0	0	0	0	0	0
ENDING WORKING CAPITAL	19,490	20,010	21,120	18,870	17,340	16,130	16,290	16,840	17,250
RESERVE FOR WELLHEAD TREATMENT	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
RESERVE FOR MEMBRANE REPLACEMENT	1,470	1,810	1,910	2,010	2,110	2,210	2,310	1,030	1,480
RESERVE FOR DROUGHT CONTINGENCY	2,500	2,500	3,500	4,500	5,000	5,000	5,000	5,000	5,000
RESERVE FOR SGMA	0	0	0	0	750	1,500	2,250	3,000	3,750
RESERVE FOR TCP TREATMENT	0	0	15,450	15,450	15,450	15,450	15,450	15,450	15,450

Water Enterprise - Revenue Assumptions (dollars in dollars)

Bi-monthly Meter Charges: Residential - \$21.86 Commercial - \$17.61

Residential Usage Rates: \$.89 per 1,000 gallons for 0 to 23,000 gallons, \$1.49 per 1,000 gallons for 23,000 - 40,000 gallons, \$1.83 per 1,000 gallons above 40,000 gallons. Dwelling unit charge \$10.93 per month (\$21.86 bi-monthly).

Commercial Usage Rates: \$.89 per 1,000 gallons 0 to 23,000 gallons, \$1.21 per 1,000 gallons over 23,000 gallons. Monthly charge from \$8.80 (1") to \$892.31 (10").

Current Charges: INCREASED EACH YEAR BY THE AVERAGE INCREASE OF THE PREVIOUS THREE YEARS

		<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
Rate Increase:	7/1	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Rate Increase:	3% Based on Council approved annual rate increase unless not necessary.						
Interest:	1.25% OF PREVIOUS YEAR'S WORKING CAPITAL OR A MINIMUM OF \$10,000						

Water Enterprise - Expense Assumptions (dollars in thousands)

Salaries: CPWEA	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
Salary Base	\$2,500	\$2,680	\$2,800	\$2,910	\$2,960	\$3,010
Additional Employee		\$70	\$60			\$40

Extra Help: FLAT FOR NEXT FIVE YEARS

Overtime: FLAT FOR NEXT FIVE YEARS

				(PERS ESTIMATE)		
Retirement:	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
	21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
PERS Cost Sharing:	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%

Health: INCREASE PER YEAR

Other Benefits: -WORKERS COMP

-MEDICARE

-DEF COMP/SICK LEAVE INC

14.000% FOR CPWEA

1.450% OF SALARIES

5.250% OF SALARIES

1.00% FOR ADMIN

Other SMS: INCREASE BY CPI FOR FUTURE YEARS

1.68%

(Increase energy cost by 50% for the Surface Water Treatment Plant operation beginning in 2004/05)

Rental of the New Corp Yard-beginning 2002/03

\$320 per year

Capital Outlay: FOUR YEAR AVERAGE INCREASED BY CPI FOR FUTURE YEARS

1.68%

Transfers Out: FOR CAPITAL CONTRIBUTIONS FOR DISTRIBUTION SYSTEM IMPROVEMENTS

FOR LAND ACQUISITION DESIGN AND CONSTRUCTION OF RECHARGE FACILITIES-100%

Reserves:

WELLHEAD TREATMENT CONTINGENCY ESTABLISHED FOR POSSIBLE CLEANUP OF DBCP CONTAMINATION

MEMBRANE REPLACEMENT RESERVE ESTABLISHED FOR NEW MEMBRANE COSTS

DROUGHT CONTINGENCY ESTABLISHED FOR WATER PURCHASE DURING POSSIBLE DROUGHT

TCP TREATMENT RESERVE FOR TREATMENT CAPITAL AND O&M

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Sewer Enterprise

The Sewer Enterprise Fund is projected to have a working capital balance of approximately \$17.1 million at June 30, 2018. The City Council approved a series of rate increases for the Sewer Enterprise Fund beginning August 1, 2010. The need for rate increases is driven by the rising cost of treatment and capital improvements at the Regional Treatment facility as well as the increase in the costs to operate new pump stations, the Sewer Treatment Water Reuse Facility (ST-WRF), and to meet bond covenants normally borne by development fees which are projected to be insufficient to meet the City's obligations in a portion of the forecast period. The Sewer Fund reflects continuing capital improvements at the Regional Treatment facility and increased operational costs that establish the need to increase user rates 3% throughout the forecast period. It is projected that the collection of Development Impact fees for Sewer Major Facilities will be insufficient to cover the debt service payments. This is due to the implementation of reduced Sewer Development Impact fees and the potential that the expected annual amount of development activity may be at 750 equivalent dwelling units or less. This projection establishes the need to reinstate the sewer bond service charge at \$3.65 per month per residential unit for the next 3 years, which is half of the Council approved amount of the \$7.30 per month per residential unit sewer bond service charge that the City Council implemented in 2010. These increases will keep the Sewer Enterprise fund stable for the forecast period. Development fee collection will be closely monitored to determine if the sewer bond service charge can be suspended or rebated in the following years should development occur at a higher rate than projected.

CITY OF CLOVIS

Sewer Enterprise - Financial Forecast (dollars in thousands)

	<u>Actual 2014/15</u>	<u>Actual 2015/16</u>	<u>Actual 2016/17</u>	<u>Estimated 2017/18</u>	<u>Projected 2018/19</u>	<u>Projected 2019/20</u>	<u>Projected 2020/21</u>	<u>Projected 2021/22</u>	<u>Projected 2022/23</u>
BEGINNING WORKING CAPITAL	12,240	16,140	20,130	19,470	17,070	18,210	17,090	17,870	20,010
<u>REVENUES</u>									
SEWER CHARGES	11,740	12,460	12,450	12,350	12,960	13,590	14,250	14,930	15,640
PRETREATMENT CHARGES	50	50	50	50	50	50	50	50	50
TOTAL REVENUES	11,790	12,510	12,500	12,400	13,010	13,640	14,300	14,980	15,690
<u>EXPENDITURES</u>									
SALARIES	690	720	700	810	900	920	940	960	980
EXTRA HELP	0	0	0	10	10	10	10	10	10
OVERTIME	10	10	10	10	10	10	10	10	10
BENEFITS									
RETIREMENT	100	90	90	100	140	170	200	220	220
HEALTH	120	130	120	160	170	180	190	200	210
OTHER	100	90	100	120	170	170	170	180	180
SERVICES, MATERIALS & SUPPLIES	3,110	3,400	3,340	3,770	3,830	3,890	3,950	4,010	4,070
FRESNO TREATMENT PLANT	2,080	2,270	2,490	2,630	2,670	2,710	2,760	2,810	2,860
CLOVIS TRMT/REUSE PLANT (ST-WRF)	1,940	2,040	2,170	2,270	2,330	2,840	2,920	3,000	3,080
DEBT SERVICE	1,220	1,230	1,230	1,240	1,250	1,250	1,250	1,250	1,250
CAPITAL	10	50	30	480	60	60	60	60	70
CAPITAL-FRESNO PLANT IMPROVEMENTS	940	350	320	600	470	1,330	1,320	200	630
TOTAL EXPENDITURES	10,320	10,380	10,600	12,200	12,010	13,540	13,780	12,910	13,570
<u>OTHER REVENUE AND EXPENSE</u>									
INTEREST	100	200	270	220	340	370	360	380	410
GRANTS/MISC/SALE OF ASSETS/REFUNDS	170	250	600	170	170	170	170	170	170
BOND COVERAGE CHARGES/(REBATE)	3,360	3,320	(1,600)	0	1,580	1,580	1,580	0	0
	3,630	3,770	(730)	390	2,090	2,120	2,110	550	580
TRANSFERS IN-DEBT SERVICE	370	420	430	430	430	430	430	430	430
TRANSFERS OUT-CAPITAL	(340)		(2,390)						
FROM DEVELOPER-PLANT CAPITAL IMPROV	270	270	270	280	220	630	620	90	300
INTERFUND (LOANS)/REPAYMENT	(1,500)	(2,600)	(140)	(3,200)	(2,100)	(3,900)	(2,400)	(500)	(4,000)
(INC)/USE OF FRESNO PLANT CAP RESERVE				(500)	(500)	(500)	(500)	(500)	(500)
ENDING WORKING CAPITAL	16,140	20,130	19,470	17,070	18,210	17,090	17,870	20,010	18,940
RESERVE FOR FRESNO PLANT CAPITAL	0	0	0	500	1,000	1,500	2,000	2,500	3,000
RESERVE FOR RATE STABILIZATION	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
REQUIRED FOR DEBT COVERAGE	6,900	6,900	6,900	6,900	6,900	6,900	6,900	6,900	6,900

Sewer Enterprise - Revenue Assumptions (dollars in dollars)

Current Charges:	Population Increase 2,200	New Units Per Year 750	Additional Commercial \$39,000	Residential: 2017/18 Per Unit Per Month \$21.47	Bond Charge Per Unit Per Month \$7.30	Pretreatment Per Unit Per Month \$0.06	
Rate Rebate:					\$(7.30) Beginning 2017/18		
Rate Increase:*		<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
Percentage		0.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Revised Monthly Rate		\$21.47	\$22.11	\$22.78	\$23.46	\$24.16	\$24.89
Interest:	1.25%	OF PREVIOUS YEAR'S WORKING CAPITAL					

* **Rate Increase:** Note: The Council can approve up to a 3% annual rate increase if deemed necessary.

Sewer Enterprise - Expense Assumptions (dollars in thousands)

Salaries: (CPWEA)	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
SALARY BASE	\$810	\$870	\$920	\$940	\$960	\$980
Additional employee		\$33				
Extra Help:	FLAT FOR NEXT FIVE YEARS					
Overtime:	FLAT FOR NEXT FIVE YEARS					
Retirement:	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
	21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
PERS Cost Sharing:	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%
Health:	INCREASE PER YEAR					
Other Benefits:	-RETIREMENT		21.730%	(PERS ESTIMATE)		
	-WORKERS COMP		14.000%	6.00%		
	-MEDICARE		1.450%	OF EXTRA HELP		
	-DEF COMP/SICK LEAVE INC/OTHER		5.250%	FOR CPWEA		
Other SMS:	INCREASE BY AVERAGE CPI FOR PREVIOUS 3 YEARS				1.68%	
	Rental of the New Corp Yard-Beginning in 2002/03				\$320	
	Clovis Treatment/Reuse Plant Operations-Beginning 1/1/2009				\$1,000	
Regional Treatment Plant:	Annual payment for original plant buy-in plus O&M costs.					
	Adjusted for average 3 year CPI and per capita amount				1.68%	
Debt Service:	Fresno/Clovis Regional WWTP Renovation					
	96/97 - 2023				\$1,250	
Capital Outlay:	FUTURE YEARS @				\$60	
	- ADJUSTED BY 3 YEAR AVERAGE CPI				1.68%	
Capital-Plant Improvements:	Based on estimates from the City of Fresno for sewer main and plant refurbishments					
Transfers In-Debt Service:	In from Major Facilities-34.57% of debt service for 1993 WWTP Renovation				\$427	
Transfers Out:	Out for on-going capital improvements-per Five Year CIP					
Interfund Loans:	Temporary cash loans to conform with various bond covenants					

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Community Sanitation Enterprise

The Community Sanitation Enterprise Fund is projected to finish the current fiscal year with a working capital balance of approximately \$7.3 million at June 30, 2018. A 4% annual increase, or portion thereof, was approved by Council in November 2004 to be implemented as necessary. In 2017/18 the Council implemented a refuse rate increase of 2%, and increases of 2% are projected for the remainder of the forecast period. To keep pace with the recycling and green waste contracted increases, the approved 4% annual increase is projected for these operations. Due to increased growth in residential and commercial units over the past several years, the addition of a new residential route is forecast for 2018/19. The forecast reflects the final payment for the Landfill debt service in 2020 and an increase in closure and post closure costs identified in the revised Joint Technical Document (JTD) dated March 2017 prepared in agreement with the California Department of Resources Recycling and Recovery (CalRecycle) and the California Regional Water Quality Control Board (RWQCB).

CITY OF CLOVIS

Community Sanitation - Financial Forecast (dollars in thousands)

	Actual 2014/15	Actual 2015/16	Actual 2016/17	Estimated 2017/18	Projected 2018/19	Projected 2019/20	Projected 2020/21	Projected 2021/22	Projected 2022/23
BEGINNING WORKING CAPITAL	9,740	10,910	11,610	12,080	7,285	6,795	6,425	7,025	7,775
REVENUES									
REFUSE CHARGES	13,470	13,320	13,530	13,900	14,320	14,750	15,190	15,640	15,990
RECYCLING CHARGES	1,380	1,550	1,610	1,650	1,730	1,810	1,890	1,940	1,990
GREEN WASTE CHARGES	1,640	1,690	1,800	1,880	1,980	2,080	2,180	2,250	2,320
STREET SWEEPING CHARGES	1,080	1,100	1,110	1,110	1,120	1,180	1,240	1,300	1,360
TOTAL REVENUES	17,570	17,660	18,050	18,540	19,150	19,820	20,500	21,130	21,660
EXPENDITURES									
SALARIES	2,470	2,620	2,600	2,800	3,120	3,230	3,280	3,340	3,400
EXTRA HELP	40	40	80	85	90	90	90	90	90
OVERTIME	190	220	210	240	240	240	240	240	240
BENEFITS									
RETIREMENT	350	310	340	390	480	580	680	760	750
HEALTH	510	490	520	610	650	690	730	770	820
OTHER	370	290	400	520	500	510	520	530	540
SERV, MAT & SUPP	7,100	7,570	7,730	8,540	8,680	8,830	8,980	9,130	9,280
RECYCLING	1,360	1,330	1,360	1,420	1,490	1,540	1,600	1,660	1,720
GREEN WASTE PROGRAM	1,600	1,570	1,610	1,650	1,720	1,780	1,840	1,900	1,960
STREET SWEEPING	1,160	1,350	1,410	1,470	1,490	1,520	1,550	1,580	1,610
LANDFILL CLOSURE	220	220	250	280	280	280	280	280	280
CAPITAL	510	780	490	1,620	940	210	210	210	220
LANDFILL IMPROVEMENTS	10	110	100	3,180	200	200	200	200	200
LANDFILL DEBT SERVICE	780	780	780	790	790	790			
TOTAL EXPENDITURES	16,670	17,680	17,880	23,595	20,670	20,490	20,200	20,690	21,110
OTHER REVENUE AND EXPENSE									
INTEREST	80	100	80	110	150	150	150	160	170
GRANTS/MISC/SALE OF ASSETS	30	70	30						
	110	170	110	110	150	150	150	160	170
TRANSFERS	160	550	190	150	880	150	150	150	150
TRANSFERS OUT-CORP YARD									
LANDFILL LINER FEE									
ENDING WORKING CAPITAL	10,910	11,610	12,080	7,285	6,795	6,425	7,025	7,775	8,645
RESERVE FOR CLOSURE	3,060	3,280	3,530	3,810	4,090	4,370	4,650	4,930	5,210
RESERVE FOR LIABILITY INS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

*Note: Maintain minimum ending working capital at 15% of expenditures or the bond covenant requirements.

Community Sanitation - Revenue Assumptions (dollars in dollars)

Current Charges:	New Units Per Year	17/18 Avg Unit Per Month	Recycling Per Month	Green Waste Per Month	Street Cleaning Per Month	
	750	\$23.17	\$3.64	\$5.35	\$2.25	
Additional Commercial Annual Revenue -----> \$35,000						
	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
Rate Increase/(Decrease):	7/1 2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Adjusted Monthly Rate:	\$23.17	\$23.63	\$24.11	\$24.59	\$25.08	\$25.58
Rate Increase: Based on Council approved 4% annual rate increase unless not necessary.						
Green Waste/Recycling: Based on current year charges, increased by new unit growth and projected rate increases of 4% per year.						
Street Cleaning: Based on current year charges, increased by new unit growth.						
Interest: 1.25% OF PREVIOUS YEAR'S WORKING CAPITAL						

Community Sanitation - Expense Assumptions (dollars in thousands)

Salaries: (CPWEA)	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
Salary Base:	\$2,800	\$2,990	\$3,170	\$3,280	\$3,340	\$3,400
Additional Personnel: Res/Comm	\$0	\$130	\$60			
Extra Help:	\$90 for Operations per year					
Overtime:	FLAT FOR FUTURE YEARS					1.68%
	(PERS ESTIMATE)					
Retirement:	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
	21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
PERS Cost Sharing:	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%
Health:	INCREASE PER YEAR					6.00%
Other Benefits:	-WORKERS COMP					1.00% FOR ADMIN
	-MEDICARE					14.00% FOR CPWEA
	-DEF COMP/SICK LEAVE/OTHER					1.45% OF SALARIES
						5.25% OF SALARIES
Other SMS:	INCREASE BY AVERAGE CPI FOR PREVIOUS 3 YEARS					1.68%
	Rental of the Corp Yard beginning 2002/03					\$320 per year
Landfill Debt Service:	98 Landfill Improvements Beginning 1999/00-2018/19					actual according to debt service schedule
	2011 Landfill Improvements Beginning 2010/11-2019/2020					estimated according to debt service schedule
Capital Outlay:	FLAT FOR FUTURE YEARS (WITH THE EXCEPTION OF FY 2018/19)					\$200
	ADJUSTED BY 3 YEAR AVERAGE CPI					1.68%
Transfers:	In-For Toters					\$150 /year
Reserve For Closure:	FROM 98/99, INCREASE BY 3 YEAR AVERAGE CPI					1.68%

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Transit Enterprise

The Transit Enterprise Fund is projected to finish the current fiscal year with a working capital balance of \$1.7 million. The Transit Fund shows a positive position in the near-term as a result of increased revenues based on population growth and as the result of all State Local Transportation Funds (LTF) funds being required to be allocated to Transit. Route improvements and other options have been reviewed and plans for implementation are in development. An additional funding source provided by SB1 legislation has become available for operation and capital expenses. Adjustments for this additional funding will be made over the next year. With funding for Transit constantly in flux due to State budget issues, the types and levels of funding will be closely monitored to make any necessary adjustments to current service levels should the need arise.

CITY OF CLOVIS

Transit - Financial Forecast (dollars in thousands)

	Actual 2014/15	Actual 2015/16	Actual 2016/17	Estimated 2017/18	Projected 2018/19	Projected 2019/20	Projected 2020/21	Projected 2021/22	Projected 2022/23
BEGINNING WORKING CAPITAL	90	1,160	1,830	2,890	1,700	1,320	770	110	(640)
<u>REVENUES</u>									
MEASURE C FUNDS	1,300	1,390	1,370	1,510	1,560	1,610	1,660	1,710	1,760
LOCAL TRANSPORTATION FUNDS (LTF)	3,460	3,750	3,760	3,660	3,720	3,780	3,840	3,900	3,970
STATE TRANSIT ASSISTANCE	560	250	700	660	830	830	830	830	830
OTHER (Fares, Advertising, Trolley Rents)	240	220	230	230	230	230	230	230	230
TOTAL REVENUES	5,560	5,610	6,060	6,060	6,340	6,450	6,560	6,670	6,790
<u>EXPENDITURES</u>									
SALARIES	1,150	1,230	1,250	1,330	1,410	1,430	1,450	1,470	1,490
EXTRA HELP	690	720	780	860	900	950	1,000	1,050	1,100
OVERTIME	60	70	60	70	70	70	70	70	80
BENEFITS									
RETIREMENT	160	150	160	190	220	260	300	330	330
HEALTH	220	220	250	300	320	340	360	380	400
OTHER	330	310	310	420	400	440	480	510	520
SERVICES, MATERIALS & SUPPLIES	1,880	2,030	2,130	2,390	2,430	2,540	2,580	2,620	2,660
CAPITAL-OTHER	80	570	70	230	160	160	160	160	160
CAPITAL-BUSES	440	0	0	1,480	830	830	830	830	830
TOTAL EXPENDITURES	5,010	5,300	5,010	7,270	6,740	7,020	7,230	7,420	7,570
<u>OTHER REVENUE AND EXPENSE</u>									
INTEREST/GRANTS/MISC	520	360	10	20	20	20	10	0	0
SALE OF ASSETS			0						
	520	360	10	20	20	20	10	0	0
ENDING WORKING CAPITAL	1,160	1,830	2,890	1,700	1,320	770	110	(640)	(1,420)

Transit- Revenue Assumptions

Transit Revenue:	Measure C revenue is projected to grow by the prior 3 year average increase in revenue	3.16%
	LTF revenue is projected to grow by the 3 year average CPI	1.68%
	Beginning in 2014/15 100% of LTF revenue will be allocated to Transit.	
	Beginning in 2015/16 State Transit Assistance revenue must be used for capital purposes only.	
	Other revenue is projected to grow by the 3 year average CPI	1.68%
Interest:	1.25% OF PREVIOUS YEAR'S WORKING CAPITAL	

Transit- Expense Assumptions

Salaries:		<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
CUE	7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
Additional Employees							
Extra Help:	INCREASE 5% PER YEAR FOR ADDITIONAL DEMAND IN ROUNDUP TRANSIT SERVICES						
Overtime:	INCREASE BY PREVIOUS THREE YEAR CPI						1.68%
					0.0%		
Retirement:		<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
		21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
PERS Cost Sharing:		-8.400%	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%
Health:	INCREASE PER YEAR				6.00%		
Other Benefits:	-WORKERS COMP				14.000% OF SALARIES		1.00% FOR ADMIN
	-MEDICARE				1.450% OF SALARIES and EXTRA HELP		
	-DEFERRED COMP/SICK LEAVE INCENTIVE/OTHER				5.250% OF SALARIES		
Other SMS:	INCREASE BY AVERAGE PREVIOUS 3 YEAR CPI						1.68%
Capital Outlay:	BASED ON BEST ESTIMATES FOR BUSES AND OTHER ADJUSTED BY 3 YEAR AVERAGE CPI						1.68%

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Planning and Development Services Enterprise

The Planning and Development Services Enterprise Fund was separated from the General Fund in 2012/13. This allows for services to be adjusted as demand fluctuates. The forecast utilizes an estimate of 750 units to be constructed each year, as compared to the pre-recession average of 1,000 units per year. The Fund is projected to finish the current fiscal year with a working capital balance of \$6.25 million. In anticipation of increased workloads, the forecast reflects future expenditure assumptions for additional staff positions starting in fiscal year 2019/20. As currently projected, these staffing expenditure assumptions begin to degrade the beginning capital balance in the long-term. These expenditure assumptions will be closely reviewed with any necessary adjustments made in light of the fiscal viability of the Fund at that time and true service needs. The forecast reflects that the operation will continue to maintain a prudent reserve to allow for immediate adjustments to be made as necessary.

CITY OF CLOVIS

Planning & Development Services - Financial Forecast (dollars in thousands)

RESIDENTIAL UNITS PER YEAR	1024	709	943	850	800	750	750	750	750
	Actual 2014/15	Actual 2015/16	Actual 2016/17	Estimated 2017/18	Projected 2018/19	Projected 2019/20	Projected 2020/21	Projected 2021/22	Projected 2022/23
BEGINNING WORKING CAPITAL	2,440	3,350	4,330	5,720	6,250	6,060	5,470	4,400	3,080
<u>REVENUES</u>									
BUILDING PERMITS	2,140	2,080	2,690	2,780	2,700	2,520	2,560	2,610	2,650
PLANNING FEES	1,510	1,450	1,750	1,920	1,760	1,690	1,740	1,790	1,870
GENERAL PLAN CONSULTANT	210	150	240	100	200	160	450	100	100
ENGINEERING FEES	2,150	2,410	2,660	2,520	2,430	2,320	2,360	2,400	2,440
CAPITAL IMPROVEMENT CHARGES	2,050	2,390	2,180	2,050	2,710	2,760	2,810	2,860	2,860
TOTAL REVENUES	8,060	8,480	9,520	9,370	9,800	9,450	9,920	9,760	9,920
<u>EXPENDITURES</u>									
SALARIES	3,230	3,460	3,540	3,950	4,640	4,660	4,900	5,180	5,270
EXTRA HELP	570	600	550	670	670	670	670	670	670
OVERTIME	160	120	100	120	120	120	120	120	120
BENEFITS									
RETIREMENT	470	430	460	620	820	960	1,160	1,330	1,310
HEALTH	500	540	550	660	700	740	780	830	880
OTHER	380	350	390	470	480	490	500	510	520
SERVICES, MATERIALS & SUPPLIES	2,090	2,180	2,800	2,510	2,550	2,590	2,630	2,670	2,710
GENERAL PLAN CONSULTANT	290	170	240	100	200	160	450	100	100
CAPITAL	20	40	20	20	10	10	10	10	10
TOTAL EXPENDITURES	7,710	7,890	8,650	9,120	10,190	10,400	11,220	11,420	11,590
<u>ADDITIONAL ITEMS</u>									
INTEREST	10	40	50	40	80	80	70	60	40
OTHER REVENUES/GRANTS	330	400	170	70	70	70	70	70	70
TRANSFERS FROM GENERAL FUND	300	300	300	300	300	300	300	300	300
TOTAL ADDITIONAL ITEMS	640	740	520	410	450	450	440	430	410
NET INC/(DEC) TO WORKING CAPITAL	990	1,330	1,390	660	60	(500)	(860)	(1,230)	(1,260)
<u>OTHER ITEMS</u>									
(USE OF)/ADDITION TO EMERGENCY RESERVE	80	350	0	130	250	90	210	90	40
ENDING WORKING CAPITAL	3,350	4,330	5,720	6,250	6,060	5,470	4,400	3,080	1,780
Emergency Reserve-(Dollars)	1,160	1,510	1,510	1,640	1,890	1,980	2,190	2,280	2,320
Emergency Reserve as a % of Expenditures	15.00%	19.10%	17.50%	18.00%	18.50%	19.00%	19.50%	20.00%	20.00%

Planning & Development Services - Revenue Assumptions (dollars in dollars)

	<u>2016/17 (Act.)</u>	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
Residential Units Per Year:	943	850	800	750	750	750	750
Non-Residential %:	23%	30%	30%	30%	30%	30%	30%
<i>Averages based on two years actuals and estimate to close</i>							
Average Permit Fees Per Unit:		Building	Planning	Engineering			
		\$2,300	\$1,700	\$2,400			
3 Year Average CPI:	1.68%						
	<u>2016/17 (Act.)</u>	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
Planning Program Fee (Staff):	1,027,486	1,300,000	1,170,000	1,120,000	1,140,000	1,150,000	1,170,000
Plan. Prgm. Fee (Consultant):	242,572	100,000	90,000	80,000	80,000	80,000	80,000
Other Planning Fees:	722,571	615,000	590,000	570,000	600,000	640,000	700,000
	1,992,629	2,020,000	1,850,000	1,770,000	1,820,000	1,870,000	1,950,000
Capital Improvement Charges:	INCREASE ANNUALLY BY PROJECTED SALARY INCREASES						
Interest:	1.25%	OF PREVIOUS YEAR'S WORKING CAPITAL					
Other Revenues:		INCREASE BY AVERAGE CPI FOR PREVIOUS 3 YEAR				1.68%	
Grants:		BASED ON AWARDED GRANTS					

Planning & Development Services - Expense Assumptions (dollars in thousands)

	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
Salaries: (CPTA)						
7/1	3.00%	3.50%	1.68%	1.68%	1.68%	1.68%
Salary Base:	\$3,950	\$4,400	\$4,490	\$4,900	\$4,980	\$5,270
Additional Personnel:		\$240	\$170		\$200	
No. of Additional Personnel		2	5		2	
Extra Help:	FLAT FOR FUTURE YEARS					
Overtime:	INCREASE BY PREVIOUS THREE YEAR CPI				1.68%	
	(PERS ESTIMATE)					
Retirement:	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
	21.730%	23.800%	26.500%	29.200%	31.100%	30.500%
PERS Cost Sharing:	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%	-8.400%
Health:	INCREASE PER YEAR				6.00%	
Other Benefits:	INCREASE BY AVERAGE CPI FOR PREVIOUS 3 YEARS				1.68%	
Other SMS:	INCREASE BY AVERAGE CPI FOR PREVIOUS 3 YEARS				1.68%	
General Plan Consultant:	UPDATE PARKS MASTER PLAN-HERITAGE GROVE				\$100	2018/19
	UPDATE PARKS MASTER PLAN-LOMA VISTA				\$60	2019/20
	UPDATE PARKS MASTER PLAN-MILLHOLLAND				\$100	2020/21
	UPDATE PARKS MASTER PLAN-NORTH CENTRAL GROWTH AREA				\$250	2020/21
Capital Outlay:	BASED ON CAPITAL NEEDS PROJECTED FOR DEPARTMENT					
Transfers:	GENERAL FUND DISCRETIONARY FUNDING				\$300 PER YEAR	

INTERNAL SERVICE FUNDS

The Internal Service Fund group is projected to be self-balancing throughout the Five-Year Forecast. Since the Internal Service Fund group is funded by charges to the operating funds, issues that will affect the Internal Service Funds are dealt with in conjunction with analysis of the impact on the operating funds. Each of the funds within the Internal Service Fund group is continually reviewed to determine where more cost effective programs and services can be utilized, and expenditure reductions have been made in recent years to reduce the impact of cost sharing on all other City operations.

DEBT SERVICE FUNDS

The Debt Service Fund group, out of necessity and legal obligation, will be fully funded in order to make the required debt payments.



CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: February 5, 2018

SUBJECT: Consider items associated with approximately 9.6 acres of land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues. Cleo L. Tomlinson, Kenneth R. & Marilyn B. Springston Trs., owners; Wilson Premier Homes, Inc., applicant; Harbour & Associates, representative. (Staff: G. Gonzalez)

1. Consider Approval - Res. 18-____, A request to approve an environmental finding of a Mitigated Negative Declaration for General Plan Amendment GPA2017-06, Rezone R2017-14 and Vesting Tentative Tract Map TM6202.
2. Consider Approval - GPA2017-06, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium-High Density Residential (7.1 to 15.0 DU/AC) classification.
3. Consider Introduction - Ord. 18-____, R2017-14, A request to approve a rezone from the R-1-7500 (Single Family Residential - 7,500 Sq. Ft.) Zone District to the R-1-PRD (Planned Residential Development) Zone District.
4. Consider Approval - Res. 18-____, TM6202, A request to approve a vesting tentative tract map for a 123-lot single-family planned residential development.

ATTACHMENTS:

Figure 1:	Location Map
Exhibit A:	GPA2017-06 & R2017-14 Conditions of Approval
Exhibit A-1:	TM6202 Conditions of Approval
Attachment 1:	Mitigated Negative Declaration
Attachment 2:	Draft Ordinance & Resolutions
Attachment 3:	Planning Commission Minutes
Attachment 4:	Applicant's Justification for GPA2017-06
Attachment 5:	Applicant's Development Standards
Attachment 6:	Correspondence from Commenting Agencies
Exhibit B:	Vesting Tentative Tract Map TM6202
Exhibit C:	Floor & Elevation Plans
Exhibit D:	Conceptual Quarter Section Plan

CONFLICT OF INTEREST

None.

RECOMMENDATION

Planning Commission and staff recommend that the City Council:

- Adopt a Mitigated Negative Declaration for General Plan Amendment GPA2017-06, Rezone R2017-14 and Vesting Tentative Tract Map TM6202.

Planning Commission recommends that the City Council:

- Deny GPA2017-06; and
- Deny Rezone R2017-14; and
- Deny Vesting Tentative Tract Map TM6202.

Staff recommends that the City Council:

- Approve GPA2017-06 and Rezone R2017-14, subject to the conditions of approval listed as Exhibit "A;" and
- Approve Vesting Tentative Tract Map TM6202, subject to the conditions of approval listed as Exhibit "A-1;" and
- Make a finding of consistency that the dedication toward public right-of-way is proportionate to the development being requested.

EXECUTIVE SUMMARY

The applicant is requesting to amend the General Plan Land Use Diagram and Herndon-Shepherd Specific Plan Designations for approximately 9.6 acres of property on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues, from Low Density Residential (2.1 to 4.0 DU/Ac) to Medium-High Density Residential (7.1 to 15.0 DU/Ac) and rezone from the R-1-7500 (Single Family Residential – 7,500 Sq. Ft.) Zone District to the R-1-PRD (Single Family Planned Residential Development) Zone District. Additionally, the applicant is requesting a vesting tentative tract map approval for a 123-lot gated single-family planned residential development with private streets and increased lot coverage. The applicant is proposing a Homeowner's Association with this project. Approval of this Project would allow the developer to continue processing development drawings.

BACKGROUND

- | | |
|------------------------------|--|
| • General Plan Designation: | Low Density Res. (2.1 to 4.0 units per acre) |
| • Specific Plan Designation: | Herndon-Shepherd Specific Plan (Low Density Single Family Residential) |
| • Existing Zoning: | R-1-7500 (Single Family Residential - 7,500 Sq. Ft.) |
| • Lot Size: | 9.6 acres |
| • Current Land Use: | Rural Residential |

- Adjacent Land Uses:

North:	Rural Residential
South:	Basin
East:	Rural Residential & Single-Family Residential
West:	Multi-Family Residential

PROPOSAL AND ANALYSIS

General Plan Amendment

Proposal

The applicant is requesting to amend the General Plan Land Use Diagram and Herndon-Shepherd Specific Plan for an area currently designated as Low Density Residential to the Medium-High Density Residential designation which permits a range of 7.1 to 15.0 units per acre. A General Plan Amendment is a change in City policy and requires a compelling reason for change.

This General Plan Amendment is included as part of the First General Plan Amendment Cycle of 2018. Staff recommends that the Council consider each General Plan Amendment, then approve and adopt a resolution after the last item of the cycle is complete. A separate staff report and resolution has been prepared to accompany this report.

This General Plan Amendment is accompanied with a proposed project with a density of 12.81 units per acre. The requested land use designation of Medium-High Density Residential is similar to the project density within the Granite Ridge (multi-family) development located on the west side of the subject project (104 units at 13.4 units per acre). Additionally, the Fountains development (multi-family) located at the southwest corner of Alluvial and Fowler Avenues has a project density of 10.78 units per acre.

Compelling Reasons

The Project location is an isolated site between a multi-family residential development on the west side and a single-family residential development to the east side. The Project site has no (and will not have) access to the multi-family residential development. Per the Land Use Objective 3.2 of the Herndon-Shepherd Specific Plan, the Project provides an attractive, quality residential environment to accommodate a variety of lifestyles. Additionally, the overall Project design reduces the potential adverse impacts to the living environment of the existing neighborhoods. The Project will improve a portion of Alluvial Avenue, therefore enhancing the transportation network connectivity to State Route 168 and the adjacent areas.

A justification provided under Attachment 4 for the General Plan Amendment request addresses the current market demands for this type of product within the Clovis community. Additionally, the project helps meet the Fresno County Blueprint's target goal of 9.0 units per

acre for Fresno and Clovis. The Applicant has provided a detailed justification letter for the General Plan Amendment (see Attachment 4).

Analysis

The request to re-designate the parcel from Low to Medium-High Residential is a two-step increase. Staff's analysis of the density increase considered the location of the site, its surroundings, and the environmental impacts associated.

This property is situated between a multiple-family development to the west, Low Residential to the east and a permanent Fresno Metropolitan Flood Control basin to the south. The applicant is requesting to construct a single-family detached development at a density of 12.81 units per acre which would create a buffer between the multiple-family development to the west and low density single-family development to the east. A local street separates the development from the neighborhood to the east.

Due to the Project location and surroundings, the proposal to increase the density is consistent with the intent of the General Plan to create a diversity of housing within neighborhoods. Although a two-step increase, the proposal is a single-family gated development with internal open space. Staff recommends approval of the General Plan Amendment with the condition that the site allow only a single-family development product type. This condition is included in Exhibit "A."

Rezone

The applicant is requesting to rezone the Project site from the R-1-7500 (Single-Family Residential – 7,500 Sq. Ft. Min.) Zone District to the R-1-PRD (Single Family Planned Residential Development) Zone District. The rezone is consistent with the proposed General Plan Amendment.

Development Standards

The applicant is requesting approval of a gated detached single-family residential project with private streets and no interior sidewalks. The applicant is proposing a Homeowner's Association with this project.

The project will follow the standards of the R-1-PRD Zone District and the Planned Development Standards/ Guidelines. The Code permits the applicant to propose their own project specific setbacks and lot coverage standards. The applicant has provided a list of standards as follows (see Attachment 5):

Setbacks	Front (Garage)	Front (house)	Garage Side	Corner Street Sides	Rear
Plan 1212 (two-story)	5'	5'	5'	3'	4'
Plan 1413 (two-story)	5'	5'	5'	3'	4'
Plan 1648 (two-story)	5'	5'	5'	3'	4'

Plan 1660 (two-story) 5' 5' 5' 3' 4'

Lot Coverage:	65% Max
Maximum Height:	2-stories not to exceed 35 feet
Minimum Lot Size:	1,800 square feet
Minimum Parcel Width:	36 feet
Minimum Curved Parcel Width:	36 feet
Minimum Corner Parcel Width:	36 feet
Minimum Parcel Depth:	50 feet
Reversed Corner Street Side Setback:	3 feet
Corner Street Side Setback:	3 feet
Side Yard Setback:	3 feet
Setback to Projections and/or Porch/ Patio:	4 feet
Garages:	20'x20' interior dimension (2-car) or tandem 10'x38' minimum. 10'x16' interior dimension (1-car)

Lots within TM6202 will not provide the opportunity for vehicles to park in driveways, since the front yard setback is being proposed at 5-feet from the front property line. However, in addition to the ability to park on the street, the proposed models will include a designated garage.

The developer will need to provide a minimum driveway depth of 18 feet from property line to garage door frame for the 1-car garage model (Plan 1212). This will allow Plan 1212 to provide two on-site parking spaces (one covered, one open) per lot/unit.

Per the PRD standards, 2-car garages shall have a minimum inside dimension of 20'x20' and 1-car garages shall have a minimum inside dimension of 10'x20'. The applicant may request reduced parking standards with the Planned Residential Development process. The Code allows the Planning Commission and City Council to reduce standards if the proposed parking meets the intent of the Code.

Driveway Standards

The Project includes five-foot deep driveways for most models. There has been significant discussion about driveway lengths with both the Commission and Council. It has been Council's practice to permit driveways of 18-foot deep or longer, and/or eight feet or shorter (depending on the situation) on the premise that if the driveway is less than eight feet, a driver would not park the vehicle on the driveway, rather in front of the garage parallel to the curb (which is legal on a private street). Examples of the short driveways can be found in Harlan Ranch and Elev8ions projects.

Guest Parking

The Project is similar to the Elev8ions development on the south side of Barstow Avenue west of Leonard Avenue. The exception is that this Project includes gates. The Code requires two parking spaces per home, plus 10% additional for guests. The interior streets allow for on-curb parking throughout, plus there are two proposed parking areas (20 stalls) for a total of approximately 151 guest stalls. This equates to approximately 22% which exceeds the Code requirement.

The Police Department is concerned about the lack of guest parking and overflow into the adjacent streets. The Police Department staff indicates a higher incident rate of vehicle burglaries where residents are parked along adjacent public streets, outside of the gated neighborhood. Because of this, the Police Department is recommending a condition of approval to designate the adjacent public streets (Alluvial, and Ash Avenues) as "No Parking." A condition of approval has been included to address this issue.

Models and Lot Areas

The applicant is proposing four (4) two-story models with three exterior options for each. The lot sizes range from 1,800 square feet to 2,160 square feet. The average lot size within TM6202 is 2,092 square feet.

Homeowners Association

The Project includes private streets, private open space, and entry gates. A Homeowners Association (HOA) is also proposed to maintain the open space areas and provide enforcement for illegally parked vehicles, street maintenance, common areas and access gates.

Vesting Tentative Map

The project includes a Vesting Tentative Map TM6202. The map includes 123 lots and is consistent with the requirements of the Subdivision Map Act.

Circulation

The project is accessible from one main entry along the Alluvial Avenue frontage. A second access is also proposed along the N. Ash and Chennault Avenue intersection for the sole purpose of emergency vehicle access. The secondary access will not allow residents to enter or exit the planned residential development. The project includes 37-foot wide private streets with no sidewalks. By comparison, standard public streets range from 36 feet wide to 40 feet wide from curb to curb.

Sewer and Water Impacts

The Project's impacts to water and sewer facilities were analyzed during the California Environmental Quality Act (CEQA) review. Provost and Pritchard provided a summary of water impacts and concluded that the City has capacity to serve and the infrastructure can accommodate the Project upon completion of the recommended connections. The City Engineer completed a sewer analysis and concluded that the City has capacity to accommodate the Project.

The project lies inside of the Fresno Irrigation District boundary and therefore is eligible to utilize entitled surface water from the Kings River. However, this project will pay fees to acquire additional water supplies necessary for the project demands.

Amenities

Planned Residential Developments are required to provide a program of amenities in proportion to the request. The applicant proposes to provide a recreational area with community pool. Although not a public amenity, the addition of private space reduces the use of public facilities. As an amenity for the project, the applicant has agreed to help fund a shade structure over playground equipment at a nearby neighborhood park. Currently, there are numerous neighborhood parks within the Herndon-Shepherd Specific Plan area that are in need of shade over playground equipment. A condition of approval has been included to address this.

Traffic

The applicant is respectful of traffic impacts to the residential neighborhood to the east which may occur as a result of this project, and is supportive of mitigation to address neighborhood concerns. The specific details would be determined with input from the neighborhood property owners as well as the City Engineer.

In staff's opinion, the applicant's proposal would significantly reduce traffic impacts to the residents along Chennault Avenue. If the Project site were to develop consistent with the current land use designation (Low Density), the Project local streets would most likely connect to Chennault and N. Ash Avenues. Therefore, potentially increasing the traffic volumes through the neighborhood to the east.

Gated Development

The proposed project is a gated private street community. In previous discussions regarding gated communities, Council expressed concerns of a lack of interaction with the community as a whole. The location of this project lends itself to a gated design. Bounded by multiple-family to the west, a ponding basin to the south, and a low density single-family neighborhood to the east separated by a local street, allows this site to develop independent

of the quarter section. There is a park area designated and shown conceptually to the east, however, may be easily accessed through the front pedestrian gate.

Additionally as stated, the gated design, even with the increased density, would decrease the amount of traffic in and out of the adjacent single-family neighborhoods, than otherwise as a public street project. This resolves a major concern for the property owners to the east.

Neighborhood Park Requirement

The Herndon-Shepherd Specific Plan requires a minimum of a one acre mini-park to be dedicated and improved within this quarter section. A condition has been included under Exhibit "A-1" requiring the developer to contribute a proportionate share towards the acquisition and development of the neighborhood park. The neighborhood park is shown conceptually on Exhibit "D."

Walkable Neighborhoods

A feature of the Elev8ions product is a street design found in inner-city developments, utilizing reduce front yard setbacks with multiple-story homes pushed right up to the roadway, creating what appears as a narrow intimate street. However, because the streets are standard width, and the private street design does not allow for outside pass-through traffic, pedestrians comfortably share space with vehicles. Because there are no sidewalks, it is expected and understood that pedestrians share the roadway.

Staff was able to visit the Elev8ions product in Fresno near Herndon and Valentine Avenues, where sidewalks were constructed on one side of the streets. It was common to find cars parked parallel to the curb but rolled up onto the sidewalk. This makes the sidewalk very difficult to navigate and forces the pedestrian into the streets. The use of the sidewalks push the homes further from the street, thereby making them appear wider and less intimate.

Open Space and Trails

The Herndon-Shepherd Specific Plan does not identify an open space trail/paseo system in this quarter section.

Landscape Setbacks

The Herndon-Shepherd Specific Plan adopted specific street section designs for Collector streets. Alluvial Avenue shall have a 10-foot landscape/pedestrian setback, with a 6-foot parkway and a 4-foot sidewalk. The wall along the Alluvial Avenue frontage shall be a 6-foot split face masonry wall.

Tree variety to be utilized along the Alluvial Avenue frontage shall be evaluated during the residential site plan review process.

Conceptual Plan

Staff requires applicants to provide a conceptual lotting and circulation plan for adjacent properties. The conceptual lotting and circulation plans shown on the map (Exhibit "D") are for representation purposes only. The concepts are provided to represent development potential. This does not imply that these properties must develop in the manner shown.

Residential Site Plan Review

The applicant will be required to submit a Residential Site Plan Review in order to allow staff to review models, landscaping, open space, architecture, elevations, amenities, and specific plot plans.

Neighborhood Meeting

Per City policy, the applicant held a neighborhood meeting prior to the Planning Commission meeting. Four area property owners were present as well as the Project team and City staff. Concerns raised included the increased density and the impact on schools and traffic with specific concerns about the additional vehicles into their neighborhood. The property owners states that there are a significant number of children that live on Chennault Avenue and are concerned about additional traffic and speed of vehicles.

The applicant held a second neighborhood meeting on Wednesday, January 24, 2018 at the Clovis Memorial Building. Approximately 10 residents were in attendance along with the Project team and City staff. There were comments raised that revolved primarily around density, traffic, water availability, and parking.

Residents commented on the current volume of traffic on Alluvial Avenue and the impacts as a result of this Project. Alluvial Avenue is designated as a Collector and was determined through a traffic analysis, that the design can accommodate current and future traffic volumes. If approved by Council, the applicant will install curb, gutter, sidewalk, and landscape improvements along the south side of Alluvial Avenue adjacent to the Project boundaries.

Public Comments

A public notice was mailed to area residents within 800 feet of the property boundaries using the latest equalized tax roll information from the County Assessor office. Any comments or concerns have been addressed in the report.

Review and Comments from Agencies

The Project was distributed to all City Divisions as well as outside agencies, including Cal Trans, Clovis Unified School District, Fresno Irrigation District, Fresno Metropolitan Flood

Control District, AT&T, PG&E, San Joaquin Valley Air Pollution Control District, and the State Department of Fish and Wildlife.

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

Planning Commission Comments

The Planning Commission considered this Project on Thursday, December 21, 2017. The Commission denied the Project by a vote of 4-1.

Planning Commission concerns included the two-step density increase and the lack of sidewalks within the proposed project. Additionally, traffic impacts to the vicinity area were also discussed by the Commission. Please see the attached Planning Commission Minutes for additional comments provided during the public hearing (Attachment 3).

Community Facilities District

The fiscal analysis of the Loma Vista Specific Plan identified possible long-term funding shortfalls in the Clovis' Citywide operating and maintenance costs. To address this issue the City of Clovis implemented a Community Facilities District. Community Facilities Districts (CFD's) are a means of providing additional funding for the provision of public facilities and services for public safety in newly developing areas of the community where the city would not otherwise be able to afford to continue to provide an adequate level of service as the City continues to grow. The use of CFD's is fairly common among cities in California experiencing high rates of growth, such as Clovis, due to significant losses of local revenue from tax shifts authorized by the State of California and the need to continue to provide an adequate level of service as growth occurs.

A condition of approval has been added to this tentative map requiring participation of this vesting tentative map in the CFD.

Consistency with General Plan Goals and Policies

Staff has evaluated the Project in light of the General Plan Land Use goals and policies. The following goals and policies reflect Clovis' desire to maintain Clovis' tradition of responsible planning and well managed growth to preserve the quality of life in existing neighborhoods and ensure the development of new neighborhoods with an equal quality of life. The goals and policies seek to foster more compact development patterns that can reduce the number, length, and duration of auto trips.

Goal 6: A city that grows and develops in a manner that implements its vision, sustains the integrity of its guiding principles, and requires few and infrequent amendments to the General Plan.

Policy 6.1: Amendment criteria. The City Council may approve amendments to the General Plan when the City Council is satisfied that the following conditions are met:

- The proposed change is and will be fiscally neutral or positive.
- The proposed change can be adequately served by public facilities and would not negatively impact service on existing development or the ability to service future development.

Policy 6.2: Smart growth. The city is committed to the following smart growth goals.

- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Mix land uses.
- Strengthen and direct development toward existing communities.
- Take advantage of compact building design.

California Environmental Quality Act (CEQA)

The City of Clovis has completed an environmental review (an assessment of the Project's impact on natural and manmade environments) of the proposed project and considering cumulative impacts of recently approved projects as well as feasible and foreseeable future projects, as required by the State of California. The City Planner has recommended approval of a Mitigated Negative Declaration (a written statement announcing that this project will not have a significant effect on the environment). Recommendation of a proposed Mitigated Negative Declaration does not necessarily mean this project will be approved.

The City published notice of this public hearing in *The Business Journal* on Wednesday, January 24, 2018.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

The proposal to change the General Plan Land Use Designation is consistent with the land use objectives of the Herndon-Shepherd Specific Plan by promoting planned residential development to achieve higher quality design solutions. The proposed tentative tract map is consistent with the goals and policies of the General Plan, Herndon-Shepherd Specific Plan and Development Code. Staff therefore recommends approval of GPA2017-06, R2017-14 and TM6202, subject to the conditions of approval attached as Exhibit A and Exhibit A-1.

The findings to consider when making a decision on a general plan amendment application include:

1. The proposed amendment is internally consistent with the goals, policies, and actions of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City; and
3. If applicable, the parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated project.
4. There is a compelling reason for the amendment.

The findings to consider when making a decision on a rezone application include:

1. The proposed amendment is consistent with the goals, policies, and actions of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
3. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designations and anticipated land uses/projects. (§ 2, Ord. 14-13, eff. October 8, 2014)

The findings to consider when making a decision on a tentative subdivision map application are as follows:

1. The proposed map, subdivision design, and improvements are consistent with the General Plan and any applicable specific plan;
2. The site is physically suitable for the type and proposed density of development;
3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems;
5. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. This finding may also be made if the review authority finds that alternate easements for access or use will be provided, and that they will be substantially equivalent to ones previously acquired by the public. This finding shall apply only to easements of record, or to easements established by judgment of a court of competent jurisdiction, and no authority is hereby granted to the review authority to determine that the public at large has acquired easements of access through or use of property within the proposed subdivision;
6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board;

7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities; and
8. The proposed subdivision, its design, density, and type of development and improvements conform to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law.

In light of court decisions, it is appropriate for the City to make findings of consistency between the required dedications and the proposed development. Every dedication condition needs to be evaluated to confirm that there is a rough proportionality, or that a required degree of connection exists between the dedication imposed and the proposed development. The City of Clovis has made a finding that the dedication of property for this project satisfies the development's proportionate contribution to the City's circulation system. The circulation system directly benefits the subject property by providing access and transportation routes that service the site. Further, the circulation system also enhances the property's value.

ACTIONS FOLLOWING APPROVAL

The Council will consider this item and follow-up by approving a resolution for the First Cycle of 2018, at their February 5, 2018 meeting.

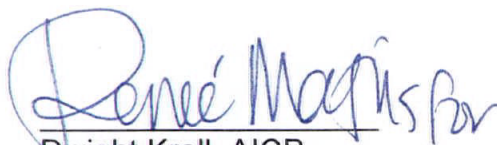
The second reading of the Rezone Ordinance will be heard by the City Council at its next regular meeting and if approved, will go into effect 30 days from its passage and adoption.

NOTICE OF HEARING

Property Owners within 800 feet notified:	128
Interested individuals notified:	10

Prepared by: George González, MPA, Associate Planner

Submitted by:



Dwight Kroll, AICP
Director of Planning and Development

O:\Planning Projects\GPA & SPA\GPA 2017\GPA2017-06 (Wilson TM6202)\CC Feb. 5, 2018\CC Staff Report GPA2017-06, R2017-14 & TM6202.doc

**FIGURE 1
PROJECT LOCATION MAP**

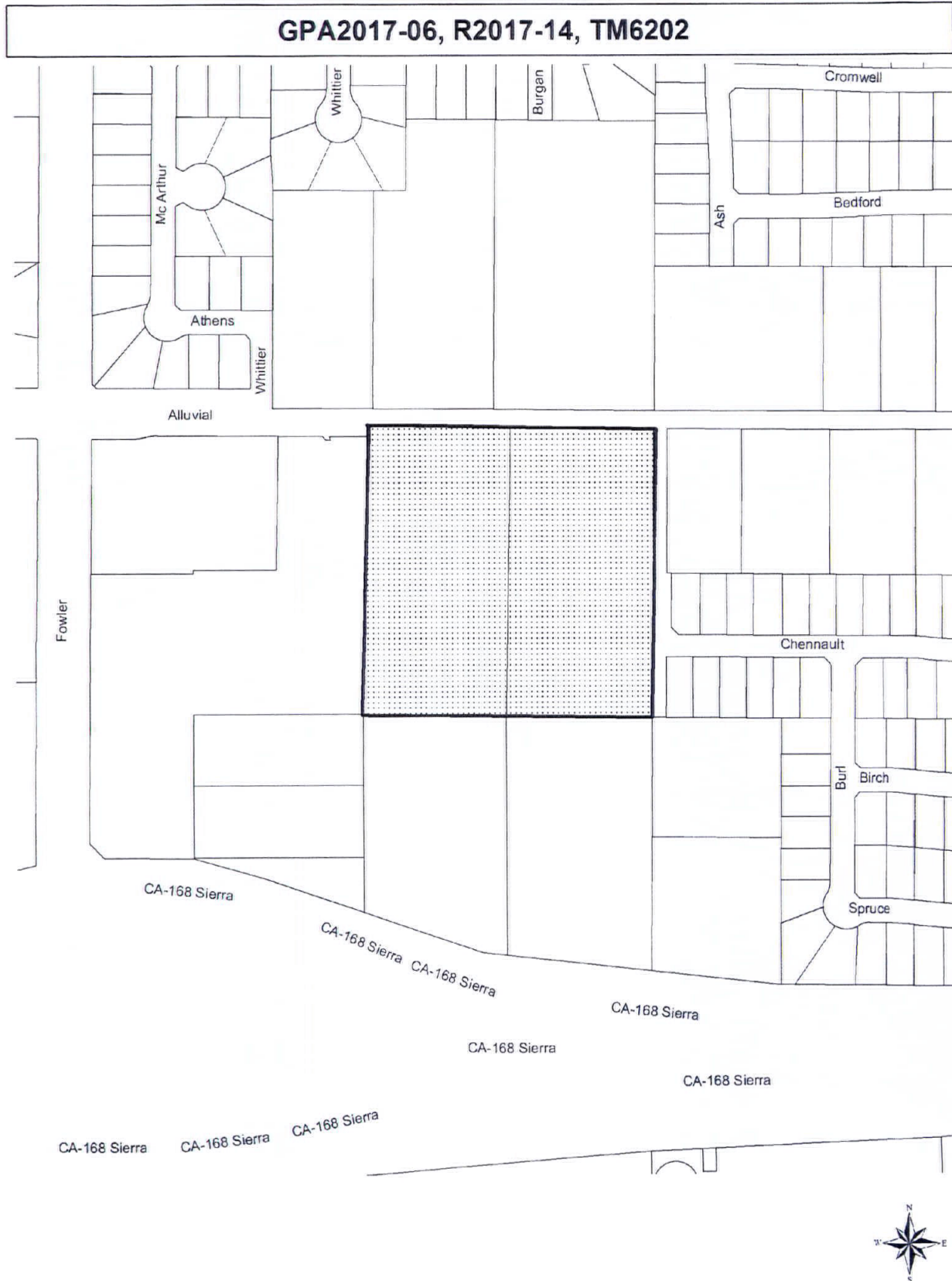


EXHIBIT "A"
Conditions of Approval – GPA2017-06 & R2017-14

Planning Division Conditions

(George González, MPA, Associate Planner – (559) 324-2383)

1. This rezone shall become effective only upon approval of General Plan Amendment GPA2017-06 by the City Council.
2. GPA2017-06, re-designates the site to Medium-High Residential with a provision that only a single-family development product type is permitted.
3. Rezone R2017-14 approves an R-1-PRD Zoning permitting the development of a single-family product. Density shall be consistent with the Herndon-Shepherd Specific Plan and not exceed 15.0 dwelling units per acre.
4. Setbacks shall be measured to the exterior face of the framing of the structure. Exceptions to the setbacks are identified in §9.24.100, of the Clovis Development Code.
5. Maximum lot coverage is 65% unless specifically approved through a residential site plan review or variance.
6. Maximum building (main structure) height shall not exceed thirty-five (35) feet.
7. The applicant shall notify all property owners along streets where new water and sewer utilities will be constructed to determine if they wish to purchase a lateral connection per City policy.
8. This rezone is subject to the development standards of the Herndon-Shepherd Specific Plan.
9. The developer shall install slot ramps facing west and east to cross the proposed tract entrance on the south side of Alluvial Avenue.
10. As an amenity for the Project, the developer shall contribute funds to the construction of shade structures over playground equipment on neighborhood parks located within the Herndon-Shepherd Specific Plan area.

EXHIBIT "A-1"
Conditions of Approval – TM6202

PLANNING DIVISION CONDITIONS
(George González, Division Representative – (559) 324-2383)

1. This Project is subject to the development standards of the Herndon-Shepherd Specific Plan.
2. The developer to contribute a proportionate share towards the acquisition and development of the neighborhood park.
3. The developer shall enter into a Covenant Agreement regarding a "right to farm." Such agreement shall be disclosed to all future home buyers.
4. All transformers shall be located underground. Pad mounted transformers may be considered through an Administrative Use Permit.
5. This tentative map is approved per the attached Exhibit "B" of this report.
6. All landscaping (open space and private yards) shall conform to the City of Clovis Water Efficient Landscape Ordinance.
7. Maximum building (main structure) height shall not exceed thirty-five (35) feet.
8. The developer shall construct a minimum six-foot high solid split face masonry wall along the Alluvial and Ash Avenue frontages.
9. The applicant shall notify all property owners along streets where new water and sewer utilities will be constructed to determine if they wish to purchase a lateral connection per City policy.
10. Setbacks shall be measured to the exterior face of the framing of the structure. Exceptions to the setbacks are identified in §9.24.100, of the Clovis Development Code.
11. Alluvial Avenue shall have a 10-foot landscape/pedestrian setback, with a 6-foot parkway and a 4-foot sidewalk.
12. The main tree to be utilized along the Alluvial Avenue frontage shall be evaluated during the residential site plan review process.
13. The applicant shall obtain City approval in advance of temporary and permanent subdivision signs through separate sign review, consistent with the development criteria of the Clovis Municipal Code Sign Ordinance.

14. The developer shall construct 45 degree angle walls at the tract entrance.
15. Maximum lot coverage is 65% for Vesting Tentative Tract Map TM6202.
16. Upon final recordation of this tentative tract map, it shall be the applicant's responsibility to furnish to the Planning Department an electronic (PDF) copy of the original map obtained from the Fresno County Recorder's Office.
17. The applicant shall relay all conditions of approval for Tentative Tract Map TM6202 to all subsequent purchasers of individual lots, if applicable, and/or to subsequent purchasers of this entire tract map development.
18. The applicant shall record a Notice of Nonconformance dealing with any structure used for model homes where the garage is converted for the use as a sales office.
19. There shall be no street parking allowed on Alluvial Avenue and N. Ash Avenue.
20. All setbacks shall be as follows:

Setbacks	Front (Garage)	Front (house)	Garage Side	Corner Street Sides	Rear
Plan 1212 (two-story)	5'	5'	5'	3'	4'
Plan 1413 (two-story)	5'	5'	5'	3'	4'
Plan 1648 (two-story)	5'	5'	5'	3'	4'
Plan 1660 (two-story)	5'	5'	5'	3'	4'

Lot Coverage:	65% Max
Maximum Height:	2-stories not to exceed 35 feet
Minimum Lot Size:	1,800 square feet
Minimum Parcel Width:	36 feet
Minimum Curved Parcel Width:	36 feet
Minimum Corner Parcel Width:	36 feet
Minimum Parcel Depth:	50 feet
Reversed Corner Street Side Setback:	3 feet
Corner Street Side Setback:	3 feet
Side Yard Setback:	3 feet
Setback to Projections and/or Porch/ Patio:	4 feet
Garages:	20'x20' interior dimension (2-car) or tandem 10'x38' minimum. 10'x16' interior dimension (1-car)

21. Plan 1212 (1-car garage) shall have a minimum driveway depth of 18 feet from property line to garage door frame.

22. The developer shall comply with all mitigation measures as identified in the adopted mitigation monitoring program for this vesting tentative tract map.
- **3.1-d** The developer shall direct all lighting downward and provide physical shields to prevent direct view of the light source from adjacent residential properties.
 - **3.4-a** If any trees or shrubs are to be removed during the nesting season (Feb – Aug) then a preconstruction survey should be conducted within 30-15 days of commencement of construction. If vegetation removal occurs outside the nesting period then no preconstruction survey is needed.

POLICE DEPARTMENT CONDITIONS
(John Willow, Department Representative - 324-2400)

23. Construction work shall be limited to the hours set forth in the Clovis Municipal Code. (CMC § 5.18.15.)
24. It shall be the responsibility of the property owner to maintain the structures and adjoining fences to the project free of graffiti. All forms of graffiti shall be removed within 72 hours. (CMC §§ 5.18.02(r), 5.18.06 (b).)
25. Emergency phone numbers for responsible parties shall be kept current during the building phase of the project.
26. All construction materials shall be located within a secured area or monitored by security staff during non-construction hours.
27. Parking enforcement within the subdivision shall be the responsibility of the Home Owners Association. The developer shall include a statement in the Covenants, Conditions and Restrictions regarding this condition.
28. The development shall require “No Parking” signs placed on the south side of the Alluvial Avenue adjacent to the project frontage.
29. The development shall place “No Parking” signs on Ash Avenue.
30. There shall be no pedestrian gates to and from Ash Avenue.

FIRE DEPARTMENT CONDITIONS
(Gary Sawhill, Department Representative - 324-2224)

31. *Street Width:* Fire apparatus access width shall be determined by measuring from "base of curb" to "base of curb" for roadways that have curbs. When roadways do not have curbs, the measurements shall be from the edge of the roadway surface (approved all weather surface).
32. *Street Width for Single Family Residences:* Shall comply with Clovis Fire Standard #1.1.
33. *Turning Radius:* All access way roads constructed shall be designed with a minimum outside turning radius of forty-five feet (45').
34. *Security Gates:* All security gates shall comply with Clovis Fire Department Gates Standard #1.5. Plans shall be submitted for review and permits issued by Fire Department prior to installation.
35. *Temporary Street Signs:* The applicant shall install temporary street signs that meet City Temporary Street Sign Standard #1.9 prior to issuance of building permits within a subdivision.
36. *All Weather Access & Water Supply:* The applicant shall provide all weather access to the site during all phases of construction to the satisfaction of the approved Clovis Fire Department Standard #1.2 or #1.3.
37. *Two Points of Access:* Any development to this parcel will require a minimum of two (2) points of access to be reviewed and approved by the Clovis Fire Department. All required access drives shall remain accessible during all phases of construction which includes paving, concrete work, underground work, landscaping, perimeter walls.
38. *Residential Fire Hydrant:* The applicant shall install 7 4 ½" x 2 ½" approved Residential Type fire hydrant(s) and "Blue Dot" hydrant locators, paint fire hydrant(s) yellow with blue top and caps, and paint the curb red as specified by the adopted Clovis Fire Department Standard #1.4. Plans shall be submitted to the Clovis Fire Department for review and approval prior to installation. The hydrant(s) shall be charged and in operation prior to any framing or combustible material being brought onto the site. Hydrants curb markings and blue dots to be completed prior to occupancy of any homes.
39. *Looped Water Main:* The applicant shall install approved looped water main capable of the necessary flow of water for adequate fire protection and approved by the Clovis Fire Department.

CLOVIS UNIFIED SCHOOL DISTRICT CONDITIONS
(Steve Ward, CUSD Representative – 559-327-9000)

40. The development of this project is subject to the Clovis Unified School District impact fee. See the attached letter.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT CONDITIONS
(Neda Shakeri, FMFCD Representative - 456-3292)

41. The Applicant shall refer to the attached FMFCD requirements. If the list is not attached, please contact the District for the list of requirements.

FRESNO IRRIGATION DISTRICT CONDITIONS
(Laurence Kimura, FID Representative - 233-7161)

42. The Applicant shall refer to the attached FID correspondence. If the list is not attached, please contact the District for the list of requirements.

COUNTY OF FRESNO COMMENTS
(Steve Farmer, County of Fresno Representative - 488-2892)

43. The Applicant shall pay the County of Fresno's facilities impact fees set forth in the applicable Schedule of Fees adopted by the County Board of Supervisors, in County Ordinance, Chapter 17.90.

ENGINEERING / UTILITIES / SOLID WASTE DIVISION CONDITIONS
(Sean Smith, Engineering Division Representative – 324-2363)
(Lisa Koehn, Department Representative – 324-2607)
(Luke Serpa, Solid Waste Division Representative – 324-2614)

Maps and Plans

44. The applicant shall have a final tract map prepared, in the form prescribed by the Subdivision Map Act and City of Clovis Municipal Code. The final tract map shall be submitted to the City of Clovis Engineering Division, and should include, but not be limited to, final tract map, the current filing fee, closure calculations, current preliminary title report, legal descriptions and drawings of required dedications.
45. The applicant shall submit to the City of Clovis Engineering Division, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements. These plans shall be prepared by a registered civil engineer, and shall include a site grading and drainage plan and an overall site utility plan showing locations and sizes of sewer, water, irrigation, and storm drain mains, laterals, manholes, meters, valves, hydrants, other facilities, etc. Plan check and inspection fees per City of Clovis Resolution No. 03-152 shall be paid with the first submittal of said plans. All plans shall be approved

by the City and all other involved agencies prior to the release of any development permits.

46. Prior to the initial submittal of the improvement plans, the applicant shall contact Sean Smith at (559) 324-2363 to setup a coordination meeting (Pre-submittal Meeting).
47. Upon approval of improvement plans, the applicant shall provide the City with the appropriate number of copies. After all improvements have been constructed and accepted by the City, the applicant shall submit to the City of Clovis Engineering Division one bond copy of the approved set of construction plans revised to accurately reflect all field conditions and revisions and marked "AS-BUILT" for review and approval. Upon approval of the AS-BUILTs by the City the applicant shall provide (1) reproducible and (3) copies of the AS-BUILTs to the City.

General

48. Applicant shall pay all applicable development fees at the rate in effect at the time of payment and prior to final map approval by Council or have the fees payable directly to the City through a separate escrow account at the time of recordation of the map.
49. For any sewer or water main, or undergrounding of utilities, or major street to be installed by the applicant and eligible for reimbursement from future developments, the applicant shall submit to the City of Clovis, all reimbursement requests in accordance with the current version of the "Developer Reimbursement Procedures"; a copy can be obtained at the City Engineer's Office.
50. The applicant shall submit a soils report or a waiver of soils report to the City of Clovis Engineering Division for approval by the City Engineer.
51. The applicant shall address all the requirements of the local utility, telephone, and cable companies. It shall be the responsibility of the applicant to notify the local utility, telephone, and cable companies for the removal or relocation of utility poles where necessary. The City shall not accept first submittals without proof that the applicant has provided the improvement plans and documents showing all proposed work to the utility, telephone, and cable companies. All utility vaults in which lids cannot be sloped to match proposed finished grading, local utilities have 5% max slope, shall be located in sidewalk areas with pedestrian lids so the lid slope matches sidewalk cross slope.
52. The applicant shall contact and address all requirements of the United States Postal Service - Clovis Office for the location and type of mailboxes to be installed. The location of the facilities shall be approved by the City Engineer prior to approval of improvement plans or any construction.
53. The applicant shall contact and address Caltrans requirements.

54. The applicant shall address all conditions, and be responsible for obtaining encroachment permits from the City of Clovis for all work performed within the City's right-of-way and easements.
55. The applicant shall install all improvements within public right-of-way and easements in accordance with the City of Clovis standards, specifications, master plans, and record drawings in effect at the time of improvement plan approval.
56. The applicant shall provide and pay for any compaction tests in recompacted areas as a result of failure to pass an original compaction test. Original compaction tests shall be provided and paid for by the City and their locations designated by the City Engineer.
57. All new utility facilities located on-site, within alleys, or within the street right-of-way along the streets adjacent to this tract shall be undergrounded unless otherwise approved by the City Engineer.

Dedications and Street Improvements

58. The applicant shall provide right-of-way acquisition or dedicate free and clear of all encumbrances and/or improve the following streets to City standards. The street improvements shall be in accordance with the City's specific plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the type, location, and grades of existing improvements.
59. Alluvial Avenue - along development frontage, provide right-of-way acquisition for 42' (exist 20') south of the centerline and improve with curb, gutter, sidewalk, curb return ramps, street lights, landscaping, irrigation, permanent paving and overlay as necessary to match the existing permanent pavement, 3' paved swales, and all transitional paving as required.
60. Ash Avenue - along development frontage, provide right-of-way acquisition for 25' (exist 15') west of the centerline and improve with curb, gutter, sidewalk, curb return ramps, street lights, permanent paving and overlay as necessary to match the existing permanent pavement, 3' paved swales, and all transitional paving as required.
61. For gated developments, the applicant shall provide ample vehicle stacking area outside the travel lanes Alluvial Avenue that will allow vehicles to wait as vehicles are accessing the control panel to open the security gates. The applicant shall design a turn-a-round to allow vehicles that cannot enter the complex to return to the street without backing the vehicle up. The applicant shall provide the Solid Waste Division with remote controls that will allow access for all solid waste and recycling vehicles.
62. The applicant shall provide for a solid waste garbage covenant for lots 1, 2, 16-18, 31-33, 44 and 45.

63. The applicant shall relinquish all vehicular access to Alluvial and Ash Avenues for all the lots backing or siding onto these streets.
64. Applicant shall provide a dedication for a 10' public utility easement, where applicable, along all frontages or alternate widths approved by the utilities companies.
65. Applicant shall provide preliminary title report, legal description and drawings for all dedications required which are not on the site. All contact with owners, appraisers, etc. of the adjacent properties where dedication is needed shall be made only by the City. The City will prepare an estimate of acquisition costs including but not limited to appraised value, appraisal costs, legal costs, negotiation costs, and administrative costs. The applicant shall pay such estimated costs as soon as they are determined by the City.
66. The sideyard side of all corner lots shall have full width sidewalk except where planter strips or meandering sidewalk is proposed.
67. The applicant shall obtain "R Value" tests in quantity sufficient to represent all street areas, and have street structural sections designed by a registered civil engineer based on these "R Value" tests.
68. The applicant shall, at the ends of any permanent pavement abutting undeveloped property, install 2" x 6" redwood header boards that shall be placed prior to the street surfacing.
69. Standard barricades with reflectors shall be installed at ends of streets abutting undeveloped property and any other locations to be specified by the City Engineer.

Sewer

70. The applicant shall identify and abandon all septic systems to City standards.
71. The applicant shall install sanitary sewer mains of the size and in the locations indicated below, prior to occupancy. The sewer improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.
 - Interior streets - install 8" mains.
72. The applicant shall install one (1) 4" sewer service house branch to each lot within the tentative tract.
73. The applicant shall notify all property owners annexed to the City and along streets where a new sewer main will be constructed to determine if they wish to be connected to City sewer. Property owners shall work directly with the applicant regarding costs and location.

The applicant shall notify property owners that sewer connection fees are required if they choose to connect.

Water

74. The applicant shall identify and abandon all water wells to City standards.
75. The applicant shall install water mains of the sizes and in the locations indicated below, and provide an adequately looped water system prior to occupancy. The water improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.
 - Alluvial Avenue - install 12" main between the west property line and Ash Avenue.
 - Ash Avenue - install 8" main between the project exit only and Chennault Avenue.
76. The applicant shall provide dedication of 15-foot wide utility easements for all on-site water mains, hydrants, blow-offs, and water meters not located in otherwise dedicated rights-of-way.
77. The applicant shall install a City standard water service to each lot of the proposed subdivision. Water services shall be grouped at property lines to accommodate automatic meter reading system, including installation of connecting conduit.
78. The applicant shall notify all property owners' annexed to the City and along streets where a new water main will be constructed to determine if they wish to be connected to City water. Property owners shall work directly with the applicant regarding costs and location. The applicant shall notify property owners that water connection fees are required if they choose to connect.
79. Prior to recording a final map of any phase, the applicant shall demonstrate to the satisfaction of the City Fire Chief and City Engineer that there is adequate water pressure to serve the units to be constructed. The applicant shall work with the City Engineer to determine the adequacy of water supply/pressure for the proposed development.

Grading and Drainage

80. The applicant shall contact the Fresno Metropolitan Flood Control District (FMFCD) and address all requirements, pay all applicable fees required, obtain any required NPDES permit, and implement Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology to reduce or eliminate storm water pollution. Plans for these requirements shall be included in the previously required set of construction plans, and shall be submitted to and approved by FMFCD prior to the release of any development permits.

81. Grade differentials between lots and adjacent properties shall be adequately shown on the grading plan and shall be treated in a manner in conformance with City of Clovis Standard Drawing No. M-4 as modified by the City Council. Any retaining walls required on-site or in public right of way shall be masonry construction. All retaining walls shall be designed by a registered civil engineer.

Irrigation and Landscaping Facilities

82. The applicant, as a portion of the required tract improvements, shall provide landscaping and irrigation as required herein. The landscaping and irrigation shall be installed in public right-of-way and the area reserved for landscaping. The irrigation and landscape improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Plans for the required landscaping and irrigation systems shall be prepared by an appropriately registered professional at the applicant's expense and shall be approved by the City of Clovis Planning and Development Services Department and Public Utilities Department prior to the beginning of construction or the recording of the final tract map, whichever occurs first. Landscape and irrigation facilities that the City Landscape Maintenance District shall maintain: the landscape strips along Alluvial Avenue. The landscape strip around the planned unit development may be maintained by a perpetual maintenance covenant.
83. All landscape improvements shall be installed, accepted for maintenance by the City prior to issuance of 40% of the Tract's building permits. If the landscape improvements are not constructed on the Outlot for any reason within two (2) years of the recordation of the final map of Tract, City shall have the right to request from surety and receive upon City's demand, sufficient funding to complete the construction of landscape improvements.
84. The owner shall request annexation to and provide a covenant for the Landscape Maintenance District. The property owner acknowledges and agrees that such request serves as a petition pursuant to California State Proposition 218 and no further election will be required for the establishment of the initial assessment. The assessment for each lot must be obtained from the City for the tax year following the recordation of the final map. The estimated annual assessment per average sized lot is \$214.76, which is subject to change prior to issuance of building permit or final tract map approval and is subject to an annual change in the range of the assessment in the amount of the Consumer Price Index, U.S. City Average, All Urban Consumers (CPI Index), plus two percent (2%). The owner/developer shall notify all potential lot buyers before they actually purchase a lot that this tract is a part of a Landscape Maintenance District and shall inform potential buyers of the assessment amount. Said notification shall be in a manner approved by the City. The owner/developer shall supply all pertinent materials for the Landscape Maintenance District.
85. The applicant shall comply with the City of Clovis Water Efficient Landscape Requirements Ordinance.

86. The applicant shall contact and address all requirements of the Fresno Irrigation District (FID). This may include dedicating easements, piping or relocating any existing FID canals and ditches, replacing any existing irrigation piping, concrete lining or improving any existing canals, construction or reconstruction of any canals, culverts, and bridge crossings. Plans for these requirements and improvements shall be included as in the previously required set of construction plans, and shall be submitted to and approved by FID prior to the release of any development permits or recording of the final tract map. If a FID or private irrigation line is to be abandoned, the applicant shall provide waivers from all downstream users.
87. The applicant shall indicate on construction drawings the depth, location and type of material of any existing Fresno Irrigation District's irrigation line along the proposed or existing street rights-of-way or onsite. Any existing canals shall be piped. The material of the existing pipe shall be upgraded to the proper class of rubber gasket pipe at all locations unless otherwise approved by the City Engineer.
88. All existing agricultural irrigation systems either on-site or in public right of way, whether FID or privately owned, shall be identified prior to any construction activity on the site. Service to all downstream users of irrigation water shall be maintained at all times through preservation of existing facilities or, if the existing facilities are required to be relocated, the relocation and replacement of the existing facilities. It is the intent that downstream users not bear any burden as a result of development of the site. Therefore, the applicant shall pay all costs related to modification, relocation, or repair of any existing irrigation facilities resulting from or necessitated by the development of the site. The applicant shall identify on site plans and construction plans, all existing irrigation systems and their disposition (abandonment, repair, relocation, and/or piping). The applicant shall consult with the Fresno Irrigation District for any additional requirements for lines to be abandoned, relocated, or piped. The applicant shall provide waivers from all users in order to abandon or modify any irrigation pipelines or for any service interruptions resulting from development activities.
89. The applicant shall provide a landscape and irrigation perpetual maintenance covenant recorded for landscaping installed in the public right-of-way behind the curb including easements that will not be maintained by the Clovis Landscape Maintenance District. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.
90. The applicant shall provide a perimeter wall perpetual maintenance covenant on all properties that have a perimeter wall that is installed on private property. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

Miscellaneous

91. The applicant shall install street lights on metal poles to local utility provider's standards at the locations designated by the City Engineer. Street light locations shall be shown on the utility plans submitted with the final map for approval. Street lights along the major streets shall be owned and maintained by local utility providers. Proof of local utility provider's approval shall be provided.
92. The applicant shall install all major street monumentation and section corner monumentation within the limits of the project work in accordance with City Standard ST-32 prior to final acceptance of the project. Monumentation shall include all section corners, all street centerline intersection points, angle points and beginning and end of curves (E.C.'s & B.C.'s). The applicant/contractor shall furnish brass caps. Any existing section corner or property corner monuments damaged by this development shall be reset to the satisfaction of the City Engineer. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to final acceptance. Brass caps required for installation of new monuments or replacement of existing monuments shall be provided by the contractor/applicant and approved by City prior to installation. Within five days after the final setting of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer that the final monuments have been set. Upon payment to the engineer or surveyor for setting the final monuments, the applicant shall present to the City Engineer evidence of the payment and receipt thereof by the engineer or surveyor.
93. A deferment, modification, or waiver of any engineering conditions will require the express written approval of the City Engineer.
94. The conditions given herein are for the entire development. Additional requirements for individual phases may be necessary pending review by the City Engineer.

Administration Department Conditions

(John Holt, Department Representative – (559) 324-2111)

95. Prior to approval, recordation or filing of an annexation, final map, or site plan, the property covered by the project shall be included within or annexed to a Community Facilities District (CFD), established by the City for the provision of public facilities and services, for which proceedings have been consummated, and shall be subject to the special tax approved with the formation or annexation to the CFD. The CFD applies only to residential projects.
96. The applicant and the property owner acknowledge and agree that if the project were not part of a CFD, the City might lack the financial resources to operate facilities and provide public services, such as police protection, fire protection, emergency medical services, park and recreation services, street maintenance and public transit. Absent the requirement for inclusion of the project within a CFD, the City might not be able to make

the finding that the project is consistent with the General Plan and relevant specific plans and might not be able to make the findings supporting approval of the project as required by the Subdivision Map Act and the California Environmental Quality Act, and the City might be required to deny the application for the project.

97. The owner/developer shall notify all potential lot buyers prior to sale that this project is a part of a Community Facilities District and shall inform potential buyers of the special tax amount. Said notification shall be in a manner approved by the City. This requirement may be waived at the discretion of the City Council if, at the time of the approval, recordation or filing of the project, the City Council has determined that it is not necessary that the project be included in the CFD.
98. The applicants shall reimburse the City for any expense associated with the transition agreement for fire services with the Fresno County Fire Protection District that would apply to this proposal.

GENERAL PLAN AMENDMENT GPA2017-06
REZONE R2017-14
TENTATIVE TRACT MAP TM6202
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

PREPARED BY:



CITY *of* CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

Planning Division
1033 Fifth Street
Clovis, CA 93612

Project Manager:
George González, Associate Planner
559-324-2383
georgeg@cityofclovis.com

November 2017

ATTACHMENT 1



CITY of CLOVIS
PLANNING & DEVELOPMENT
1033 FIFTH STREET • CLOVIS, CA 93612

For County Clerk Stamp

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
NOTICE OF PUBLIC HEARING
NOTICE OF PUBLIC REVIEW OF A PROPOSED MITIGATED NEGATIVE DECLARATION**

NOTICE IS HEREBY GIVEN that on **Thursday, December 21, 2017, at 6:00 p.m.**, a public hearing will be conducted in the Council Chamber of the Clovis Civic Center, 1033 Fifth Street, Clovis, CA 93612. The Clovis Planning Commission will consider the following item:

Consider items associated with approximately 9.6 acres of land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues. Cleo L. Tomlinson, Kenneth R. & Marilyn B. Springston Trs., owners; Wilson Premier Homes, Inc., applicant; Harbour & Associates, representative.

- a. GPA2017-06, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium High Density Residential (7.1 to 15.0 DU/AC) classification.
- b. R2017-14, A request to approve a rezone from the R-1-7500 (Single Family Residential - 7,500 Sq. Ft.) Zone District to the R-1-PRD (Planned Residential Development) Zone District.
- c. TM6202, A request to approve a vesting tentative tract map for a 123-lot single-family planned residential development.

A Mitigated Negative Declaration has been completed for this project, pursuant to Section 15070 of CEQA. Recommendation of a proposed Mitigated Negative Declaration does not necessarily mean these projects will be approved. Hard copies and electronic copies of the proposed Mitigated Negative Declaration for this project may be reviewed and/or obtained at the City of Clovis Planning Division, 1033 Fifth Street, Clovis, California, Monday through Friday, between 8:00 a.m. and 3:00 p.m.

All interested parties are invited to comment in writing to the Planning Division by no later than 3:00 p.m. on December 21, 2017, and/or to appear at the hearing described above to present testimony in regard to the above listed requests. Questions regarding these items should be directed to Bryan Araki, City Planner at (559) 324-2346 or email at bryana@cityofclovis.com.

If you would like to view the Planning Commission Agenda and Staff Reports, please visit the City of Clovis Website at www.cityofclovis.com. Select "Planning Commission Agendas" from right side of the main page under "Frequently Visited." Reports will be available approximately 72 hours prior to the meeting time.

If you challenge a project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City at, or prior to, the public hearing.

Dwight D. Kroll, AICP, Planning and Development Services Director

PUBLISH: Wednesday, November 29, 2017, *The Business Journal*



CITY of CLOVIS
PLANNING & DEVELOPMENT
1033 FIFTH STREET • CLOVIS, CA 93612

For County Clerk Stamp

DRAFT MITIGATED NEGATIVE DECLARATION

Proposed: November 29, 2017

Agency File No: GPA2017-06, R2017-14 & TM6202

Finding: The City of Clovis has determined that the project described below will not have a significant effect on the environment and therefore the preparation of an Environmental Impact Report is not required.

Lead Agency: City of Clovis is the Lead Agency for this project.

Project Title: General Plan Amendment GPA2017-06, Rezone R2017-14 & Vesting Tentative Tract Map TM6202.

Project Location: South side of Alluvial Avenue, between Fowler and Armstrong Avenues in the City of Clovis, CA.

Project Description: Consider items associated with approximately 9.6 acres of land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues. Cleo L. Tomlinson, Kenneth R. & Marilyn B. Springston Trs., owners; Wilson Premier Homes, Inc., applicant; Harbour & Associates, representative.

- a. GPA2017-06, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium High Density Residential (7.1 to 15.0 DU/AC) classification.
- b. R2017-14, A request to approve a rezone from the R-1-7500 (Single Family Residential - 7,500 Sq. Ft.) Zone District to the R-1-PRD (Planned Residential Development) Zone District.
- c. TM6202, A request to approve a vesting tentative tract map for a 123-lot single-family planned residential development.

Environmental Assessment: The Initial Study for this project is available for review at the City of Clovis, Planning and Development Services Department, 1033 Fifth Street, Clovis, CA.

Justification for Mitigated Negative Declaration: The City of Clovis has completed the preparation of an Initial Study for the project described above. The Initial Study did not identify any potentially significant environmental effects that would result from the proposed activity. Accordingly, approval of a Mitigated Negative Declaration for the project is recommended. The City finds that the proposed activity can be adequately served by City public services. It will not have a negative aesthetic effect, will not affect any rare or endangered species of plant or animal or the habitat of such species, nor interfere with the movement of any resident or migratory fish or wildlife species. It will not adversely affect water quality, contaminate public water supplies, or cause substantial flooding, erosion, or siltation. It will not have a significant effect on air quality, climate change, transportation or circulation systems, noise, light and glare, and land use. No significant cumulative impacts will occur from this project.

Contact Person: George González, Associate Planner

Phone: (559) 324-2383

Signature: _____

Date: November 29, 2017

INITIAL STUDY

Introduction

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA), for the Project. This MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 *et seq.*, and the CEQA Guidelines Sections 15070(b), 15071(e).

Documents Incorporated By Reference

This mitigated negative declaration utilizes information and incorporates information and analyses provided in the following documents pursuant to CEQA Guidelines Section 15150.

- **City of Clovis General Plan.** The 2014 Clovis General Plan provides a description of the project area setting, and sets forth a plan for the development of the general plan planning area, of which the current project area is part.
- **Program Environmental Impact Report prepared for the Clovis General Plan.** The General Plan Program EIR describes potential impacts of development of the project area consistent with the general plan land use map. Some of these impacts (e.g. runoff, aesthetics, etc.) are to be expected with any urban development, and are therefore applicable to the current project.
- **Findings and Statement of Overriding Considerations prepared for the adoption of the Clovis General Plan.** Adoption of the development plan contained in the General Plan is expected to result in certain unavoidable environmental impacts (Agriculture, Air Quality, Cultural Resources, Greenhouse Gas, Hydrology and Water, Noise and Vibration, Population and Housing, Transportation and Traffic, and Utility and Service Systems) that the City has determined are outweighed by the potential benefits of plan implementation. These impacts are applicable to the project at hand due to the fact that the proposal is consistent with the planned urbanization of the general plan planning area.
- **Herndon-Shepherd Specific Plan.** The Herndon-Shepherd Specific Plan provides a description of the project area setting, and sets forth a plan for the development of the specific plan planning area, of which the current project area is part.
- **Environmental Impact Report prepared for the Clovis Landfill Expansion and Permitting Project (Certified July 11, 2005, SCH No. 2002091105).** The EIR examined the potential impacts of a revision to the city's Solid Waste Facility Permit to expand filling operations and expand the land fill property boundaries.
- **Environmental Impact Report prepared for the Clovis Sewage Treatment /Water Reuse Facility Program (Certified July 18, 2005, SCH No. 2004061065).** The EIR examined the potential impacts from the construction and operation of the City's new sewage treatment/water reuse facility (ST/WRF) that would provide an alternative solution to its current sewage (wastewater) treatment services capabilities.
- **Clovis Municipal Code Title 5 (Public Welfare, Morals And Conduct) and Title 9 (Development Code).** This Code consists of all the regulatory, penal, and administrative laws of general application of the City of Clovis and specifically to development standards, property maintenance and nuisances, necessary for the protection of health and welfare, codified pursuant to the authority contained in Article 2 of Chapter 1 of Part 1 of Division 1 of Title 5 of the Government Code of the State of California.
- **California Health and Safety Code Section 7050.5.** This section states that in the event that human remains are discovered, there shall be no further disturbance of the site of any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has been notified. If the remains are

determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

- **Section 15064.5 of the CEQA Guidelines.** This section addresses the discovery of human remains, and the disturbance of potential archaeological, cultural, and historical resources. The requirements of Section 15064.5 with regard to the discovery of human remains are identical to the requirements of Health and Safety Code Section 7050.5.
- **City of Clovis 2017-2018 Budget.** The budget provides information about city services, and objectives, annual spending plan for the 2017-2018 fiscal year, debt obligations, and the five-year Community Investment Program.
- **City of Clovis Economic Development Strategy (Adopted July 14, 2014).** The City of Clovis Economic Development Strategy outlines the City's strategies for the retention, expansion, and attraction of industrial development, commercial development, and tourism.
- **City of Clovis 2010 Urban Water Management Plan.** The Clovis Urban Water Management Plan outlines the City's strategy to manage its water resources through both conservation and source development. The Plan was prepared in compliance with California Water Code Section 10620.
- **Fresno Metropolitan Flood Control District Storm Drainage and Flood Control Master Plan (Adopted January 2006).** The Fresno Metropolitan Flood Control District (FMFCD) is located in the north-central portion of Fresno County between the San Joaquin and Kings rivers. The FMFCD service area includes most of the Fresno-Clovis metropolitan area (excluding the community of Easton), and unincorporated lands to the east and northeast. The Storm Drainage and Flood Control Master Plan includes program planning, structure, service delivery, and financing, for both flood control and local drainage services. The flood control program relates to the control, containment, and safe disposal of storm waters that flow onto the valley floor from the eastern streams. The local drainage program relates to the collection and safe disposal of storm water runoff generated within the urban and rural watersheds.
- **Fresno Metropolitan Flood Control District Notice of Requirements,** November 20, 2017, An evaluation of the project impact on FMFCD facilities.
- **Fresno Metropolitan Flood Control District Letter,** November 21, 2017, A letter from the District stating that their facilities can accommodate the Project.
- **Staff Report on Burrowing Owl Mitigation (CDFG 1995).** This report provides CEQA Lead Agencies and Project proponents the context in which the Department of Fish and Game will review Project specific mitigation measures. The report also includes pre-approved mitigation measures which have been judged to be consistent with policies, standards and legal mandates of the State Legislature, the Fish and Game Commission, and the Department's public trust responsibilities.
- **San Joaquin Valley Air Pollution Control District, Regulation VIII - Fugitive PM10 Prohibitions.** The purpose of Regulation VIII (Fugitive PM10 Prohibitions) is to reduce ambient concentrations of fine particulate matter (PM10) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions. Regulation VIII is available for download at <http://www.valleyair.org/rules/1ruleslist.htm#reg8>. A printed copy may be obtained at the District's Central Region offices at 1990 E. Gettysburg Ave., Fresno, CA 93726.
- **Fresno Irrigation District Letter,** October 30, 2017, An evaluation of project impacts on Fresno Irrigation District facilities.
- **City of Clovis Wastewater Collection System Master Plan Modification Review,** October 20, 2017, An evaluation of impacts to the Master Sewer Collection System.
- **Water Assessment from Provost and Pritchard,** October 17, 2017, An evaluation of impacts related to water resources.
- **Biological Assessment from Argonaut Ecological Consulting, Inc.,** September 27, 2017, An evaluation of biological impacts.
- **Cultural Resource Assessment from Peak & Associates, Inc.,** dated September 27, 2017, An evaluation of cultural resources.

- **Air Quality & Greenhouse Gas Analysis Report from Mitchell Air Quality Consulting**, September 29, 2017, An evaluation of the impacts related to Air Quality & Green House Gas.
- **Fresno County Department of Public Health**, letter dated October 17, 2017, providing standards for health related impacts.
- **Traffic Impact Study** by Peters Engineering Group for TM6202, Dated November 16, 2017, An evaluation of potential difference in traffic generation between the existing general plan land use and the proposed land use.
- **Department of Transportation District 6 Letter**, October 24, 2017, An evaluation of state highway impacts.
- **San Joaquin Valley Air Pollution Control District Letter**, October 26, 2017, An evaluation of project impact to air quality.
- **Clovis Unified School District Letter**, October 16, 2017, An evaluation of project impact to school facilities.

Unless otherwise noted, documents incorporated by reference in this Initial Study are available for review at the Clovis Planning and Development Services Department located at 1033 Fifth Street, Clovis, CA 93612 during regular business hours.

Project Description

The project consists of a request to approve a general plan amendment, rezone and vesting tentative tract map on approximately 9.6 acres of land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues in the City of Clovis. The request includes acquisition of right-of-way along the corridor of Alluvial Avenue and providing connectivity to City services when available.

General Plan Amendment GPA2017-06 is requesting to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium High Density Residential (7.1 to 15.0 DU/AC) classification.

Rezone R2017-14 is rezoning approximately 9.6 acres from the R-1-7500 (Single Family Residential - 7,500 Sq. Ft.) Zone District to the R-1-PRD (Planned Residential Development) Zone District. Vesting Tentative Tract Map TM6202 includes a 123-lot single-family planned residential development with private streets.

The Project also includes demolition of structures, well and septic systems, grading, improvement of streets, and infrastructure to accommodate the tentative map.

The Project will be completed in accordance with the California Building Code; City of Clovis Municipal Code; and 2017 City of Clovis Standards.

Project Location

The proposed Project is located within the City of Clovis in the County of Fresno (see Figure 1). The proposed Project site is located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues (see Figure 2).



Figure 1 - Regional Location

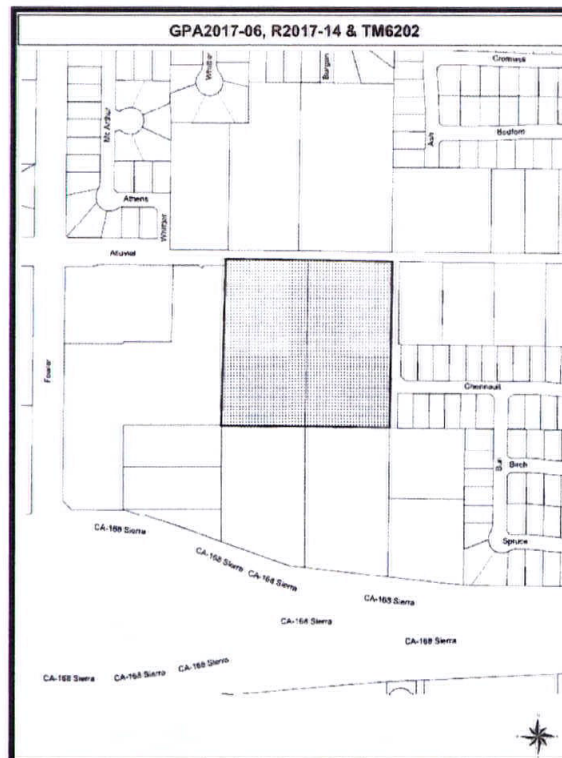


Figure 2 - Project Location

Proposed Design of the Site

Figure 3 shows proposed site plan.

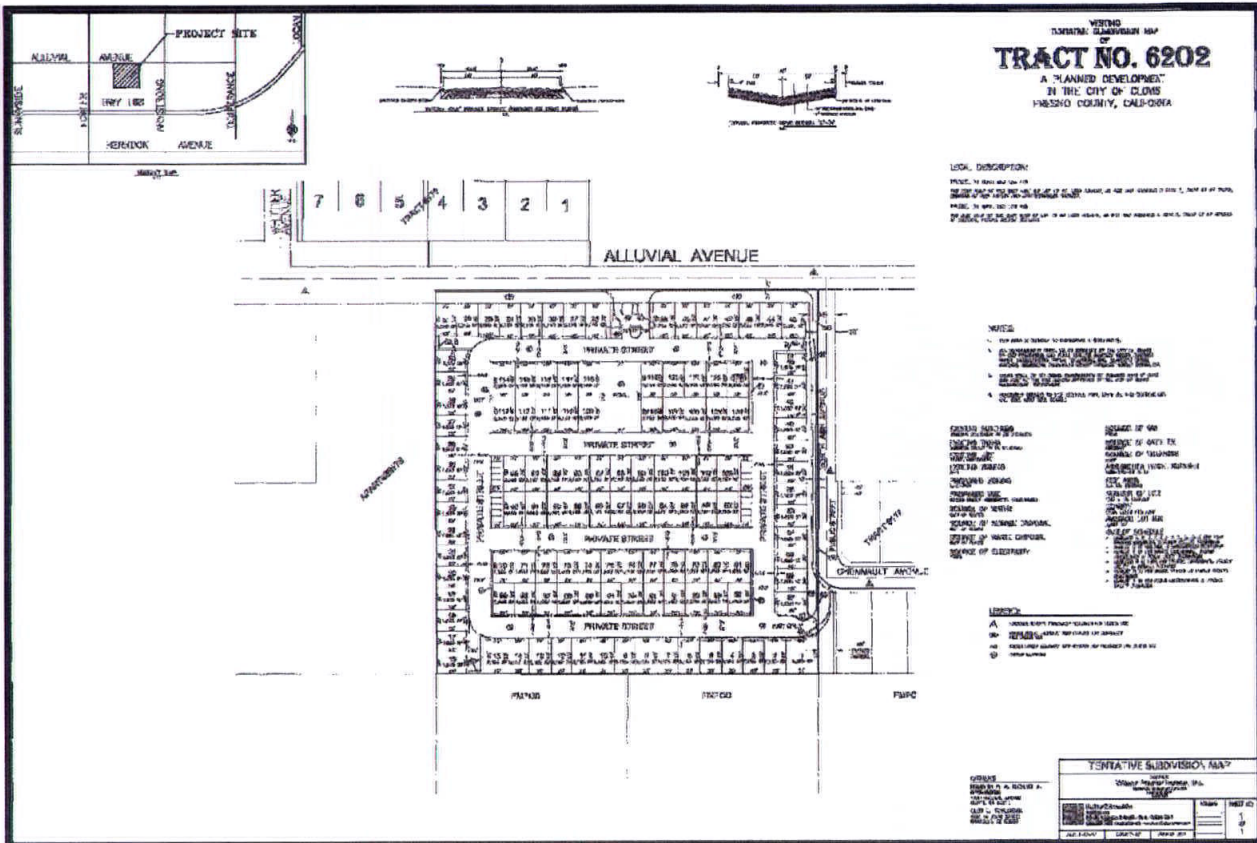


Figure 3 - Project Site Plan

Environmental Measures

Environmental measures are methods, measures, standard regulations, or practices that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlying authority, they may be applied before, during, or after construction of the Project.

The following standard environmental measures, which are drawn from City ordinances and other applicable regulations and agency practices, would be implemented as part of the Project and incorporated into the City's approval processes for specific individual projects in the future. The City would ensure that these measures are included in any Project construction specifications (for example, as conditions of approval of a tentative parcel or subdivision map), as appropriate. This has proven to be effective in reducing potential impacts by establishing policies, standard requirements that are applied ministerially to all applicable projects.

Environmental Measure 1: Measures to Minimize Effects of Construction-Related Noise

The following construction noise control standards per the Clovis Municipal Code (Clovis Municipal Code Section 9.3.228.10 et seq.) will be required, which are proven effective in reducing and controlling noise generated from construction-related activities.

- Noise-generating construction activities, unless otherwise expressly provided by permit, construction activities are only permitted between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturday and Sunday.

From June 1st through September 15th, permitted construction activity may commence after 6:00 a.m. Monday through Friday. Extended construction work hours must at all times be in strict compliance with the permit.

- Stationary equipment (e.g., generators) will not be located adjacent to any existing residences unless enclosed in a noise attenuating structure, subject to the approval of the Director.

Environmental Measure 2: Erosion Control Measures to Protect Water Quality

To minimize the mobilization of sediment to adjacent water bodies, the following erosion and sediment control measures will be included in the storm water pollution prevention plan (SWPPP), to be included in the construction specifications and Project performance specifications, based on standard City measures and standard dust-reduction measures for each development.

- Cover or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment to waterways.
- Enclose and cover exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways.
- Contain soil and filter runoff from disturbed areas by berms, vegetated filters, silt fencing, straw wattle, plastic sheeting, catch basins, or other means necessary to prevent the escape of sediment from the disturbed area.
- No earth or organic material shall be deposited or placed where it may be directly carried into a stream, marsh, slough, lagoon, or body of standing water.
- Prohibit the following types of materials from being rinsed or washed into the streets, shoulder areas, or gutters: concrete; solvents and adhesives; thinners; paints; fuels; sawdust; dirt; gasoline; asphalt and concrete saw slurry; heavily chlorinated water.
- Dewatering activities shall be conducted according to the provisions of the SWPPP. No dewatered materials shall be placed in local water bodies or in storm drains leading to such bodies without implementation of proper construction water quality control measures.

Environmental Measure 3: Dust Control Measures to Protect Air Quality

To control dust emissions generated during construction of future parcels, the following San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) Regulation VIII Control Measures for construction emissions of PM10 are required to be implemented (SJVUAPCD Rule 8021). They include the following:

- Watering—for the purpose of dust control, carry-out, and tracking control—shall be conducted during construction in accordance with the City of Clovis's Storm Water Management Plan (SWMP) and the Project Storm Water Pollution Prevention Plan (SWPPP), if applicable.
- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.

- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 2 feet of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

Environmental Measure 4: Measures to Control Construction-Related Emissions

To comply with guidance from the SJVAPCD, the City will incorporate the following measures into the construction specifications and Project performance specifications:

- The construction contractor will ensure that all diesel engines are shut off when not in use on the premises to reduce emissions from idling.
- The construction contractor will review and comply with SJVAPCD Rules 8011 to 8081 (Fugitive Dust), 4102 (Nuisance), 4601 (Architectural Coatings), and 4641 (Paving and Maintenance Activities). Current SJVAPCD rules can be found at <http://www.valleyair.org/rules/1ruleslist.htm>.
- The construction contractor will use off-road trucks that are equipped with on-road engines, when possible.
- The construction contractor will use light duty cars and trucks that use alternative fuel or are hybrids, if feasible.

Environmental Measure 5: Measures to Minimize Exposure of People and the Environment to Potentially Hazardous Materials

Construction of the Project could create a significant hazard to workers, the public, or the environment though the transport, use or disposal of hazardous materials. Small quantities of potentially toxic substances (such as diesel fuel and hydraulic fluids) would be used and disposed of at the site and transported to and from the site during construction. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard.

To minimize the exposure of people and the environment to potentially hazardous materials, the following measures will be included in the construction specifications and Project performance specifications for each parcel that includes the use of hazardous materials, based on the City's standard requirements that construction specifications include descriptions of the SWPPP, dust control measures, and traffic mobilization.

- *Develop and Implement Plans to Reduce Exposure of People and the Environment to Hazardous Conditions Caused by Construction Equipment.* The City/contractor shall demonstrate compliance with Cal OSHA as well as federal standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. Cal OSHA requirements can be found in the California Labor Code, Division 5, and Chapter 2.5. Federal standards can be found in Occupational Safety and Health Administration Regulations, Standards—29 CFR. These standards are considered to be adequately protective such that significant impacts would not occur. Successful development and implementation of the proper storage and handling of

hazardous materials will be measured against the state and federal requirements as verified by the City of Clovis.

- *Develop and Implement a Hazardous Materials Business Plan in Accordance with the Requirements of the County of Fresno Environmental Health System Hazardous Materials Business Plan Program.* The City shall require contractors to develop and implement a Hazardous Materials Business Plan, if required, in accordance with the requirements of the County of Fresno Environmental Health System (EHS) Hazardous Materials Business Plan Program. The Hazardous Materials Business Plan shall be submitted to the County EHS and the City of Clovis Fire Department prior to construction activities and shall address public health and safety issues by providing safety measures, including release prevention measures; employee training, notification, and evacuation procedures; and adequate emergency response protocols and cleanup procedures. A copy of the Hazardous Materials Business Plan shall be maintained on-site, during site construction activities and as determined by the County EHS.
- *Immediately Contain Spills, Excavate Spill-Contaminated Soil, and Dispose at an Approved Facility.* In the event of a spill of hazardous materials in an amount reportable to the Clovis Fire Department (as established by fire department guidelines), the contractor shall immediately control the source of the leak, contain the spill and contact the Clovis Fire Department through the 9-1-1 emergency response number. If required by the fire department or other regulatory agencies, contaminated soils shall be excavated, treated and/or disposed of off-site at a facility approved to accept such soils.
- As applicable, each Project applicant shall demonstrate compliance with Cal-OSHA for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. Cal-OSHA requirements can be found in the California Labor Code, Division 5, Chapter 2.5. Federal standards can be found in Occupational Safety and Health Administration Regulations, Standards—29 CFR.

Environmental Measure 6: Measures to Protect Undiscovered Cultural Resources

If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the City shall require that work stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City of Clovis and other appropriate agencies.

If human remains of Native American origin are discovered during Project construction, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Pub. Res. Code Sec. 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The Fresno County coroner has been informed and has determined that no investigation of the cause of death is required; and if the remains are of Native American origin,
 - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100) and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission.

Environmental Measure 7: Develop and Implement a Construction Traffic Control Plan

If applicable, the construction contractor, in coordination with the City, will prepare a traffic control plan during the final stage of Project design. The purpose of the plan is to insure public safety, provide noise control and dust control. The plan shall be approved by the City of Clovis City Engineer and comply with City of Clovis local ordinances and standard policies.

- The construction traffic control plan will be provided to the City of Clovis for review and approval prior to the start of construction and implemented by construction contractor during all construction phases, and monitored by the City.

Required Project Approvals

In addition to the approval of the proposed Project by the City of Clovis, the following agency approvals may be required:

- San Joaquin Unified Air Pollution Control District
- Fresno Metropolitan Flood Control District

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Introduction

This chapter provides an evaluation of the potential environmental impacts of the proposed Project, including the CEQA Mandatory Findings of Significance. There are 18 specific environmental topics evaluated in this chapter including:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities/Service Systems

For each issue area, one of four conclusions is made:

- **No Impact:** No project-related impact to the environment would occur with project development.
- **Less Than Significant Impact:** The proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- **Less Than Significant with Mitigation Incorporated:** The proposed project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the project-related impact to a less than significant level.
- **Potentially Significant Impact:** The proposed project would result in an environmental impact or effect that is potentially significant, and no mitigation can be identified that would reduce the impact to a less than significant level.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.1 Aesthetics <i>Would the Project:</i>				
a. Have a substantial effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The City of Clovis is located within the San Joaquin Valley. As a result, the Project site and surrounding areas are predominantly flat. The flat topography of the valley floor provides a horizontal panorama providing vistas of the valley. On clear days, the Sierra Nevada Mountains are visible to the east. Aside from the Sierra Nevada and nearby foothills, there are no outstanding focal points or views from the City.

Impacts

The Project may result in significant aesthetic impacts if it substantially affects the view of a scenic corridor, vista, or view open to the public, causes substantial degradation of views from adjacent residences, or results in night lighting that shines into adjacent residences.

- The proposed Project will not obstruct federal, state or locally classified scenic areas, historic properties, community landmarks, or formally classified scenic resources such as a scenic highway, national scenic area, or state scenic area. The City of Clovis is located in a predominantly agricultural area at the base of the Sierra Nevada Mountain Range, which provides for aesthetically pleasing views and open spaces. The project site is currently a rural residential use. The Project site proposes an R-1 zoning which permits two-story development, consistent with that allowed in urban development zoning. As such, the implementation of the Project using current zoning standards, would result in a less than significant impact to scenic vistas.
- The Project is located in a predominately urban area. The development of this parcel with single-story and two-story development would have a less than significant impact on scenic resources.
- The project site has rural residential homes and various accessory structures. The implementation of the Project, consistent with the existing and proposed zoning would not substantially degrade the visual character or quality of the site and its surroundings.
- The Project will include on-site project and off-site street lighting, which would introduce a new source of light to the area. The lighting is necessary to provide enough illumination at night for security and traffic purposes. All lighting will be installed per City and PG&E standards. With the inclusion of the following Mitigation Measure, impacts in this category will be reduced to a less than significant impact.

Mitigation Measure 3.1

The developer shall direct all on-site lighting downward and provide physical shields to prevent direct view of the light source from adjacent residential properties.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.2 Agriculture and forest resources <i>Would the Project:</i>				
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)) or timberland (as defined in Public Resources Code section 4526)?	<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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3 Air Quality <i>Will the proposal:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standards or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

precursors)?				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

SAN JOAQUIN VALLEY AIR BASIN

The City of Clovis (City) is in the central portion of the San Joaquin Valley Air Basin (SJVAB). SJVAB consists of eight counties: Fresno, Kern (western and central), Kings, Tulare, Madera, Merced, San Joaquin, and Stanislaus. Air pollution from significant activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air.

The SJVAB is approximately 250 miles long and an average of 35 miles wide. It is bordered by the Sierra Nevada in the east, the Coast Ranges in the west, and the Tehachapi mountains in the south. There is a slight downward elevation gradient from Bakersfield in the southeast end (elevation 408 feet) to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California's Central Valley. The bowl-shaped topography inhibits movement of pollutants out of the valley (SJVAPCD 2012a).

Climate

The SJVAB is in a Mediterranean climate zone and is influenced by a subtropical high-pressure cell most of the year. Mediterranean climates are characterized by sparse rainfall, which occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100°F in the valley.

The subtropical high-pressure cell is strongest during spring, summer, and fall and produces subsiding air, which can result in temperature inversions in the valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversions (1,500–3,000 feet).

Winter-time high pressure events can often last many weeks, with surface temperatures often lowering into the 30°F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few hundred feet (SJVAPCD 2012a).

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by

the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

These National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors," those most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 5.3-1, *Ambient Air Quality Standards for Criteria Pollutants*, these pollutants are ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

**TABLE 3.4-1
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.075 ppm	0.07 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	--	20 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
PM _{2.5}	Annual	15 ug/m ³	12 ug/m ³
	24-Hour	35 ug/m ³	--
Lead	30-Day Avg.	--	1.5 ug/m ³
	3-Month Avg.	1.5 ug/m ³	--

Notes: ppm = parts per million; ug/m³ = micrograms per cubic meter.

Source: California Air Resources Board, 2008. *Ambient Air Quality Standards* (4/01/08), <http://www.arb.ca.gov/aqs/aaqs2.pdf>.

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Attainment Status

The air quality management plans prepared by SJVAPCD provide the framework for SJVAB to achieve attainment of the state and federal AAQS through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

At the federal level, the SJVAPCD is designated as extreme nonattainment for the 8-hour ozone standard, attainment for PM₁₀ and CO, and nonattainment for PM_{2.5}. At the state level, the SJVAB is designated nonattainment for the 8-hour ozone, PM₁₀, and PM_{2.5} standards. The SJVAB has not attained the federal 1-hour ozone, although this standard was revoked in 2005.

Impacts

The SJVUAPCD has established the following standards of significance (SJVUAPCD, 1998). A project is considered to have significant impacts on air quality if:

- 1) A project results in new direct or indirect emissions of ozone precursors (ROG or NO_x) in excess of 10 tons per year.
- 2) Any project with the potential to frequently expose members of the public to objectionable odors will be deemed to have a significant impact.
- 3) Any project with the potential to expose sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants would be deemed to have a potentially significant impact.
- 4) A project produces a PM₁₀ emission of 15 tons per year (82 pounds per day).

While the SJVUAPCD CEQA guidance recognizes that PM₁₀ is a major air quality issue in the basin, it has to date not established numerical thresholds for significance for PM₁₀. However, for the purposes of this analysis, a PM₁₀ emission of 15 tons per year (82 pounds per day) was used as a significance threshold. This emission is the SJVUAPCD threshold level at which new stationary sources requiring permits for the SJVUAPCD must provide emissions "offsets". This threshold of significance for PM₁₀ is consistent with the SJVUAPCD's ROG and NO_x thresholds of ten tons per year which are also the offset thresholds established in SJVUAPCD Rule 2201 New and Modified Stationary Source Review Rule.

The SJVUAPCD significance threshold for construction dust impacts is based on the appropriateness of construction dust controls, including compliance with its Regulation VIII fugitive PM₁₀ Prohibitions. The SJVUAPCD guidelines provide feasible control measures for construction emission of PM₁₀ beyond that required by SJVUAPCD regulations. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less than significant.

- a. The Project site is located within the San Joaquin Valley Air Basin (SJVUAPCD), which is a "nonattainment" area for the federal and state ambient air quality standards for ozone and PM₁₀. The Federal Clean Air Act and the California Clean Air Act require areas designated as nonattainment to reduce emissions until standards are met. The proposed Project would not obstruct implementation of an air quality plan; however, temporary air quality impacts could result from construction activities. The proposed Project would not create a significant impact over the current levels of ozone and PM₁₀ or result in a violation of any applicable air quality standard. The Project is not expected to conflict with the SJVUAPCD's attainment plans. The Project will be subject to the SJVUAPCD's Regulation VIII to reduce PM₁₀ emissions and subject to Environmental Measure 3: Dust Control Measures to Protect Air Quality. With the incorporation of these existing measures, the Project will have a less than significant impact.

- b. The proposed Project would result in short-term construction related emissions (dust, exhaust, etc.). The SJVAB currently exceeds existing air quality standards for ozone and the State Standard for PM₁₀. However, as with all construction projects, the Project will be subject to the rules and regulations adopted by the SJVUAPCD to reduce emissions throughout the San Joaquin Valley and will be subject to Environmental Measure 4: Measures to Control Construction-Related Emissions. Therefore, the Project would create a less than significant impact with existing measures incorporated.
- c. See responses to 3.3a and b above.
- d. The existing sensitive receptors near the proposed Project include residences. The proposed Project may subject sensitive receptors to pollutant concentrations due to construction activities. The use of construction equipment would be temporary and all equipment is subject to permitting requirements of the SJVUAPCD. This impact is considered less than significant.
- e. Objectionable odors are possible during site preparation and construction. However, the odors are not expected to be persistent or have an adverse effect on residents or other sensitive receptors in the Project's vicinity. No objectionable odors are anticipated after constructions activities are complete; therefore, the Project is expected to have a less than significant impact.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.4 Biological Resources				
<i>Will the proposal result in impacts to:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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?



Environmental Setting

The Project site is currently a rural residential use. The site is bounded by urban development to the west, north, east, and water basin to the south.

Impacts

The Project would have a significant effect on the biological resources if it would:

- 1) Interfere substantially with the movement of any resident or migratory fish or wildlife species;
- 2) Substantially diminish habitat for fish, wildlife or plants; or
- 3) Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of the species.

CEQA Guidelines Section 15380 further provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists if, for example, it is likely to become endangered in the foreseeable future. This includes listed species, rare species (both Federal and California), and species that could reasonably be construed as rare.

- a. According to an assessment of the site performed by Argonaut Ecological Consulting, Inc., the study area does not support aquatic habitat, wetlands, or waters of the U.S. Additionally, no evidence of any raptor nest(s) was observed on the property. Impacts in this category may be mitigated to a less than significant level with the mitigation measure listed below.
- b. There is no riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service within the project area. Therefore, the proposed project would not have a substantial adverse effect on riparian or other sensitive natural habitat.
- c. The project would not 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. The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e. The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f. The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

Mitigation Measure

- **Mitigation Measure 3.4a:** If any trees or shrubs are to be removed during the nesting season (Feb – Aug) then a preconstruction survey should be conducted within 30-15 days of commencement of construction. If vegetation removal occurs outside the nesting period then no preconstruction survey is needed.

The project is not expected to create any significant impacts to biological resources with the inclusion of a mitigation measure.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.5 Cultural Resources <i>Will the proposal:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Mitigation Measures in the Clovis General Plan Program Environmental Impact Report, requires evaluation of the site for archaeological, paleontological, and historical structure sensitivity. These mitigation measures, which identify archaeological and paleontological levels of sensitivity, list historically important sites identified by the Fresno County Library. The Project is not anticipated to impact any cultural resources; however, the Project could lead to the disturbance of undiscovered archaeological and paleontological resources. General Plan Conservation Element Goal 2, acts to preserve historical resources, and mitigation measures adopted in association with the General Plan PEIR help to reduce potential impacts to a less than significant level. The project was evaluated by Peak & Associates, Inc. who concluded that no archeological resources or historic properties exist on the property. However, if artifacts, bone, stone, or shell are discovered, an archeologist should be consulted for in field evaluation of the discovery.

Pursuant to requirements of SB18 and AB52, a notification was sent to the Native American Heritage Commission for review with local tribes for cultural significance.

Impacts

The Project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site or unique geologic feature; or disturbs any human remains, including those interred in formal cemeteries. A cultural study was performed by Peak & Associates, Inc. and concluded that there were no historic sites identified within the Project area.

- b. The proposed Project is not anticipated to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines or directly or indirectly destroy a unique paleontological resource or site or unique geological features. There are no known archaeological or paleontological resources located in the areas of construction. These areas have been previously disturbed; however with ground disturbance there is chance

that previously undiscovered archaeological and/or paleontological resources could be uncovered. The Project is subject to Environmental Measure 6: Measures to Protect Undiscovered Cultural Resources. Therefore, impacts will be less than significant.

c&d. The site has not been identified as containing areas where human remains may be located. However, Public Resources Code PRC Section 5097.98, provides procedures in case of accidental finds. Should any human remains be discovered at any time, all work is to stop and the County Coroner must also be immediately notified pursuant to the State Health and Safety Code, Section 7050.5 and the State Public Resources Code, Section 5097.98. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.6 Geology and Soils <i>Will the Project:</i>				
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?	<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 Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The General Plan EIR identified no geologic hazards or unstable soil conditions known to exist on the Project site. There are several known faults that exist close enough to the Project to cause potential damage to structures or individuals. The City of Clovis has adopted the California Building Code to

govern all construction within the City, further reducing potential impacts in this category by ensuring that development is designed to withstand seismic or other geologic hazards. Furthermore, the structure will be designed, approved and built to Office of Statewide Health Planning and Development (OSHPD) codes and standards.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.7 Greenhouse Gas Emissions				
<i>Will the proposal:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual Projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent" measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.¹ Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gases (GHG) would be progressively reduced, as follows: by 2010,

¹ California Air Resources Board (ARB), 2006, Climate Change website. (<http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf>).

reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

In April 2009, the California Office of Planning and Research published proposed revisions to the California Environmental Quality Act to address GHG emissions. The amendments to CEQA indicate the following:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

On December 30, 2009, the Natural Resources Agency adopted the proposed amendments to the CEQA Guidelines in the California Code of Regulations.

In December 2009, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted guidance for addressing GHG impacts in its *Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA*. The guidance relies on performance-based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project-specific GHG emissions on global climate change during the environmental review process. Projects can reduce their GHG emission impacts to a less than significant level by implementing BPS. Projects can also demonstrate compliance with the requirements of AB 32 by demonstrating that their emissions achieve a 29% reduction below "business as usual" (BAU) levels. BAU is a projected GHG emissions inventory assuming no change in existing business practices and without considering implementation of any GHG emission reduction measures.

Significance Criteria

The SJVAPCD's *Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA* provides initial screening criteria for climate change analyses, as well as draft guidance for the determination of significance.

The effects of project-specific GHG emissions are cumulative, and therefore climate change impacts are addressed as a cumulative, rather than a direct, impact. The guidance for determining significance of impacts has been developed from the requirements of AB 32. The guideline addresses the potential cumulative impacts that a project's GHG emissions could have on climate change. Since climate change is a global phenomenon, no direct impact would be identified for an individual land development project. The following criteria are used to evaluate whether a project would result in a significant impact for climate change impacts:

- Does the project comply with an adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions? If no, then
- Does the project achieve 29% GHG reductions by using approved Best Performance Standards? If no, then
- Does the project achieve AB 32 targeted 29% GHG emission reductions compared with BAU?

Projects that meet one of these guidelines would have less than significant impact on the global climate.

Because BPS have not yet been adopted and identified for specific development projects, and because neither the ARB nor the City of Clovis has not yet adopted a plan for reduction of GHG with which the Project can demonstrate compliance, the goal of 29% below BAU for emissions of GHG has been used as a threshold of significance for this analysis.

An Air Quality and Greenhouse Gas Analysis Report was performed by Mitchell Air Quality Consulting, dated September 29, 2017. The evaluation concluded that the project is consistent with the goals of the ARB and impact is less than significant.

Impacts

- a. A significance threshold of 29% below "business as usual" levels is considered to demonstrate that a project would be consistent with the goals of AB 32. An Air Quality and Greenhouse Gas Analysis Report was performed by Mitchell Air Quality Consulting. The report concludes that impacts related to conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases is less than significant.
- b. An Air Quality and Greenhouse Gas Analysis Report was prepared for the Project by Mitchell Air Quality Consulting. The evaluation addresses the potential for greenhouse gas emissions during construction and after full build out of the proposed Project.

GHG emissions were calculated for BAU conditions and for conditions with implementation of GHG emission reduction project design features proposed by the Project applicants. The report concludes that the proposed Project would not result in any direct impacts to the global climate, and cumulative impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.8 Hazards and Hazardous Materials <i>Will the Project:</i>				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 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"/>
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"/>

Environmental Setting

The General Plan Environmental Safety Element Policies were adopted to reduce the potential safety risks associated with hazardous materials and urban development. The proposed Project does not involve activities related to the handling or transport of hazardous materials other than substances to be used during construction. The Project does not involve the construction or operation of hazardous material facilities.

Further, the Project site is not listed as part of the State of California's Hazardous Waste and Substances Site List. Field review by City staff did not identify any obvious signs of contamination.

Impacts

- b. Construction activities that could involve the release of hazardous materials associated with the Project would include maintenance of on-site construction equipment, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws. Therefore, these impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.9 Hydrology and Water Quality				
<i>Will the proposal result in:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year flood hazard area structures that would impede or redirect	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

flood flows?				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Plan Area is within the drainages of three streams: Dry Creek, Dog Creek, and Redbank Slough. On the north, Dry Creek discharges into the Herndon Canal in the City of Fresno west of Clovis. South of Dry Creek, Dog Creek is a tributary of Redbank Slough, which discharges into Mill Ditch south of Clovis (USGS 2012). A network of storm drains in the City and the Plan Area discharges into 31 retention basins, most of which provide drainage for a one- to two-square-mile area. Most of the Plan Area east and northeast of the City is not in drainage areas served by retention basins. Those areas drain to streams that discharge into reservoirs, including Big Dry Creek Reservoir in the north-central part of the Plan Area and Redbank Creek Dam and Reservoir in the southeast part of the Plan Area. Fancher Creek Dam and Reservoir are near the east Plan Area boundary.

The Project is located within the Fresno Metropolitan Flood Control District (FMFCD) boundary, and subject to its standards and regulations. Detention and retention basins in the FMFCD's flood control system are sized to accommodate stormwater from each basin's drainage area in builtout condition. The current capacity standard for FMFCD basins is to contain runoff from six inches of rainfall during a ten-day period and to infiltrate about 75 to 80 percent of annual rainfall into the groundwater basin (Rourke 2014). Basins are highly effective at reducing average concentrations of a broad range of contaminants, including several polycyclic aromatic hydrocarbons, total suspended solids, and most metals (FMFCD 2013). Pollutants are removed by filtration through soil, and thus don't reach the groundwater aquifer (FMFCD 2014). Basins are built to design criteria exceeding statewide Standard Urban Stormwater Mitigation Plan (SUSMP) standards (FMFCD 2013). The urban flood control system provides treatment for all types of development—not just the specific categories of development defined in a SUSMP—thus providing greater water quality protection for surface water and groundwater than does a SUSMP.

In addition to their flood control and water quality functions, many FMFCD basins are used for groundwater recharge with imported surface water during the dry season through contracts with the Fresno Irrigation District (FID) and the cities of Fresno and Clovis; such recharge totaled 29,575 acre feet during calendar year 2012 (FMFCD 2013).

The pipeline collection system in the urban flood control system is designed to convey the peak flow rate from a two-year storm.

Most drainage areas in the urban flood control system do not discharge to other water bodies, and drain mostly through infiltration into groundwater. When necessary, FMFCD can move water from a basin in one such drainage area to a second such basin by pumping water into a street and letting water flow in curb and gutter to a storm drain inlet in an adjoining drainage area (Rourke 2014). Two FMFCD drainage areas discharge directly to the San Joaquin River, and three to an irrigation canal, without storage in a basin. Six drainage areas containing basins discharge to the San Joaquin River, and another 39 basins discharge to canals (FMFCD 2013).

A proposed development that would construct more impervious area on its project site than the affected detention/retention basin is sized to accommodate is required to infiltrate some stormwater onsite, such as through an onsite detention basin or drainage swales (Rourke 2014).

The Big Dry Creek Reservoir has a total storage capacity of about 30 thousand acre-feet (taf) and controls up to 230-year flood flows. Fancher Creek Dam and Reservoir hold up to 9.7 taf and controls up to 200-year flood flows. Redbank Creek Dam and Reservoir hold up to 1 taf and controls up to 200-year flood flows.

Groundwater

Clovis is underlain by the Kings Groundwater Basin that spans 1,530 square miles of central Fresno County and small areas of northern Kings and Tulare counties. Figure 5.9-4, Kings Groundwater Basin, shows that the basin is bounded on the north by the San Joaquin River, on the west by the Delta-Mendota and Westside Subbasins, the south by the Kings River South Fork and the Empire West Side Irrigation District, and on the east by the Sierra Nevada foothills. Depth to groundwater in 2016 ranged from 196.5 feet at the northwest City boundary to 69.5 feet at the southeast City boundary (Clovis 2016), 25 feet at the southeast SOI boundary, and about 20 feet at the eastern Plan Area boundary (FID 2013). The Kings Subbasin has been identified as critically overdrafted (Provost & Pritchard 2011).

In the Plan Area, groundwater levels are monitored by the City of Clovis and FID. The overall area has not experienced land subsidence due to groundwater pumping since the early 1900s (FID 2006). Subsidence occurs when underground water or natural resources (e.g., oil) are pumped to the extent that the ground elevation lowers. No significant land subsidence is known to have occurred in the last 50 years as a result of land development, water resources development, groundwater pumping, or oil drilling (FID 2006). The City has identified a localized area of subsidence of 0.6 feet in the vicinity of Minnewawa and Herndon Avenues within the last 14 years (Clovis 2016). Regional ground subsidence in the Plan Area was mapped as less than one foot by the US Geological Survey in 1999 (Galloway and Riley 1999). Groundwater levels in the San Joaquin Valley are forecast to hit an all-time low in 2014 (UCCHM 2014).

Groundwater Recharge

New development in accordance with the General Plan Update would increase the amount of impervious surface in the Plan Area, potentially affecting the amount of surface water that filters into the groundwater supply. Groundwater levels are monitored in the Plan Area by the FID and the City of Clovis. As described in the 2015 City of Clovis Urban Water Management Plan (UWMP), groundwater recharge occurs both naturally and artificially throughout the City. The Kings Groundwater Basin area is recharged through a joint effort between the Cities of Clovis and Fresno and the FID (CDWR 2006). Approximately 8,400 acre-feet per year (afy) of water are intentionally recharged into the Kings Groundwater Basin by the City of Clovis, and approximately 7,700 afy of water naturally flow into groundwater in the City's boundaries (Clovis 2011).

The FMFCD urban stormwater drainage system would provide groundwater infiltration for runoff from developed land uses in detention basins in the drainage system service area. The process of expansion of the FMFCD urban storm drainage system is explained above under the analysis of the 2035 Scenario under Impact 5.9-1.

Projects pursuant to the proposed General Plan Update and developed outside of the FMFCD urban stormwater drainage system would be required to meet the requirements of NPDES regulations, including the implementation of BMPs to improve water retention and vegetation on project sites.

Executive Order to Reduce Water Use

The new Clovis General Plan PEIR indicates that the City would have adequate water supply to meet the demand of planned development through the 2035 planning horizon. The current drought situation through mid-2014 was considered and addressed in the General Plan PEIR.

During the 2015 drought the Governor's April 1, 2015 executive order and the resulting State Water Resources Board regulations require that urban water users reduce water use by at least 25 percent (36 percent for the City of Clovis), and was implemented by the City of Clovis through a number of measures. These measures included:

- Establishment of mandatory reductions for all users and implementation of penalties for failure to comply
- Restriction of outdoor water use to two days per week
- Increased enforcement of water conservation rules
- Reducing water use on City landscaping by at least 36 percent below 2013 levels
- Relaxing enforcement of all neighborhood preservation ordinances that could require ongoing landscape irrigation
- Increased public outreach

During 2016 due to improved water conditions, the restrictions were relaxed by the State if the water supplier could self-certify adequate water supplies for the next three dry years. Clovis was able to meet this requirement and subsequently relaxed water conservation requirements for 2016.

It is noted that all landscaping associated with the Project will comply with applicable drought tolerant regulations including the City's adopted Water Efficient Landscape Ordinance. Since the residents within the Project are subject to and will comply with water use reduction requirements, the Project would not result in any significant adverse impacts related to water supply and quality or a substantial increase in the severity of the impacts identified in the Program EIR.

Impacts

The proposed Project may result in significant impacts if it would violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with ground water recharge; substantially alter the existing drainage pattern if the site; substantially increase the rate or amount of surface runoff; exceed the existing or planned storm water drainage system; provide substantial additional sources of polluted runoff; degrade water quality; place housing or structures within a 100-year flood hazard area; expose people or structures to risks of flooding; and inundation from seiche, tsunami, or mudflow.

The General Plan Program Environmental Impact Report identified significant and unavoidable impacts for both the 2035 scenario and full build-out of the General Plan Area and statement of overriding considerations was adopted.

- a. Development of the Project site would be required to comply with all City of Clovis ordinances and standard practices which assure proper grading and storm water drainage into the approved storm water systems. The Project would also be required to comply with Fresno County Health Department requirements, FMFCD regulations, and all local, state, and federal regulations to prevent any violation of water quality standards or waste discharge requirements. This project would not violate any water quality standards or waste discharge requirements.
- b. The Project would not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level due to the Project. The General Plan Program EIR identified a net decrease in ground water aquifer throughout the region, however, because the City's domestic water system

is primarily served through surface water via existing water entitlements, the loss of aquifer is less than significant. The City has developed a surface water treatment plant (opened in June, 2004) that reduces the need for pumped groundwater, and has also expanded the municipal groundwater recharge facility. The Projects impacts to groundwater are less than significant.

- c. The Project would not alter the existing drainage pattern of the site or area 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. Therefore, impacts are less than significant.
- d. The Project would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off-site. Therefore, impacts are less than significant.
- e, f. The proposed Project would add insignificant amounts of new impervious surfaces. These new surfaces would not significantly change absorption rates or drainage patterns that would result in a significant impact. Construction-related activities could result in degradation to water quality. Construction activities typically involve machines that have the potential to leak hazardous materials that may include oil and gasoline.
- g. The Project would not place housing within a 100-year flood hazard area as mapped on the latest federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. The Fresno Metropolitan Flood Control District has policies in place to address projects within a 100-year flood hazard area. The FMFCD has noted that this project is not located in a 100-year flood area.
- h. The Project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows. The Fresno Metropolitan Flood Control District has policies in place to address projects within a 100-year flood hazard area. The FMFCD has noted that this project is not located in a 100-year flood area.
- i. The Project would not 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.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.10 Land Use and Planning				
<i>Will the proposal:</i>				
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 no limited to the General Plan, Herndon-Shepherd 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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

The Project is consistent with the land use policies of the City, including the Clovis General Plan and Zoning Ordinance; therefore impacts in this category are avoided.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.11 Mineral Resources <i>Will the proposal:</i>				
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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.12 Noise <i>Will the proposal result in:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

The ambient noise environment in the immediate Project vicinity is defined primarily by local traffic, animals, residents and natural noise associated with a rural residential environment. The Clovis Development Code (Section 9.22.080) sets forth land use compatibility criteria for various community noise levels.

Impacts

- a. The construction of the proposed Project may result in temporary construction-related noise impacts. Construction noise would be short-term in nature and only occur for a limited duration. These impacts have been addressed in the General Plan and with the Clovis Municipal Code restrictions on hours of construction, temporary noise would be less than significant.
- b. Potential groundborne vibration or groundborne noise levels would most likely occur as part of construction activities associated with the Project. The construction activities would be temporary in nature and no persons would be exposed for extended periods of time. Therefore, impacts associated with exposure to, or generation of, groundborne vibration or noises are considered to be less than significant.
- c. The proposed Project could result in a permanent increase in the ambient noise levels due to increased traffic, population and equipment related to single-family development, but the impacts are less than significant.
- d. A temporary increase in ambient noise levels would occur in association with construction activities. However, construction noise would be short-term in nature and only occur for a limited duration. Therefore, impacts are considered less than significant.
- e. The proposed Project site is not located within an airport land use plan area. The proposed Project site is approximately 4.71 miles northeast of the Fresno Yosemite International Airport. The project site sits outside of the 60-65 CNEL noise contour of the airport. Therefore, the Project would not expose people to excessive airport or airstrip noise.
- f. The Project is not located within the vicinity of a private airstrip.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.13 Population and Housing <i>Would the Project:</i>				
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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

The proposed Project will generate or result in increased population in the area. The project includes a 123-lot single-family planned residential development. The number of new residents in the area would equal approximately 332 residents.

Impacts

- a. The Project could add 123 units to the area equating to approximately 332 new residents. It is anticipated that this development would introduce a number of new citizens to the City of Clovis, however it is considered to be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.14 Public Services <i>Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Project would not result in a significant increased demand for public services. The Project is consistent with the Clovis General Plan and associated utility planning documents; therefore impacts in this category are not anticipated to be significant.

Impacts

- a. The Project would have a less than significant increase in demand for fire protection services. In the event that a fire occurs during construction, the Clovis Fire Department would respond. However, no additional personnel or equipment would be needed as a result of the Project. Therefore, impacts to fire services are considered less than significant.
- b. The proposed project would not result in substantial adverse physical impacts associated with the provision of police protection. This Project will be located within the City of Clovis and police protection services will be provided by the City of Clovis Police Department. No significant impacts to police services are anticipated as a result of this project.
- c. The Project site is located within the Clovis Unified School District. The Clovis Unified School District levies a per square foot school facilities fee to help defray the impact of residential development. The project is subject to the fees in place at the time fee certificates are obtained. The school facility fee paid by the developer to the school district reduces any potential impact to a less than significant level.
- d. Development of this site with 123 single-family homes will introduce new residents to the community. The Parks and Recreation Element of the General Plan requires a specific ratio of park area to residents. A park impact fee is required for each new unit and is then used to construct community parks to meet these goals. The impacts in this category are less than significant since all units built in this Project will contribute to the park funds.

- e. The Project would have a less than significant impacts on other public facilities.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.15 Recreation <i>Will the proposal:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project includes a 123-lot single-family planned residential development.

Impacts

- a. The proposed Project would not create new demand for any type of recreational facilities that were no already identified in the parks and recreation Element of the General Plan. The General Plan requires that all development contribute a proportionate share toward the development of parks throughout the community. The Project would have a less than significant impact to recreation.
- b. The Herndon-Shepherd Specific Plan requires a minimum of a one acre mini-park be dedicated and improved within this quarter section where Vesting Tentative Tract Map TM6202 is being proposed. The developer will be required to contribute a proportionate share towards the acquisition and development of the neighborhood park. The Project would have a less than significant impact to recreation.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.16 Transportation/Circulation <i>Will the proposal result in:</i>				
a. Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designed in a general plan policy, ordinance, etc.), taking into account all 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Roadways are the primary existing transportation facilities in the vicinity of the Project area. Although, non-automobile travel does occur in the area, separate facilities for transit, bicycles, or pedestrians are limited. The General Plan classifies major streets in the area as well as designates where bike lanes and pedestrian paths will occur.

Impacts

- The site is currently a rural residential and agricultural use. The Project proposal includes a 123-unit single-family planned residential development. New traffic will be introduced to the area as a result of the Project. However, impacts are considered less than significant.
- The current and proposed improvements with the project can accommodate the additional traffic, and that impacts are considered less than significant.
- The proposed Project may result in a temporary change in traffic patterns due to construction; however, the Project will be required to comply with Section 7.15 Traffic Control, Public Convenience, and Safety of the Clovis Standard Specification and Standard Drawings will reduce impacts to a less than significant level.
- The City Engineer states that the location of drive access points are adequate in addressing the City Standards and has determined that impacts in this category are less than significant.
- The Project will not result in inadequate emergency access. The Project will be required to comply with Section 7.15 Traffic Control, Public Convenience, and Safety of the Clovis Standard Specification and Standard Drawings, which requires contractors to keep emergency services informed of the location and progress of work.
- The Project will not conflict with adopted policies, plans, or programs supporting alternative transportation.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3.17 Tribal Cultural Resources <i>Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

On September 25, 2014, Governor Jerry Brown signed Assembly Bill AB52, which intends to protect a new class of recourse under CEQA. This new class is Tribal Cultural Resources and provides an avenue to identify Tribal Cultural resources through a consultation process, similar to SB18. However, unlike SB18, where consultation is required for all General Plan and Specific Plan Amendments, AB52, applies to all projects where a Notice of Determination is filed. Furthermore, the consultation process is required to be complete prior to filing a Notice of Intent.

Impacts

- a. A cultural resource assessment was prepared by Peak & Associates, Inc. (submitted September 27, 2017), for the project area. The analysis concluded that the Project is not listed in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- b. Per AB52, the Project was mailed to all Tribes listed on the Native American Heritage contact list, dated October 4, 2017. Tribes were provided an opportunity to request consultation. The City did receive one comment. The General Plan EIR includes existing measures which provide procedures in the case where resources are discovered. Therefore, impacts in this category are considered less than significant.

3.18 Utilities and Service Systems	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Will the proposal:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Pacific Gas & Electric (PG&E) provides electricity and natural gas services in the City of Clovis. AT&T/SBC provides telephone service to the City.

The City's water supply sources include groundwater drawn from the Kings Sub-basin of the San Joaquin Valley Groundwater Basin and treated surface water from the Fresno Irrigation District (MID). Surface water is treated at the City of Clovis Surface Water Treatment Facility.

The City of Clovis provides sewer collection service to its residents and businesses. Treatment of wastewater occurs at the Fresno-Clovis Regional Wastewater Treatment Plant (RWTP). The Fresno-Clovis RWTP is operated and maintained by the City of Fresno and operates under a waste discharge requirement issued by the Central Valley Regional Water Quality Control Board. Additionally, the City of Clovis has completed a 2.8 mgd wastewater treatment/water reuse facility, which will service the City's new growth areas.

The Fresno Metropolitan Flood Control District (FMFCD) has the responsibility for storm water management within the Fresno-Clovis metropolitan area of the Project site. Stormwater runoff that is generated by land development is controlled through a system of pipelines and storm drainage detention basins.

Impacts

- a. The wastewater impacts were evaluated in accordance with the Waste Water master Plan. The City Engineer concludes that the Project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Impacts are considered less than significant.
- b. The Project will not directly 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.
- c. The Project may result in the construction of new storm water drainage facilities. The Fresno Metropolitan Flood Control District has policies for this type of project. According to a letter from the FMFCD dated November 21, 2017, the district can accommodate the proposed project.
- d. The Project will not require new or expanded entitlements and resources. The site is also within the Fresno Irrigation District and will turn over the water rights to the City of Clovis upon development.
- e. The Project will not require a determination by a wastewater treatment provider (see item b above).
- f. According to the Solid Waste Division, the Project will contribute to the landfill, however, the impacts are less than significant.
- g. The Project will comply with federal, state, and local statutes as well as regulations related to solid waste by the City of Clovis.

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

Environmental Setting

The project includes a 123-lot single-family planned residential development located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues, in the City of Clovis.

Impacts

- a. Based on the analysis provided in Initial Study, the Project does not 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.
- b. Based on the analysis provided in this Initial Study, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects.
- c. Based on the analysis provided in Initial Study, the project will not have environmental effects that will cause substantial adverse effects on human beings.

CUMULATIVE IMPACTS

This section addresses the Project's potential to contribute to cumulative impacts in the region. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." The individual effects may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the Project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor yet collectively significant projects taking place over a period of time.

The cumulative setting for the proposed Project is the build-out of the City of Clovis General Plan which was adopted in 2014. The City has processed several General Plan Amendments since 2014, all of which were included in the Project's analysis related to water, sewer, traffic, air quality, and greenhouse gas impacts.

Aesthetics

The proposed Project is not expected to result in significant cumulative visual resource impacts with mitigation. Street lighting for the area could add additional light pollution to the area. A mitigation measure to shield lighting and/or utilize additional spacing to reduce the potential is included in the conditions of approval and mitigation measures.

Agriculture and Forest Resources

The proposed Project would not substantially contribute to the conversion of agricultural land or forest land to urban or other uses. There are no forest lands in the adjacent to or in the immediate vicinity. The Project area is not classified as Prime Farmland or Farmland of Statewide Importance, therefore, the Project would result in a less than significant cumulative agricultural or forest resources impact.

Air Quality

Implementation of the Project could result in cumulative short-term construction air quality impacts associated with increased emissions. The Project would not result in cumulative air quality impacts to the region. Existing measures are incorporated to address Air Quality Standards during construction. The Project would result in less than significant cumulative air quality impacts.

Biological Resources

The Project could result in significant impacts to nesting migratory and nongame birds without mitigation. The Project would have a less than significant impact to cumulative biological resources with a mitigation measure incorporated.

Cultural Resources

The proposed Project is not anticipated to contribute to any potential impacts related to cultural and/or paleontological impacts. Any impacts would be site specific and would not contribute to cumulative impacts. Therefore, the Project would have a less than significant impact to cumulative cultural resources.

Geology and Soils

Project impacts associated with geology and soils would be site-specific and implementation of the Project would not contribute to cumulative seismic hazards. Therefore, the Project would create no impact to cumulative geophysical conditions.

Greenhouse Gas Emissions

As discussed under Section 3. Greenhouse Gas Emissions, implementation of the proposed Project would contribute to GHG emissions, which is inherently a cumulative issue. The emissions from construction would be short-term (during construction) as a result of various fossil fuel-based construction equipment. Since these impacts are short-term and the contributions to GHG emissions would be minor when compared to the State's GHG emissions target of 427 MMTCO₂-eq by 2020, the construction related greenhouse gas emissions of this Project would be considered a less than significant cumulative impact.

The operational emissions from the Project would be as the result of indirect emissions from electricity usage of the well pump, emissions resulting from the occasional operation of the emergency back-up diesel generator when the power fails, and emissions from maintenance vehicles. These emissions would not be substantial and are considered less than significant. The Project's related GHG emissions would not contribute significantly to global climate change and would not impede the State's ability to meet its greenhouse gas reduction targets under AB 32.

Hazards & Hazardous Materials

The proposed Project is not expected to have significant impacts as the result of hazards or hazardous materials; therefore, the Project is expected to have a less than significant impact to cumulative hazards and hazardous materials impacts.

Hydrology/Water Quality

The proposed Project would not contribute to cumulative surface water quality impacts associated with construction and operational activities. As described in Section 3.3 Hydrology/Water Quality, The proposed Project would not substantially alter the direction of groundwater flows, or result in a substantial change in the quantity of groundwater. The Project would have a less than significant impact to cumulative water conditions.

Land Use Planning & Population/Housing

With the implementation of the mitigation measure identified in Sections 3.1 (Aesthetics), land use impacts would be less than significant. The Project will not have significant impacts to housing or population. The proposed Project is not expected to result in substantial cumulative impacts to land use planning, population or housing.

Mineral Resources

The proposed Project is expected to have no impact to any site-specific mineral resources; therefore, the Project is expected to have a less than significant impact to cumulative mineral resource impacts.

Noise

As described in Section 3.9 Noise, the Project could result in increased construction noise as well as long-term traffic noise impacts. These impacts are less than significant and would not contribute to any cumulative impacts creating a level of significance.

Public Services

The proposed Project creates additional homes and residents but as identified in the initial study, would not result in significant impacts to public services. The Project would have less than significant to cumulative public services conditions.

Recreation

The proposed Project creates additional homes and residents but as identified in the initial study, would not result in significant impacts to recreation. The proposed Project would not result in significant impacts to recreation uses and/or resources. Thus, a less than significant impact to recreation is anticipated.

Transportation/Circulation

The proposed Project would not contribute to short-term or long-term traffic congestion impacts. The Project is not expected to impact cumulative transportation/circulation conditions. Therefore, the Project would have a less than significant impact on cumulative transportation and circulation conditions.

Tribal Cultural

Tribal Cultural resources are site specific. The proposed Project would not cause a substantial adverse change in the significance on a cumulative Tribal cultural resource.

Utilities and Service Systems

The proposed Project would have a less than significant cumulative impact on utility and service system demands.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, as indicated by the checklist and corresponding discussion in this Initial Study.

The environmental factors checked below would be potentially affected by this Project. None of these factors represents a "Potentially Significant Impact" as indicated by this Initial Study.

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

Determination Findings

The potential impacts identified in this Initial Study are considered to be less than significant since they will cease upon completion of construction, or do not exceed a threshold of significance. Therefore, a Mitigated Negative Declaration is the appropriate level of documentation for this project.

According to the analysis in this Initial Study, based on substantial evidence in the public record, the City of Clovis finds:

- This Initial Study, prepared pursuant to CEQA Section 15063, has identified potentially significant environmental effects that would result from the project.
- The City has reviewed the proposed project impacts and has determined the following mitigation measures will address the identified impacts and reduce impacts to the level required by applicable standards:
 - **3.1-d** The developer shall direct all lighting downward and provide physical shields to prevent direct view of the light source from adjacent residential properties.
 - **3.4a:** If any trees or shrubs are to be removed during the nesting season (Feb – Aug) then a preconstruction survey should be conducted within 30-15 days of commencement of construction. If vegetation removal occurs outside the nesting period then no preconstruction survey is needed.
- The City finds that the cumulative impacts of this project are less than significant as described in Section 4.0 (Cumulative Impacts). As such, this project would not generate significant cumulative impacts.
- Feasible mitigation measures have been incorporated to revise the project before the Mitigated Negative Declaration and Initial Study is released for public review pursuant to CEQA Section 15070 in order to avoid or mitigate the identified effects to a point where clearly no significant effects on the environment will occur.
- The City finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described above have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

- As required by CEQA Section 21081.6 et seq., a mitigation monitoring program (Section 6.0) will be adopted by incorporating mitigation measures into the project plan (CEQA Section 21081.6(b)).
- There is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (CEQA Section 21064.5(2)).
- Based on the above-referenced Initial Study and feasible mitigation measures incorporated to revise the proposed project in order to avoid the effects or mitigate the effects to the point where clearly no significant effect on the environment will occur, staff finds that a Mitigated Negative Declaration should be adopted pursuant to CEQA Section 15070 for the proposed project.

Signature _____ Date: November 29, 2017
George González, Associate Planner

Applicant's Concurrence

In accordance with Section 15070 (b) (1) of the CEQA Guidelines, we hereby consent to the incorporation of the identified mitigation measures which are also contained in Section 6.0 of this document.

Signature _____ Date: _____

EXHIBIT B

City of Clovis Mitigation Monitoring and Reporting Program an Amendment GPA2017-06, Rezone R2017-14 & Vesting Tentative Tract Map TM6202 Dated November 29, 2017

ing and Reporting Program (MMRP) has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the project if the Mitigated Negative Declaration has identified significant adverse impacts, and measures have been identified to avoid or mitigate the impacts.

Table B-1 in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification measures identified in this Mitigated Negative Declaration.

The City is the primary agency, but not the only agency responsible for implementing the mitigation measures. The MMRP is located on the following pages. The components of the MMRP are described briefly below:

Measures: The mitigation measures are taken from the Mitigated Negative Declaration, in the same order that they are listed in the Mitigated Negative Declaration.

Timing: Identifies at which stage of the project mitigation must be completed.

Responsibility: Identifies the department within the City responsible for mitigation monitoring.

Verification Responsibility: Identifies the department of the City or other State agency responsible for verifying the mitigation. In some cases, verification will include contact with responsible state and federal agencies.

Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
Developer shall direct all lighting downward and physical shields to prevent direct view of the source from adjacent residential properties.	City of Clovis Planning	<i>Prior to Permits and During Construction</i>	
Trees or shrubs are to be removed during the season (Feb – Aug) then a preconstruction should be conducted within 30-15 days of commencement of construction. If vegetation removal outside the nesting period then no preconstruction survey is needed.	City of Clovis Planning	<i>Prior to Permits and During Construction</i>	

DRAFT ORDINANCE & RESOLUTIONS

ATTACHMENT 2

**DRAFT
RESOLUTION 18-__**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A
MITIGATED NEGATIVE DECLARATION FOR GENERAL PLAN AMENDMENT GPA2017-06,
REZONE R2017-14 AND VESTING TENTATIVE TRACT MAP TM6202, PURSUANT TO
CEQA GUIDELINES**

WHEREAS, the project proponent, Wilson Premier Homes, Inc., 7550 North Palm Avenue, Suite 102, Fresno, CA 93711, has submitted various files including a General Plan Amendment GPA2017-06, Rezone R2017-14 and Vesting Tentative Tract Map TM6202 for property located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues, in the City of Clovis; and

WHEREAS, the City of Clovis ("City") caused to be prepared an Initial Study (hereinafter incorporated by reference) in November 2017, 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 with mitigation measures included; and

WHEREAS, on the basis of this Initial Study, a Mitigated 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, the City Council has independently reviewed, evaluated, and considered the Initial Study, Mitigated Negative Declaration and all comments, written and oral, received from persons who reviewed the Mitigated 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 Mitigated 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 Mitigated Negative Declaration were presented to the City Council and that the City Council has independently reviewed, evaluated, and considered the Initial Study, Mitigated Negative Declaration and all comments, written and oral, received from persons who reviewed the Initial Study and Mitigated Negative Declaration, or otherwise commented on the Project prior to approving the Project and adopts the Mitigated Negative Declaration for this project.
4. Approves and adopts the Mitigation Monitoring Program set forth in Exhibit "B," including the mitigation measures identified therein and as described in the Mitigated Negative Declaration.

5. 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.
6. 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 February 5, 2018, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Date: February 5, 2018

Mayor

Attest:

City Clerk

TABLE 6.0-1 (EXHIBIT "B")
MITIGATION MONITORING AND REPORTING PROGRAM

Summary of Measure	Monitoring Responsibility	Timing	Verification (Date and Initials)
per shall direct all lighting downward and physical shields to prevent direct view of the e from adjacent residential properties.	City of Clovis Planning Division	<i>Prior to Permit and During construction</i>	
s or shrubs are to be removed during the ason (Feb – Aug) then a preconstruction ould be conducted within 30-15 days of ment of construction. If vegetation removal outside the nesting period then no tion survey is needed.	City of Clovis Planning Division	<i>Prior to Permit and During construction</i>	

DRAFT
ORDINANCE 18-__

AN ORDINANCE AMENDING AND CHANGING THE OFFICIAL ZONE MAP OF THE CITY OF CLOVIS IN ACCORDANCE WITH SECTIONS 9.08.020 AND 9.86.010 OF THE CLOVIS MUNICIPAL CODE TO RECLASSIFY LAND LOCATED ON THE SOUTH SIDE OF ALLUVIAL AVENUE, BETWEEN FOWLER AND ARMSTRONG AVENUES AND CONFIRMING ENVIRONMENTAL FINDINGS

LEGAL DESCRIPTION:

See the attached Exhibit "One."

WHEREAS, Wilson Premier Homes, Inc., 7550 North Palm Avenue, Suite 102, Fresno, CA 93711, has applied for a Rezone R2017-14; and

WHEREAS, this is a request to rezone approximately 9.6 acres from the R-1-7500 (Single-Family Residential – 7,500 Sq. Ft.) Zone District to the R-1-PRD (Planned Residential Development) Zone District for property located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues, in the City of Clovis, California; and

WHEREAS, the Planning Commission held a noticed Public Hearing on December 21, 2017, to consider the Project Approval, at which time interested persons were given opportunity to comment on the Project; and

WHEREAS, the Planning Commission recommended that the Council deny Rezone R2017-14; and

WHEREAS, the Planning Commission's recommendations were forwarded to the City Council for consideration; and

WHEREAS, the City published Notice of a City Council Public Hearing for February 5, 2018, to consider Rezone R2017-14. A copy of the Notice was delivered to interested parties within 800 feet of the project boundaries and published in The Business Journal; and

WHEREAS, the City Council does approve a Mitigated Negative Declaration pursuant to CEQA guidelines; and

WHEREAS, the City Council held a noticed public hearing on February 5, 2018, to consider the approval of Rezone R2017-14; and

WHEREAS, on February 5, 2018, the City Council considered testimony and information received at the public hearing and the oral and written reports from City staff, as well as other documents contained in the record of proceedings relating to Rezone R2017-14, which are maintained at the offices of the City of Clovis Planning and Development Services Department; and

WHEREAS, the City Council has evaluated and considered all comments, written and oral, received from persons who reviewed Rezone R2017-14, or otherwise commented on the Project; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLOVIS DOES ORDAIN AS FOLLOWS:

SECTION 1: FINDINGS. The Council finds as follows:

1. That the proposed amendment is consistent with the goals, policies, and actions of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
3. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designations and anticipated land uses/projects. (§ 2, Ord. 14-13, eff. October 8, 2014)

SECTION 2: The Official Map of the City is amended in accordance with Sections 9.8.020 and 9.86.010 of the Clovis Municipal Code by reclassification of certain land in the City of Clovis, County of Fresno, State of California, to wit:

From Classification R-1-7500 to Classification R-1-PRD

The property so reclassified is located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues in the City of Clovis, County of Fresno, California, and is more particularly described as shown in "Exhibit One."

SECTION 3: This Ordinance shall go into effect and be in full force from and after thirty (30) days after its final passage and adoption.

SECTION 4: The record of proceedings is contained in the Planning and Development Services Department, located at 1033 Fifth Street, Clovis, California 93612, and the custodian of record is the City Planner.

APPROVED: February 5, 2018

Mayor

City Clerk

* * * * *

The foregoing Ordinance was introduced at a regular meeting of the City Council held on February 5, 2018, and was adopted at a regular meeting of said Council held on _____, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED:

City Clerk

**DRAFT
RESOLUTION 18-__**

**A RESOLUTION OF THE CITY COUNCIL APPROVING TM6202, CONSISTING OF 123 LOTS
TO BE LOCATED ON 9.6 ACRES OF PROPERTY LOCATED ON THE SOUTH SIDE OF
ALLUVIAL AVENUE, BETWEEN FOWLER AND ARMSTRONG AVENUES AND
CONFIRMING ENVIRONMENTAL FINDINGS**

The City Council of the City of Clovis resolves as follows:

WHEREAS, a vesting tentative subdivision map of Subdivision Tract No. TM6202 has been filed with and considered by the City Council of the City of Clovis; and

WHEREAS, the proposed Project 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, the Planning Commission has considered said map on December 21, 2017, and adopted its Resolution No. 17-91, denying said tentative map; and

WHEREAS, the City Council does approve a Mitigated Negative Declaration pursuant to CEQA guidelines.

WHEREAS, this Council finds and determines that approval of said map should be conditioned on all conditions recommended by the City staff, as set forth in Exhibit "A-1" which is on file with the City Clerk's office.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The proposed map, subdivision design, and improvements are consistent with the General Plan and any applicable specific plan;
2. The site is physically suitable for the type and proposed density of development;
3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems;
5. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. This finding may also be made if the review authority finds that alternate easements for access or use will be provided, and that they will be substantially equivalent to ones previously acquired by the public. This finding shall apply only to easements of record, or to easements established by judgment of a court of competent jurisdiction, and no authority is hereby granted to the review authority to determine that the public at large has

acquired easements of access through or use of property within the proposed subdivision;

6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board;
7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities; and
8. The proposed subdivision, its design, density, and type of development and improvements conform to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on February 5, 2018, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: February 5, 2018

Mayor

City Clerk

PLANNING COMMISSION MINUTES

ATTACHMENT 3

CLOVIS PLANNING COMMISSION MINUTES
December 21, 2017

- A. Consider items associated with approximately 9.6 acres of land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues. Cleo L. Tomlinson, Kenneth R. & Marilyn B. Springston Trs., owners; Wilson Premier Homes, Inc., applicant; Harbour & Associates, representative.
1. Consider Approval Res. 17-___, Approval of a finding of a Mitigated Negative Declaration for GPA2017-06, R2017-14, and TM6202.
 2. Consider Approval Res. 17-___, **GPA2017-06**, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/Ac) to Medium High Density Residential (7.1 to 15.0 DU/Ac).
 3. Consider Approval Res. 17-___, **R2017-14**, A request to approve a rezone from the R-1-7500 (Single Family Residential – 7,500 Sq. Ft.) Zone District to the R-1-PRD (Planned Residential Development) Zone District.
 4. Consider Approval Res. 17-___, **TM6202**, A request to approve a vesting tentative tract map for a 123-lot single-family planned residential development.

Associate Planner George Gonzalez presented the staff report.

Commissioner Terrence requested clarification on the traffic issue, in terms of exits/entrances from the proposed project, given that only one would be public and one for emergency access, and how much discussion on this there had been with other agencies. Associate Planner Gonzalez responded that staff is working with the Fire Department to incorporate their requirements. City Planner Araki provided more in-depth information.

Commissioner Cunningham inquired about the lack of sidewalks and paseos within the proposed subdivision, concerned about pedestrians walking in the streets. Associate Planner Gonzalez clarified that while such features are required by the Loma Vista Specific Plan, they are not within the Herndon-Shepherd Specific Plan, within which this project falls.

Commissioner Antuna inquired as to the concerns of the area residents in terms of schools and their capacities. City Planner Araki remarked that the concerns were fairly general and deferred to the present residents for further clarification.

Chair Hinkle inquired as to traffic impact on Alluvial Avenue and the possibility of overburdening it. Associate Civil Engineer Smith responded that the traffic study for the area pointed to an increase in such traffic even with a lower density project, however the increase would be within acceptable parameters.

Chair Hinkle then sought clarification on the solid waste covenant in the conditions, in order to ensure people understand what is being put forth. Associate Civil Engineer Smith provided a detailed explanation.

At this point, the Chair opened the floor to the applicant.

Dirk Poeschel of 923 Van Ness Avenue, representing the applicant, provided background information on the project.

Commissioner Antuna inquired as to the reasoning behind not including sidewalks in the plans. Mr. Poeschel provided the reasoning. Commissioner Antuna followed up with an inquiry as to the presumed lack of pedestrian activity in projected residents. Mr. Poeschel explained the applicant's reasoning. Commissioner Antuna inquired also as to the price point of these homes, as Mr. Poeschel had mentioned that. He provided that information, along with resale value.

Commissioner Cunningham followed up on Commissioner Antuna's inquiry by expressing strong concern for the lack of area beside the street for children to play, pointing out that professionals do grow families after a point, and inquiring as to the applicant's reasoning for the lack of such areas. Mr. Poeschel addressed the applicant's reasoning.

Chair Hinkle inquired as to garage dimensions on the plans. Lorren Smith of Harbour & Associates provided information.

Commissioner Terrence requested more information on the applicant's claim of the transitional nature of the project in terms of density, compared to the apartment complex on one side of the area versus the residential subdivision on the other side. Mr. Poeschel explained the applicant's reasoning behind calling the project 'transitional.'

At this point, the Chair opened the floor to those in favor.

There were no comments in support.

At this point, the Chair opened the floor to those in opposition.

Sarah Anderson, a resident of Chennault Avenue speaking for herself and a number of others present, protested in terms of lifestyle change, not enough proposed improvements to Alluvial Avenue to prevent traffic congestion at a nearby stop sign, fear of parking overflow into their neighborhood, and lack of family and pedestrian friendly features and amenities.

Ron Flores, a police officer residing in the same neighborhood as the previous speaker, protested on the basis of the density increase and low price points leading to a crime increase, the potential effect on traffic and first responder times, the effects on neighborhood schools, and the possibility of many of the project homes becoming rentals. Chair Hinkle provided clarification on the daily trips issue for Mr. Flores and inquired as to his experience with rising crime in gated communities such as the proposed subdivision. Mr. Flores stated that he had seen such, that it is easy for criminals to enter gated communities.

Tim Monteath, a resident of the same area, objected to the increase due to increased traffic and traffic congestion, and the resulting potential threat to not only his special needs children but to all neighborhood children. He also protested the possible effects on nearby Clovis schools.

Andrea Gregory, a teacher residing in the same neighborhood, protested against the project on the basis of the enrollment capacity of the nearby schools and the possibility of students being

bussed away. She also protested the lack of parking for guests of the residents of the project community.

Henry Ortata, a nurse living in the neighborhood, protested against the project on the basis of his employment possibly being in jeopardy due to increasing traffic leading to difficulty for him getting to work in 30 minutes or less, as he is required to do when on-call.

Adam Tomlinson, a resident of the Chennault area, protested based on the lack of connectedness/community with the project area and family-friendliness, lack of cohesiveness with the surrounding area, the impact to the school capacities, unsafe traffic, the size of the density increase, and lack of parking and potential overflow into their neighborhood.

Tyler Rourke, a neighborhood resident with a background in criminology, stated that there is a correlation between house price point and crime -the lower the entry price of a house is (one of the selling features of the proposed project), the higher the crime rate goes.

John Barbery, a road inspector with the County of Fresno, protested because of safety issues, primarily due to traffic. He expressed uncertainty about the extent of the proposed improvements on Alluvial Avenue, the lack of sidewalk on Alluvial, the impact on their daily lifestyle, the traffic when driving out onto Alluvial, and sight distance to the west being impacted.

Matt Anderson, a local resident, protested the density increase, stating that with the number of apartments to the west, it would actually be a rise in density rather than a transition.

At this point, the Chair re-opened the floor to the applicant.

Mr. Poeschel addressed both the neighbor concerns and attendance at the neighborhood meetings.

Commissioner Cunningham inquired as to what discussions the applicant had with Clovis Unified School District regarding their concerns on student numbers and their effect on neighborhood schools. Mr. Poeschel responded that they were surprised by the change in correspondence, had not discussed it with Clovis Unified, and depended on planning staff to do so. He then also addressed overflow parking concerns, with Chair Hinkle seeking confirmation of walking distances from the Chennault Avenue neighborhood to the proposed gates.

Commissioner Hatcher confirmed with Mr. Poeschel that there would be no entry onto Chennault Avenue and that there would be parking on both sides of the streets within the project.

Chair Hinkle sought clarification on the presence of a wall setback and angle at the intersection of Ash and Alluvial Avenues, improving access onto Alluvial Avenue from Ash Avenue. Mr. Poeschel confirmed the presence of the setback, creating a clear line of sight.

At this point, the Chair closed the public portion.

Commissioner Hatcher expressed that, despite Wilson creating a good product, a 2-step density increase does not fit the area, assured that her attention is being given to the neighbor concerns about safety, and that the school impacts would happen no matter where in Clovis someone moves. She cannot support such a density increase at this time.

Commissioner Cunningham seconded Commissioner Hatcher's concerns and expressed his own on the lack of sidewalks and places for children to play. He also remarked that, though Wilson has created good products, in this case the density would, in numerical terms, be a reverse transition. He cannot support the project with the number of obstacles. Commissioner Cunningham also addressed the audience, remarking that notice letters are often thrown away (in response to several speakers having stated that they didn't know about the project until it was too late to do research) and that the meetings with the developer are the appropriate time to air grievances and try to work out compromises.

Commissioner Antuna thanked everyone for coming out to be heard and expressed concurrence with the two prior commissioners. She expressed that she had several concerns with the project, such as the density increase and the lack of family-friendliness. She cannot support the project at this time.

Commissioner Terrence expressed agreement with his fellow commissioners and applauded the audience for coming in and making themselves heard. He expressed concern about traffic and density, and also commended the developer for working with the neighborhood and addressing their concerns. He cannot, however, support the 2-step jump in density, and therefore cannot support this project.

Chair Hinkle clarified with Associate Planner Gonzalez that this area does not require paseos.

Chair Hinkle then stated that the lifestyles of the two biggest groups of current homebuyers match this development, that those with families will recognize the traffic safety within a gated community (driving slower and therefore making it safer for children), and that a Home Owners Association will take care of the community in terms of such issues, thereby reducing the burden on the City. Chair Hinkle also warned that affordable housing mandates from the state capitol may force more impactful (in terms of density) projects in infill lots such as this one, and that there are signs of such already. He urged reconsideration of this project as a better option than what may come in the future, that it fulfills Planning Commission requirements, and that the City Council that will take into account emotional components.

Commissioner Cunningham pointed out that this will indeed be going before the City Council for consideration, and, while he acknowledged the Chair's points, the community still has a say on what goes on within its boundaries. His opposition to this development is based on his current frame of reference rather than what mandates may or may not come from Sacramento, and will remain that way until a law is passed that changes this. He also stated that, as Chair Hinkle claimed, such laws are coming.

Chair Hinkle responded that he made his points to ensure all present were aware of the issues, especially in light of a similar previous infill project that he believes will have a future negative impact on the neighborhood homeowners.

At this point a motion was made by Commissioner Hatcher and seconded by Commissioner Cunningham to approve a Mitigated Negative Declaration for GPA217-06, R2017-14, and TM6202. The motion was approved by a vote of 4-1.

At this point a motion was made by Commissioner Hatcher and seconded by Commissioner Cunningham to deny GPA2017-06. The motion was approved by a vote of 4-1.

At this point a motion was made by Commissioner Hatcher and seconded by Commissioner Cunningham to deny R2017-14. The motion was approved by a vote of 4-1.

At this point a motion was made by Commissioner Hatcher and seconded by Commissioner Cunningham to deny TM6202. The motion was approved by a vote of 4-1.

APPLICANT'S JUSTIFICATION FOR GPA2017-06

ATTACHMENT 4

Wilson Homes, Inc.

General Plan Amendment Justification Tentative Tract No. 6202

November 20, 2017

Applicant:

Wilson Homes, Inc.
Mr. Leo Wilson
7550 N. Palm Avenue, Suite 102
Fresno, CA 93711

Property Owner:

Kenneth R. & Marilyn B. Springton
1980 E. Alluvial Ave.
Clovis, CA.

Cleo L. Tomlinson
4531 W. Flint St.
Chandler, AZ
95226

Representative:

Dirk Poeschel Land Development Services, Inc.
923 Van Ness Ave., Suite No. 200
Fresno, CA 93721

APN:

563-135-03/04

Current Zoning:

R-1 7500

Area:

9.60 gross acres

Plan Area:

Herndon Shepherd Specific Plan

REQUEST

The applicant, Wilson Homes, Inc. proposes to change the City of Clovis General Plan designation from Low Density Residential (2 to 4 units/per acre) to Medium High Density Residential (7.1 to 15 units/per acre) for a 9.60 gross acre parcel located at the south side of E. Alluvial and east N. Fowler Avenues. The site will be zoned R-1-PRD to allow the Wilson Homes, Inc. *Elev8ions* project which is currently successfully marketed in Clovis. The site is within the City of Clovis.

The applicant has submitted Tentative Tract No. 6202, prepared by Harbour & Associates of Clovis to the city which proposes development of 123 single-family lots.

JUSTIFICATION

The proposed General Plan Amendment should be granted based on the reasons provided below. The *Elev8ions* product addresses the buyer who makes a conscious life style decision for an “entry level” or “move down” product and desires a small lot with the benefits of ownership and minimal maintenance costs. Please see the attached Tentative Subdivision Map No. 6202.

The existing Low Density Residential designation would allow a theoretical maximum of 38 single family homes (9.6 acres X 4 units =38 homes). The proposed modification to allow a Medium High Density Residential land use designation on the subject site would allow a *theoretical* maximum of 144 single family homes. (9.6 acres X 15 units =144 homes). As illustrated on Tentative Subdivision Map No. 6193 proposes 123 single family lots.

The proposed project will develop at 12.81 units to the acre. As illustrated on the proposed tentative map, the project will construct the required city sidewalk system on Alluvial Ave. to facilitate interconnectivity of uses.

The project will be gated to shift compliance issues from the public to the private sector. The project will be managed by a home owner’s association in accordance with common interest real estate developments.

Herndon Shepherd Specific Plan

3.2 LAND USE OBJECTIVES

3.2.1 Residential (applicable)

- **Provide a viable mix of residentialuses consistent with the capabilities of the city and other agencies to provide services.**

The proposed project will provide housing and lifestyle opportunities for a focused market segment. The *Elev8ions* product addresses the buyer who makes a conscious life style decision for an “entry level” or “move down” product and desires a small lot with the benefits of ownership and minimal maintenance costs.

- **Provide an attractive quality residential environment with a variety of lifestyles**

The proposed project is constructed in the Fresno Clovis area in a mixture of neighborhoods which speaks to its ability to be attractive and compatible with surrounding residential uses. The product, as are all Wilson Homes, Inc. projects, are well designed and constructed of quality materials.

The *Elev8ions* product addresses the buyer who makes a conscious life style decision for an “entry level” or “move down” product and desires a small lot with the benefits of ownership and minimal maintenance costs.

As described above, the proposed product type focuses on meeting a specific market segment which contributes to the diversity of housing sizes and types while still

delivering the decade's long tradition of a quality Wilson Home. Market research and product sales history accumulated by the developer indicates that the project has a wide appeal to a varying age group and economic and demographic diversity.

- **Provide residential densities based on natural land characteristics and public facilities and infrastructure.**

No information exists to suggest urban services cannot be provided the proposed project. The proposed change can be adequately served by public facilities and will not negatively impact service on existing development or the ability to service future development. In fact, all the information available suggests that a slight increase in residential densities has a positive downward influence on service delivery costs.

- **Recognize 1) importance of land uses to the quality of life and the environment; 2) the duties as well as the right of land ownership; and, the role the city to regularly use of land resources for the benefit of future generations.**

The proposed project seeks to create greater service delivery efficiencies, consume less fossil fuels which improves the quality of life and air quality. Studies and testimony for regarding the Clovis General Plan Update confirmed that moderate density increases reduce service delivery costs of municipalities particularly police, fire services expenses allowing Clovis to remain a fiscally vibrant community for current and future generations. The aforementioned studies also indicate the downward pressure on costs to public infrastructure such as sewer, water and other similar services with such density increases.

Fresno COG's Fresno County Blueprint promotes new regional development patterns to combat the loss of prime agricultural land, improve air quality, reduce traffic congestion, and provide more affordable housing. For new residential development, the Blueprint establishes an *average* density goal of 9.0 housing units per acre for Fresno and Clovis. As part of California's AB 32 effort to address climate change, SB 375 will fund new transportation investments to those communities who comply with regional plans that the California Air Resources Board certifies meet total vehicle miles traveled reduction targets.

Taken together, the Fresno County Blueprint and SB 375 have necessitated new development patterns, including among other things more compact, higher density mixed-use development. Studies show that among other benefits, slightly higher densities increase public transit ridership and expand non-motorized travel that also help implement SB375's goal of reducing vehicle-miles-travelled and improving regional air quality.

Below please see the summary of infrastructure and service delivery costs as identified in the United States Environmental Protection Agency dated December 2012 report entitled *SMART GROWTH AND ECONOMIC SUCCESS: BENEFITS FOR REAL ESTATE*

DEVELOPERS, INVESTORS AND LOCAL GOVERNMENTS. The aforementioned report summarizes financial advantages to the public and private sector due to reasonable increases in residential densities.

3.2.2 Housing (applicable)

- **Establish residential areas which provide a sense of neighborhood pride and identity within the larger Clovis community.**

The *Elev8ions* products allow for the opportunity will of ownership. All Wilson homes projects seek to create a sense of identity with the larger Clovis community by quality design and interconnectivity.

- **Promote diverse high-quality housing products, types and price ranges organized to create a harmonious and compatible neighborhood.**

The *Elev8ions* product was specifically designed for the Clovis market and has subsequently become well received in the Fresno Metropolitan area. It provides an opportunity for homeownership and higher densities which reduces purchase prices. Great care is given to create a sense of harmony and compatibility with existing neighborhoods through project design and landscaping.

- **Encourage variety in subdivisions especially in the design of streets and street landscapes the location of parks and recreation areas and the placement of homes on lots.**

As mentioned above, the proposed project provides an opportunity for homeownership at higher densities not previously available. The project open space is centrally located to enhance use and provide an attractive entry feature.

- **Manage development of land within and adjacent to existing neighborhoods to avoid potentially adverse impacts on the living environment.**

The project has been built in various neighborhoods within the Fresno Clovis area and has found to be quite compatible.

City of Clovis General Plan Policies

Compatible with Specific Plan Layout and Design Directives

As with all Wilson Homes, Inc. projects, the proposed development will be built with high quality homes incorporating a variety of attractive housing types and designs.

The project represents a reasonable increase in residential density

The proposed project is located within the Herndon Shepherd Specific Plan area. That plan was adopted in 1988 and included a total of 100 acres of multifamily residential uses for the 5,764

acres within the plan area. While basic goals of the *Clovis way of life* remain paramount, other factors such as housing affordability, greater statutory requirements for density and empirical information that substantiates generally higher densities provide substantial public and private benefits the community.

The proposed project conceived some 20 years *after* the Herndon Shepherd Specific plan adoption creatively provides relatively affordable, market rate housing at traditional multifamily densities in a detached, single family product with ownership benefits.

The proposed density assists in achieving target densities established in the City of Clovis General Plan. The density is also consistent with adjacent municipalities who also recognize the advantages of reasonable increases in residential densities. Said density is justified for other reasons described below.

The project represents an opportunity for greater efficiencies in the delivery of municipal services.

A variety of studies including testimony during the recent City of Clovis General Plan Update indicate that moderate density increases reduce service delivery costs of municipalities particularly police, fire services expenses. The aforementioned studies also suggest the downward pressure on costs to public infrastructure such as sewer, water and other similar services.

Fresno COG's Fresno County Blueprint promotes new regional development patterns to combat the loss of prime agricultural land, improve air quality, reduce traffic congestion, and provide more affordable housing. For new residential development, the Blueprint establishes an *average* density goal of 9.0 housing units per acre for Fresno and Clovis. As part of California's AB 32 effort to address climate change, SB 375 will fund new transportation investments to those communities who comply with regional plans that the California Air Resources Board certifies meet total vehicle miles traveled reduction targets.

Taken together, the Fresno County Blueprint and SB 375 have necessitated new development patterns, including among other things more compact, higher density mixed-use development. Studies show that among other benefits, slightly higher densities increase public transit ridership and expand non-motorized travel that also help implement SB375's goal of reducing vehicle-miles-travelled and improving regional air quality.

Below please see the summary of infrastructure and service delivery costs as identified in the United States Environmental Protection Agency dated December 2012 report entitled *SMART GROWTH AND ECONOMIC SUCCESS: BENEFITS FOR REAL ESTATE DEVELOPERS, INVESTORS AND LOCAL GOVERNMENTS*. The aforementioned report summarizes financial advantages to the public and private sector due to reasonable increases in residential densities

City of Clovis General Plan Amendment Criteria

Policy 6.1 Amendment criteria. The City Council may approve amendments to the General Plan when the City Council is satisfied that the following conditions are met:

A. The proposed change is and will be fiscally neutral or positive.

The proposed change can be adequately served by public facilities and will not negatively impact service on existing development or the ability to service future development. In fact, all the information available suggests that an increase in residential densities has a positive downward influence on service delivery costs.

Policy 6.2 Smart Growth. The city is committed to the following Smart Growth goals.

A. Create a range of housing opportunities and choices.

As described above, the proposed project offers a distinct housing product that appeals to a focused market base.

B. Create walkable neighborhoods.

The project will provide pedestrian linkage to enhance walk ability and reduce the reliance on fossil fueled transportation sources to schools, business and commercial uses.

C. Encourage community and stakeholder collaboration.

The project developer has committed to an appropriate outreach to the community to define the project characteristics and related compatibility.

D. Foster distinctive, attractive communities with a strong sense of place.

The project developer has a long history of developing attractive communities with a strong identity. This Wilson Homes Inc. project will not be an exception to historic high quality and design standards by integrating the project with its surroundings and linking with the area's proposed open space areas that will create an attractive and distinctive project.

E. Make development decisions predictable, fair, and cost-effective.

The proposed project will install a variety of public improvements and pay a variety of fees and mitigation measures often not acknowledged but are described below:

1. School Fees of \$769,776 to Clovis Unified School District

a. *Elev8ions*-1,463 sq. ft. average size

123 units x 1,463 sq. ft. = 182,409 sq. ft. x \$4.22 per sq. ft. = \$769,766

2. Regional Mitigation Fees of \$327,426

a. Regional Transportation Mitigation Fee 123 units X \$1,662/units = \$204,426

b. San Joaquin Unified Air Pollution Control Air District- \$1,000/unit x 123 units x \$1,000/unit = \$123,000

3. Clovis Community Facility District Public Safety Annual Assessments \$27,921

123 x \$227/unit = \$27,921 per year for Clovis Public Safety (fire/police)

F. Provide a mix of land uses.

The proposed project supports and implements the general plan goal by creating a mix of densities and housing types. As mentioned above, one of the project proponent's principle concepts is to blend residential, recreational open space and lifestyle opportunities in one master planned project.

G. Preserve open space, farmland, natural beauty, and critical environmental areas.

Increased densities such as proposed reduce pressure to convert productive agricultural land from production and preserve natural open space.

H. Provide a variety of transportation choices.

As mentioned above, the project will a pedestrian linkage to enhance walk ability and reduce the reliance on fossil fueled transportation sources.

I. Strengthen and direct development toward existing communities.

The project increases densities which reduces pressure to convert ag land.

J. Take advantage of compact building design.

The project proposes to construct homes that exceed energy efficiency standards. In addition, the proposed residences have evolved to be more efficient and still meet market demand.

K. Enhance the economic vitality of the region.

Demand for the proposed such housing is an indicator of an economically healthy community. Infill development, as proposed, will provide "roof tops" to be served by the planned urban commercial areas.

L. Support actions that encourage environmental resource management.

The proposed project seeks to create greater service delivery efficiencies, consume less fossil fuels which improves the quality of life and air quality. The proposed ample open and the church site provide important quality of life spiritual components.

Conclusion

For the reasons detailed above, Wilson Homes, Inc. respectfully requests support of the proposed project.

SMART GROWTH AND ECONOMIC SUCCESS: BENEFITS FOR REAL ESTATE DEVELOPERS, INVESTORS, BUSINESSES, AND LOCAL GOVERNMENTS

United States Environmental Protection Agency, Office of Sustainable Communities Smart Growth Program December 2012 www.epa.gov/smartgrowth

B. Infrastructure and Service Delivery Cost Savings

Extensive research has found that compact development patterns, higher density, mixed uses, and other characteristics of smart growth development can reduce the costs of providing public infrastructure and delivering services. Many communities with conventional low-density, single-use development patterns are financially burdened by the cost of maintaining, and ultimately replacing, their existing infrastructure given the tax revenue this development generates. Smart growth strategies can help create vibrant and diverse communities in which public infrastructure investments yield returns that cover long-term financial obligations. Several examples illustrate how smart growth strategies can reduce short- and long-term costs of development for local governments:

- An analysis of alternative growth scenarios for the Salt Lake City region showed that the region's modeled growth strategy, which included transportation investments, zoning changes, land preservation policies, and water conservation incentives, could save \$4.5 billion over 20 years in transportation, water, sewer, and utility infrastructure compared to the baseline scenario based on existing plans and trends
- The Maryland Department of Planning estimated the amount of road infrastructure needed between 2010 and 2030 under both the current (as of 2010) statewide growth pattern and a Smart Growth scenario. The department estimated that the current growth scenario would require about 2.5 times more new road infrastructure than the smart growth scenario, at a cost of \$29 billion.¹⁷
- An infrastructure cost model analyzing base case and smart growth alternative development patterns in Sacramento, California, found that the smart growth alternative would save \$14 billion. Savings came from reduced service costs for water, sewer, roads, flood control, drainage, and other utilities and from fewer land purchases needed to mitigate the loss of farms and wildlife habitat.
- A study in Rhode Island found that the state could save more than \$1.4 billion over 20 years if its next 20,000 housing units were built in a compact configuration instead of a low-density, large-lot, scattered pattern of development. The study showed savings on roads, schools, and utilities and calculated the benefits of conserving farms and forest lands.

- A comparison of the coverage areas and relative costs of fire protection service between two neighborhoods in Charlotte, North Carolina, found that a fire station in a neighborhood with a well-connected street pattern typical of smart growth development covered 4.5 times more addresses at a much lower annual per capita cost than a station in a less connected area (\$159 versus \$740).
- A cost-simulation model found that increasing lot size can affect the cost of providing water and sewer service, as can increasing distance from existing water and wastewater treatment plants. Annual costs for water and sewer service for households on small lots less than half a mile from an existing water and wastewater treatment plant are less than 25 percent of the costs for households on large lots four to five miles from an existing treatment plant.

Developers also benefit from infrastructure efficiencies in smart growth projects. Higher densities and compact development patterns that require shorter utility runs and less roadway area can translate to significant cost savings on the construction of utilities and streets, costs often paid by developers.

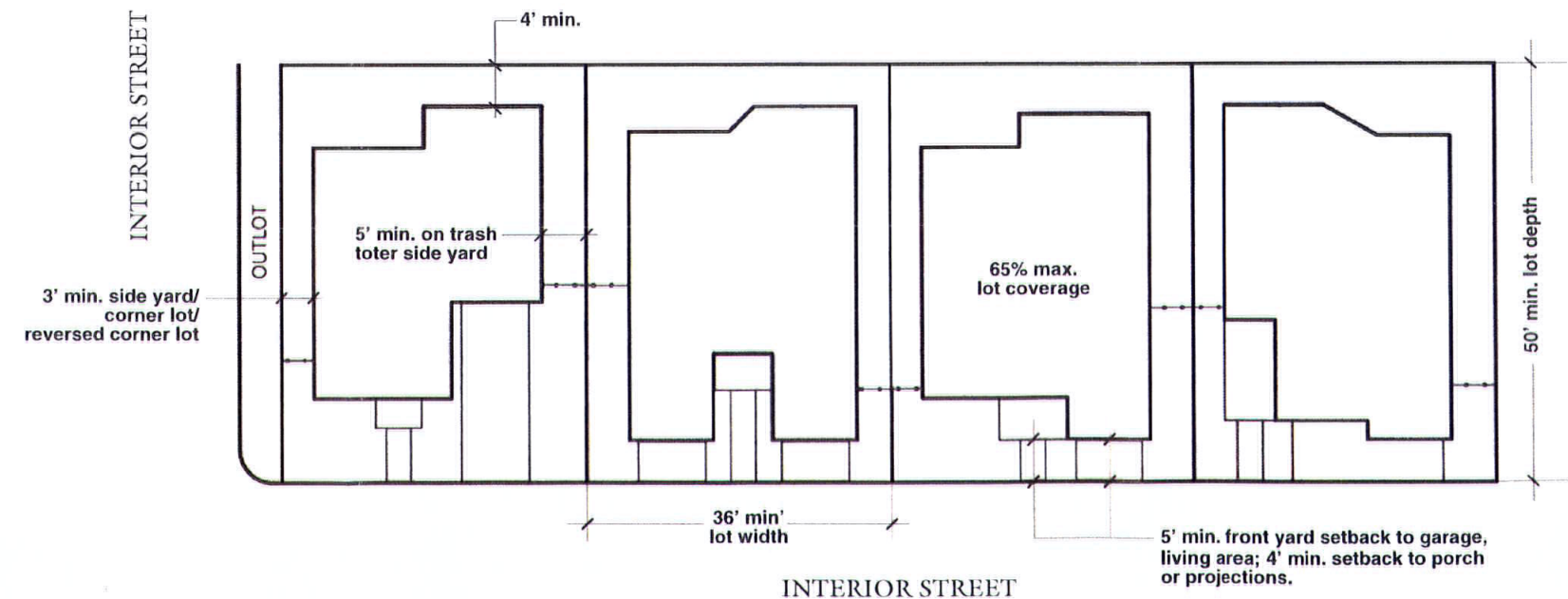
A case-study comparison examined the infrastructure costs of traditional neighborhood development versus conventional suburban development. The study considered variables that drive infrastructure costs, including lot size, product type, residential density, thoroughfare cross section, and thoroughfare network pattern, to quantify and compare the impact on the total infrastructure cost. The study found that infrastructure costs for traditional neighborhood development scenarios were consistently less than conventional suburban development scenarios, ranging from 32 percent to 47 percent less, with the traditional neighborhood development cost savings based principally on density. Lower-density conventional suburban development also has greater land acquisition costs compared to a compact traditional neighborhood development accommodating the same number of homes.

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TRACT 6202

Residential Land Use Development Standards

LAND USE		DEVELOPMENT STANDARDS	
SINGLE-FAMILY RESIDENTIAL			
	STANDARD	NOTES	
DESIGNATION			
Zone District	R-1-PRD		
GP Density Range	7.1 - 15.0 du/ac	Medium-High Density Residential	
Dwelling Units	123		
BUILDING INTENSITY			
Minimum Lot Area	1,800 sq ft		
Minimum Lot Width	36'		
Minimum Lot Depth	50'		
Maximum Coverage	65%		
Maximum Height	35'		
Curved, Cul-de-sac or Corner Lot	36' min/50' min	For street frontage/For lot depth	
BUILDING SETBACKS			
		All setbacks measured from PL.	
Front Yard	5' min/4' min	To garage, living area/porch or projections	
Side Yard	5' min/3' min	5' min garage side/3' min other side	
Corner/Reversed Corner	3' min		
Rear Yard	4' min		
GARAGES/STREETS/PARKING			
Garages	1-car 2-car	10'x16' min 20'x20' min or tandem 10'x38' min	
Streets (Interior)	36' wide	Curb-to-curb	
Parking	1.5 spaces/unit min	1 covered space per unit min	
ACCESSORY USES			
Walls/Fences	6' min - 8' high max	General list of requirements and restrictions.	
Trellises	12' high max		
Pools and Spas	3' min	Water portion to rear and side PLs. Pool and spa may not be located in front yard.	
Equipment	Pool, spa and fountain equipment allowed in side yard setback.		
Covered Structures	12' high max	Covered structures and building additions are allowed subject to review by HOA committee and permitting by the City of Clovis, provided that lot coverage standards are not exceeded and that a rear yard encroachment permit is obtained if encroachment into rear yard occurs.	
Accessory Buildings			



NOTE: Construction of more than two of the same plan type in a row or more than three 2-car garage models in a row (excepting tandem garage units) shall be addressed through the Residential Site Plan Review process.

The imagery conveys samples of the architectural character intended for these neighborhoods.

NOT TO SCALE

CORRESPONDENCE

ATTACHMENT 6



October 16, 2017

Joyce Roach
Planning and Development Services Dept.
1033 Fifth St.
Clovis, CA 93612

SUBJECT: GPA2017-06, APN 563-153-03 & 04
TM-6202

Dear Ms. Roach:

The purpose of this letter is to provide school district information relative to the above-referenced subdivision and to comply with Business and Professions Code section 11010, subdivision (b)(11)(A) regarding the provision of school-related information to the subdivider/owner and the State Department of Real Estate.

In regards to this project with GPA2017-06 the district has concern regarding the re-designation of the land located on the south side of Alluvial avenue, east of Fowler Avenue. Currently this project site has a designation of Low Density Residential (2.1 to 4.0 DU/AC), the district does not feel confident in the ability to accommodate students associated with a re-designation to Medium High Density Residential (7.1 to 15.0 DU/AC). The district would like to bring this concern to the attention of the planning department and owner/sub divider.

1. Elementary School Information:

- (a) The subject land is presently within the attendance area of the elementary school (grades K-6) listed below:

School Name: *Century Elementary*
Address: *965 N Sunnyside Ave Clovis CA 93611-2061*
Telephone: *(559) 327-8400*
Capacity: *842*
Enrollment: *640 (CBEDS enrollment 2016-17 school year)*

- (b) Because of projected growth in the District and the District's plans for construction of new school facilities, it is possible that (1) adjustment of school attendance areas could occur in the future such that students residing in the project area may be required to attend an elementary school other than the school listed above, and (2) students residing in the project area may attend more than one elementary school within the District during their elementary school years.

Governing Board

Sandra A. Budd
Christopher Casado
Steven G. Fogg, M.D.
Brian D. Heryford
Ginny L. Hovseplan
Elizabeth J. Sandoval
Jim Van Volkinburg, D.D.S.

Administration

Elmear O'Farrell, Ed.D.
Superintendent
Don Ulrich, Ed.D.
Deputy Superintendent
Norm Anderson
Associate Superintendent
Barry S. Jager, Jr.
Associate Superintendent
Michael Johnston
Associate Superintendent

2. Intermediate School Information:

School Name: *Alta Sierra Intermediate*
Address: *380 W Teague Ave Clovis CA 93619-8332*
Telephone: *(559) 327-3500*
Capacity: *1500*
Enrollment: *1406 (CBEDS enrollment 2016-17 school year)*

3. High School Information:

School Name: *Buchanan High School*
Address: *1560 N Minnewawa Ave Clovis CA 93619-7600*
Telephone: *(559) 327-3000*
Capacity: *3000*
Enrollment: *2699 (CBEDS enrollment 2016-17 school year)*

3. Bus transportation is currently provided for grades K-6 students residing further than one mile from school and for grades 7-12 students residing further than two and one-half miles from school. Transportation will be available for students attending the above-identified elementary, intermediate and high schools in accordance with District standards in effect at the time of enrollment.
4. The District currently levies a school facilities fee of \$4.63 per square foot (as of July 1, 2017) for residential development. The fee is adjusted periodically in accordance with law. New development on the subject property will be subject to the fee in place at the time fee certificates are obtained.

The District hereby requests that the information in this letter be provided by the owner/subdivider to all prospective purchasers of property within the project.

Thank you for the opportunity to comment on the project. Please contact me if you have any questions regarding this letter.

Sincerely,



Michael Johnston
Associate Superintendent
Administrative Services



County of Fresno

DEPARTMENT OF PUBLIC HEALTH

David Pomaville, Director
Dr. Ken Bird, Health Officer

October 17, 2017

LU0019117
2604

George Gonzalez, Associate Planner
City of Clovis
Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Gonzalez:

PROJECT NUMBER: GPA2017-06, R2017-14, TM6202

GPA2017-06, A request to amend the General Plan to redesignate approximately 9.6 acres of land located on the south side of Alluvial Avenue, east of Fowler Avenue from Low Density Residential (2.1 to 4.0 DU/Ac) to Medium High Density Residential (7.1 to 15.0 DU/Ac). **R2017-14**, A request to approve a rezone of approximately 9.6 acres of land located on the south side of Alluvial Avenue, east of Fowler Avenue, from the R-1 Zone District to the R-1-PRD Zone District. **TM6202**, A request to approve a tentative tract map for a 123-lot single-family residential development for land located on the south side of Alluvial Avenue, east of Fowler Avenue.

APN: 563-135-03, -04

ADDRESS: South side of Alluvial Avenue, East of Fowler Avenue

Recommended Conditions of Approval:

- Construction permits for the proposed development should be subject to assurance of sewer capacity of the Regional Wastewater Treatment Facility. Concurrence should be obtained from the California Regional Water Quality Control Board (RWQCB). For more information, contact staff at (559) 445-5116.
- Construction permits for the proposed development should be subject to assurance that the City of Clovis community water system has the capacity and quality to serve this project. Concurrence should be obtained from the State Water Resources Control Board, Division of Drinking Water-Southern Branch. For more information call (559) 447-3300.
- The proposed construction project has the potential to expose nearby residents to elevated noise levels. Consideration should be given to your City's municipal code.
- Prior to the issuance of building permits, the applicant shall submit complete pool facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Recreational Health Program at (559) 600-3357 for more information.

Promotion, preservation and protection of the community's health

1221 Fulton Mall / P. O. Box 11867, Fresno, CA 93775

(559) 600-3271 • FAX (559) 600-7629

The County of Fresno is an Equal Opportunity Employer

www.co.fresno.ca.us • www.fcdph.org

- Prior to operation, the applicant shall apply for and obtain a permit to operate a public swimming pool from the Fresno County Department of Public Health, Environmental Health Division. A permit, once issued, is nontransferable. Contact the Recreational Health Program at (559) 600-3357 for more information.
- As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.

Prior to destruction of agricultural wells, a sample of the upper most fluid in the water well column should be sampled for lubricating oil. The presence of oil staining around the water well may indicate the use of lubricating oil to maintain the well pump. Should lubricating oil be found in the well, the oil should be removed from the well prior to placement of fill material for destruction. The "oily water" removed from the well must be handled in accordance with federal, state and local government requirements.

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

REVIEWED BY:

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II

(559) 600-3271

kt

cc: Aaron Baruti- Environmental Health Division (CT. 55.12)
Lorren Smith- Representative (lorrens@harbour-engineering.com)
Jeff Harris- Applicant (jharris@wilsondevelopment.com)



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

File 210.434
210.45 "6202"
400.11
550.10 "7D"

November 21, 2017

Mr. George Gonzalez, MPA, Associate Planner
City of Clovis
Department of Planning & Development Services
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Gonzalez,

Rezone Application No. R2017-14
General Plan Amendment GPA 2017-06
Drainage Area "7D"

The proposed rezone lies within the District's Drainage Area "7D". The existing Master Plan system has been designed for runoff from a medium density residential land use at this location and proposed rezone (R-1-C PRD) is similar to the R-3 type land use. However, based on information submitted at this time, the District's system can accommodate the proposed rezone. Lot coverage must be provided to the District prior to submittal of improvement plans for this project and should the density of the project be commensurate with a density higher than medium high density residential, mitigation may be required.

Please contact us if you need further information at (559) 456-3292.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert Villalobos".

Robert Villalobos
Design Technician III

RV/lrl

k:\letters\rezone letters\clovis\2017\2017-014.gpa2017-06(7d)(rv).docx



October 26, 2017

George Gonzalez
City of Clovis
Planning and Development Services
1033 Fifth Street
Clovis, CA 93612

Project: GPA2017-06, R2017-14, and TM6202

District CEQA Reference No: 20171124

Dear Mr. Gonzalez:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of the following:

- GPA2017-06: a request to amend the General Plan to re-designate 9.6 acres of land from Low Density Residential to Medium High Density Residential.
- R2017-14: a request to approve a rezone of approximately 9.6 acres of land from the R-1 Zone District to the R-1 PRD Zone District.
- TM6202: a request to approve a tentative tract map for a 123-lot single family residential development.

The project is located on the south side of Alluvial Avenue, east of Fowler Avenue, in Clovis, CA. The District offers the following comments:

1. Significance Impact for Criteria Pollutants – The project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOx, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that Project specific criteria pollutant emissions would have no significant adverse impact on air quality.
2. District Rule 9510 (Indirect Source Review) - At full build-out, the project will be equal to or exceed 50 residential dwelling units. Therefore, the District concludes that the project is subject to District Rule 9510.

Sayed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbuln.htm>.
4. Nuisance Odors - The project should be evaluated to determine the likelihood that the project would result in nuisance odors. Nuisance orders are subjective, thus the District has not established thresholds of significance for nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration of project design elements and proximity to off-site receptors that potentially would be exposed objectionable odors.
5. Regulation VIII (Fugitive PM10 Prohibitions) - The project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm
6. Other District Rules and Regulations - The above list of rules is neither exhaustive nor exclusive. For example, the project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888 or e-mail SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.

7. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at:
<http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.

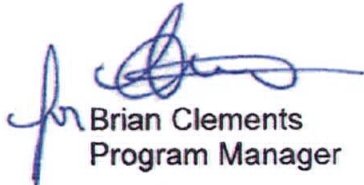
- a. Cleaner Off-Road Construction Equipment – This measure is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier II emission standards. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.
- b. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- c. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
- d. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling

- e. Voluntary Emission Reduction Agreement (VERA) - Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for pound mitigation of air emissions increases through a process that funds and implements emission reduction projects. A VERA can be implemented to address impacts from both construction and operational phases of a project.

The District recommends that a copy of the District's comment letter be provided to the project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Sharla Yang at (559) 230-5934 or e-mail sharla.yang@valleyair.org. When calling or emailing the District, please reference District CEQA number 20171124.

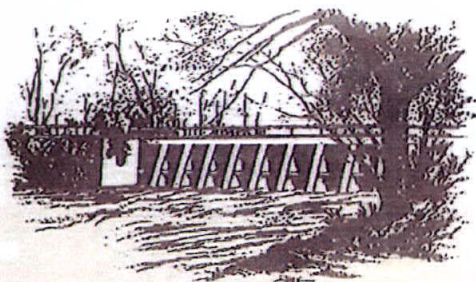
Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: sy



YOUR MOST VALUABLE RESOURCE - WATER

OFFICE OF
**FRESNO
IRRIGATION DISTRICT**

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93726-2208

October 30, 2017

George Gonzalez
Planning and Development Services Department
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Tentative Tract Map No. 6202
S/E Alluvial and Fowler avenues

Dear Mr. Gonzalez:

The Fresno Irrigation District (FID) has reviewed the Tentative Tract Map No. 6206 for which the applicant request approval for a 123 lot single family planned residential development. This request is being processed concurrently with GPA2017-06 and R2017-14, APN: 563-135-03 and 04. FID has the following comments:

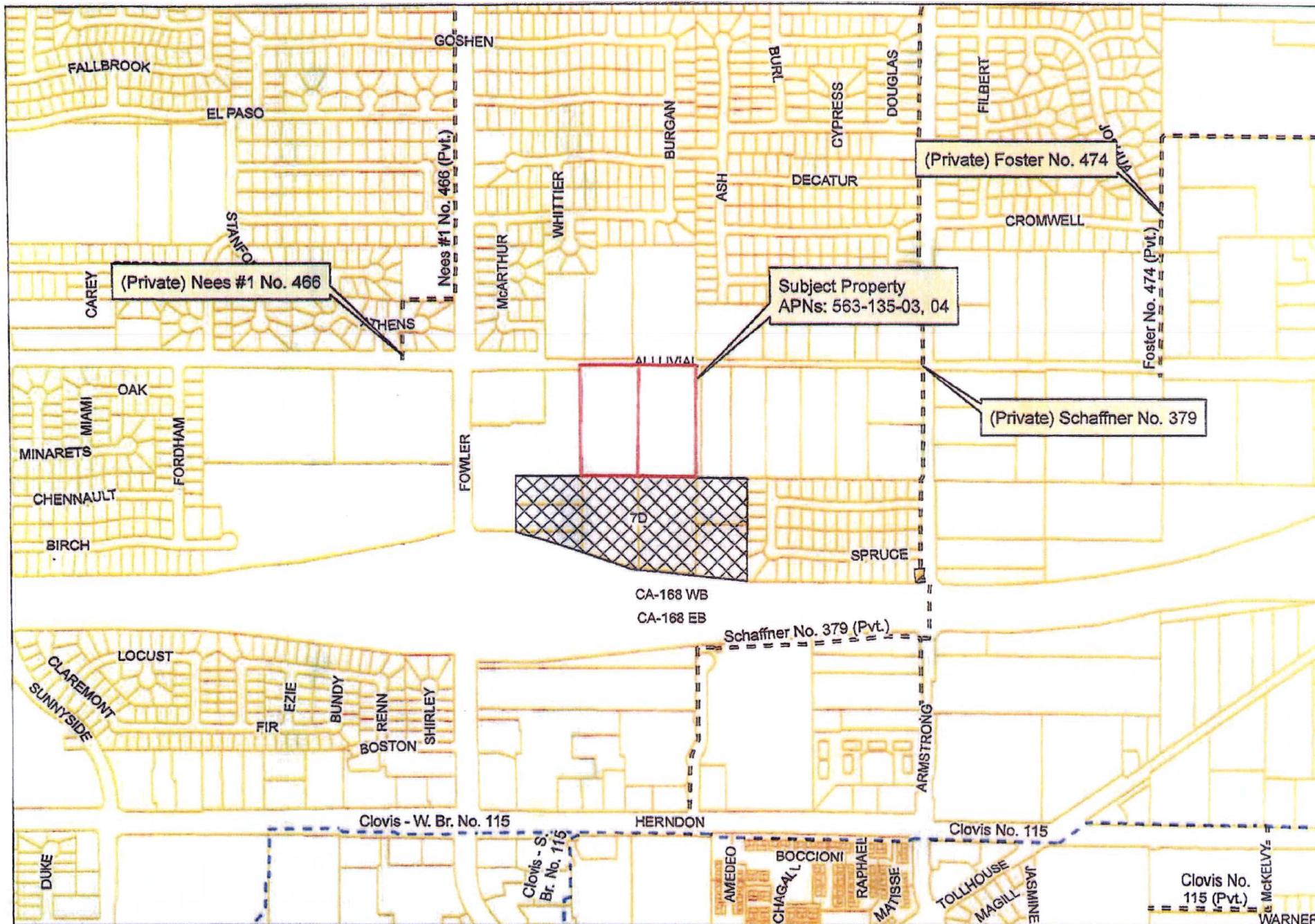
1. This site was previously reviewed and commented on by FID on August 29, 2017 as Development Review Committee Application No. 2017-41. Those comments and conditions still apply and a copy is attached for your reference.

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

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment



This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7161 for further information on FID facilities.

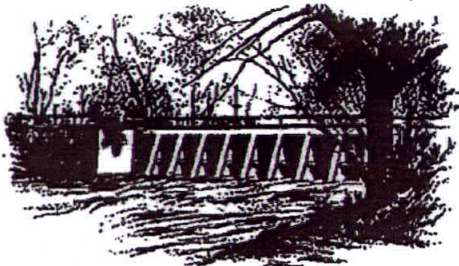
Legend

FID Canal	FID Pipeline	Stream Group	FID Boundary	Parcel
Private Canal	Private Pipeline	Other-Creek/River	Railroad	FMFCD Acquired Basins
Abandoned Canal	Abandoned Pipeline	Other-Pipeline	Streets & Highways	FMFCD Proposed Basins

0 355 710 Feet
1 inch = 701.77 feet

Date Saved: 5/16/2017 2:00:12 PM
Path: G:\fids\master_AG10.mxd





YOUR MOST VALUABLE RESOURCE - WATER

OFFICE OF
FRESNO
IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

August 29, 2017

Lily Cha
Planning Division
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Development Review Committee Application No. 2017-41
S/E Alluvial and Fowler avenues

Dear Ms. Cha:

The Fresno Irrigation District (FID) has reviewed the Development Review Committee Application No. 2017-41 for which the applicant proposes a single family residential development, APNs: 563-135-03, 04. FID has the following comments:

1. FID does not own, operate, or maintain any facilities located on the subject property, as shown on the attached FID exhibit map.
2. For informational purposes, a Private pipeline known as the Nees #1 No. 466 runs southerly and crosses Alluvial Avenue approximately 1,000 feet west of the subject property, as shown on the attached FID exhibit map. FID records indicate that this pipeline may currently be inactive.
3. For informational purposes, a Private pipeline known as the Schaffner No. 379 runs southerly along the west side of Armstrong Avenue and crosses Alluvial Avenue approximately 1,300 feet east of the subject property, as shown on the attached FID exhibit map. FID records indicate that this pipeline is currently active and should be treated as such. FID can supply the City with a list of known users upon request.
4. The proposed land use (or change in land use) should be such that the need for water is minimized and/or reduced so that groundwater impacts to the proposed project area and any surrounding areas are eliminated. The "demand" side of water consumed needs to be evaluated or scrutinized as much as the "supply" side of the water supply. FID is concerned that the proposed development may negatively impact local groundwater supplies including those areas adjacent to or neighboring the proposed development area. Under current circumstances the project area is experiencing a modest but continuing groundwater overdraft. Should the proposed development result in a significant increase in dependence on groundwater, this deficit will increase. FID recommends the City of Clovis require the proposed development balance anticipated groundwater use with sufficient recharge of imported surface water in order to preclude increasing the area's existing groundwater overdraft problem.

G:\Agencies\Clovis\DRC Meetings\2017-41.doc

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

5. It should be noted that without the use of surface water, continued dependence on solely a groundwater supply will do nothing to reverse or correct the existing overdraft of the groundwater supply beneath the City of Clovis and FID service area. As this project will "harden" or make firmer the need for water, the long-term correction of the groundwater overdraft should be considered as a requirement of the project.
6. California enacted landmark legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. FID and the City of Clovis are members of the North Kings Groundwater Sustainability Agency which will manage the groundwater basin within the FID service area. This area is completely reliant on groundwater pumping and SGMA will impact all users of groundwater and those who rely on it. The City of Clovis should consider the impacts of the development on the City's ability to comply with requirements of SGMA.

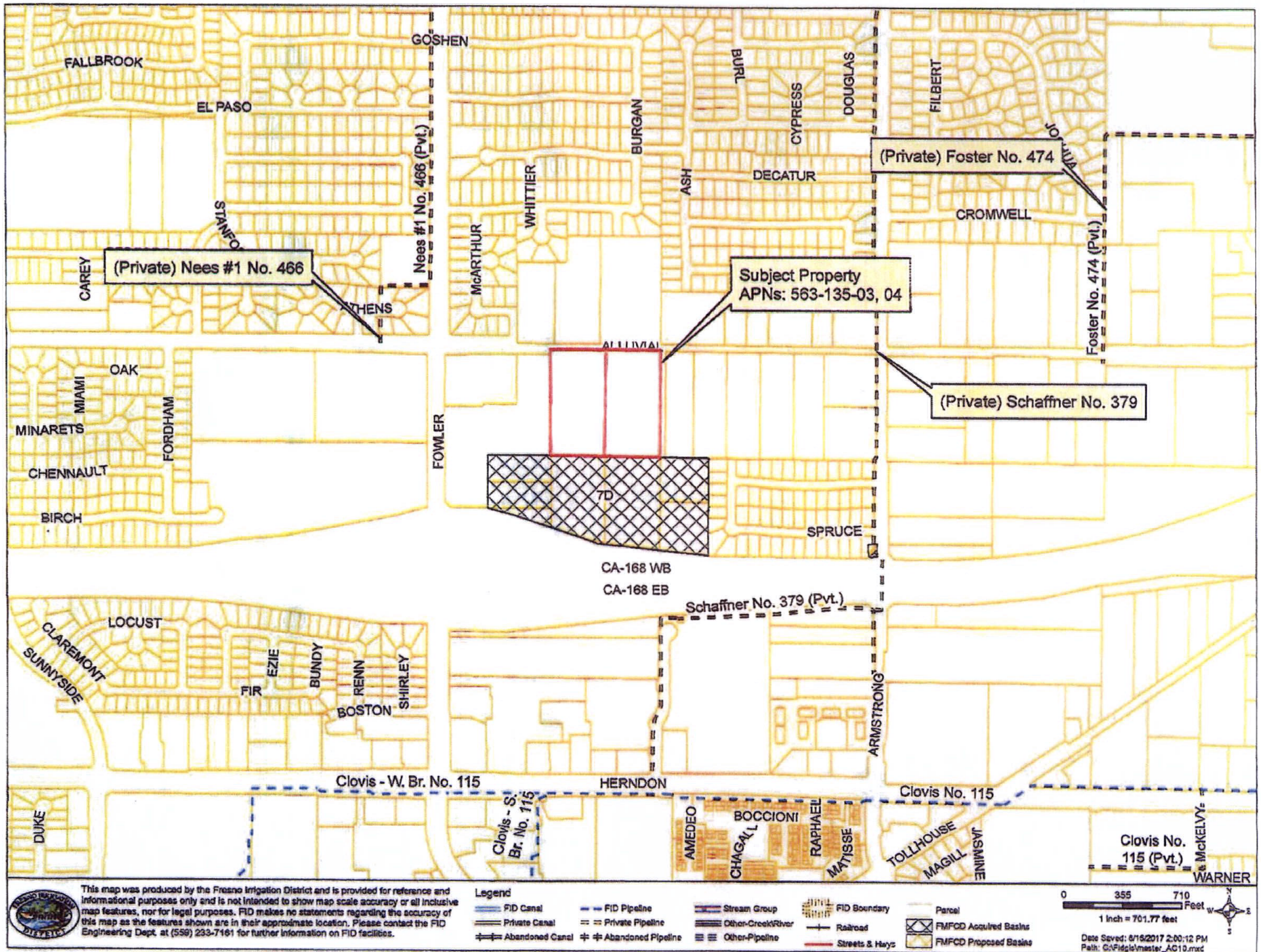
Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachment



DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 445-5868

FAX (559) 445-5875

TTY 711

www.dot.ca.gov

*Making Conservation a
California way of life.*

October 24, 2017

FRE-168-7.813
GPA2017-06, R2017-14, TM6202
Wilson Premier SubdivisionMr. George Gonzalez
Associate Planner
City of Clovis
1033 Fifth Street
Clovis, California 93612

Dear Mr. Gonzalez:

We have completed our review of the request for a 123-lot single-family residential development with 15 unit out lot, Tract Map (TM 6202). The project is located on the southern side of Alluvial Avenue at the eastern side of Fowler Avenue. Caltrans offers the following comments:

It is anticipated that trips generated from this project would impact SR 168 due to its proximity. Given the proposed development's location, project trips are likely to impact SR 168 at Fowler Avenue where there is an identified future improvement. The improvement involves adding a right lane for the southbound approach to the westbound on-ramp (estimated cost \$330,000). Without this improvement, Caltrans expects vehicle queuing to become problematic along Fowler Avenue.

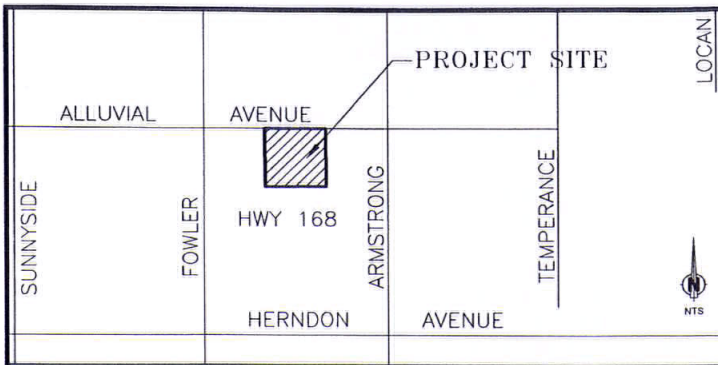
Caltrans continues to recommend that the City of Clovis establish a traffic impact fee program, with identified future improvements, to capture a fair-share mitigation from new developments. In the absence of an all-inclusive fee program the State Highway Systems in Clovis may not be able to sustain the thriving economy and quality of life which residents now enjoy.

If you have any questions please contact me at (559) 488-7307.

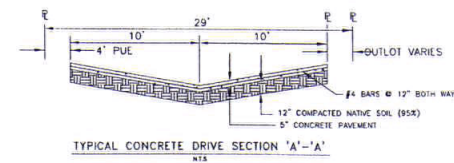
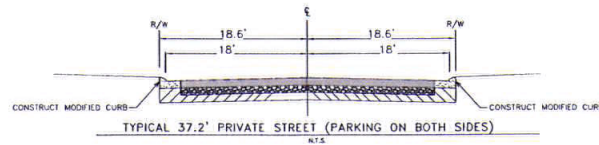
Sincerely,

A handwritten signature in blue ink, appearing to read "Jamaica Gentry", is located below the "Sincerely," text.

JAMAICA GENTRY
Transportation Planner
Planning North Branch



VICINITY MAP
N.T.S.



VESTING
TENTATIVE SUBDIVISION MAP
OF
TRACT NO. 6202
A PLANNED DEVELOPMENT
IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA

LEGAL DESCRIPTION:

PARCEL 1: (APN: 563-135-19)

THE WEST HALF OF THE EAST HALF OF LOT 13 OF NEES COLONY, AS PER MAP RECORDED IN BOOK 2, PAGE 57 OF PLATS, RECORDS OF SAID COUNTY AND APPURTENANCES THERETO.

PARCEL 2: (APN: 563-135-20)

THE EAST HALF OF THE EAST HALF OF LOT 13 OF NEES COLONY, AS PER MAP RECORDED IN BOOK 2, PAGE 57 OF RECORD OF SURVEYS, FRESNO COUNTY RECORDS.

NOTES:

- THIS AREA IS SUBJECT TO FLOODZONE X (UNSHADED).
- ALL IMPROVEMENTS SHALL BE AS REQUIRED BY THE CITY OF CLOVIS TO CITY STANDARDS, AND SHALL INCLUDE: SANITARY SEWER, DOMESTIC WATER, UNDERGROUND POWER, TELEPHONE, GAS, CONCRETE CURBS, GUTTERS, SIDEWALKS, PERMANENT STREET PAVEMENT STREET LIGHTS, ETC.
- THERE SHALL BE NO GRADE DIFFERENTIALS OF GREATER THAN 6" WITHIN 200 FEET OF THE SITE UNLESS APPROVED BY THE CITY OF CLOVIS DEVELOPMENT DEPARTMENT.
- SUBDIVIDER INTENDS TO FILE MULTIPLE FINAL MAPS ON THIS TENTATIVE MAP. CAL. GOV. CODE SEC. 66456.1

EXISTING BUILDINGS
EXISTING TREES TO BE REMOVED

EXISTING TREES
EXISTING TREES TO BE REMOVED

EXISTING USE
RURAL RESIDENTIAL

EXISTING ZONING
R-1

PROPOSED ZONING
R-1-PD

PROPOSED USE
SINGLE FAMILY RESIDENTIAL SUBDIVISION

SOURCE OF WATER
CITY OF CLOVIS

SOURCE OF SEWAGE DISPOSAL
CITY OF CLOVIS

SOURCE OF WASTE DISPOSAL
CITY OF CLOVIS

SOURCE OF ELECTRICITY
PG&E

SOURCE OF GAS
PG&E

SOURCE OF CABLE T.V.
COMCAST

SOURCE OF TELEPHONE
AT&T

ASSESSOR'S PARCEL NUMBER
563-135-19 & 20

SITE AREA
9.6 AC (GROSS)

NUMBER OF LOTS
123 + 15 OUTLOTS

DENSITY
12.81 UNITS PER ACRE

AVERAGE LOT SIZE
2,092 SF

OUTLOT SCHEDULE

- OUTLOTS A, B, E, F, G, J, K, L, M & N ARE FOR PRIVATE LANDSCAPE & PUBLIC UTILITY PURPOSES
- OUTLOT C IS FOR POOL & RECREATION PURPOSES
- OUTLOT D IS FOR PRIVATE LANDSCAPE, PUBLIC PEDESTRIAN & PUBLIC UTILITY PURPOSES
- OUTLOTS H & I ARE FOR PRIVATE LANDSCAPE, PUBLIC UTILITY & PARKING PURPOSES
- OUTLOT O IS FOR PRIVATE STREET & PUBLIC UTILITY PURPOSES
- OUTLOT P IS FOR PUBLIC LANDSCAPING & PUBLIC UTILITY PURPOSES

LEGEND:

- INDICATES STREETS PREVIOUSLY DEDICATED FOR PUBLIC USE
- PUBLIC STREET EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE
- PUE PUBLIC UTILITY EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE
- OUTLOT IDENTIFIER

OWNERS

KENNETH R. & MERILYN B.
SPRINGSTON
1930 ALLUVIAL AVENUE
CLOVIS, CA 93611
CLEO L. TOMLINSON
4531 W. FLINT STREET
CHANDLER, AZ 85226

TENTATIVE SUBDIVISION MAP

SUBDIVIDER
Wilson Premier Homes, Inc.

7550 NORTH PALM AVENUE SUITE 102
FRESNO, CA 93711
559-224-7550



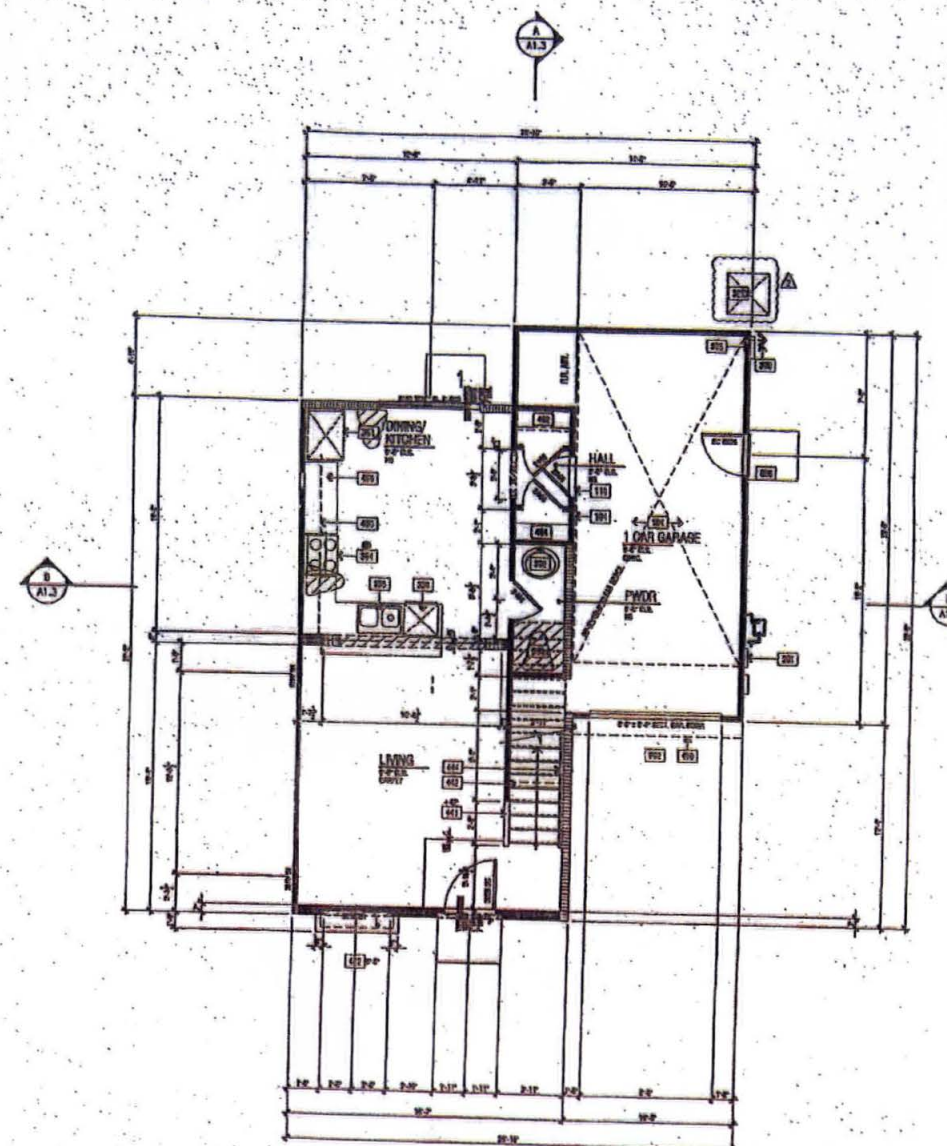
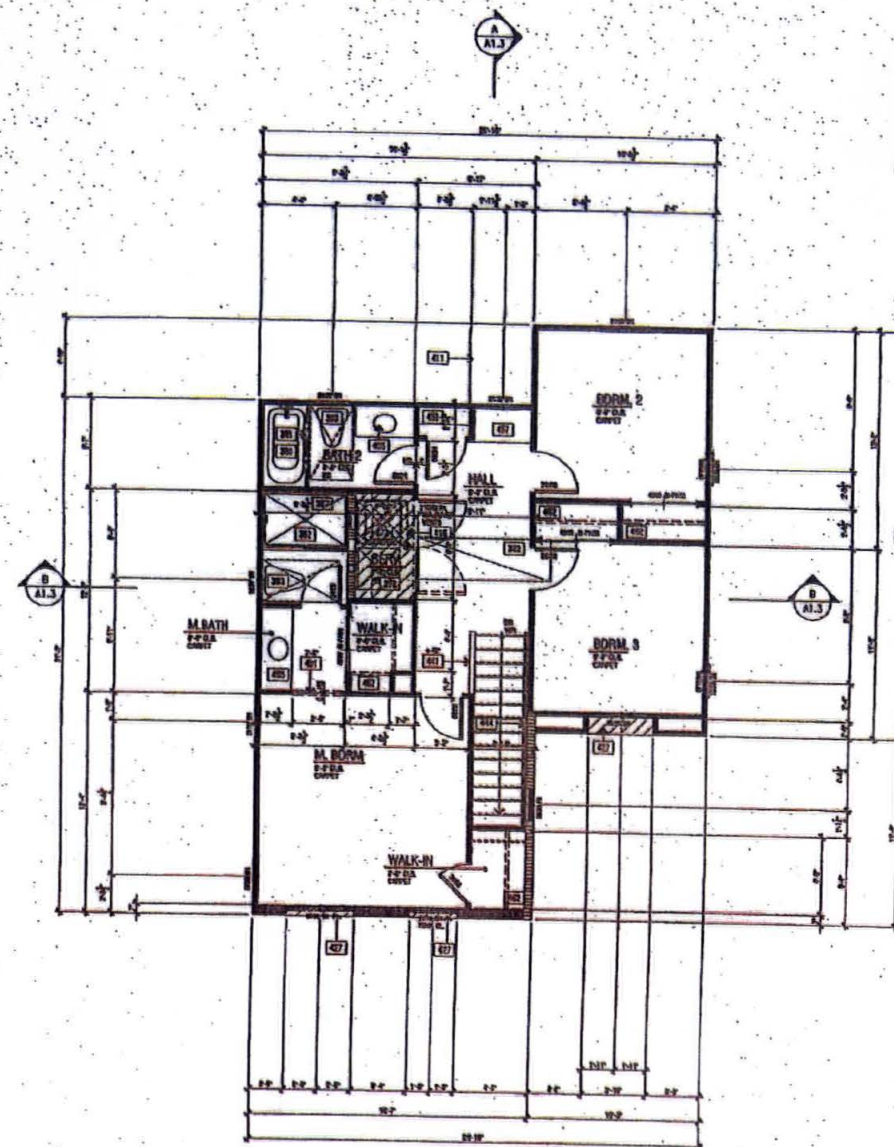
EXHIBIT B

DATE: 8-25-17 SCALE: 1"=60' DRAWN BY: KPA

REVISIONS
-21-17
1
OF
1

FLOOR & ELEVATION PLANS

EXHIBIT C

[illegible][illegible]

FLOOR AREA TABLE		PLAN 121
LOWER FLOOR PLAN	490	SQ. FT.
UPPER FLOOR PLAN	722	SQ. FT.
TOTAL	1,212	SQ. FT.
GARAGE	288	SQ. FT.

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

PLAN 1212

ELEV8IONS III
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

TRACT NUMBER:
PROJECT TYPE:

TRACT NUMBER:

PROJECT TYPE:

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DO NOT SCALE PLANS

REVISIONS		
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SHEET: A11

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ALPHANET REFERENCE		ELEVATION STAGE		SPANISH	
WATER MATERIAL	STANDARD TEST CODE, U.S.A.	STAGE - U.S.A.	WATER - U.S.A.	CONCRETE TEST - U.S.A.	
				WATER	WATER
CONCRETE 'S' TILE	1 U.S.A.	2X6	2X6	1'-0"	TIGHT

ROOF PLAN NOTES

NOTE: MANDATORY REQUIREMENTS FOR HAZARDOUS WASTE HANDLING PER OSHA SECTION 1910.120

- [illegible]

ROOF PLAN KEY NOTES

Item	NOTE
602	ROOFING - CONCRETE - LOW PROFILE 1/2" TILE BY EAGLE ROOFING CO. OF ERIE 1900
610	LINE OF WALL BELOW
612	STUCCO CEILING
613	STUCCO ROOF
622	WALL 22"X22" GLASS OPENING FOR ACCESS AND AIRFLOW CONTRACTION TO VISIT AVENUE TO ALL ATTIC AREAS
626	ROOF VENT - (DIAMETER 20" STUCCO) CLIMBER VENT (ICC # HSB-00004)



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

FINISHED GRADE VARIES. SEE CIVIL ENGINEERS PLANS FOR FINAL GRADE AND SITE DRAINAGE.	
ELEVATION KEY NOTES	
ITEM	NOTE
201	UTILITY EQUIPMENT AND EXISTING PAVEMENT - WORK UPOON
202	CONCRETE PAVEMENT, 4" MIN. THICK. NEW. CONCRETE CONCRETE PLACED ON ACH PROPORTION TO BE PLAINLY VISIBLE FROM THE STREET.
203	CONCRETE LAUNCH LOCATION
204	CONCRETE CONCRETE CONCRETE LOCATION
205	CONCRETE LAUNCH FOR THROUGH WATER HEAVY - REMAIN FOR NEW INSTRUCTIONS
206	CONCRETE LAUNCH
207	CONCRETE - THROUGH DRAINAGE WALL ONE (EAST) 112500 (EAST 1111-1114) STREET TYPE 1 OR 11 PORTLAND CEMENT CONCRETE OR QUARTZ SAND-1000 BY WEIGHT
208	CONCRETE CONCRETE FROM TRAIL - FORM SHAPES AND FINISHES (SEE SHEET 209)
209	CONCRETE CONCRETE
210	CONCRETE CONCRETE - FINISH - FINISH (SEE SHEET 209) AND MINIMUM 112500 (EAST 1111-1114) STREET TYPE 1 OR 11 PORTLAND CEMENT CONCRETE OR QUARTZ SAND-1000 BY WEIGHT
211	CONCRETE CONCRETE WATERPROOFING AT ALL JOINTING POINTS / JOINTS
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**WILLIAM HEZMALHALCH
ARCHITECTS, INC.**
2000 PIERCE AVENUE SUITE 200 SANTA ANA CA 92705-4543
949 250 0017 www.whezmaharch.com fax 949 250 1150



TRACT NUMBER
PROJECT TYPE


-PLAN 1212
ELEVATIONS III
GLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

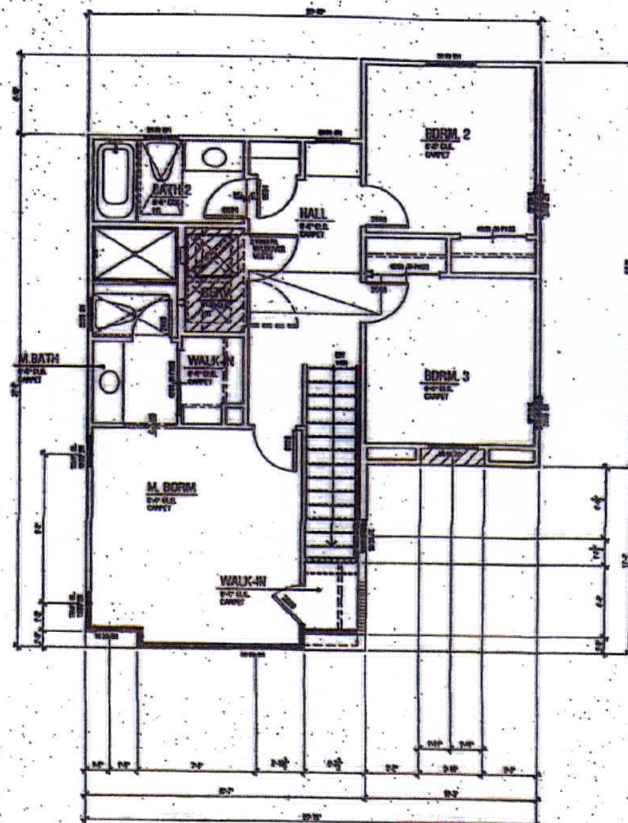
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WILLIAM NEWMANALON ARCHITECTS, INC. INVALED.

DO NOT SCALE PLANS

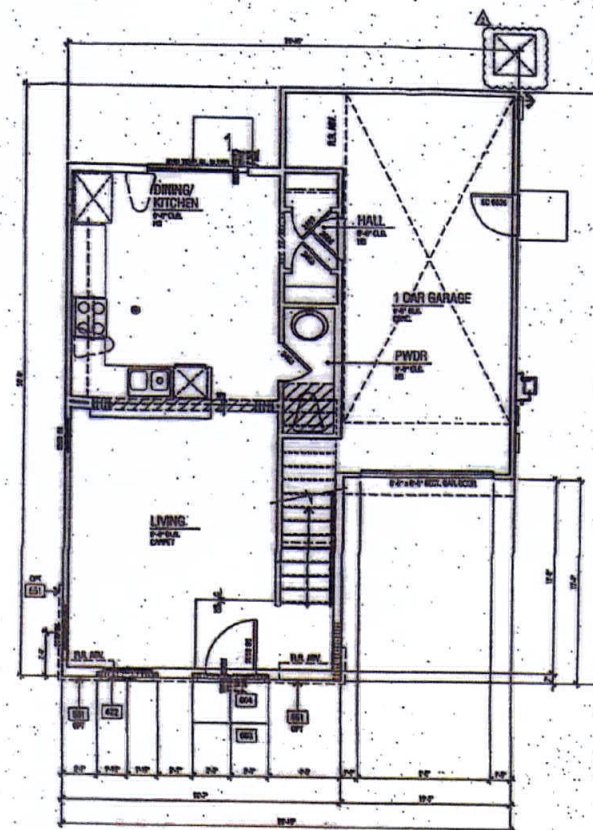
REVISIONS

NO.	DATE	DESCRIPTION
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<div> <div>PROJECT MANAGER:</div> <div>MAN</div> </div> <div> <div>OWNER:</div> <div>DOT</div> </div> <div> <div>DESIGNED BY:</div> <div></div> </div> <div> <div>1ST BLDG. DEPT. SUPERINTENDENT:</div> <div></div> </div> <div> <div>ISSUED FOR CONSTRUCTION:</div> <div>10/26/07</div> </div> <div> <div>ADD MODIFIED:</div> <div></div> </div> <div> <div>DATE FILED:</div> <div>10/01</div> </div>		
DATE: 08-06-14		SHEET: A1.4

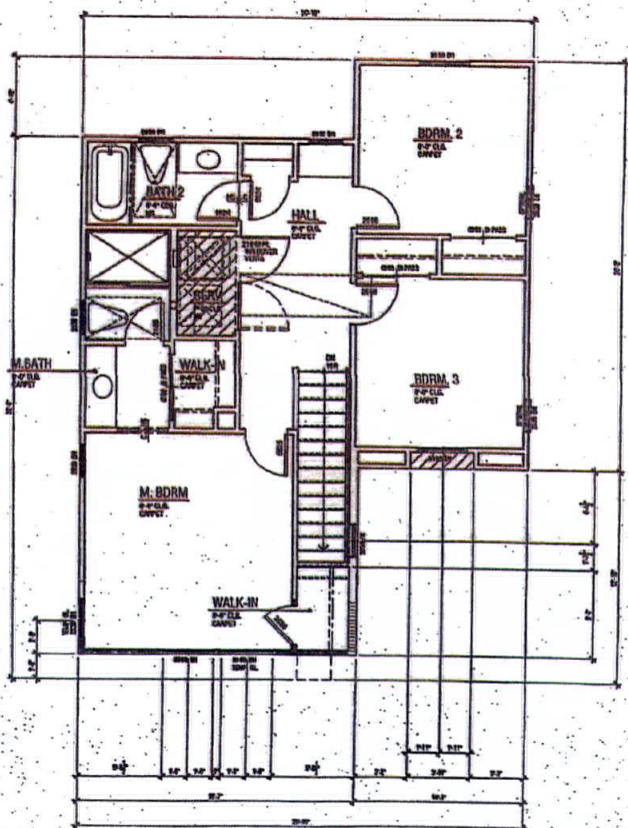
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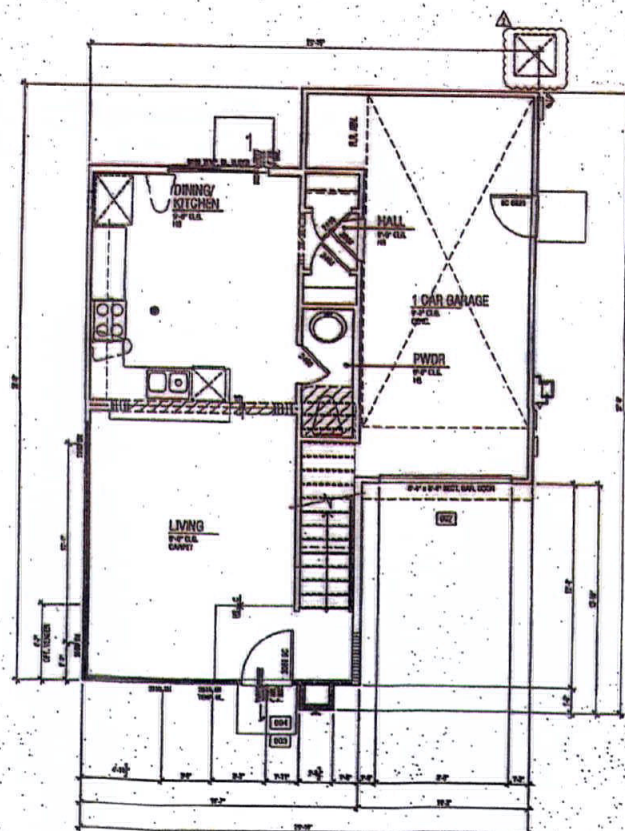
UPPER FLOOR PLAN 1212C



LOWER FLOOR PLAN 1212C



UPPER FLOOR PLAN 1212B



LOWER FLOOR PLAN 1212B

FLOOR PLAN KEY NOTES	
001	CONCRETE DRIVE (BY OTHERS)
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WILLIAM HEZMAHALCH ARCHITECTS INC.
200 HILL AVENUE SUITE 200 SANTA ANA, CA 92705-4500
714 251 0077 www.hezma.com 714 251 1000



TRACT NUMBER
PROJECT TYPE

FLOOR AREA TABLE	PLAN 1212C
LOWER FLOOR PLAN	480 SQ. FT.
UPPER FLOOR PLAN	715 SQ. FT.
TOTAL	1,205 SQ. FT.
GARAGE	288 SQ. FT.

REQUIRED FLOOR CLEARANCES
AT WATER CLOSETS - TYPICAL



ADDENDA FLOOR PLAN NOTES
NOTE: SHOWN WALLS INDICATE AREAS THAT ARE DIFFERENT THAN THE BASE FLOOR PLAN.
NOTE: REFER TO CIVIL AND LANDSCAPE DRAWINGS BY OTHERS FOR ALL DRIVEWAYS AND SIDEWALK LOCATIONS.
REFER TO BASE PLAN SHEET A1.1 FOR ADDITIONAL NOTES AND DIMENSIONS.



INTERIOR ELEVATION KEY

- FLOOR PLAN NOTES**
1. ALL NOTES APPLY TO THIS PLAN, UNLESS OTHERWISE SPECIFIED.
 2. DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. FINISHES ARE TO BE DETERMINED BY THE OWNER.
 4. MATERIALS ARE TO BE DETERMINED BY THE OWNER.
 5. CONSTRUCTION IS TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE.
 6. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.
 7. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.
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 20. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.

FLOOR AREA TABLE	PLAN 1212B
LOWER FLOOR PLAN	722 SQ. FT.
UPPER FLOOR PLAN	1,212 SQ. FT.
TOTAL	1,934 SQ. FT.
GARAGE	288 SQ. FT.

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

PLAN 1212
ELEVATIONS III
CLOVIS, CALIFORNIA

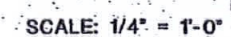
WILSON HOMES
FRESNO, CALIFORNIA

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DO	NOT	SCALE	PLANS
REVISIONS			
NO.	DATE	DESCRIPTION	
1	08-06-14	AS BUILT	
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3	08-06-14	AS BUILT	
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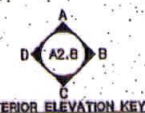
2013272 - 08-06-14



UPPER FLOOR PLAN

OPT. LOFT FLOOR PLAN

LOWER FLOOR PLAN

[illegible][illegible]

**REQUIRED FLOOR CLEARANCES
AT WATER CLOSETS - TYPICAL**

FLOOR AREA TABLE	PLAN 1413A
LOWER FLOOR PLAN	566 SQ. FT.
UPPER FLOOR PLAN	847 SQ. FT.
TOTAL	1413 SQ. FT.
GARAGE	428 SQ. FT.
COVERED ENTRY/PORCH	52 SQ. FT.

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

- PLAN 1413

ELEV8IONS III
CLOVIS, CALIFORNIA

WILSON-HOMES
FRESNO, CALIFORNIA

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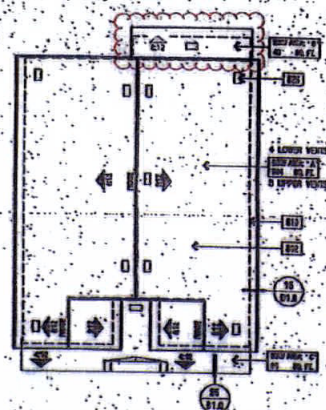
DO	NOT	SCALE	PLANS
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REVISIONS		
NO.	DATE	DESCRIPTION
1	8-6-14	AS BUILTS

PROJECT: 100% 100%
 REVISION: 100% 100%
 DRAWN BY: 100% 100%
 REVIEWED BY: 100% 100%
 SET BY: 100% 100%
 ISSUED FOR CONSTRUCTION: 100% 100%
 JOB NUMBER: 100% 100%
 CAD FILE NAME: 100% 100%

DATE: 10-24-14 SHEET: A2.1

2013272 - 10-24-14



NOTE: ROOF PLAN IS REQUIRED AT ROOF ELEVATION AND AT ALL OTHER ELEVATIONS IN THIS SET.

NO.	DESCRIPTION	DATE
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ROOF PLAN

SCALE: 1/8" = 1'-0"

NO.	DESCRIPTION	DATE
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10	REVISION	

ROOF PLAN NOTES

NOTE: MANDATORY REQUIREMENTS FOR SOLAR RISKY BALANCE PER CHS SECTION 110.10.

A. FOR REMOVAL OF ROOFING MATERIALS.

B. FOR REMOVAL OF ROOFING MATERIALS.

C. FOR REMOVAL OF ROOFING MATERIALS.

D. FOR REMOVAL OF ROOFING MATERIALS.

E. FOR REMOVAL OF ROOFING MATERIALS.

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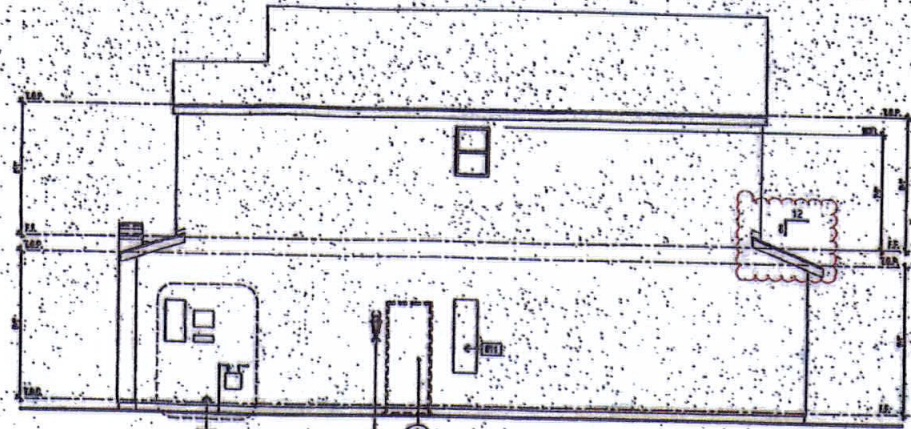
X. FOR REMOVAL OF ROOFING MATERIALS.

Y. FOR REMOVAL OF ROOFING MATERIALS.

Z. FOR REMOVAL OF ROOFING MATERIALS.

ROOF PLAN KEY NOTES

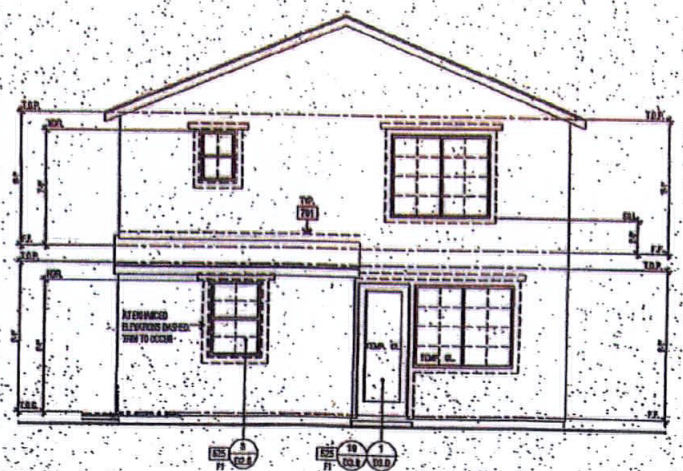
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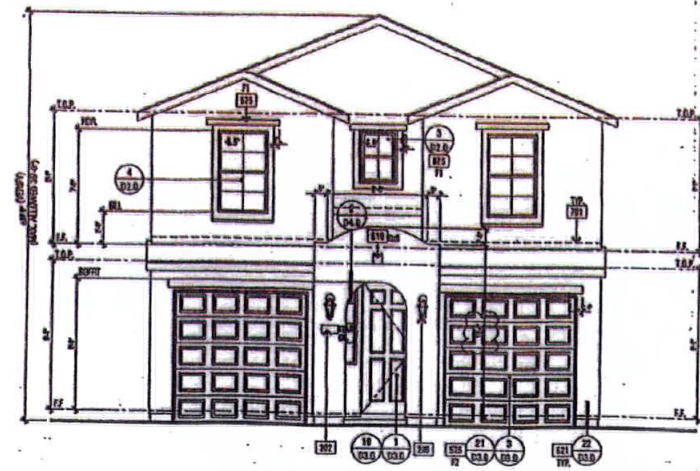
RIGHT



LEFT



REAR



FRONT

ELEVATION KEY NOTES

NO.	DESCRIPTION	DATE
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7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

WILLIAM HEZMALHACH ARCHITECTS, INC.
 1000 L STREET, SUITE 200, FRESNO, CA 93701
 559.233.8857 www.hezmalhach.com



TRACT NUMBER
PROJECT TYPE

PLAN 1413 ELEVATIONS III CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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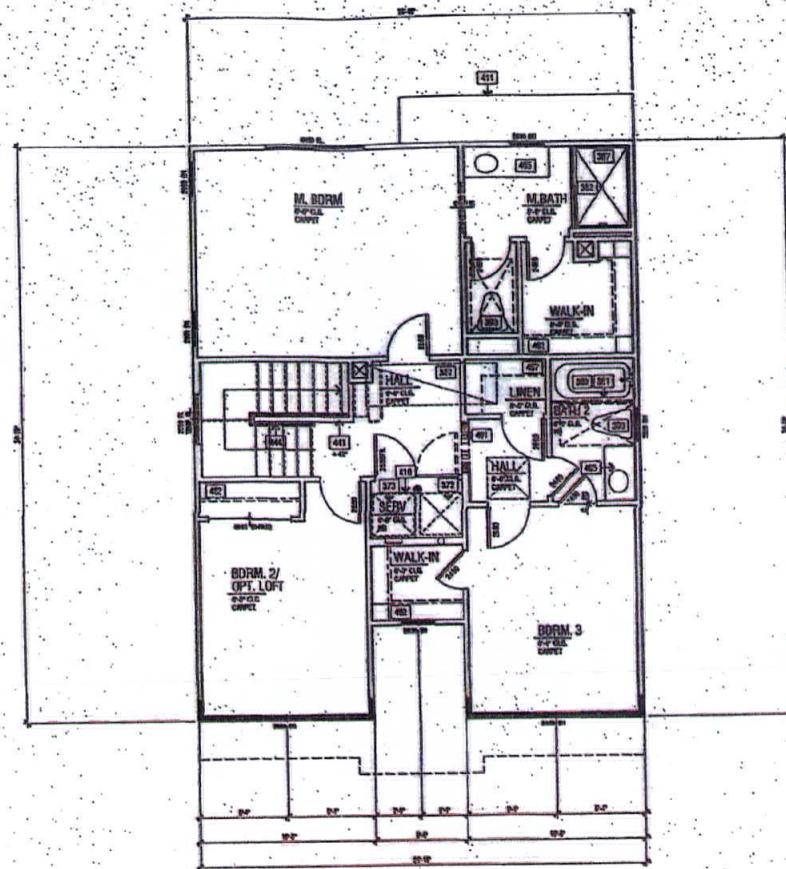
REVISIONS

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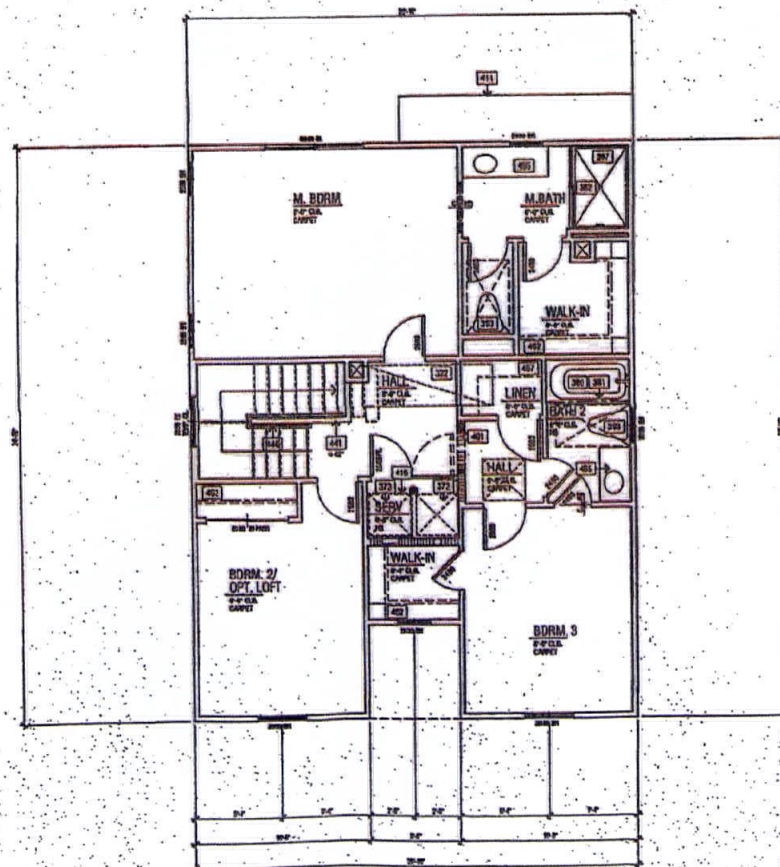
PROJECT MANAGER: JAM
 DESIGNER: JAM
 REVISION BY: JAM
 NOTED BY: JAM
 ISSUED FOR CONSTRUCTION: 08/06/14
 DATE: 08-06-14
 SHEET: A2.4

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

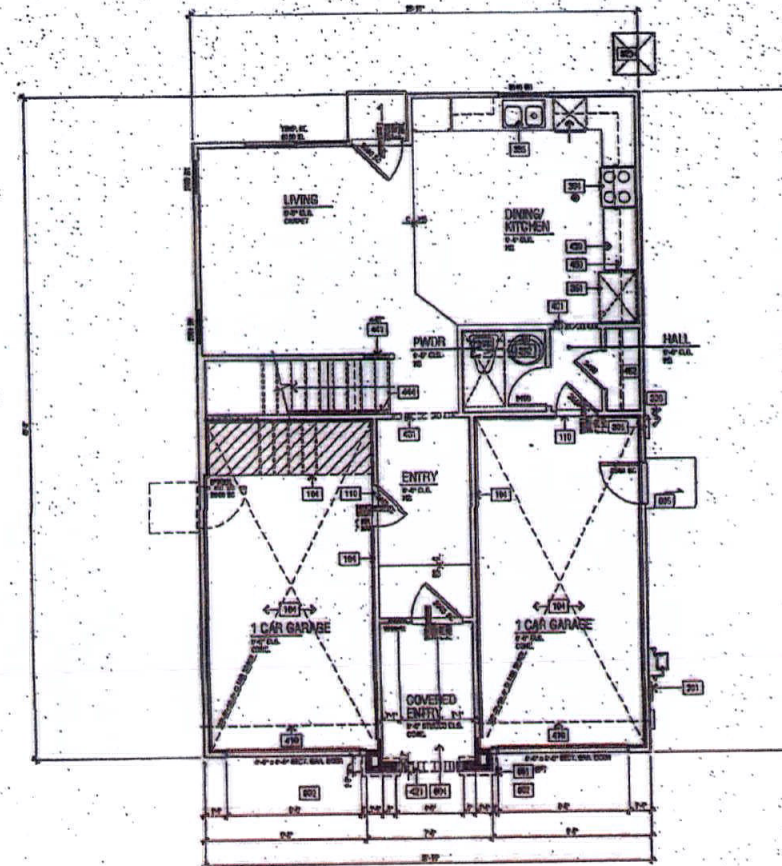
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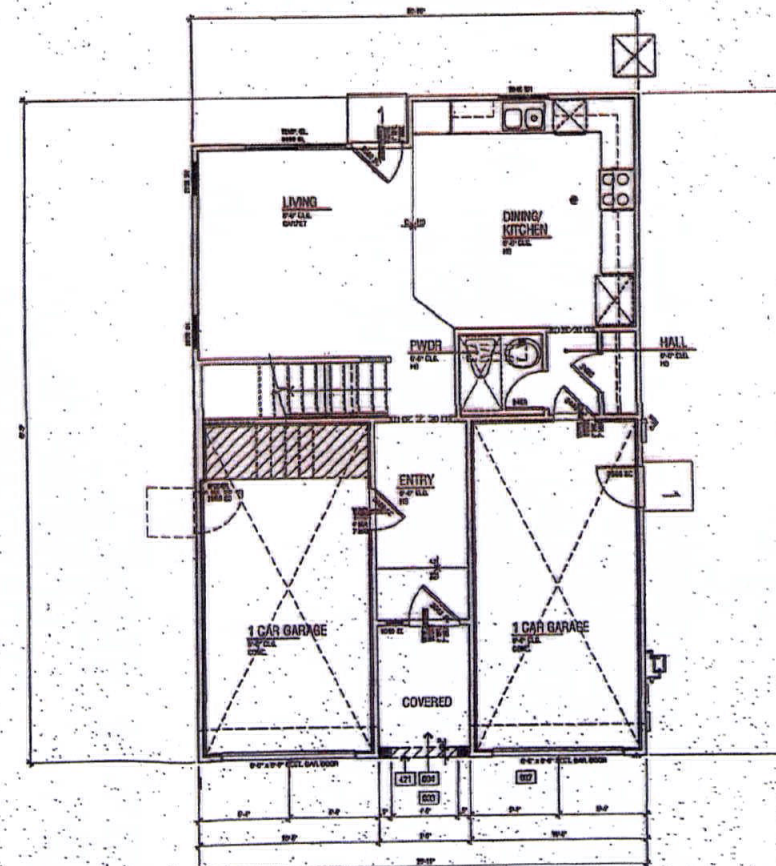
UPPER FLOOR PLAN 2C



UPPER FLOOR PLAN 2B



LOWER FLOOR PLAN 2C



LOWER FLOOR PLAN 2B

FLOOR PLAN KEY NOTES	
001	CONCRETE DRIVE (BY OTHERS)
002	CONCRETE WALK (BY OTHERS)
003	CONCRETE PORCH (BY OTHERS) SLOPE 1/4" PER FOOT MINIMUM IN DIRECTION INDICATED
004	STUCCO FINISH - HEIGHT FOR FINISH ELEVATION
005	1/2" DIA. REINFORCING BARS - ASTM C-1018 - INSTALL PER MANUFACTURER'S INSTRUCTIONS

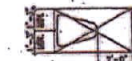
WILLIAM HEZMALHALCH ARCHITECTS INC.
2550 FREEDLAND AVENUE SUITE 200 SANTA ANA, CA 92705-5050
949 255 0557 - www.hezmalhalch.com 949 255 0553



TRACT NUMBER
PROJECT TYPE

FLOOR AREA TABLE	PLAN 2C
LOWER FLOOR PLAN	566 SQ. FT.
UPPER FLOOR PLAN	847 SQ. FT.
TOTAL	1413 SQ. FT.
GARAGE	428 SQ. FT.
COVERED ENTRY/PORCH	152 SQ. FT.

REQUIRED FLOOR CLEARANCES
AT WATER CLOSETS - TYPICAL



ADDENDA FLOOR PLAN NOTES

NOTE: SHOWN WALLS INDICATE AREAS THAT ARE DIFFERENT THAN THE BASE FLOOR PLAN.
NOTE: REFER TO CIVIL AND LANDSCAPE DRAWINGS BY OTHERS FOR ALL DRIVEWAYS AND SIDEWALK LOCATIONS.
REFER TO BASE PLAN SHEET A2.1 FOR ADDITIONAL NOTES AND DIMENSIONS.



INTERIOR ELEVATION KEY

FLOOR PLAN NOTES

1. STOPS APPLIED PER CITY CODE, SANITATION FOR CITY CODE 10 AND VENTILATION FOR CITY CODE 10.
2. EXTERIOR FINISHES AND MATERIALS TO BE DETERMINED BY THE ARCHITECT AND ENGINEER.
3. GLAZING FOR CITY CODE 10, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 10.10, 10.11, 10.12, 10.13, 10.14, 10.15, 10.16, 10.17, 10.18, 10.19, 10.20, 10.21, 10.22, 10.23, 10.24, 10.25, 10.26, 10.27, 10.28, 10.29, 10.30, 10.31, 10.32, 10.33, 10.34, 10.35, 10.36, 10.37, 10.38, 10.39, 10.40, 10.41, 10.42, 10.43, 10.44, 10.45, 10.46, 10.47, 10.48, 10.49, 10.50, 10.51, 10.52, 10.53, 10.54, 10.55, 10.56, 10.57, 10.58, 10.59, 10.60, 10.61, 10.62, 10.63, 10.64, 10.65, 10.66, 10.67, 10.68, 10.69, 10.70, 10.71, 10.72, 10.73, 10.74, 10.75, 10.76, 10.77, 10.78, 10.79, 10.80, 10.81, 10.82, 10.83, 10.84, 10.85, 10.86, 10.87, 10.88, 10.89, 10.90, 10.91, 10.92, 10.93, 10.94, 10.95, 10.96, 10.97, 10.98, 10.99, 10.100.
4. CONSTRUCTION NOT TO EXCEED 10' PER CITY CODE 10.1.
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100. CONSTRUCTION NOT TO EXCEED 10' PER CITY CODE 10.97.

FLOOR AREA TABLE	PLAN 2B
LOWER FLOOR PLAN	566 SQ. FT.
UPPER FLOOR PLAN	847 SQ. FT.
TOTAL	1413 SQ. FT.
GARAGE	428 SQ. FT.
COVERED ENTRY/PORCH	44 SQ. FT.

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

- PLAN 1413

ELEVATIONS III
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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WILLIAM HEZMALHALCH ARCHITECTS, INC. IS A REGISTERED ARCHITECTURAL FIRM IN THE STATE OF CALIFORNIA. THE ARCHITECTS' LIABILITY FOR THE DESIGN OF THE PROJECT IS LIMITED TO THE SCOPE OF THE ARCHITECTURAL AGREEMENT. THE ARCHITECTS' LIABILITY FOR THE DESIGN OF THE PROJECT IS LIMITED TO THE SCOPE OF THE ARCHITECTURAL AGREEMENT. THE ARCHITECTS' LIABILITY FOR THE DESIGN OF THE PROJECT IS LIMITED TO THE SCOPE OF THE ARCHITECTURAL AGREEMENT.

DO NOT SCALE PLANS

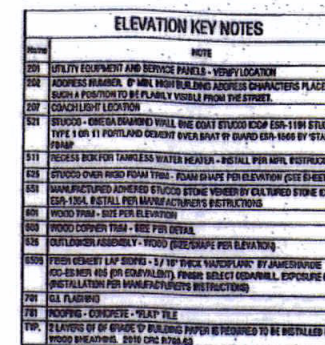
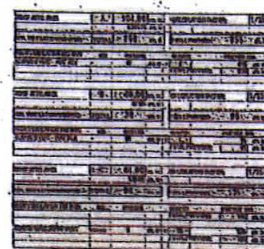
REVISIONS

NO.	DATE	DESCRIPTION
1	08-06-14	ISSUED FOR CONSTRUCTION

PROJECT MANAGER:	WILLIAM HEZMALHALCH
DESIGNER:	WILLIAM HEZMALHALCH
DRAWN BY:	WILLIAM HEZMALHALCH
REVIEWED BY:	WILLIAM HEZMALHALCH
1ST REVISION SUBMITTED:	08-06-14
ISSUED FOR CONSTRUCTION:	08-06-14
JOIN NUMBER:	2013272
CAD FILE NAME:	A205
DATE:	08-06-14
SCALE:	A2.5

PLAN 1413B PLAN 1413C

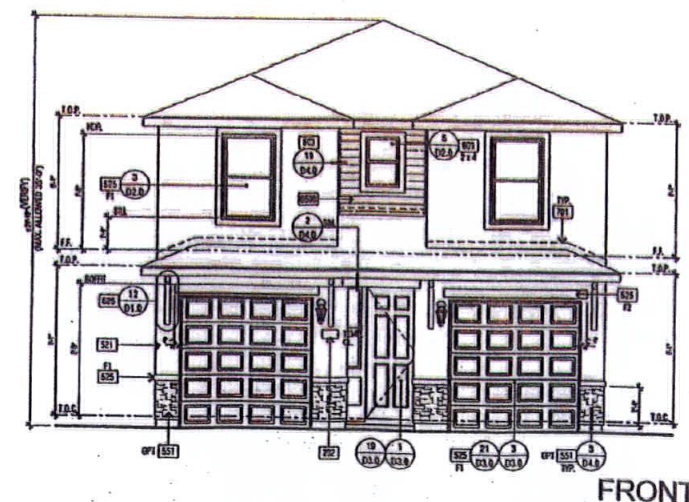
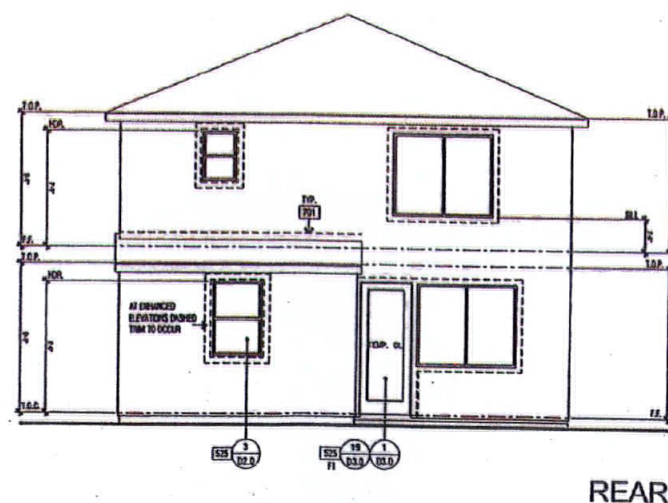
2013272 - 08-06-14



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ELEV8IONS III
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA



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

ELEVATIONS

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DO NOT SCALE PLANS

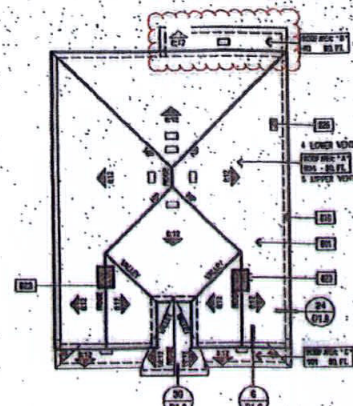
REVISONS		
NO.	DATE	DESCRIPTION
A	08-06-14	AS BUILT

185PN
AUG 14 2014
WILLIAM HEDMANN-PALSH ARCHITECTS, INC.
100 W. MAIN ST. SUITE 200
PORTLAND, ME 04101
TEL: 603.686.1111 FAX: 603.686.1112

PROJECT NUMBER: 185PN
DESIGNER: BH
DRAWN BY:
REVIEWED BY:
1ST BLDG. REFL. SUBMITTAL:
ISSUED FOR CONSTRUCTION: 2014072
JOB NUMBER: 2014072
CAD FILE NAME: A208

DATE: 08-06-14 SHEET: A2.6

2013272 - 08-06-14



NOTE: ROOFING SHOWN IS REQUIRED AT ROOF SHEETINGS AND AT ALL VERTICAL SURFACES IN THE ATTIC

NO.	DESCRIPTION	DATE	BY	CHKD.
1	REVISION	08-06-14	WHEAT	WHEAT
2	REVISION	08-06-14	WHEAT	WHEAT
3	REVISION	08-06-14	WHEAT	WHEAT
4	REVISION	08-06-14	WHEAT	WHEAT
5	REVISION	08-06-14	WHEAT	WHEAT
6	REVISION	08-06-14	WHEAT	WHEAT
7	REVISION	08-06-14	WHEAT	WHEAT
8	REVISION	08-06-14	WHEAT	WHEAT
9	REVISION	08-06-14	WHEAT	WHEAT
10	REVISION	08-06-14	WHEAT	WHEAT

ROOF PLAN SCALE: 1/8" = 1'-0"

PROJECT NUMBER	C	SECTION	COTTAGE
ROOF MATERIAL	CONCRETE "FLAT" TILE	STANDARD ROOF	2X6
WALL ROOFING	WALL ROOFING	WALL ROOFING	WALL ROOFING

ROOF PLAN NOTES

NOTE: MANDATORY REQUIREMENTS FOR SOLAR READY BUILDERS PER CBO SECTION 110.10.

1. SEE GENERAL NOTES FOR ROOF NOTES.

2. SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

3. SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

4. PROVIDE AT LEAST 12" CLEARANCE FROM THE ROOF TO THE SOLAR PANELS. THE SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

5. PROVIDE AT LEAST 12" CLEARANCE FROM THE ROOF TO THE SOLAR PANELS. THE SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

6. PROVIDE AT LEAST 12" CLEARANCE FROM THE ROOF TO THE SOLAR PANELS. THE SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

7. PROVIDE AT LEAST 12" CLEARANCE FROM THE ROOF TO THE SOLAR PANELS. THE SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

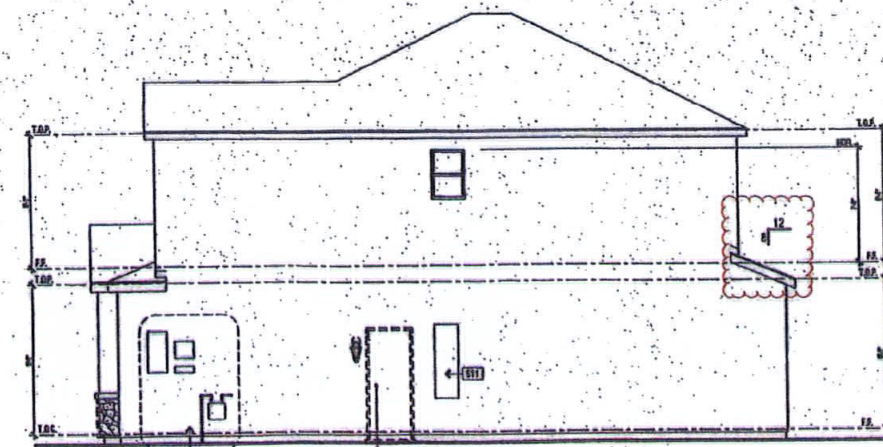
8. PROVIDE AT LEAST 12" CLEARANCE FROM THE ROOF TO THE SOLAR PANELS. THE SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

9. PROVIDE AT LEAST 12" CLEARANCE FROM THE ROOF TO THE SOLAR PANELS. THE SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

10. PROVIDE AT LEAST 12" CLEARANCE FROM THE ROOF TO THE SOLAR PANELS. THE SOLAR PANELS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

ROOF PLAN KEY NOTES

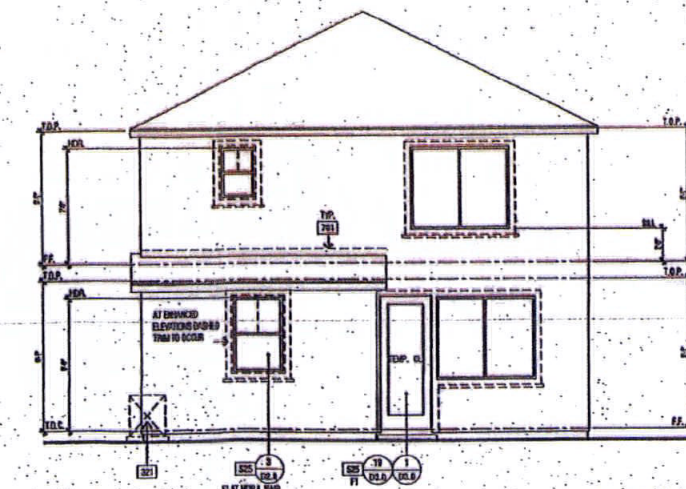
NO.	NOTE
001	ROOFING - CONCRETE - "FLAT" TILE BY EMULE ROOFING EOP 1001
002	LINE OF WALL BELOW
003	STUCCO ROOFING
004	STUCCO ROOFING
005	WALL ROOFING - CLEAR OPENING FOR ACCESS AND AIRFLOW CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
006	ROOF VENT - "QUAD" VENT (CLAMPED VENT EOP 1001)



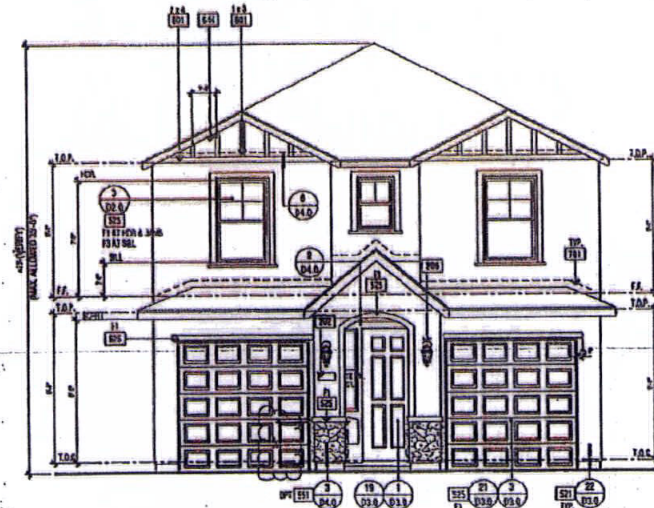
RIGHT



LEFT



REAR



FRONT

FINISHED GRADE VARIES. SEE CIVIL ENGINEERING PLANS FOR FINISHED GRADE AND SITE DRAINAGE.

ELEVATION KEY NOTES

NO.	NOTE
001	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
002	ADDRESS NUMBER, 17401, SHALL BE PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
003	COACH LIGHT LOCATION
004	STUCCO - EMULE DIAMOND WALL SHEET STUCCO EOP 1001 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER 5/8" TYPE 1000 BY EMULE & SONS.
005	STUCCO OVER ROOF FLASHING - EMULE ROOF FLASHING EOP 1001
006	MANUFACTURED ADHESIVE STUCCO VENEER BY QUALIFIED STUCCO CO.
007	WOOD TRIM - EMULE FOR ELEVATION
008	WOOD TRIM - EMULE FOR ELEVATION
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100	WOOD TRIM - EMULE FOR ELEVATION

WILLIAM HEZMALHALGH ARCHITECTS INC.
300 HERRING AVENUE SUITE 200 GARDEN GROVE, CA 92640
949 250 0007 www.hezmalhalgh.com fax 949 250 1000



TRACT NUMBER
PROJECT TYPE

ELEVATIONS III
CLOVIS, CALIFORNIA
WILSON HOMES
FRESNO, CALIFORNIA

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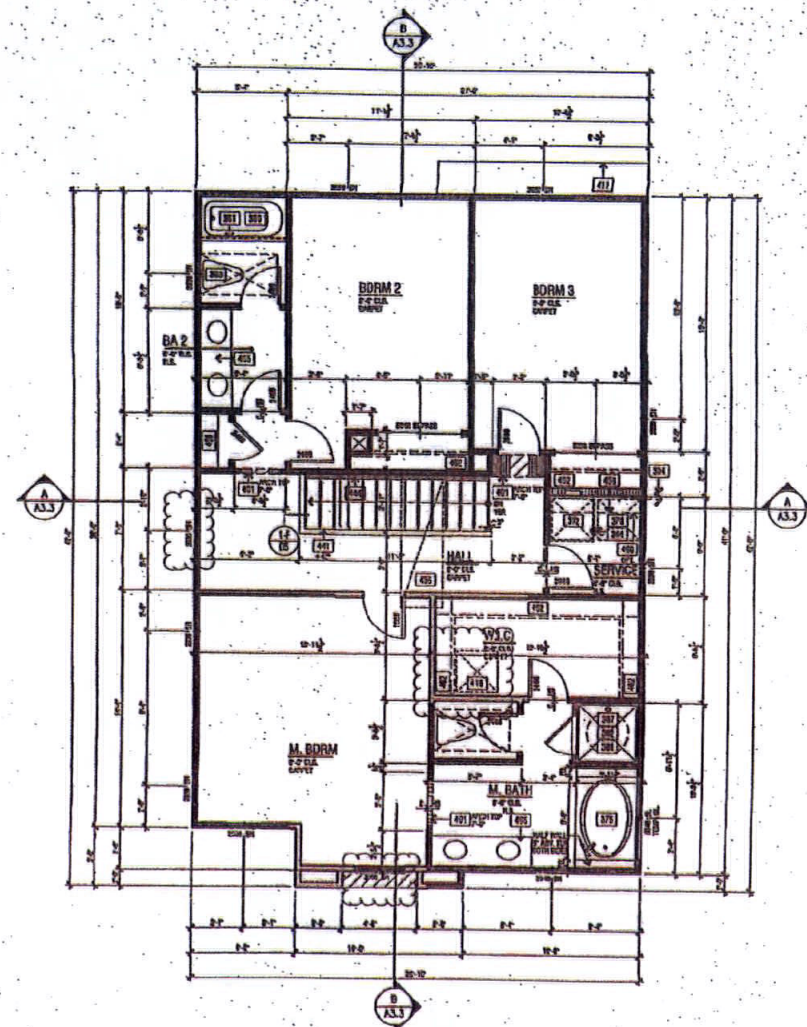
REVISIONS

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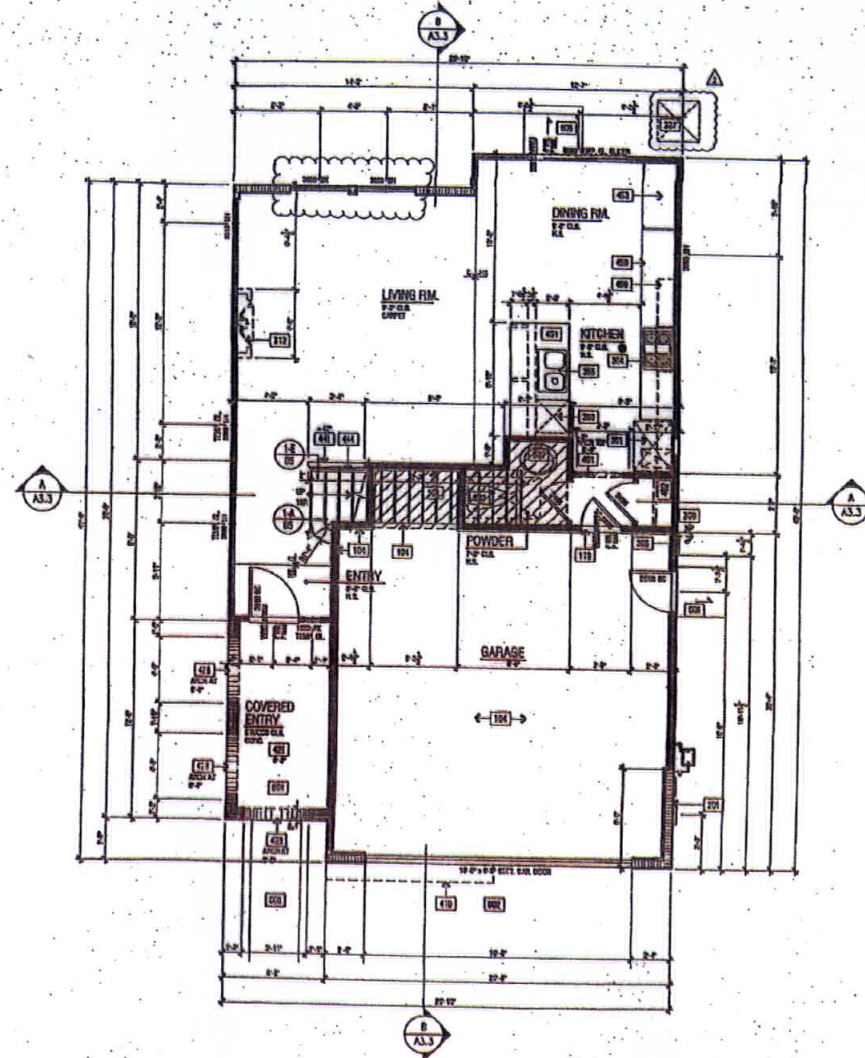
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DESIGNER: WHEAT
DRAWN BY: WHEAT
REVIEWED BY: WHEAT
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CADD FILE NAME: 1001
DATE: 08-06-14
SHEET: A2.7

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

2013272 - 08-06-14



UPPER FLOOR PLAN



LOWER FLOOR PLAN

FLOOR PLAN NOTES

1. ALL ROOMS SHALL BE FINISHED TO THE TOP OF THE FINISH FLOOR.
2. ALL ROOMS SHALL BE FINISHED TO THE TOP OF THE FINISH FLOOR.
3. ALL ROOMS SHALL BE FINISHED TO THE TOP OF THE FINISH FLOOR.
4. ALL ROOMS SHALL BE FINISHED TO THE TOP OF THE FINISH FLOOR.
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18. ALL ROOMS SHALL BE FINISHED TO THE TOP OF THE FINISH FLOOR.
19. ALL ROOMS SHALL BE FINISHED TO THE TOP OF THE FINISH FLOOR.
20. ALL ROOMS SHALL BE FINISHED TO THE TOP OF THE FINISH FLOOR.

FLOOR PLAN KEY NOTES

1. CONCRETE SLAB (SEE STRUCTURAL DRAWINGS)
2. CONCRETE WALLS (SEE OTHERS)
3. CONCRETE FLOOR (SEE OTHERS)
4. CONCRETE FLOOR SLAB (SEE OTHERS)
5. CONCRETE FLOOR SLAB (SEE OTHERS)
6. CONCRETE FLOOR SLAB (SEE OTHERS)
7. CONCRETE FLOOR SLAB (SEE OTHERS)
8. CONCRETE FLOOR SLAB (SEE OTHERS)
9. CONCRETE FLOOR SLAB (SEE OTHERS)
10. CONCRETE FLOOR SLAB (SEE OTHERS)
11. CONCRETE FLOOR SLAB (SEE OTHERS)
12. CONCRETE FLOOR SLAB (SEE OTHERS)
13. CONCRETE FLOOR SLAB (SEE OTHERS)
14. CONCRETE FLOOR SLAB (SEE OTHERS)
15. CONCRETE FLOOR SLAB (SEE OTHERS)
16. CONCRETE FLOOR SLAB (SEE OTHERS)
17. CONCRETE FLOOR SLAB (SEE OTHERS)
18. CONCRETE FLOOR SLAB (SEE OTHERS)
19. CONCRETE FLOOR SLAB (SEE OTHERS)
20. CONCRETE FLOOR SLAB (SEE OTHERS)

FLOOR AREA TABLE

Room	Area (sq. ft.)
LOWER FLOOR PLAN	1,000
UPPER FLOOR PLAN	1,000
TOTAL	2,000
GARAGE	1,000
COVERED ENTRY/PORCH	1,000

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

WILLIAM HEZMALHALCH ARCHITECTS INC.
200 REEDLAND BLVD. SUITE 200, SAN JOSE, CA 95131
408 255 0000 www.hezmalhalch.com



TRACT NUMBER
PROJECT TYPE

- PLAN 1648

CLOVIS, CALIFORNIA
WILSON HOMES
FRESNO, CALIFORNIA

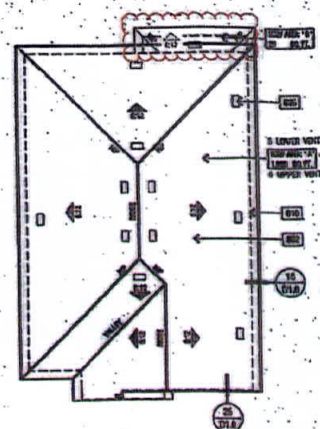
REVISIONS

NO.	DATE	DESCRIPTION
1	08-06-14	ISSUED FOR PERMITS
2	08-06-14	ISSUED FOR CONSTRUCTION

PROJECT INFORMATION

PROJECT NUMBER: 1648
OWNER: WILSON HOMES
DESIGNED BY: W. HEZMALHALCH
CHECKED BY: W. HEZMALHALCH
DATE: 08-06-14
SHEET: A3.1

2013272 - 08-06-14



NOTE: ROOF VENT IS LOCATED AT ROOF PEAK
AND AT ALL VERTICAL SURFACES BY THE KEEC

ITEM	DESCRIPTION	QTY
1	CONCRETE TILE	1000
2	WOOD SHAKES	500
3	WOOD SHAKES	500
4	WOOD SHAKES	500
5	WOOD SHAKES	500
6	WOOD SHAKES	500
7	WOOD SHAKES	500
8	WOOD SHAKES	500
9	WOOD SHAKES	500
10	WOOD SHAKES	500

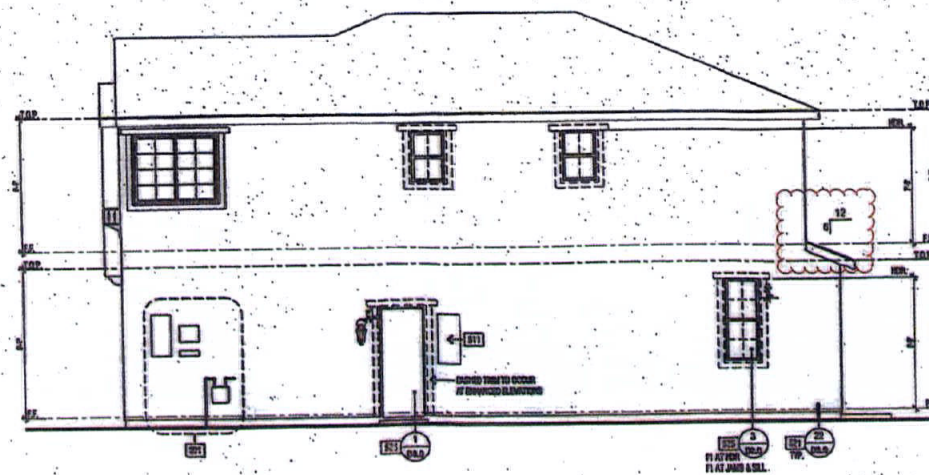
ROOF PLAN

SCALE: 1/8" = 1'-0"

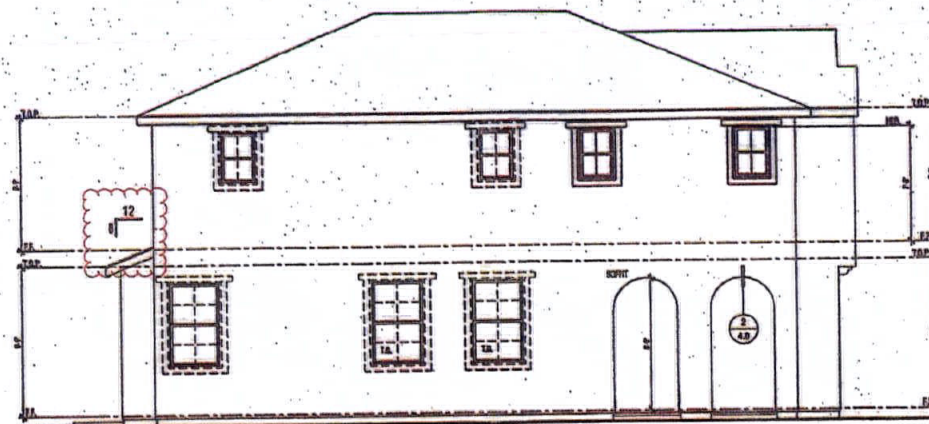
ITEM	DESCRIPTION	QTY
1	CONCRETE TILE	1000
2	WOOD SHAKES	500
3	WOOD SHAKES	500
4	WOOD SHAKES	500
5	WOOD SHAKES	500
6	WOOD SHAKES	500
7	WOOD SHAKES	500
8	WOOD SHAKES	500
9	WOOD SHAKES	500
10	WOOD SHAKES	500

ROOF PLAN KEY NOTES

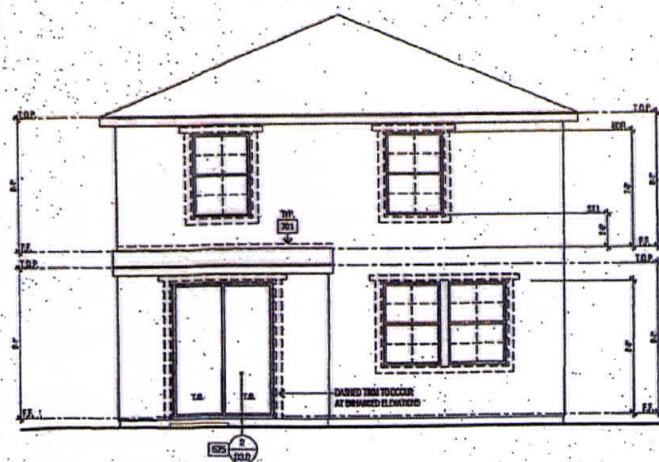
ITEM	DESCRIPTION
1	CONCRETE TILE
2	WOOD SHAKES
3	WOOD SHAKES
4	WOOD SHAKES
5	WOOD SHAKES
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7	WOOD SHAKES
8	WOOD SHAKES
9	WOOD SHAKES
10	WOOD SHAKES



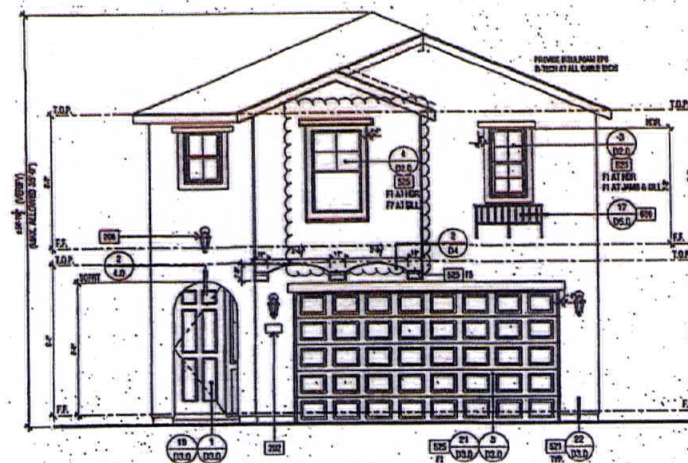
RIGHT



LEFT



REAR



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

ITEM	DESCRIPTION
1	CONCRETE TILE
2	WOOD SHAKES
3	WOOD SHAKES
4	WOOD SHAKES
5	WOOD SHAKES
6	WOOD SHAKES
7	WOOD SHAKES
8	WOOD SHAKES
9	WOOD SHAKES
10	WOOD SHAKES

WILLIAM HEZMALHALCH ARCHITECTS, INC.
300 WEST 10TH STREET, SUITE 200, FRESNO, CA 93701
TEL: 559.233.1000 FAX: 559.233.1001

TRACT NUMBER
PROJECT TYPE

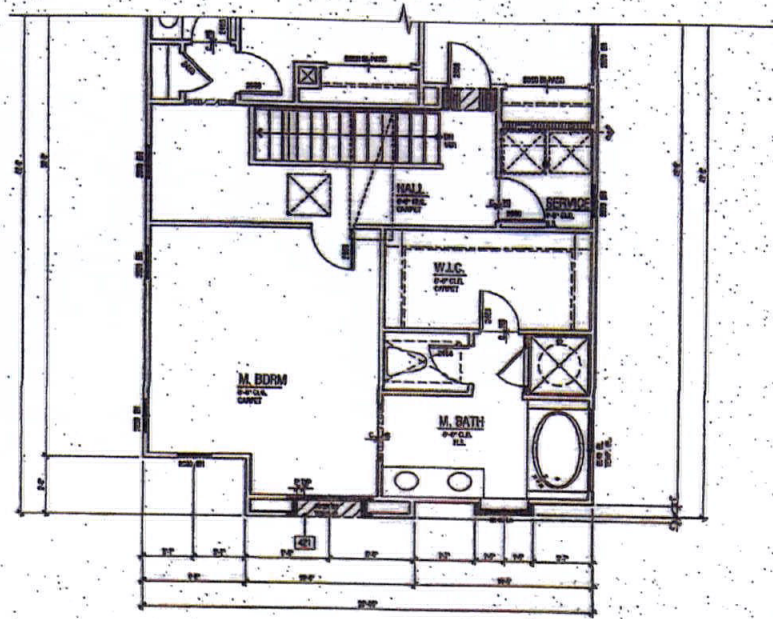
- PLAN 1648

CLOVIS, CALIFORNIA
WILSON HOMES
FRESNO, CALIFORNIA

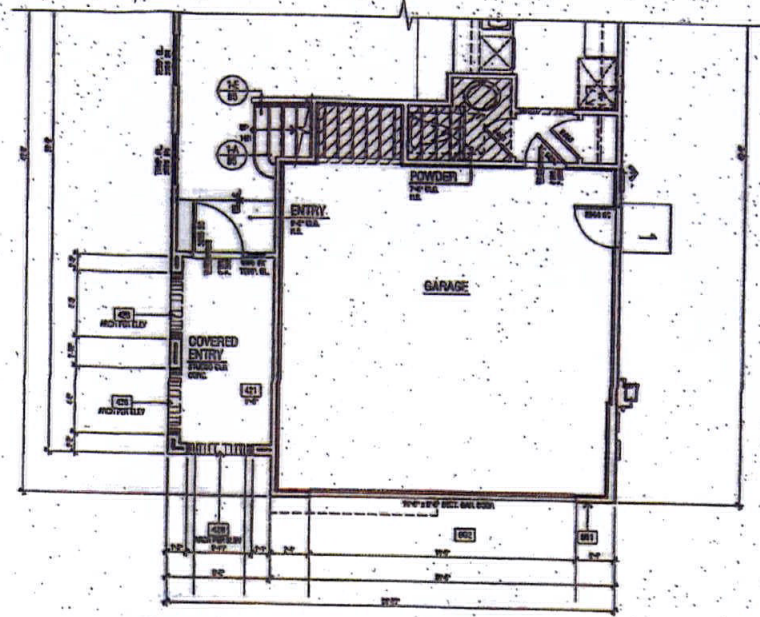
NO.	DATE	DESCRIPTION
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5	8-6-14	AS BUILT
6	8-6-14	AS BUILT
7	8-6-14	AS BUILT
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9	8-6-14	AS BUILT
10	8-6-14	AS BUILT

ELEVATIONS - PLAN 1660A

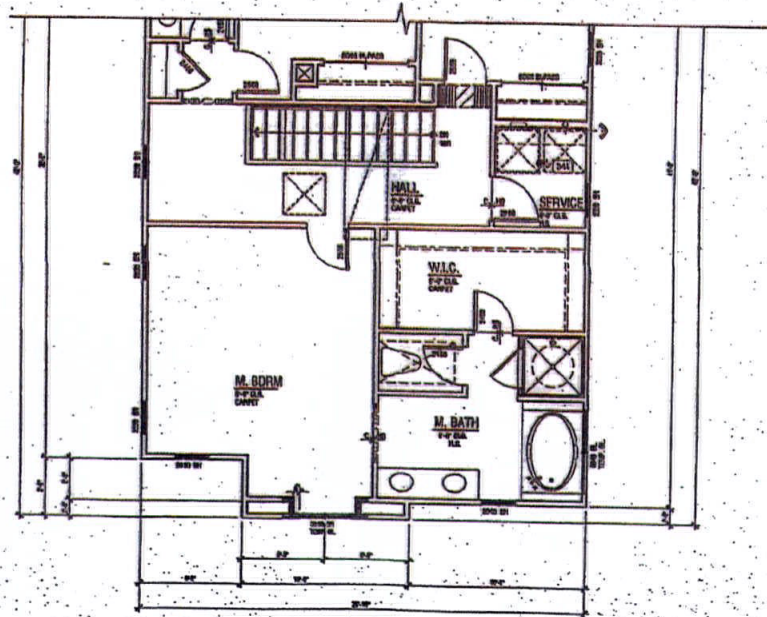
2013/2/2 - 08-06-14



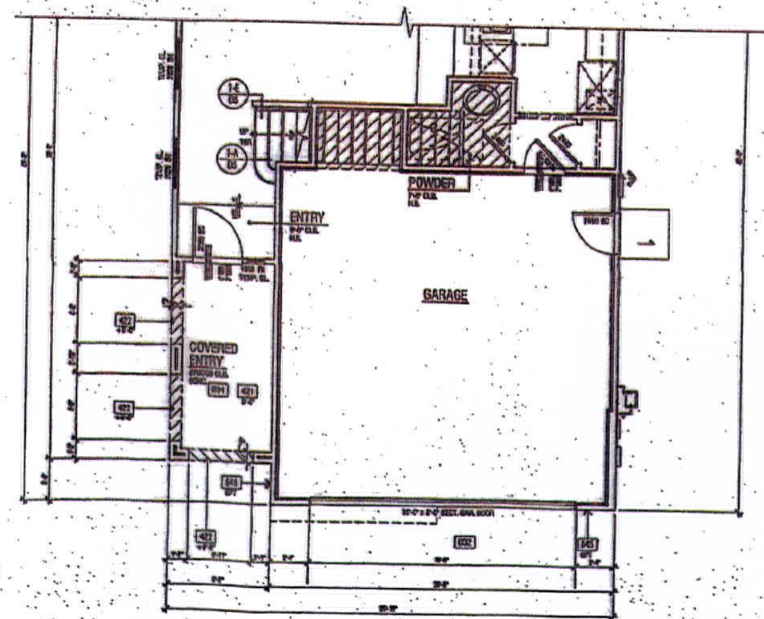
UPPER FLOOR PLAN 3C



LOWER FLOOR PLAN 1660C



UPPER FLOOR PLAN 3B



LOWER FLOOR PLAN 1660B

FLOOR PLAN KEY NOTES	
001	CONCRETE DRIVE (BY OTHERS)
002	CONCRETE WALK (BY OTHERS)
003	CONCRETE PORCH SLAB (BY OTHERS) GRADE 1/4" PER FOOT SLOPE IN DIRECTION INDICATED
401	STUCCO CEILING - HEIGHT PER PLAN
402	STUCCO ENTRY - HEIGHT PER PLAN
403	ARCHED STUCCO ENTRY - HEIGHT PER PLAN
501	THIS SET SHOWS WORK BY ELECTRICAL, MECHANICAL, AND PLUMBING CONTRACTORS. MANUFACTURER'S INSTRUCTIONS.
502	MANUFACTURED APPROVED STUCCO STONE VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS.

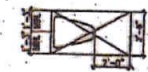
WILLIAM HEZMALHALCH
ARCHITECTS INC.
200 REDBELL AVENUE SUITE 200 SAN JOSE, CA 95128
408 252 0007 www.hezmalhalch.com 408 252 0010



TRACT NUMBER
PROJECT TYPE

FLOOR AREA TABLE	PLAN 1660C
LOWER FLOOR PLAN	699 SQ. FT.
UPPER FLOOR PLAN	1,048 SQ. FT.
TOTAL	1,747 SQ. FT.
GARAGE	437 SQ. FT.
COVERED ENTRY/PORCH	74 SQ. FT.

REQUIRED FLOOR CLEARANCES
AT WATER CLOSETS - TYPICAL



ADDENDA FLOOR PLAN NOTES

NOTE: SHOWN WALLS INDICATE AREAS THAT ARE DIFFERENT FROM THE BASE FLOOR PLAN.
NOTE: REFER TO CIVIL AND LANDSCAPE DRAWINGS BY OTHERS FOR ALL DRIVEWAYS AND SIDEWALK LOCATIONS.
REFER TO BASE PLAN SHEET A3.1 FOR ADDITIONAL NOTES AND DIMENSIONS.



INTERIOR ELEVATION KEY

FLOOR PLAN NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA BUILDING CODE.
2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA MECHANICAL CODE.
3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA ELECTRICAL CODE.
4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA PLUMBING CODE.
5. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA FIRE CODE.
6. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA ENERGY CODE.
7. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA ENVIRONMENTAL CODE.
8. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA SAFETY CODE.
9. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA HEALTH CODE.
10. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA OCCUPANCY CODE.
11. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA ACCESSIBILITY CODE.
12. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA HISTORIC PRESERVATION CODE.
13. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA ANTI-DISCRIMINATION CODE.
14. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA CONSUMER PROTECTION CODE.
15. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA FINANCIAL PROTECTION CODE.
16. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA LABOR CODE.
17. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA PROFESSIONAL CONDUCT CODE.
18. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA PUBLIC UTILITIES CODE.
19. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA REAL ESTATE CODE.
20. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2019 CALIFORNIA SECURITIES CODE.

FLOOR AREA TABLE	PLAN 1660B
LOWER FLOOR PLAN	699 SQ. FT.
UPPER FLOOR PLAN	1,048 SQ. FT.
TOTAL	1,747 SQ. FT.
GARAGE	437 SQ. FT.
COVERED ENTRY/PORCH	74 SQ. FT.

SCALE: 1/4" = 1' 0"

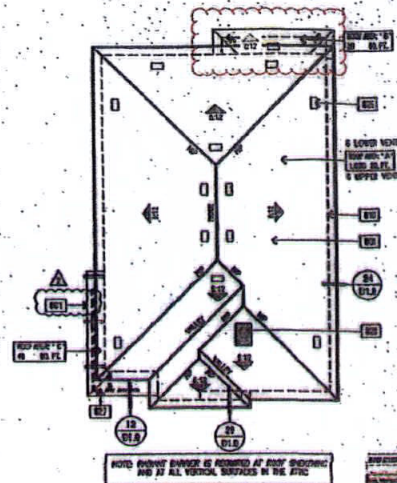
PLAN 1648

CLOVIS, CALIFORNIA
WILSON HOMES
FRESNO, CALIFORNIA

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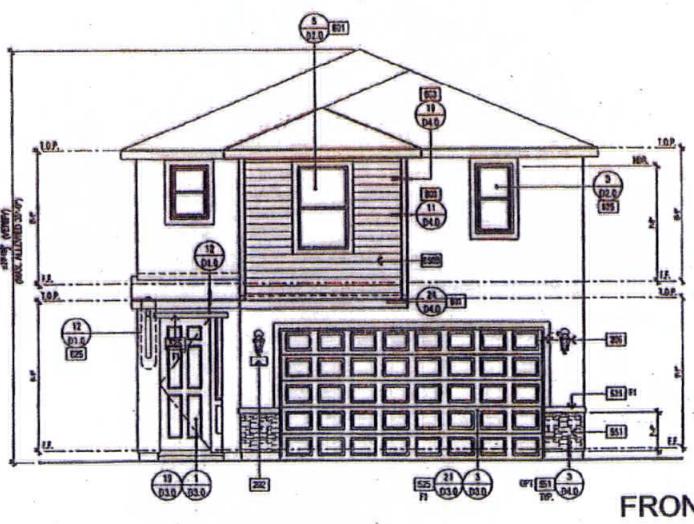
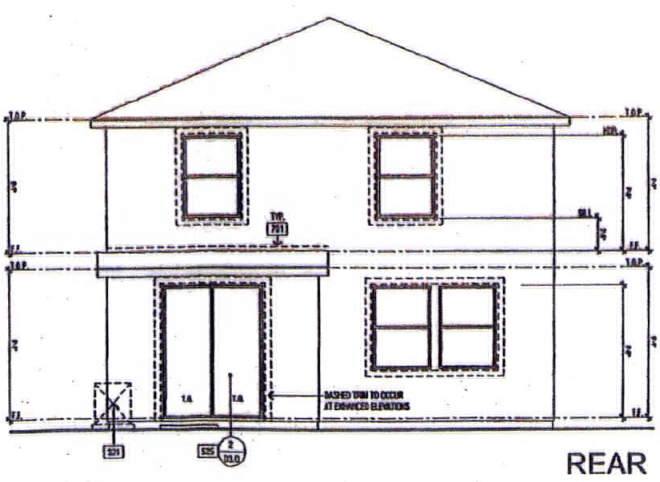
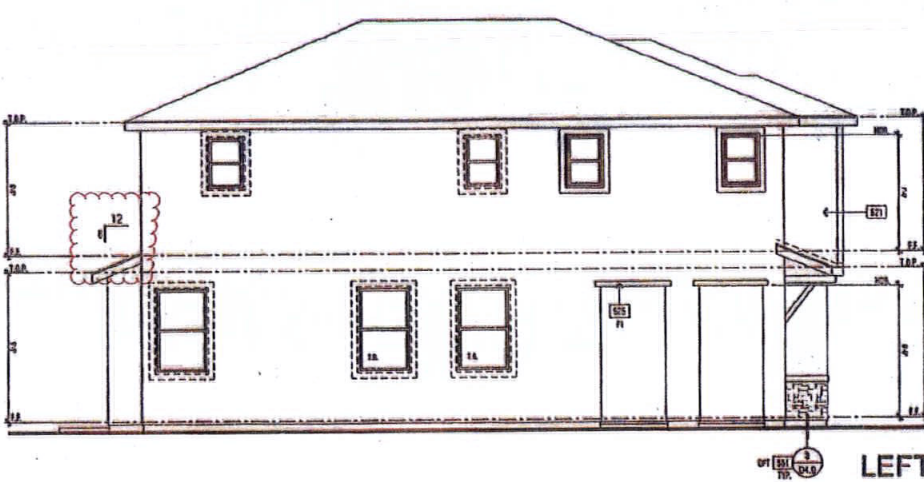
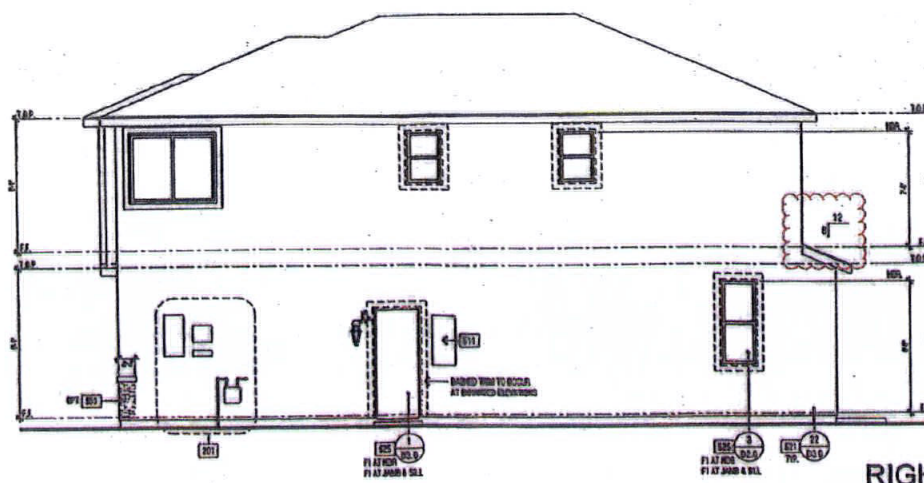
REVISIONS		
NO.	DATE	DESCRIPTION
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2	08-06-14	ISSUED FOR CONSTRUCTION
3	08-06-14	ISSUED FOR RECORD
4	08-06-14	ISSUED FOR AS-BUILT
5	08-06-14	ISSUED FOR FINAL
6	08-06-14	ISSUED FOR ARCHIVE
7	08-06-14	ISSUED FOR DESTRUCTION
8	08-06-14	ISSUED FOR REDEMPTION
9	08-06-14	ISSUED FOR CLOSURE
10	08-06-14	ISSUED FOR REMOVAL
11	08-06-14	ISSUED FOR REPAIR
12	08-06-14	ISSUED FOR REPLACEMENT
13	08-06-14	ISSUED FOR RECONSTRUCTION
14	08-06-14	ISSUED FOR REDEMPTION
15	08-06-14	ISSUED FOR CLOSURE
16	08-06-14	ISSUED FOR REMOVAL
17	08-06-14	ISSUED FOR REPAIR
18	08-06-14	ISSUED FOR REPLACEMENT
19	08-06-14	ISSUED FOR RECONSTRUCTION
20	08-06-14	ISSUED FOR REDEMPTION

2013272 - 08-06-14



ROOF PLAN		SCALE: 1/8" = 1'-0"	
SECTION REFERENCE	B	SECTION BY	GRAFTSMAN
ROOF MATERIAL	CONCRETE FLAT TILE	ROOF PITCH	2/12
ROOF PLAN NOTES	<p>NOTE: MANDATORY REQUIREMENTS FOR SOLAR READY BUILDINGS PER CBC SECTION 110.10.</p> <p>1. USE APPROVAL NOTES FOR ROOF NOTES.</p> <p>2. ROOF HANGING SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.</p> <p>3. EAVE HANGING SHALL BE INSTALLED.</p> <p>4. PROVIDE AT LEAST A 2" CLEARANCE FROM THE ROOF HANGING TO THE ROOF HANGING.</p> <p>5. PROVIDE AT LEAST A 2" CLEARANCE FROM THE ROOF HANGING TO THE ROOF HANGING.</p> <p>6. PROVIDE AT LEAST A 2" CLEARANCE FROM THE ROOF HANGING TO THE ROOF HANGING.</p> <p>7. PROVIDE AT LEAST A 2" CLEARANCE FROM THE ROOF HANGING TO THE ROOF HANGING.</p> <p>8. PROVIDE AT LEAST A 2" CLEARANCE FROM THE ROOF HANGING TO THE ROOF HANGING.</p> <p>9. PROVIDE AT LEAST A 2" CLEARANCE FROM THE ROOF HANGING TO THE ROOF HANGING.</p> <p>10. PROVIDE AT LEAST A 2" CLEARANCE FROM THE ROOF HANGING TO THE ROOF HANGING.</p>		
ROOF PLAN KEY NOTES	<p>1. ROOFING - CONCRETE - FLAT TILE BY BAKER ROOFING CO. OF SAN JOSE.</p> <p>2. LINE OF WALL BELOW.</p> <p>3. DETACHED CHIMNEY.</p> <p>4. WOOD SHED.</p> <p>5. DETACHED CHIMNEY.</p> <p>6. DETACHED CHIMNEY.</p> <p>7. DETACHED CHIMNEY.</p> <p>8. DETACHED CHIMNEY.</p> <p>9. DETACHED CHIMNEY.</p> <p>10. DETACHED CHIMNEY.</p>		

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE FLAT TILE	1000	SQ. YD.	1.50	1500.00
2	WOOD SHED	1	EA.	100.00	100.00
3	DETACHED CHIMNEY	1	EA.	50.00	50.00
4	WOOD SHED	1	EA.	100.00	100.00
5	DETACHED CHIMNEY	1	EA.	50.00	50.00
6	DETACHED CHIMNEY	1	EA.	50.00	50.00
7	DETACHED CHIMNEY	1	EA.	50.00	50.00
8	DETACHED CHIMNEY	1	EA.	50.00	50.00
9	DETACHED CHIMNEY	1	EA.	50.00	50.00
10	DETACHED CHIMNEY	1	EA.	50.00	50.00



ELEVATION KEY NOTES	
ITEM	NOTE
1	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION.
2	ADDRESS NUMBER - 6" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
3	DECORATIVE WALL SCISSOR.
4	DOOR LIGHT LOCATION.
5	STUCCO - ORANGE DIAMOND WALL ONE COAT STUCCO ICC-ES ESR-1194 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER SHOT BY GUARD ESR-1599 BY STANT R ESR-1599.
6	PEDESTAL BATH TANKLESS WATER HEATER - INSTALL PER MFG. INSTRUCTIONS.
7	STUCCO OVER ROOF FLOOR TRIM - FOAM SHAPE PER ELEVATION (SEE SHEET C4).
8	MANUFACTURED ADHESIVE STUCCO STONE VENEER BY CULTURED STONE ICC-ES ESR-1594. INSTALL PER MANUFACTURER'S INSTRUCTIONS.
9	WOOD TRIM - SEE PER DETAIL.
10	WOOD TRIM - SEE PER DETAIL.
11	OUTDOOR ASSEMBLY - WOOD (SEE SCHEMATIC PER ELEVATION).
12	TRUSS ROOF LAP JOINTS - 5/8" TENSILE WANCHLANT BY JAMES HANCOCK ICC-ES ESR-408 FOR EQUIVALENT, FRESH SELECT CEDARWALL EXPOSURE 0" (INSTALLATION PER MANUFACTURER'S INSTRUCTIONS).
13	ALL PLUMBING.
14	ROOFING - CONCRETE - FLAT TILE.
15	IF LAYERS OF 1/2" Gypsum BOARD PAPER IS REQUIRED TO BE INSTALLED OVER WOOD SHEATHING, 2000 CPC RULES.

WILLIAM HEZMAHALCH ARCHITECTS, INC.
200 PENNELL AVENUE SUITE 200 BAYVIEW CA 92025-50
408 250 0077 www.hezmahalch.com



TRACT NUMBER
PROJECT TYPE

- PLAN 1648

CLOVIS, CALIFORNIA
WILSON HOMES
FRESNO, CALIFORNIA

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REVISIONS		
NO.	DATE	DESCRIPTION
1	8-6-14	AS PER COMMENTS
2	8-6-14	AS PER COMMENTS
3	8-6-14	AS PER COMMENTS
4	8-6-14	AS PER COMMENTS
5	8-6-14	AS PER COMMENTS
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7	8-6-14	AS PER COMMENTS
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9	8-6-14	AS PER COMMENTS
10	8-6-14	AS PER COMMENTS

DATE: 08-06-14
SHEET: A3.6
2013272 - 08-06-14



ROOF PLAN

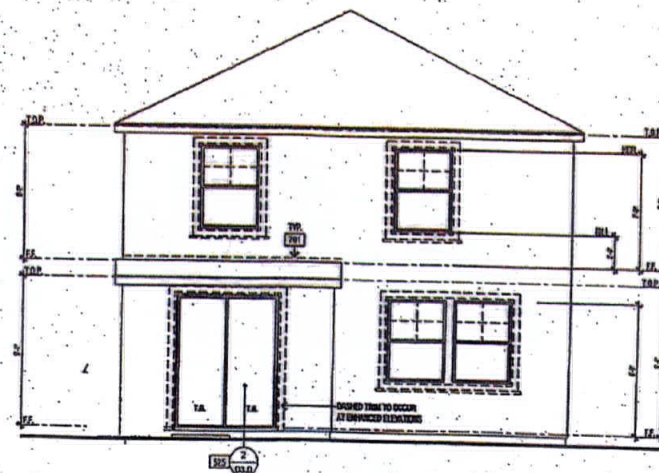
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ROOF PLAN NOTES

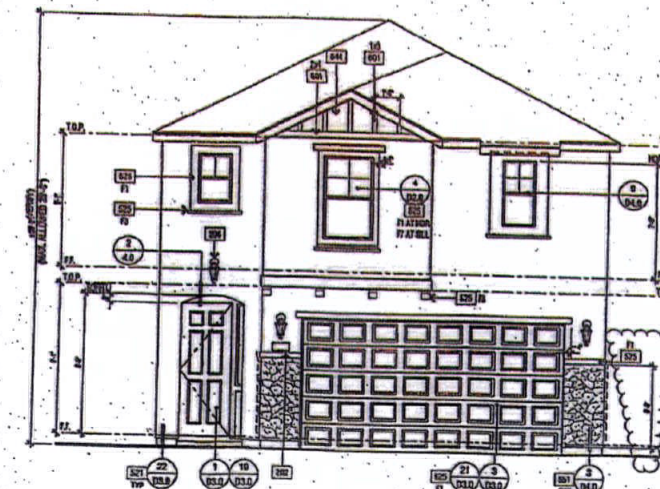
ROOF PLAN KEY NOTES

Architectural elevation drawing of the front of a two-story house. The drawing shows a gabled roof, four windows on the second floor, and a combination of windows and doors on the first floor. Annotations include '12' for a side porch, 'TA' for transoms, and '3' for a small square window. A note reads 'SHOWN WITH PORCH AT PROPOSED ELEVATION'. Dimensions are marked on the left and right sides.

LEFT



REAR



FRONT

W
WILLIAM HEZMALHALCH
ARCHITECTS INC.
2350 REDWOOD AVENUE SUITE 200 SAN RAFAEL, CA 94763-5143
949 252 0007 www.hezmalhalch.com fax 949 252 1258



TRACT NUMBER
PROJECT TYPE

- PLAN 1648

CLOVIS, CALIFORNIA

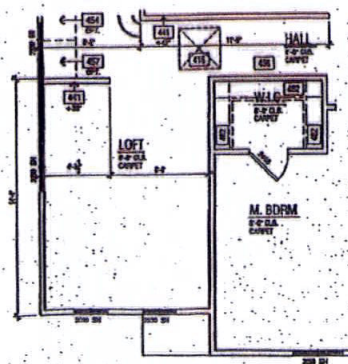
WILSON HOMES
FRESNO, CALIFORNIA

ELEVATIONS - PLAN 1648C

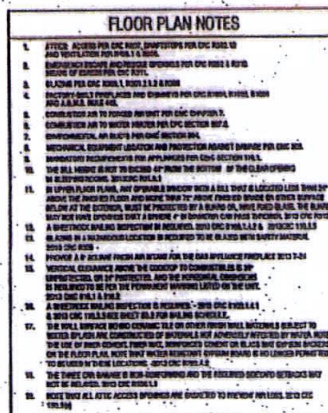
[illegible]

2013272 - 08-06-14

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



OPT. LOFT FLOOR PLAN



LOWER FLOOR PLAN

FLOOR AREA TABLE	PLAN 100
LOWER FLOOR PLAN	599 SQ. FT.
UPPER FLOOR PLAN	1,061 SQ. FT.
TOTAL	1,660 SQ. FT.
GARAGE	437 SQ. FT.
COVERED ENTRY/PORCH	90 SQ. FT.

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



TRACT NUMBER
PROJECT TYPE

- PLAN 1660

CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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ARCHITECTS, INC. FOR SUCH REUSE.

[illegible]

2013272-08-06-14



ROOF AREA	E	25.00	SQ FT.	CALCULATION FACTOR:	1/150
		3750	SQ IN.		
CO. VENTILATION SHEET	TOTAL	24		NETAL PROVIDED:	96
DOWN VENTILATION FLYING					
CLANG VENT-S-TUE					
				TOTAL PROVIDED:	96

SCALE: 1/8" = 1'-0"

ROOF PLAN KEY NOTES	
NOTE	
#002	PROMISS - COORDINATE - LOW PROFILE "S" TILE 9" EAVE ROOFING KODP ESA 1030
#10	LINE OF WALL BELOW
#17	STUCCO CHIMNEY
#18	STUCCO CHIMNEY
#23	MIN 22"X20" CLEAR OPENING FOR ACCESS AND AIRFLOW CONTRACTOR TO VERIFY ASSEMBLY AT ALL ATTIC AREAS
#28	ROOF VENT - CHIMNEY ALL SERIES' CROWN VENT (IF KERN-004)
#30	CLADDING OF 1/2" GIBBS (IF BUILDING PAPER IS REQUIRED TO BE INSTALLED OVERWOOD SHEATHING) 2010 CBC 2003.6.1



TRACT NUMBER
PROJECT TYPE

ELEV8IONS III
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

ELEVATIONS - PLAN 1660A

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THE WRITTEN PERMISSION AND CONSENT OF WILLIAM HEDRANALPHEN
ARCHITECTS, INC. IN THE EVENT OF BREACH HEREOF, THE
SEAL OF THESE PLANS IS TO BE PULSED. THE THIRD PARTY SHALL HOLD
WILLIAM HEDRANALPHEN ARCHITECTS, INC. HARMLESS.

DO NOT SCALE PLANS

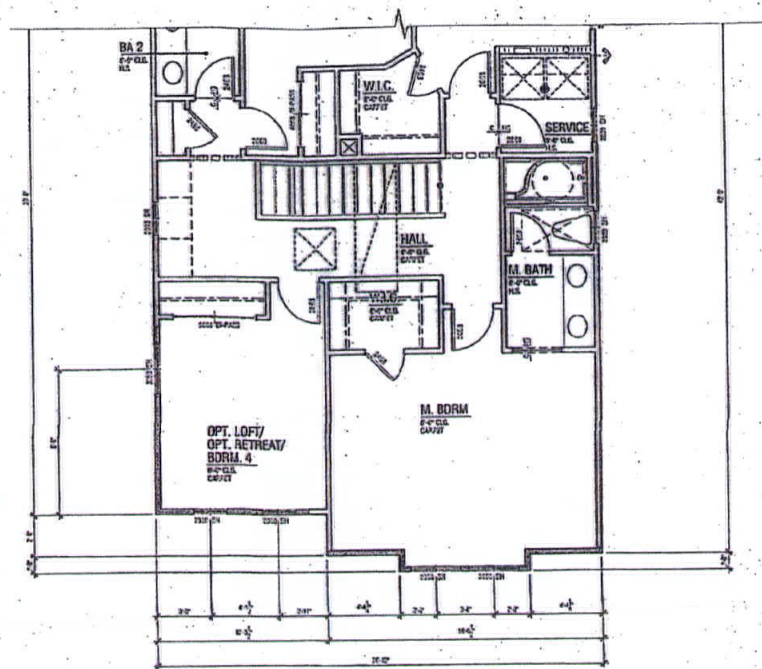
REVISIONS		
NO.	DATE	DESCRIPTION
1	8-6-14	AS BUILT

PROJECT NUMBER:	Q 3501
DESIGNED BY:	EN
DRAWN BY:	
REVIEWED BY:	
1ST B.O.G. REPT. NUMBER:	
ISSUED FOR CONTRACTOR:	
JOB NUMBER:	201572
CAD FILE NAME:	ACH

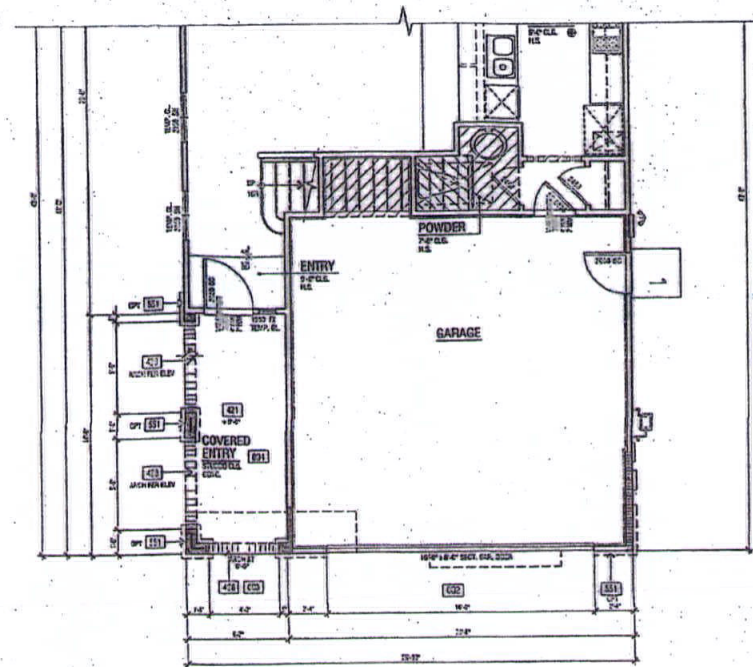
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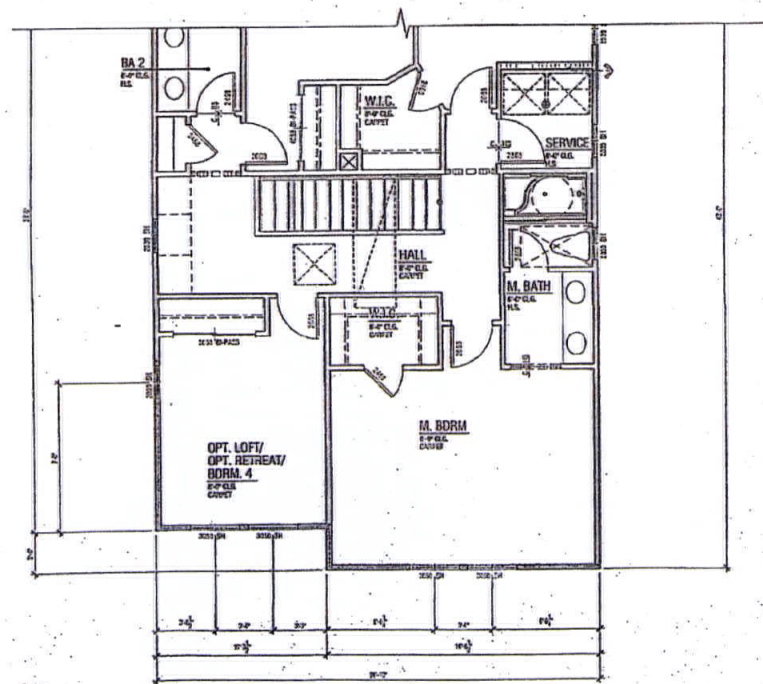
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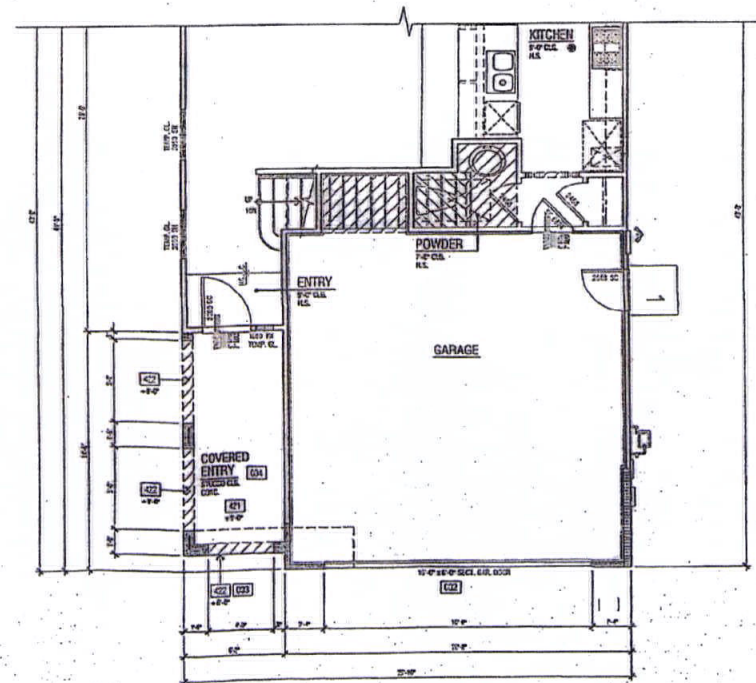
UPPER FLOOR PLAN 4C



LOWER FLOOR PLAN 1660C



UPPER FLOOR PLAN 4B

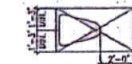


LOWER FLOOR PLAN 1660B

FLOOR PLAN KEY NOTES	
ITEM	NOTE
002	CONCRETE DRIVE (BY OTHERS)
003	CONCRETE WALK (BY OTHERS)
004	CONCRETE PORCH (SLAB (BY OTHERS) SLOPE 1/4" PER FOOT DRAINAGE TO EXISTING DRAINAGE)
005	STUCCO EXTERIOR HEIGHT PER PLAN
006	STUCCO EXTERIOR HEIGHT PER PLAN
007	ARCHED STUCCO SOFFIT - SEE EXTERIOR ELEVATION
008	TRUSS ROOF BRICK VENT BY BRIDGEMAN BRICK - ASTM C-1001 - INSTALL PER MANUFACTURER'S INSTRUCTIONS
009	MANUFACTURER'S APPROVED STUCCO STUCCO VENT BY CALIFORNIA STATE 100-05 (S.F. 100A, 100B, 100C, 100D, 100E, 100F, 100G, 100H, 100I, 100J, 100K, 100L, 100M, 100N, 100O, 100P, 100Q, 100R, 100S, 100T, 100U, 100V, 100W, 100X, 100Y, 100Z, 100AA, 100AB, 100AC, 100AD, 100AE, 100AF, 100AG, 100AH, 100AI, 100AJ, 100AK, 100AL, 100AM, 100AN, 100AO, 100AP, 100AQ, 100AR, 100AS, 100AT, 100AU, 100AV, 100AW, 100AX, 100AY, 100AZ, 100BA, 100BB, 100BC, 100BD, 100BE, 100BF, 100BG, 100BH, 100BI, 100BJ, 100BK, 100BL, 100BM, 100BN, 100BO, 100BP, 100BQ, 100BR, 100BS, 100BT, 100BU, 100BV, 100BW, 100BX, 100BY, 100BZ, 100CA, 100CB, 100CC, 100CD, 100CE, 100CF, 100CG, 100CH, 100CI, 100CJ, 100CK, 100CL, 100CM, 100CN, 100CO, 100CP, 100CQ, 100CR, 100CS, 100CT, 100CU, 100CV, 100CW, 100CX, 100CY, 100CZ, 100DA, 100DB, 100DC, 100DD, 100DE, 100DF, 100DG, 100DH, 100DI, 100DJ, 100DK, 100DL, 100DM, 100DN, 100DO, 100DP, 100DQ, 100DR, 100DS, 100DT, 100DU, 100DV, 100DW, 100DX, 100DY, 100DZ, 100EA, 100EB, 100EC, 100ED, 100EE, 100EF, 100EG, 100EH, 100EI, 100EJ, 100EK, 100EL, 100EM, 100EN, 100EO, 100EP, 100EQ, 100ER, 100ES, 100ET, 100EU, 100EV, 100EW, 100EX, 100EY, 100EZ, 100FA, 100FB, 100FC, 100FD, 100FE, 100FF, 100FG, 100FH, 100FI, 100FJ, 100FK, 100FL, 100FM, 100FN, 100FO, 100FP, 100FQ, 100FR, 100FS, 100FT, 100FU, 100FV, 100FW, 100FX, 100FY, 100FZ, 100GA, 100GB, 100GC, 100GD, 100GE, 100GF, 100GG, 100GH, 100GI, 100GJ, 100GK, 100GL, 100GM, 100GN, 100GO, 100GP, 100GQ, 100GR, 100GS, 100GT, 100GU, 100GV, 100GW, 100GX, 100GY, 100GZ, 100HA, 100HB, 100HC, 100HD, 100HE, 100HF, 100HG, 100HH, 100HI, 100HJ, 100HK, 100HL, 100HM, 100HN, 100HO, 100HP, 100HQ, 100HR, 100HS, 100HT, 100HU, 100HV, 100HW, 100HX, 100HY, 100HZ, 100IA, 100IB, 100IC, 100ID, 100IE, 100IF, 100IG, 100IH, 100II, 100IJ, 100IK, 100IL, 100IM, 100IN, 100IO, 100IP, 100IQ, 100IR, 100IS, 100IT, 100IU, 100IV, 100IW, 100IX, 100IY, 100IZ, 100JA, 100JB, 100JC, 100JD, 100JE, 100JF, 100JG, 100JH, 100JI, 100JJ, 100JK, 100JL, 100JM, 100JN, 100JO, 100JP, 100JQ, 100JR, 100JS, 100JT, 100JU, 100JV, 100JW, 100JX, 100JY, 100JZ, 100KA, 100KB, 100KC, 100KD, 100KE, 100KF, 100KG, 100KH, 100KI, 100KJ, 100KK, 100KL, 100KM, 100KN, 100KO, 100KP, 100KQ, 100KR, 100KS, 100KT, 100KU, 100KV, 100KW, 100KX, 100KY, 100KZ, 100LA, 100LB, 100LC, 100LD, 100LE, 100LF, 100LG, 100LH, 100LI, 100LJ, 100LK, 100LL, 100LM, 100LN, 100LO, 100LP, 100LQ, 100LR, 100LS, 100LT, 100LU, 100LV, 100LW, 100LX, 100LY, 100LZ, 100MA, 100MB, 100MC, 100MD, 100ME, 100MF, 100MG, 100MH, 100MI, 100MJ, 100MK, 100ML, 100MM, 100MN, 100MO, 100MP, 100MQ, 100MR, 100MS, 100MT, 100MU, 100MV, 100MW, 100MX, 100MY, 100MZ, 100NA, 100NB, 100NC, 100ND, 100NE, 100NF, 100NG, 100NH, 100NI, 100NJ, 100NK, 100NL, 100NM, 100NN, 100NO, 100NP, 100NQ, 100NR, 100NS, 100NT, 100NU, 100NV, 100NW, 100NX, 100NY, 100NZ, 100OA, 100OB, 100OC, 100OD, 100OE, 100OF, 100OG, 100OH, 100OI, 100OJ, 100OK, 100OL, 100OM, 100ON, 100OO, 100OP, 100OQ, 100OR, 100OS, 100OT, 100OU, 100OV, 100OW, 100OX, 100OY, 100OZ, 100PA, 100PB, 100PC, 100PD, 100PE, 100PF, 100PG, 100PH, 100PI, 100PJ, 100PK, 100PL, 100PM, 100PN, 100PO, 100PP, 100PQ, 100PR, 100PS, 100PT, 100PU, 100PV, 100PW, 100PX, 100PY, 100PZ, 100QA, 100QB, 100QC, 100QD, 100QE, 100QF, 100QG, 100QH, 100QI, 100QJ, 100QK, 100QL, 100QM, 100QN, 100QO, 100QP, 100QQ, 100QR, 100QS, 100QT, 100QU, 100QV, 100QW, 100QX, 100QY, 100QZ, 100RA, 100RB, 100RC, 100RD, 100RE, 100RF, 100RG, 100RH, 100RI, 100RJ, 100RK, 100RL, 100RM, 100RN, 100RO, 100RP, 100RQ, 100RR, 100RS, 100RT, 100RU, 100RV, 100RW, 100RX, 100RY, 100RZ, 100SA, 100SB, 100SC, 100SD, 100SE, 100SF, 100SG, 100SH, 100SI, 100SJ, 100SK, 100SL, 100SM, 100SN, 100SO, 100SP, 100SQ, 100SR, 100SS, 100ST, 100SU, 100SV, 100SW, 100SX, 100SY, 100SZ, 100TA, 100TB, 100TC, 100TD, 100TE, 100TF, 100TG, 100TH, 100TI, 100TJ, 100TK, 100TL, 100TM, 100TN, 100TO, 100TP, 100TQ, 100TR, 100TS, 100TT, 100TU, 100TV, 100TW, 100TX, 100TY, 100TZ, 100UA, 100UB, 100UC, 100UD, 100UE, 100UF, 100UG, 100UH, 100UI, 100UJ, 100UK, 100UL, 100UM, 100UN, 100UO, 100UP, 100UQ, 100UR, 100US, 100UT, 100UU, 100UV, 100UW, 100UX, 100UY, 100UZ, 100VA, 100VB, 100VC, 100VD, 100VE, 100VF, 100VG, 100VH, 100VI, 100VJ, 100VK, 100VL, 100VM, 100VN, 100VO, 100VP, 100VQ, 100VR, 100VS, 100VT, 100VU, 100VV, 100VW, 100VX, 100VY, 100VZ, 100WA, 100WB, 100WC, 100WD, 100WE, 100WF, 100WG, 100WH, 100WI, 100WJ, 100WK, 100WL, 100WM, 100WN, 100WO, 100WP, 100WQ, 100WR, 100WS, 100WT, 100WU, 100WV, 100WW, 100WX, 100WY, 100WZ, 100XA, 100XB, 100XC, 100XD, 100XE, 100XF, 100XG, 100XH, 100XI, 100XJ, 100XK, 100XL, 100XM, 100XN, 100XO, 100XP, 100XQ, 100XR, 100XS, 100XT, 100XU, 100XV, 100XW, 100XX, 100XY, 100XZ, 100YA, 100YB, 100YC, 100YD, 100YE, 100YF, 100YG, 100YH, 100YI, 100YJ, 100YK, 100YL, 100YM, 100YN, 100YO, 100YP, 100YQ, 100YR, 100YS, 100YT, 100YU, 100YV, 100YW, 100YX, 100YY, 100YZ, 100ZA, 100ZB, 100ZC, 100ZD, 100ZE, 100ZF, 100ZG, 100ZH, 100ZI, 100ZJ, 100ZK, 100ZL, 100ZM, 100ZN, 100ZO, 100ZP, 100ZQ, 100ZR, 100ZS, 100ZT, 100ZU, 100ZV, 100ZW, 100ZX, 100ZY, 100ZZ

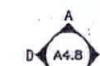
FLOOR AREA TABLE	PLAN 1660C
LOWER FLOOR PLAN	559 SQ. FT.
UPPER FLOOR PLAN	1,008 SQ. FT.
TOTAL	1,567 SQ. FT.
GARAGE	437 SQ. FT.
COVERED ENTRY/PORCH	60 SQ. FT.

REQUIRED FLOOR CLEARANCES
AT WATER CLOSETS - TYPICAL



ADDENDA FLOOR PLAN NOTES

NOTE: DIMENSIONS INDICATE AREAS THAT ARE DIFFERENT
THAN THE BASE FLOOR PLAN.
NOTE: REFER TO CIVIL AND LANDSCAPE DRAWINGS BY OTHERS
FOR ALL DRIVEWAYS AND SIDEWALK LOCATIONS.
REFER TO BASE PLAN SHEET A4.1
FOR ADDITIONAL NOTES AND DIMENSIONS.



INTERIOR ELEVATION KEY

FLOOR PLAN NOTES

1. ATTENTION TO THE BASE FLOOR PLAN FOR THE LOCATION OF ALL EXISTING AND PROPOSED WALLS, DOORS, WINDOWS, AND OTHER FEATURES.
2. EXISTING WALLS ARE SHOWN WITH A THICK LINE AND NEW WALLS ARE SHOWN WITH A THIN LINE.
3. EXISTING DOORS ARE SHOWN WITH A THICK LINE AND NEW DOORS ARE SHOWN WITH A THIN LINE.
4. EXISTING WINDOWS ARE SHOWN WITH A THICK LINE AND NEW WINDOWS ARE SHOWN WITH A THIN LINE.
5. EXISTING STAIRS ARE SHOWN WITH A THICK LINE AND NEW STAIRS ARE SHOWN WITH A THIN LINE.
6. EXISTING HALLS ARE SHOWN WITH A THICK LINE AND NEW HALLS ARE SHOWN WITH A THIN LINE.
7. EXISTING KITCHENS ARE SHOWN WITH A THICK LINE AND NEW KITCHENS ARE SHOWN WITH A THIN LINE.
8. EXISTING BATHS ARE SHOWN WITH A THICK LINE AND NEW BATHS ARE SHOWN WITH A THIN LINE.
9. EXISTING BEDROOMS ARE SHOWN WITH A THICK LINE AND NEW BEDROOMS ARE SHOWN WITH A THIN LINE.
10. EXISTING LIVING AREAS ARE SHOWN WITH A THICK LINE AND NEW LIVING AREAS ARE SHOWN WITH A THIN LINE.
11. EXISTING DINING AREAS ARE SHOWN WITH A THICK LINE AND NEW DINING AREAS ARE SHOWN WITH A THIN LINE.
12. EXISTING PORCHES ARE SHOWN WITH A THICK LINE AND NEW PORCHES ARE SHOWN WITH A THIN LINE.
13. EXISTING GARAGES ARE SHOWN WITH A THICK LINE AND NEW GARAGES ARE SHOWN WITH A THIN LINE.
14. EXISTING COVERED ENTRY/PORCHES ARE SHOWN WITH A THICK LINE AND NEW COVERED ENTRY/PORCHES ARE SHOWN WITH A THIN LINE.
15. EXISTING STUCCO ARE SHOWN WITH A THICK LINE AND NEW STUCCO ARE SHOWN WITH A THIN LINE.
16. EXISTING TRUSS ROOF BRICK VENTS ARE SHOWN WITH A THICK LINE AND NEW TRUSS ROOF BRICK VENTS ARE SHOWN WITH A THIN LINE.
17. EXISTING MANUFACTURER'S APPROVED STUCCO STUCCO VENTS ARE SHOWN WITH A THICK LINE AND NEW MANUFACTURER'S APPROVED STUCCO STUCCO VENTS ARE SHOWN WITH A THIN LINE.
18. EXISTING DIMENSIONS ARE SHOWN WITH A THICK LINE AND NEW DIMENSIONS ARE SHOWN WITH A THIN LINE.
19. EXISTING ROOM LABELS ARE SHOWN WITH A THICK LINE AND NEW ROOM LABELS ARE SHOWN WITH A THIN LINE.
20. EXISTING DOOR AND WINDOW SCHEDULES ARE SHOWN WITH A THICK LINE AND NEW DOOR AND WINDOW SCHEDULES ARE SHOWN WITH A THIN LINE.

FLOOR AREA TABLE	PLAN 1660B
LOWER FLOOR PLAN	559 SQ. FT.
UPPER FLOOR PLAN	1,008 SQ. FT.
TOTAL	1,567 SQ. FT.
GARAGE	437 SQ. FT.
COVERED ENTRY/PORCH	60 SQ. FT.

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

WILLIAM HEZMALHALCH
ARCHITECTS, INC.
2017 REDHILL AVENUE, SUITE 200, BAKERSFIELD, CA 93311-1503
805.231.6207 www.hezmalhalch.com fax 805.231.1503



TRACT NUMBER
PROJECT TYPE

ELEV8IONS III
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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DO NOT SCALE PLANS

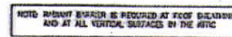
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3	08-06-14	ISSUED FOR PERMIT
4	08-06-14	ISSUED FOR PERMIT
5	08-06-14	ISSUED FOR PERMIT
6	08-06-14	ISSUED FOR PERMIT
7	08-06-14	ISSUED FOR PERMIT
8	08-06-14	ISSUED FOR PERMIT
9	08-06-14	ISSUED FOR PERMIT
10	08-06-14	ISSUED FOR PERMIT

PROJECT LOCATION:	CL
DESIGNER:	WH
CLIENT:	WH
REVIEWED BY:	WH
DATE OF REVIEW:	08-06-14
DATE OF CONSTRUCTION:	08-06-14
DATE OF SALE:	08-06-14

DATE: 08-06-14 SHEET: A4.5

2013272 - 08-06-14

[illegible]

TYPE 2 LAYER OF OF GRADE D BUILDING PAPER IS REQUIRED TO BE INSTALLED OVER WOOD SHEATHING. 2010 IRC R703.5.3



TRACT NUMBER
PROJECT TYPE



SCALE: 1/8" = 1'-0"

ROOF PLAN KEY NOTES	
FORM	NOTE
001	ROOFING - CONCRETE - "PLUS" FILE BY EAGE ROOFING ACC# ESR 1608
010	LINE OF WALL BELOW
012	STUCCO CEILING
014	WOOD SOFT
020	48"X 22"X10' CLEAR OPENING FOR ACCESS AND AIRFLOW - CONTRACTOR TO VERIFY APPLICABLE TO ALL ATTIC AREAS
028	ROOF VENT - "DPA60" "XL SERIES" CLEARLED VENT (CC # R-5504)
037	ALUMINUM CONTINUOUS SOFFIT VENT




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

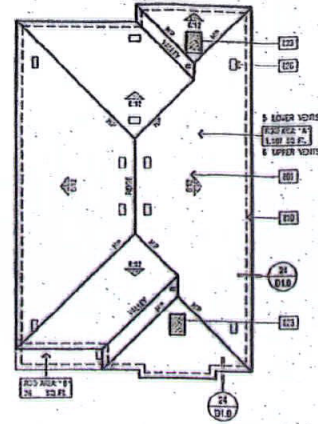
ELEV8ION
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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THESE PLANS BY A THIRD PARTY, THE THIRD PARTY SHALL HOLD
WILLIAM MEDAHLAHLN ARCHITECTS, P.C. HARMLESS.

DO NOT SCALE PLANS	
REVISONS	
NO.	DATE DESCRIPTION
	
Project Manager: _____ Designer: _____ Drawn by: _____ Reviewed by: _____ 1st Exam. Repl. Submittal: _____ Ground Plan Construction: _____ Job Number: _____ CAD File Name: _____	
Date: 08-06-14	Sheet: A4.6

2013272 - 08-06-14



NOTE: ROOF BARRIER IS REQUIRED AT 200' CHECKING AND AT ALL VERTICAL SURFACES IN THE ATIC

ROOF ATIC AREA: **A 1063** SQ. FT. CALCULATION FACTOR: **1/150**

ROOF VENTILATION REQUIREMENT: **TOTAL 1020** SQ. FT. INITIAL PROVIDED: **1066** SQ. FT.

ROOF VENTILATION METHOD: **CLIMBED VENT - CORRUGATED TILT** SIZE: **12** X **12** IN. QUANTITY: **1** PLATE VENT AREA: **144** SQ. FT.

TOTAL PROVIDED: **1104** SQ. FT.

ROOF ATIC AREA: **B 26** SQ. FT. CALCULATION FACTOR: **1/150**

ROOF VENTILATION REQUIREMENT: **TOTAL 25** SQ. FT. INITIAL PROVIDED: **99** SQ. FT.

ROOF VENTILATION METHOD: **CLIMBED VENT - CORRUGATED TILT** SIZE: **12** X **12** IN. QUANTITY: **1** PLATE VENT AREA: **144** SQ. FT.

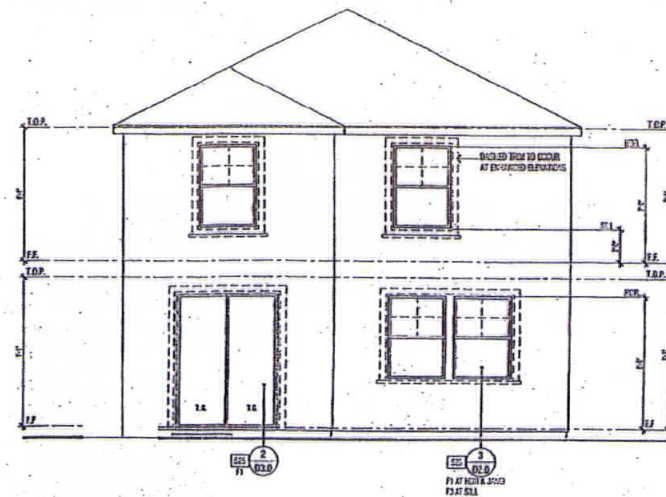
TOTAL PROVIDED: **99** SQ. FT.

ROOF PLAN

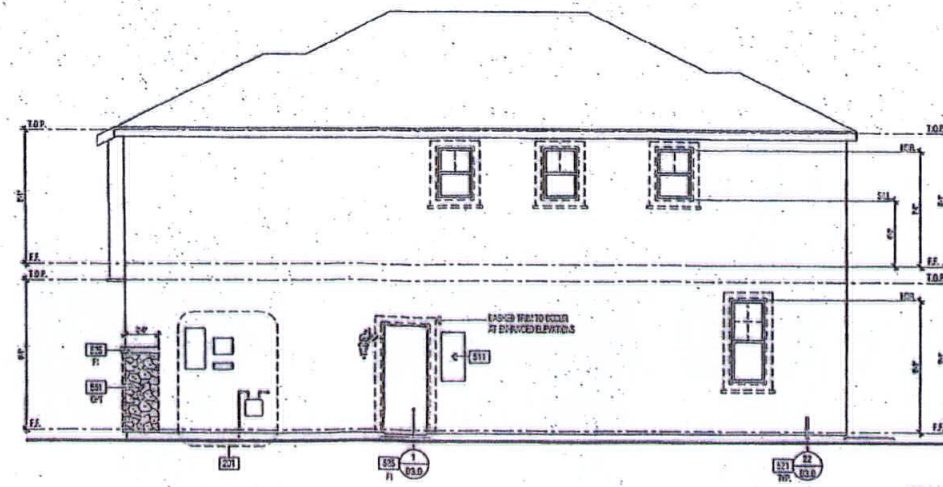
SCALE: 1/8" = 1'-0"

SECTION	DESCRIPTION	NOTES
1	CONCRETE 'FLAT' TILE	1. SEE GENERAL NOTES FOR ROOF NOTES.
2	CLIMBED VENT - CORRUGATED TILT	2. VENT AREAS SHALL BE CALCULATED IN ACCORDANCE WITH REQUIREMENTS OF SPECIFICATIONS.
3	CLIMBED VENT - CORRUGATED TILT	3. ATIC ACCESS FOR ONE PERSON ONLY.
4	CLIMBED VENT - CORRUGATED TILT	4. PROVIDE A 6" VENT VENTILATION IN ONE SECTION ONLY. FOR ONE SECTION ONLY, THE MINIMUM HEIGHT SHALL BE 6" ABOVE THE ROOF FINISH. FOR TWO SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 12" ABOVE THE ROOF FINISH. FOR THREE SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 18" ABOVE THE ROOF FINISH. FOR FOUR SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 24" ABOVE THE ROOF FINISH. FOR FIVE SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 30" ABOVE THE ROOF FINISH. FOR SIX SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 36" ABOVE THE ROOF FINISH. FOR SEVEN SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 42" ABOVE THE ROOF FINISH. FOR EIGHT SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 48" ABOVE THE ROOF FINISH. FOR NINE SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 54" ABOVE THE ROOF FINISH. FOR TEN SECTIONS ONLY, THE MINIMUM HEIGHT SHALL BE 60" ABOVE THE ROOF FINISH.

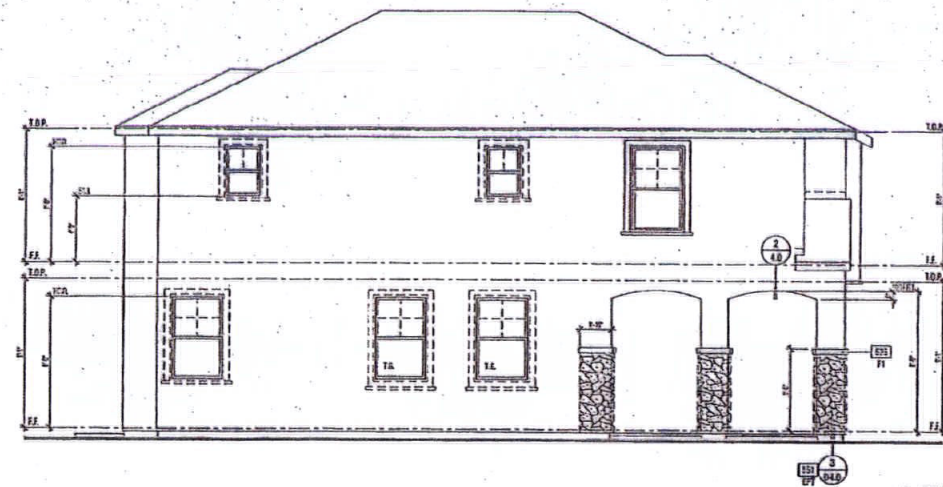
SECTION	DESCRIPTION	NOTES
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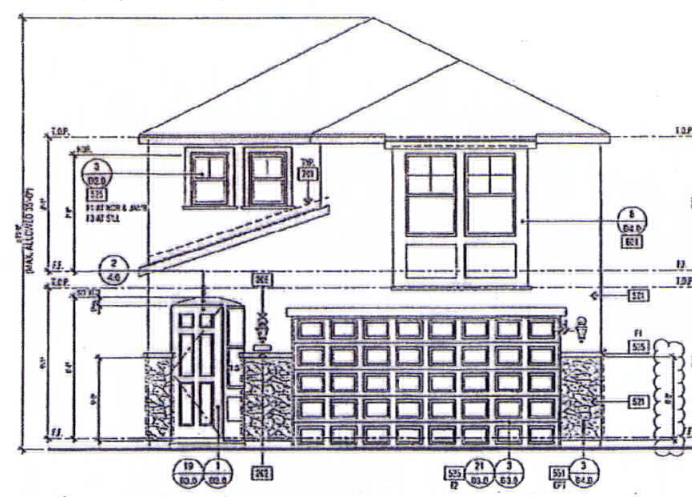
REAR



RIGHT



LEFT



FRONT

ELEVATION KEY NOTES	
1	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
2	ADDRESS MARKING - IF TALL HIGH BUILDINGS ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE EASILY VISIBLE FROM THE STREET
3	SCREEN - OVER A DIAMETER WALL OVER COAT STUCCO ROOF ESR-1104 STUCCO TYPE 1 ON 11 PORTLAND CEMENT OVER 5/8" GROUND ESR-1105 BY STAFF IN 1000'
4	RECESS DOOR OR WINDOWLESS WATER HEATER - INSTALL PER MANUFACTURER'S INSTRUCTIONS
5	STUCCO OVER RIGID FOAM INSULATION - FORM & POPE PER ELEVATION (SEE SHEET 04)
6	MANUFACTURED ADHESIVE STUCCO STUCCO VENEER BY CULTURED STUCCO INC. ESR-1104. INSTALL PER MANUFACTURER'S INSTRUCTIONS
7	STUCCO TRIM - SEE FOR ELEVATION
8	DOOR FLASHING
9	ROOFING - CONCRETE - 'FLAT' TILE
10	2 LAYERS OF 6" GRADE TO BUILDING PAPER IS REQUIRED TO BE INSTALLED OVER WOOD EXHAUSTS. 2010 IRC R901.2

WILLIAM HEZMALHALCH ARCHITECTS INC.
2120 BETHLEHEM AVENUE SUITE 200 SANTA ANA CA 92705-6100
408 255 0037 www.hezmalhalch.com fax 408 257 1021



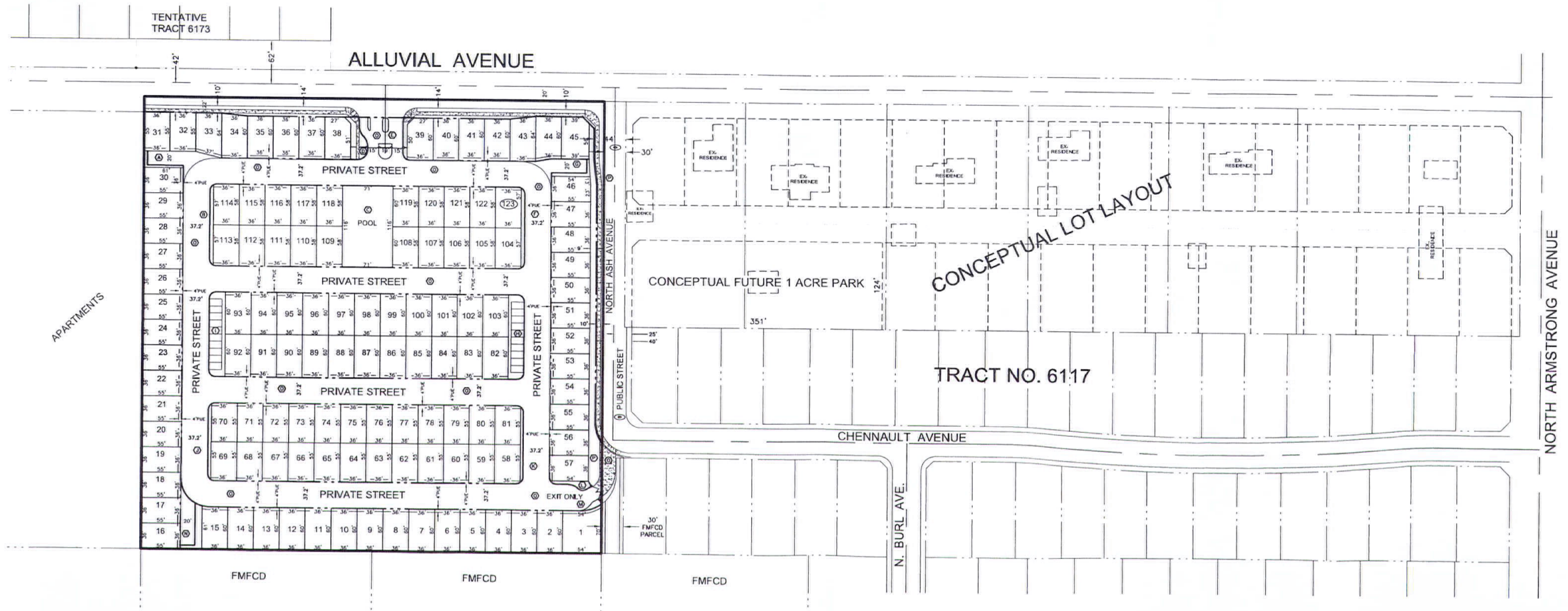
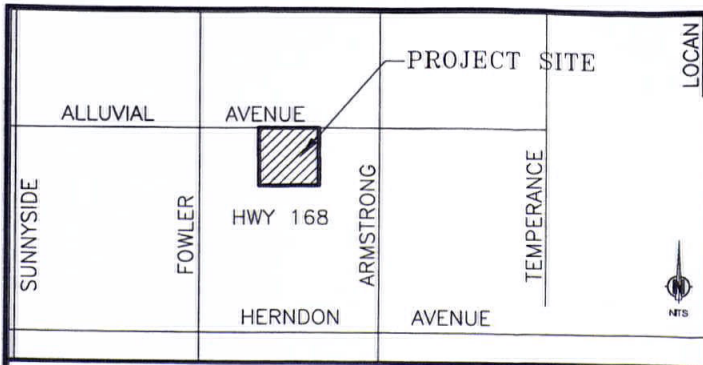
TRACT NUMBER
PROJECT TYPE

ELEVATIONS III
CLOVIS, CALIFORNIA
WILSON HOWES
FRESNO, CALIFORNIA

REVISIONS	
NO.	DATE
1	8-6-14
2	AS BUILT
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100	AS BUILT

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

2013272 - 08-06-14



PARTIAL QUARTER SECTION PLAN

SUBDIVIDER
Wilson Premier Homes, Inc.
7550 NORTH PALM AVENUE SUITE 102
FRESNO, CA 93711
559-224-7550

Harbour & Associates
Civil Engineers
389 Clovis Avenue, Suite 300 • Clovis,
(559) 325-7676 • Fax (559) 325-7889 • e-mail: engineering@harbourandassociates.com

EXHIBIT "D"

DATE: 12-14-17

SCALE: 1"=100'

DRAWN BY: SDH

OF
1

W.O. #17-012

D-592A



AGENDA ITEM NO: 1-C-1-7

City Manager: 

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: February 5, 2018

SUBJECT: Consider items associated with approximately 7.85 acres of land located at the northeast corner of Alluvial and Willow Avenues. Donaghy Sales Inc., owner; Willows Petroleum Inc., applicant; Milestone Associates, representative.

1. Consider Approval, Res. 18-____, A request to approve an environmental finding of a Mitigated Negative Declaration GPA2017-01 and R2017-06.
2. Consider Approval, **GPA2017-01**, A request to amend the General Plan to re-designate from Low Density Residential (2.1-4.0 du/ac) to Commercial and Medium-High Density Residential (7.1-15.0 du/ac).
3. Consider Introduction, Ord. 18-____, **R2017-06**, A request to approve the rezone from R-1-7500 (Single-Family Residential 7,500 minimum) to C-2 (Community Commercial) and R-2 (Low density multiple family residential).
4. Consider Approval, Res. 18-____, **CUP2017-05**, A request to approve a conditional use permit to allow for a restaurant with outdoor dining and associated drive-through.
5. Consider Approval, Res. 18-____, **CUP2017-06**, A request to approve a conditional use permit to allow for a convenience market with beer and wine sales, fuel sales and a drive-through car wash.
6. Consider Approval, Res. 18-____, **CUP2017-07**, A request to approve a conditional use permit to allow for a restaurant with drive-through use.
7. Consider Approval, Res. 18-____, **CUP2017-14**, A request to approve a conditional use permit to allow for proposed multi-family structures to be greater than 35 feet in height.

ATTACHMENTS:

Figure 1:	Location Map
Exhibit "A:"	Conditions of Approval, GPA2017-01
Exhibit "A-1:"	Conditions of Approval, R2017-06
Exhibit "A-2:"	Conditions of Approval, CUP2017-05
Exhibit "A-3:"	Conditions of Approval, CUP2017-06
Exhibit "A-4:"	Conditions of Approval, CUP2017-07
Exhibit "A-5:"	Conditions of Approval, CUP2017-14
Attachment 1:	Mitigated Negative Declaration
Attachment 2:	Draft Resolutions and Ordinance
Attachment 3:	Planning Commission Minutes
Attachment 4:	Correspondence from Agencies
Attachment 5:	Statement of Justification
Exhibit "B:"	Site Plan
Exhibit "C:"	Commercial Elevations & Floor Plans
Exhibit "D:"	Multi-family Elevations & Floor Plans

CONFLICT OF INTEREST

None

RECOMMENDATION

Planning Commission and staff recommend that the City Council:

- Adopt a Mitigated Negative Declaration for GPA2017-01 and R2017-06 pursuant to CEQA Guidelines; and
- Approve General Plan Amendment GPA2017-01 subject to the conditions of approval listed as Exhibit "A;" and
- Approve Rezone R2017-06; subject to the conditions of approval listed as Exhibit "A-1;" and
- Approve Conditional Use Permit CUP2017-05; subject to the conditions of approval listed as Exhibit "A-2;" and
- Approve Conditional Use Permit CUP2017-06; subject to the conditions of approval listed as Exhibit "A-3;" and
- Approve Conditional Use Permit CUP2017-07; subject to the conditions of approval listed as Exhibit "A-4;" and
- Approve Conditional Use Permit CUP2017-14; subject to the conditions of approval listed as Exhibit "A-5."

EXECUTIVE SUMMARY

The applicant is requesting to amend the General Plan Land Use Diagram for approximately 7.85 acres of properties located at the northeast corner of Alluvial and Willow Avenues, from Low Density Residential (2.1-4.0 DU/AC) to Commercial and

Medium-High Density Residential (7.1-15.0 DU/AC), rezone from the R-1-7500 (Single Family Residential-7500 sq. ft.) Zone District to the C-2 (Community Commercial) and R-2 (Low Density Multiple Family Residential) Zone District. The purpose of this request is to accommodate a proposed horizontal mixed use development. The site is divided into two components; a commercial center inclusive of two restaurants and a fuel service station with a convenience store, drive-thru car wash, and a 60-unit multi-family apartment complex. Approval of this project would allow the developer to move forward with site plan review and development of the site.

BACKGROUND

- General Plan Designation: Low Density Residential (2.1-4.0 DU/AC)
- Specific Plan Designation: Herndon-Shepherd Specific Plan
- Existing Zoning: R-1-7500 (Single Family Residential 7,500 sq. ft.)
- Lot Size: Approximately 7.85 acres total
- Current Land Use: Vacant
- Adjacent Land Uses: North: Mini-Storage Facility
South: Senior Living Facility
East: Senior Living Facility
West: Commercial and Multiple Family Residential
- Previous Entitlements: GPA99-02 and R2002-14

PROPOSAL AND ANALYSIS

General Plan Amendment

Proposal

The applicant is requesting to amend the General Plan Land Use Diagram to re-designate the subject properties from Low Density Residential (2.1-4.0 dwelling units per acre) to Medium-High Density Residential (7.1-15 dwelling units per acre), and General Commercial. The applicant provided a letter of justification (Attachment 5), explaining the compelling reason for the request to amend the General Plan.

This General Plan Amendment request includes a commercial component and a multi-family residential component. The commercial portion is proposed on the western 3.67 acres. The multi-family component is comprised of a 60-unit, two and three-story development within the remaining eastern 4.18 acres. If approved, the multiple-family project will develop at a density of 14.35 dwelling units per acre.

Compelling Reasons

To elaborate on the justification, the site characteristics and environment have changed over time. The development of a senior care facility to the east and a self-storage facility to the north, isolated this parcel from the rest of the single-family development within the

quarter-section. The outcome left this low density property on two major streets sharing a Willow Avenue access with the self-storage.

Housing Element

The project is consistent with the City's on-going efforts to provide diverse housing opportunities that accommodates a range of household needs by providing an inventory of developable land through the General Plan process. Policy 6.2 of the City's General Plan Land Use Element encourages smart growth by creating a range of housing opportunities and choices. The project provides opportunity for higher density housing that otherwise does not exist in this general area of the City.

Consistency with General Plan Goals and Policies

Staff has evaluated the Project in light of the General Plan Land Use and Economic Development Element goals and policies. The following goals and policies reflect Clovis' desire to maintain Clovis' tradition of responsible planning and well managed growth to preserve the quality of life in existing neighborhoods and ensure the development of new neighborhoods with an equal quality of life. The goals and policies seek to foster more compact development patterns that can reduce the number, length, and duration of auto trips. The General Plan also balances residential growth with economic and employment growth.

Land Use Goals

Goal 6: A city that grows and develops in a manner that implements its vision, sustains the integrity of its guiding principles, and requires few and infrequent amendments to the General Plan.

Policy 6.1: **Amendment criteria.** The City Council may approve amendments to the General Plan when the City Council is satisfied that the following conditions are met:

- The proposed change is and will be fiscally neutral or positive.
- The proposed change can be adequately served by public facilities and would not negatively impact service on existing development or the ability to service future development.
- The proposed change is consistent with the Urban Village Neighborhood Concept when within an Urban Center.
- General Plan amendments proposing a change from industrial, mixed-use business campus, or office (employment generating) land use designations to non-employment-generating land use designation shall be accompanied by an analysis of the potential impacts on the City's current and long-term jobs-housing ratio, as well as an evaluation on the change or loss in the types of jobs.

Policy 6.2 Smart growth. The city is committed to the following smart growth goals.

- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Mix land uses
- Strengthen and direct development toward existing communities
- Take advantage of compact building design
- Enhance the economic vitality of the region

The applicant's proposal is inclusive of a request to re-designate a portion of the two subject parcels to a Commercial land use designation and a Multi-Family Residential development. This change will not be fiscally negative and can be served with existing services.

Rezone

Proposal

The applicant is requesting to rezone approximately 7.85 acres of property from the R-1-7500 Zone District to the C-2 (Community Commercial) Zone District and R-2 (Low Density Multiple-Family) Zone District. The Project includes rezoning the western 3.67 acres of the subject property to the C-2 Zone District and the eastern 4.18 acres to the R-2 Zone District.

Consistency with the General Plan

This rezone request is consistent with the land use designation as proposed under General Plan Amendment GPA2017-01, for Commercial and Medium-High Density Residential.

Conditional Use Permits as approved by the Planning Commission

Commercial

Conditional Use Permit CUP2017-05 is a request to allow for a restaurant with outdoor dining and drive-thru use for a proposed Steak and Shake restaurant to be located at the south end of the commercial development (Building #1). The proposed restaurant is approximately 2,500 square feet and will include outdoor dining with drive-through hours proposed until 12:00 am.

Conditional Use Permit CUP2017-06 is a request to allow for a 24-hour convenience market with, fuel sales and a drive-through car wash (Building #2). The proposed convenience store is approximately 3,764 square feet with an associated fuel canopy at approximately 4,460 square feet. The service station also includes 16 filling points on eight dispensers and a drive-thru car wash located behind the convenience store. Additionally, the applicant has requested the sale of beer and wine within the allowable

hours per Alcoholic Beverage Control (ABC). The subject property is located within census tract 55.14, bounded by Nees, Herndon, Willow, and Minnewawa Avenues. ABC District office staff verified that there are seven existing on-sale licenses in use with three currently available within the census tract. The City of Clovis Police Department has required the applicant to obtain a public convenience and necessity letter and acceptance of Police Department conditions prior to license approval.

Conditional Use Permit CUP2017-07 is a request to allow for a restaurant with a drive-thru use (Building #3). The approximately 3,462 square foot restaurant is proposed at the north end of the commercial development with drive-through hours proposed from 10:00 am to 12:00 midnight. This portion of the commercial request is anticipated to be developed at a later phase of the development.

Multi-family

Conditional Use Permit CUP2017-14 is a request to allow for an over-height consideration for two of the four proposed multi-family residential structures (see Exhibit B). In attempt to mitigate any privacy concerns, the applicant proposed both of the three-story buildings at the interior of the parcel, while the two-story buildings are to be located at the north and south end of the parcel. Although privacy may be a concern for the neighboring single-family residences located to the northeast, the nearest apartment building is proposed at over 90 feet away from any single-family residence. The proposed R-2 Zone District allows a maximum height of 35 feet or two-stories, not to exceed 35 feet in height. Any greater height may be granted under a conditional use permit but cannot exceed three-stories or 50 feet in height. The conditional use permit approved the two buildings at an overall height of 38.5 feet.

Traffic and Circulation

The requested commercial development would take direct access from Willow Avenue and Alluvial Avenues. The multiple-family residential development will utilize access from Alluvial Avenue. An emergency vehicle access (EVA) is proposed at the north portion of the multi-family development and is accessed through the commercial development.

Traffic impacts from the requested change in land use designation were considered for the area and surrounding intersections. A traffic study was conducted by KD Anderson & Associates that analyzed traffic-related effects of the proposed project. Engineering staff determine that the anticipated level of service, delays, and queuing conditions of the proposed Project are acceptable for the proposed Project.

Water and Sewer Services

The City Engineering Division studied the water and sewer impacts and concluded that the proposed amendment did not change the range of the existing General Plan, therefore; the existing and planned sewer lines can accommodate the land use change.

Review and Comments from Agencies

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

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

Neighborhood Meetings

The applicant conducted a neighborhood meeting on November 7, 2017, at the neighboring Orchard Park Senior Living Facility. Two residents were in attendance along with the project team and City staff. Comments from the residents include concerns of the possible increase in crime rates due to the increase in density and the over saturation of service stations in the area.

The applicant conducted a second neighborhood meeting prior to the City Council hearing as required by City policy. The meeting was held at the Orchard Park Senior Living Facility on December 28, 2017. There were no residents in attendance.

Public Comments

A legal notice was mailed to property owners within 800 feet of the Project boundaries using the latest equalized roll from the County Assessor's office. Prior to the Planning Commission meeting, staff received a call from a neighbor to the northeast who expressed concerns with the proposed building heights. After a brief conversation, the resident was pleased that the three-story buildings were proposed further away from the property line. Another call was received from a property owner across Willow Avenue who expressed concerns about the architecture. There has been a considerable amount of multiple-family development on the west side of Willow Avenue and the property owner as well as staff feel the development should carry the same, or higher level of architecture. Staff will work with the applicant during the site plan review process to assure consistency and quality of design.

A second public notice was mailed to area property owners within 800 feet of the property boundaries prior to City Council public hearing. Staff has not received comments or concerns from the public upon finalization of this report.

Planning Commission Comments and Discussion

The Planning Commission considered the project on Thursday, November 16, 2017. Discussion included the sale of alcohol and existing alcohol licenses in the tract, the layout of the fuel service station, and possible traffic concerns. After discussions, the Planning Commission approved GPA2017-01, R2017-06, CUP2017-05, 06, 07 and 14 subject to each application's respective conditions of approval.

Community Facilities District

The fiscal analysis of the Loma Vista Specific Plan identified possible long-term funding shortfalls in Clovis' Citywide operating and maintenance costs. To address this issue the City of Clovis implemented a Community Facilities District. Community Facilities Districts (CFD's) are a means of providing additional funding for the provision of public facilities and services for public safety, and other important municipal services in newly developing areas of the community where the city would not otherwise be able to afford to continue to provide an adequate level of service as the City continues to grow. The use of CFD's is fairly common among cities in California experiencing high rates of growth during this past decade, such as Clovis, due to significant losses of local revenue from tax shifts authorized by the State of California and the need to continue to provide an adequate level of service as growth occurs.

A condition of approval has been added to this tentative map requiring participation of this vesting tentative map in the CFD.

California Environmental Quality Act (CEQA)

The City of Clovis has completed an environmental review (an assessment of the project's impact on natural and manmade environments) of the proposed project, as required by the State of California. The City Planner has recommended approval of a Mitigated Negative Declaration (a written statement announcing that this project will not have a significant effect on the environment). Recommendation of a proposed Mitigated Negative Declaration does not necessarily mean this project will be approved.

The City published notice of this public hearing in *The Business Journal* on Wednesday, January 24, 2018.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

The site characteristics have changed over time with the development of a senior care facility to the east and self-storage facility to the north, both isolated this corner from the remaining single-family homes within the quarter-section. The impact is a difficult property to develop as low density single-family.

The commercial aspect of this project is consistent with the Willow Avenue Corridor between Herndon and Nees Avenues and will complete buildout of this area. The multi-family portion of this project provides a diversity in housing types that is otherwise limited in that general area of the City. The project does not substantially impact sewer, water and other public services. Planning Commission and staff therefore recommend approval of GPA2017-01 and R2017-06, CUP2017-05, 06, 07, & 14, subject to the conditions of approval attached Exhibit "A," through Exhibit "A-5."

The findings to consider when making a decision on a General Plan Amendment application include:

1. The proposed amendment is internally consistent with the goals, policies, and actions of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City; and
3. If applicable, the parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated project.
4. There is a compelling reason for the amendment.

The findings to consider when making a decision on a rezone application include:

1. The proposed amendment is consistent with the goals, policies, and actions of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
3. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designations and anticipated land uses/projects. (§ 2, Ord. 14-13, eff. October 8, 2014).

The findings to consider when making a decision on a conditional use permit application include:

1. The Planned Development Permit would:
 - a. Be allowed within the subject base zoning district;
 - b. Be consistent with the purpose, intent, goals, policies, actions, and land use designations of the General Plan and any applicable specific plan;

- c. Be generally in compliance with all of the applicable provisions of this Development Code relating to both on and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this Division and the subject base zoning district, including prescribed development standards and applicable design guidelines; and
 - d. Ensure compatibility of property uses within the zoning district and general neighborhood of the proposed development.
- 2. The proposed project would produce a comprehensive development that provides an appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, incorporation of a program of enhanced amenities, etc. than which might otherwise occur from more traditional development applications;
 - 3. Proper standards and conditions have been imposed to ensure the protection of the public health, safety, and welfare;
 - 4. Proper on-site traffic circulation and control is designed into the development to ensure protection for fire suppression and police surveillance equal to or better than what would normally be created by compliance with the minimum setback and parcel width standards identified in Article 2 (Zoning Districts, Allowable Land Uses, and Zone Specific Standards);
 - 5. The subject parcel is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development; and
 - 6. The design, location, operating characteristics, and size of the proposed development.

ACTIONS FOLLOWING APPROVAL

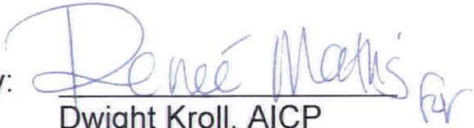
The Council will consider this item and follow-up by approving a resolution for the First Cycle of 2018, at their February 5, 2018 meeting.

The second reading of the Rezone Ordinance will be heard by the City Council at its next regular meeting and if approved, will go into effect 30 days from its passage and adoption.

NOTICE OF HEARING

Property Owners within 800 feet notified:	149
Interested individuals notified:	10

Prepared by: Lily Cha, Assistant Planner

Submitted by: 
Dwight Kroll, AICP
Director of Planning and Development

**FIGURE 1
PROJECT LOCATION MAP**

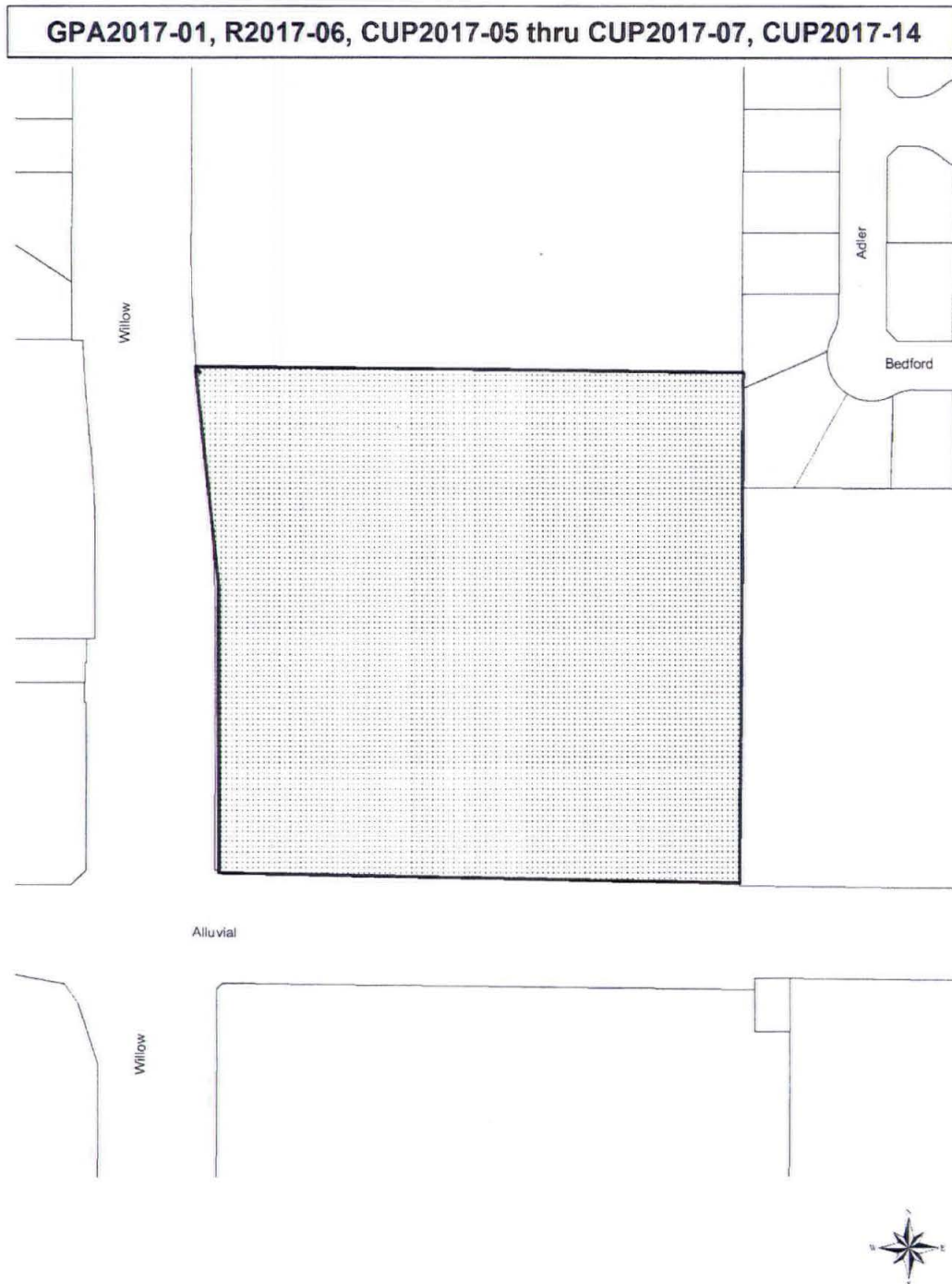


EXHIBIT "A"
Conditions of Approval – GPA2017-01

PLANNING DIVISION CONDITIONS

(Lily Cha, Division Representative – (559) 324-2335)

1. Development of this site shall be consistent with the General Plan, Commercial Designation.
2. Development of this parcel shall be a commercial development consistent with Rezone R2017-06.
3. Rezone R2017-06, approves a rezone properties of land located at the northeast corner of Willow and Alluvial Avenues from the R-1-7500 Zone District to the C-2 (Community Commercial) Zone District and R-2 (Low Density Multiple Family Residential).

CLOVIS UNIFIED SCHOOL DISTRICT CONDITIONS

(Steve Ward, CUSD Representative – 559-327-9000)

4. The development of this project is subject to the Clovis Unified School District impact fee. See the attached letter.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT CONDITIONS

(Neda Shakeri, FMFCD Representative - 456-3292)

5. The Applicant shall refer to the attached FMFCD requirements. If the list is not attached, please contact the District for the list of requirements.

FRESNO IRRIGATION DISTRICT CONDITIONS

(Laurence Kimura, FID Representative - 233-7161)

6. The Applicant shall refer to the attached FID correspondence. If the list is not attached, please contact the District for the list of requirements.

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

(Brian Clements, SJVAPCD Representative- 230-5888)

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

COUNTY OF FRESNO HEALTH DEPARTMENT

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

8. The Applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the District for the list of requirements.

EXHIBIT "A-1"
Conditions of Approval – R2017-06

PLANNING DIVISION CONDITIONS

(Lily Cha, Division Representative – (559) 324-2335)

1. Rezone R2017-06 approves a C-2 (Community Commercial) Zone District and R-2 (Low Density Multiple Family Residential) Zone District.
2. This rezone shall become effective only upon approval of General Plan Amendment GPA2017-01 by the City Council.
3. Any development shall comply with the Clovis Municipal Code Parking Requirements and evaluated through the Site Plan Review process.
4. This rezone request is subject to the associated development standards of the General Plan and the Community Commercial Zone District.
5. Development of this site shall be consistent with the General Plan.

CLOVIS UNIFIED SCHOOL DISTRICT CONDITIONS

(Steve Ward, CUSD Representative – 559-327-9000)

6. The development of this project is subject to the Clovis Unified School District impact fee. See the attached letter.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT CONDITIONS

(Neda Shakeri, FMFCD Representative- 456-3292)

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COUNTY OF FRESNO HEALTH DEPARTMENT

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

9. The Applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the District for the list of requirements.

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

(Brian Clements, SJVAPCD Representative- 230-5888)

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

ADMINISTRATIVE DEPARTMENT CONDITIONS

(John Holt, Department Representative – (559) 324-2111)

11. Prior to approval, recordation or filing of an annexation, final map, or site plan, the property covered by the project shall be included within or annexed to a Community Facilities District (CFD), established by the City for the provision of public facilities and services, for which proceedings have been consummated, and shall be subject to the special tax approved with the formation or annexation to the CFD. The CFD applies only to residential projects.
12. The applicant and the property owner acknowledge and agree that if the project were not part of a CFD, the City might lack the financial resources to operate facilities and provide public services, such as police protection, fire protection, emergency medical services, park and recreation services, street maintenance and public transit. Absent the requirement for inclusion of the project within a CFD, the City might not be able to make the finding that the project is consistent with the General Plan and relevant specific plans and might not be able to make the findings supporting approval of the project as required by the Subdivision Map Act and the California Environmental Quality Act, and the City might be required to deny the application for the project.
13. The owner/developer shall notify all potential lot buyers prior to sale that this project is a part of a Community Facilities District and shall inform potential buyers of the special tax amount. Said notification shall be in a manner approved by the City. This requirement may be waived at the discretion of the City Council if, at the time of the approval, recordation or filing of the project, the City Council has determined that it is not necessary that the project be included in the CFD.
14. The applicants shall reimburse the City for any expense associated with the transition agreement for fire services with the Fresno County Fire Protection District that would apply to this proposal.

EXHIBIT "A-2"
Conditions of Approval – CUP2017-05

PLANNING DIVISION CONDITIONS

(Lily Cha, Division Representative – (559) 324-2335)

1. Conditional Use Permit CUP2017-05 shall be reviewed in one year for compliance with the conditions of approval. Planning staff shall conduct a review of the use and present these findings to the Planning Commission. Should the use be found to be in noncompliance, the Commission may schedule the use permit for revocation.
2. The applicant shall obtain site plan review approval prior to development of this site.
3. The conditional use permit allows for a fast food use with a drive-through and outdoor dining.
4. All signage for this use shall conform to the City of Clovis Sign Ordinance and shall require a separate sign review and permit.
5. The site is not permitted an individual freestanding sign for identification. The shopping center is allowed one freestanding sign per street frontage that shall conform to the City of Clovis Sign Ordinance.
6. The architecture shall be compatible with the shopping center.
7. CUP2017-05 is approved per the site plan marked Exhibit B.
8. Any modification to the site plan including access points, reduction of parking, and/or additional square footage will require an amendment to this conditional use permit.
9. The applicant shall provide an irrevocable offer for reciprocal access for any parcel split of the subject property.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT CONDITIONS

(Neda Shakeri, FMFCD Representative - 456-3292)

15. The Applicant shall refer to the attached FMFCD requirements. If the list is not attached, please contact the District for the list of requirements.

FRESNO IRRIGATION DISTRICT CONDITIONS

(Laurence Kimura, FID Representative - 233-7161)

16. The Applicant shall refer to the attached FID correspondence. If the list is not attached, please contact the District for the list of requirements.

COUNTY OF FRESNO HEALTH DEPARTMENT

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

17. The Applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the District for the list of requirements.

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

(Brian Clements, SJVAPCD Representative- 230-5888)

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

EXHIBIT "A-3"
Conditions of Approval – CUP2017-06

PLANNING DIVISION CONDITIONS

(Lily Cha, Division Representative – (559) 324-2335)

1. Conditional Use Permit CUP2017-06 shall be reviewed in one year for compliance with the conditions of approval. Planning staff shall conduct a review of the use and present these findings to the Planning Commission. Should the use be found to be in noncompliance, the Commission may schedule the use permit for revocation.
2. The applicant shall obtain site plan review approval prior to development of this site.
3. The conditional use permit allows for a 24-hour fuel sales, beer and wine sales and a drive-thru car wash.
4. Cessation or abandonment of this use for a period exceeding 60 days shall result in the scheduling of a revocation hearing for this site.
5. All signage for this use shall conform to the City of Clovis Sign Ordinance and shall require a separate sign review and permit.
6. The site is not permitted an individual freestanding sign for identification. The shopping center is allowed one freestanding sign per street frontage that shall conform to the City of Clovis Sign Ordinance.
7. The subject property is limited to one permanently mounted freestanding price sign per street frontage that lists information for each grade of gasoline, type of service available, and type of payment permitted, when there is a difference in price from each separate case.
8. Architecture shall be compatible with the shopping center. The fuel island canopy shall incorporate architectural features of the main building including enhanced columns and a cornice treatment.
9. Lighting associated with the fuel island canopy shall be recessed and screened from direct view from the public right-of-way and adjacent residential properties.
10. CUP2017-06 is approved per Exhibit B. CUP2017-06 may be reviewed in a one (1) year period of time. Staff will conduct a review of the use in regard to

the compliance with conditions of approval and present findings of this review to the Planning Commission.

11. Any modification to the site plan including access points, reduction of parking, and/or additional square footage will require an amendment to this conditional use permit.
12. The operator shall be responsible to assure there is no overnight camping on the site.
13. With exception to temporary placement of deliverables, the operator shall not store materials and supplies outside the building.
14. The fuel service use shall be screened through the use of a 3 to 3 ½ foot decorative wall & berm and/or landscaping from the fuel service site grade. Adequacy of this treatment shall be reviewed during the site plan review phase.
15. No outdoor display of merchandise is permitted unless approved through a separate Administrative Use Permit.
16. The applicant shall provide an irrevocable offer for reciprocal access for any parcel split of the subject property.

POLICE DEPARTMENT CONDITONS

(Sergeant Jared Binford, Division Representative – (559) 324-2471)

17. Sales of alcohol may occur only between 6:00AM and 12:00AM.
18. The exterior of the business must be well lit around the entire perimeter of the business.
19. The interior and exterior of the business must be under recorded video surveillance and the video recordings are to be kept for a minimum of 30 days. Recordings are to be made available to law enforcement upon request.
20. There shall be no sale of alcohol to obviously intoxicated people.
21. There shall be signs posted on the exterior of the business that no alcohol is to be consumed on the property as well as signs indicated loitering is prohibited.
22. Primary employees serving alcohol, on site management, and other supervisors, are to take an appropriate ABC approved class for this type of

location every year, related to checking/receiving proper ID from patrons, spotting obviously intoxicated persons, etc.

23. The licensee must comply with the Clovis Municipal Code Sign Ordinance under CMC 9.34.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT CONDITIONS

(Neda Shakeri, FMFCD Representative - 456-3292)

24. The Applicant shall refer to the attached FMFCD requirements. If the list is not attached, please contact the District for the list of requirements.

FRESNO IRRIGATION DISTRICT CONDITIONS

(Laurence Kimura, FID Representative - 233-7161)

25. The Applicant shall refer to the attached FID correspondence. If the list is not attached, please contact the District for the list of requirements.

COUNTY OF FRESNO HEALTH DEPARTMENT

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

26. The Applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the District for the list of requirements.

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

(Brian Clements, SJVAPCD Representative- 230-5888)

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

EXHIBIT "A-4"
Conditions of Approval – CUP2017-07

PLANNING DIVISION CONDITIONS

(Lily Cha, Division Representative – (559) 324-2335)

1. Conditional Use Permit CUP2017-07 shall be reviewed in one year for compliance with the conditions of approval. Planning staff shall conduct a review of the use and present these findings to the Planning Commission. Should the use be found to be in noncompliance, the Commission may schedule the use permit for revocation.
2. The applicant shall obtain site plan review approval prior to development of this site.
3. The conditional use permit allows for a fast food use with a drive-through.
4. All signage for this use shall conform to the City of Clovis Sign Ordinance and shall require a separate sign review and permit.
5. The site is not permitted an individual freestanding sign for identification.
6. The architecture shall be compatible with the shopping center.
7. CUP2017-07 is approved per the site plan marked Exhibit B.
8. Any modification to the site plan including access points, reduction of parking, and/or additional square footage will require an amendment to this conditional use permit.
9. The applicant shall provide an irrevocable offer for reciprocal access for any parcel split of the subject property.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT CONDITIONS

(Neda Shakeri, FMFCD Representative - 456-3292)

10. The Applicant shall refer to the attached FMFCD requirements. If the list is not attached, please contact the District for the list of requirements.

FRESNO IRRIGATION DISTRICT CONDITIONS

(Laurence Kimura, FID Representative - 233-7161)

11. The Applicant shall refer to the attached FID correspondence. If the list is not attached, please contact the District for the list of requirements.

COUNTY OF FRESNO HEALTH DEPARTMENT

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

12. The Applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the District for the list of requirements.

EXHIBIT "A-5"
Conditions of Approval – CUP2017-14

PLANNING DIVISION CONDITIONS

(Lily Cha, Division Representative – (559) 324-2335)

1. All conditions of R2002-15 and any other applicable conditions are hereby referred to and made part of this Conditional Use Permit by reference.
2. Development of this parcel shall be consistent with the R-2 Zone District.
3. The applicant shall obtain site plan review approval prior to development of this site.
4. Three story construction is restricted to the structures identified on the site plan and shall have a maximum height of 38'-6" to the top of the ridge of the roof as shown in Exhibit "D" on file in the Planning Division.
5. Cessation or abandonment of this use for a period exceeding 60 days shall result in the scheduling of a revocation hearing for this site.
6. The development is allowed one monument style freestanding sign along the Alluvial Avenue street frontage and shall conform to the City of Clovis Sign Ordinance.
7. All signage for this use shall conform to the City of Clovis Sign Ordinance.
8. CUP2017-14 is approved per the site plan marked Exhibit B with modifications to reflect current Codes and Standards pertaining to parking, drive widths, and solid waste service.
9. Any modification to the site plan including access points, reduction of parking, and/or additional square footage will require an amendment to this conditional use permit.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT CONDITIONS

(Neda Shakeri, FMFCD Representative - 456-3292)

10. The Applicant shall refer to the attached FMFCD requirements. If the list is not attached, please contact the District for the list of requirements.

FRESNO IRRIGATION DISTRICT CONDITIONS

(Laurence Kimura, FID Representative - 233-7161)

11. The Applicant shall refer to the attached FID correspondence. If the list is not attached, please contact the District for the list of requirements.

COUNTY OF FRESNO HEALTH DEPARTMENT

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

12. The Applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the District for the list of requirements.

SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT

(Brian Clements, SJVAPCD Representative- 230-5888)

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

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

FOR THE

WILLOW PETROLEUM, INC.
COMMERCIAL AND MULTI-FAMILY
RESIDENTIAL PROJECT

Northeast Corner of Alluvial Avenue and North Willow Avenue
Clovis, CA

October 23, 2017

Prepared for:

City of Clovis
Planning Division
1033 Fifth Street
Clovis CA 93612
(559) 324-2340

Prepared by:

BaseCamp Environmental, Inc.
115 S. School Street, Suite 14
Lodi, CA 95240
209-224-8213

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LIST OF ACRONYMS USED IN THIS DOCUMENT

AB	Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan (Stockton)
CCAP	Climate Change Action Plan (SJVAPCD)
CDD	City of Clovis Community Development Department
CEQA	California Environmental Quality Act
CISP	Climate Protection Impact Study Process
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
dB	decibel
dBA	A-weighted decibel
DRP	Development Review Process
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EPA	U. S. Environmental Protection Agency
EPAP	Existing Plus Approved Projects
FEMA	Federal Emergency Management Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
ISR	Indirect Source Rule
ITMM	Incidental Take Minimization Measure
L _{dn}	Day-Night Average Sound Level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System

ODS	owners, developers and successors in interest
PM ₁₀	particulate matter 10 micrometers or less in diameter
PM _{2.5}	particulate matter 2.5 micrometers or less in diameter
ROG	reactive organic gases
RWCF	Regional Wastewater Control Facility
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWMP	Storm Water Management Program
SWPPP	Storm Water Pollution Prevention Plan
SWQCCP	Storm Water Quality Control Criteria Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
UST	Underground Storage Tank
WDID	Waste Discharger's Identification Number

NEGATIVE DECLARATION

A. General Project Information

Project Title:	Willow Petroleum, Inc. Commercial and Multi-Family Residential Project
Lead Agency Name and Address:	City of Clovis Planning Division 1055 Fifth Street Clovis, CA 93612
Contact Person and Phone Number:	Lily Cha, Assistant Planner (559) 324-2335
Project Location:	Northeast corner of the intersection of North Willow Avenue and Alluvial Avenue, in the northwestern portion of the City of Clovis
Project Sponsor Name and Address:	Willow Petroleum, Inc. 2190 Meridian Park Boulevard Suite G Concord, CA 94520
General Plan Designation:	Commercial, Medium Density Residential (applied for)
Zoning:	Commercial, Medium Density Residential (applied for)
Description of Project:	The project is the construction of a commercial center and multi-family development in the City of Clovis.
Surrounding Land Uses and Setting:	The immediate project vicinity is primarily a residential area with some commercial development. The project site is bounded on the north by a self-storage facility, on the south and east by senior living facilities, and on the west by a multifamily residential development, a gas station, and two restaurants.
Other Public Agencies Whose Approval is Required:	Fresno County Environmental Health Department, San Joaquin Valley Air Pollution Control District, Clovis City Council?

B. Environmental Factors Potentially Affected

The environmental factors checked below may be significantly affected by this project, involving at least one impact that is a “Potentially Significant Impact” prior to mitigation. Mitigation measures that would avoid potentially significant effects or reduce them to a less-than-significant level have been prescribed for each of these effects, as described in the checklist and narrative on the following pages, and in the Summary Table at the end of Chapter 1.0.

	Aesthetics		Agriculture/Forestry Resources		Air Quality
√	Biological Resources	√	Cultural Resources	√	Geology/Soils
	Greenhouse Gas Emissions		Hazards/Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources	√	Noise
	Population/Housing		Public Services		Recreation
√	Transportation/Traffic		Utilities/Service Systems	√	Mandatory Findings of Significance

C. Lead Agency 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 and/or mitigation measures that would reduce potential effects to a less than significant level have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. All applicable mitigation measures are shown in the Summary Table (Table 1-1) at the end of Chapter 1.0.*

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.

Determination Signature:



Clovis Planning Department

10-23-17
Date

Applicant's Concurrence:

In accordance with Section 15070(b)(1) of the CEQA guidelines, Willow Petroleum, Inc. hereby consents to the incorporation of the identified mitigation measures which are defined in Table 1-1, Summary Table, of this document.

Signature:



Willow Petroleum, Inc.

10/23/17
Date

1.0 INTRODUCTION

1.1 Project Brief

The project applicant proposes to construct a commercial center as well as a multi-family residential development within the City of Clovis. The proposed project would be constructed on two adjoining parcels; Parcel A is proposed for commercial use and is approximately 3.67 acres in size; Parcel B is approximately 4.18 acres in size and is proposed for development as an apartment complex. Parcel A is located on the northeast corner of N. Willow Avenue and Alluvial Avenue. Parcel B is located immediately to the east of Parcel A, fronting on Alluvial Avenue.

Development of Parcel A would consist of an AM/PM convenience store and fueling station with 16 pumps for the dispensing of gasoline and diesel fuel for passenger vehicles and light-duty trucks. A building approximately 3,764 square feet in size would contain the convenience store; proposed fuel pumps would be covered by a canopy. A freestanding automated car wash structure would be constructed adjacent to the convenience store building. The project also proposes to construct a quick serve restaurant (QSR) building, approximately 3,462 square feet in size, north of the AM/PM and an additional QSR building, 2,500 square feet in size, south of the AM/PM at the corner of N. Willow and Alluvial. Each QSR would include a drive-through.

There would be approximately 105 parking spaces on the commercial project site. Access would be provided from both N. Willow Avenue and Alluvial Avenue. The project would connect to existing water and wastewater lines and electrical, gas and communication utilities in the adjacent streets.

To accommodate proposed commercial development, Parcel A would require a General Plan Amendment from Low Density Residential to Commercial as well as a rezoning from the current zone, R-1-7500 Low Density Residential, to C-2 Commercial. The proposed land uses would require approval of a Conditional Use Permit and a Site Plan Review Amendment.

Parcel B would be developed to accommodate a 60-unit two- and three-story apartment complex. There would be four buildings housing a total of 40 one-bedroom apartments and 20 two-bedroom apartments. A total of 120 parking spaces would be provided on-site. Access to the apartment complex would be located on Alluvial Avenue; a second point of ingress/egress would be provided by an emergency vehicle access at the northwest corner of the site.

Parcel B would require a General Plan Amendment from Low Density Residential to Medium High Density Residential as well as a rezoning from the current zone, R-1-7500 Low Density Residential, to R-2 Medium High Density Residential. The proposed land use would require approval of a Conditional Use Permit and a Site Plan Review Amendment.

1.2 Purpose of Initial Study

The California Environmental Quality Act (CEQA) requires that public agencies consider and document the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to

result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects as defined by CEQA and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that would be less than significant. If the Initial Study does not identify significant effects, or if it identifies mitigation measures that would reduce all of the significant effects of the project to a less-than-significant level, then the agency prepares a Negative Declaration or Mitigated Negative Declaration. If the project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study.

The proposed project is a "project" as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project involves the potential for significant environmental effects and requires preparation of this Initial Study. The Initial Study describes the proposed project and its environmental setting, it discusses the potentially significant environmental effects of the project, and it identifies feasible mitigation measures that would avoid the potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project's potential for significant environmental effects in the following subject areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance

The Initial Study concludes that the project would have significant environmental effects, but recommended mitigation measures would reduce all of these effects to a level that would be less than significant. As a result, the City has prepared a Mitigated Negative Declaration and notified the public of the City's intent to adopt the Initial Study/Mitigated Negative Declaration. As of the distribution of the IS/MND for public review, the applicant has accepted all of the recommended mitigation measures. The time available for comment on the IS/MND is shown in the Notice of Intent.

1.3 Project Background

The project site is located in the City of Clovis in an area known as the Herndon Shepard Specific Plan. The Herndon Shepard Specific Plan was approved in 1988 when the 5,800-acre specific plan area was incorporated into the City of Clovis. The Specific Plan established the pattern of residential and commercial neighborhoods as well as the location of schools and open space. The Specific Plan also provided for circulation, government services and utilities needed to accommodate planned development. The Specific Plan designated the proposed project site Low-Density Residential at this time; however, the plan also speaks to the need for affordable housing and neighborhood commercial areas. The plan was adopted June 27, 1988.

1.4 Environmental Evaluation Checklist Terminology

The Initial Study repeatedly uses a few terms and acronyms that are defined here for the reader's convenience. A complete list of acronyms used in the Initial Study is shown following the Table of Contents.

CDD	The Clovis Community Development Department. The CDD is responsible for processing of the project's permit applications and for independent review and acceptance of the IS/MND.
IS/MND	This Initial Study/Mitigated Negative Declaration.
ODS	The owners, developers and successors-in-interest, meaning the project applicant, property owners, future project owners and other parties with interest or responsibility for the project, now and in the future.

The project's potential environmental effects are described in the Environmental Evaluation Checklist shown in Chapter 3.0. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve: 1) a Potentially Significant Impact, 2) a Less Than Significant Impact With Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., that the environmental effect may be significant, and mitigation measures have not yet been defined that would reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required.

An environmental effect that is Less Than Significant With Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a less than significant level with the application of mitigation measures identified in the Environmental Evaluation Checklist and accepted by the applicant.

A Less Than Significant Impact occurs when the project would involve effects on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required.

A determination of No Impact is self-explanatory.

This IS/MND prescribes mitigation measures for the potentially significant environmental effects of the project. Some existing regulatory requirements that have been established by the State, City and other agencies, and which are routinely implemented in conjunction with new development, also function as measures that mitigate environmental impacts. These are described in this IS/MND as a part of the existing setting. This Initial Study also describes additional non-regulatory mitigation measures that would address the project's potentially significant environmental impacts but that are not already established in law and practice.

1.5 Summary of Environmental Effects and Mitigation Measures

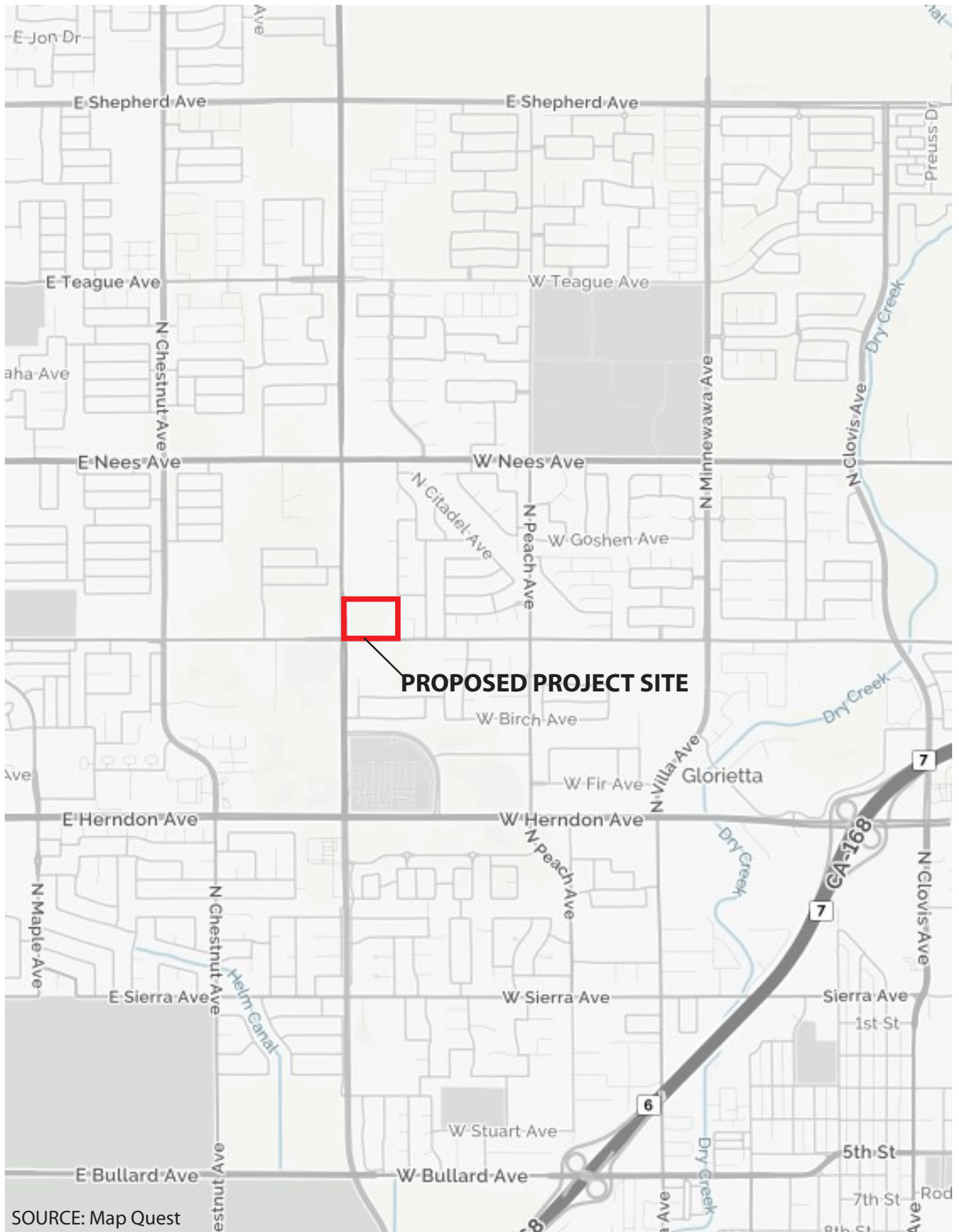
The following pages contain several project location maps followed by Table 1-1, Summary of Impacts and Mitigation Measures. The table summarizes the results of the Environmental Evaluation Checklist and associated narrative discussion shown in Chapter 3.0. The potential environmental impacts of the proposed project are summarized in the left-most column of this table. The level of significance of each impact is indicated in the second column. Mitigation measures proposed to minimize the impacts are shown in the third column, and the significance of the impact, after mitigation measures are applied, is shown in the fourth column.

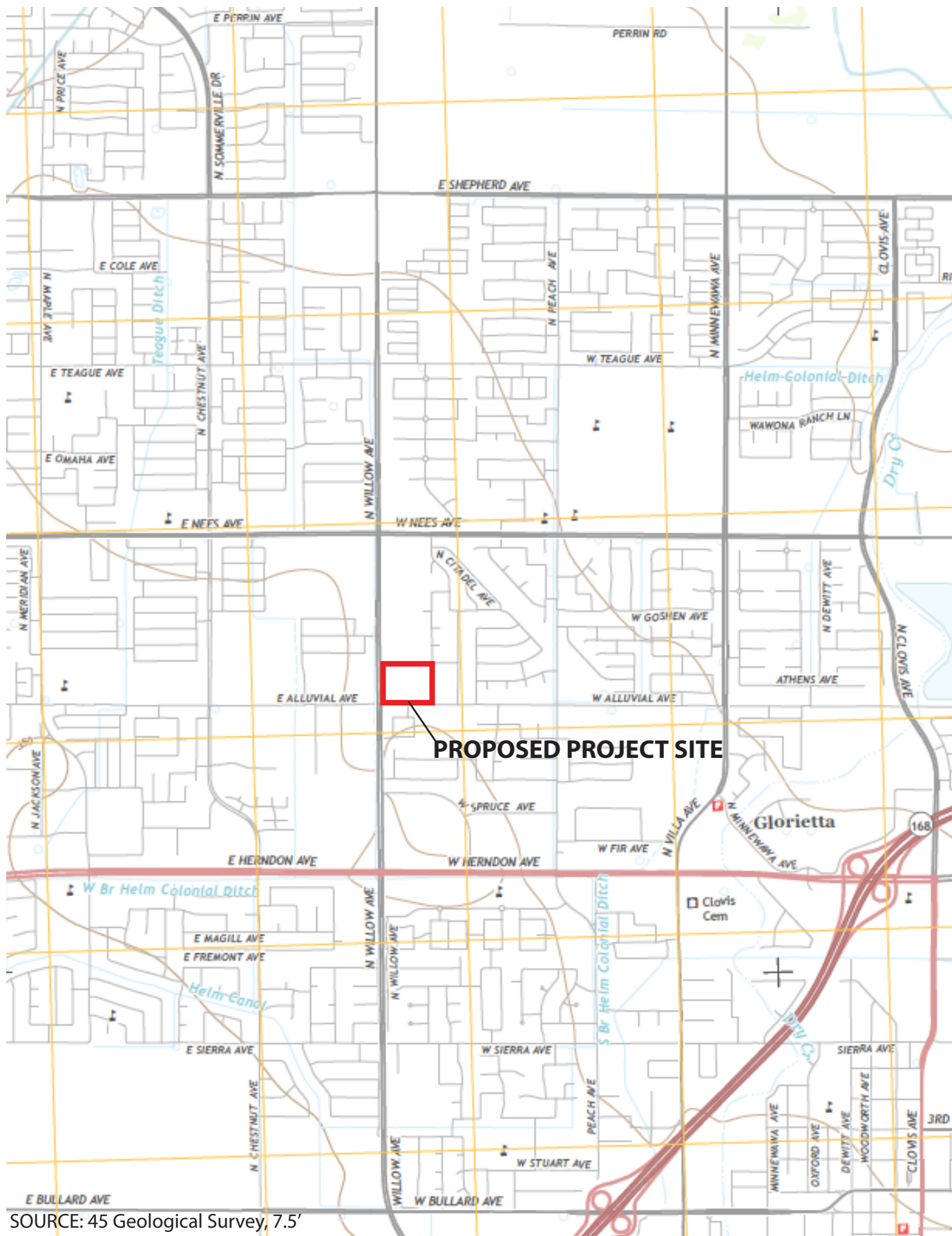


SOURCE: Yahoo.com



Figure 1-1
REGIONAL MAP





--- NOTE ---
This map is for Assessment purposes only.
It is not to be construed as portraying
legal ownership or divisions of land for
purposes of zoning or subdivision law.

SUBDIVIDED LAND IN POR. SEC. 31, T.12S., R.21E., M.D.B.&M.

DETAIL "A"
1"=100'

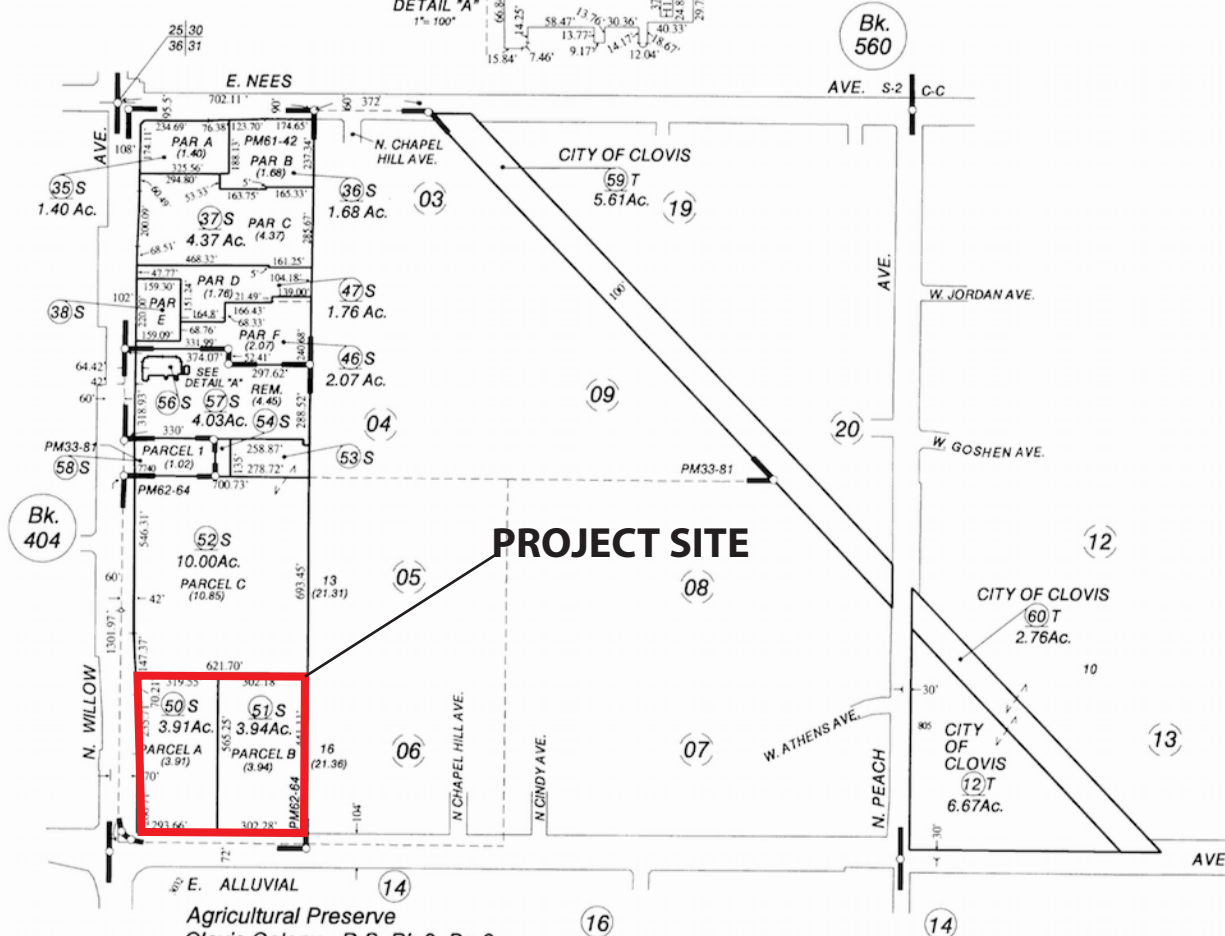
Tax Rate Area

561-02

1-036 1-060
1-043 1-104
1-057 1-117
1-059



30 29
31 32



Agricultural Preserve
Clovis Colony - R.S. Bk.2, Pg.6
Shepherd & Teague Alluvial Tract No.2 - R.S. Bk.2, Pg.40
Parcel Map No.5329 - Bk.33, Pg.81
Parcel Map No. 01-03 - Bk. 61, Pgs. 42-43
Parcel Map No. 2002-08 - Bk. 62, Pg. 64-65

Assessor's Map Bk.561 - Pg. 02
County of Fresno, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

08-20-2012 SH

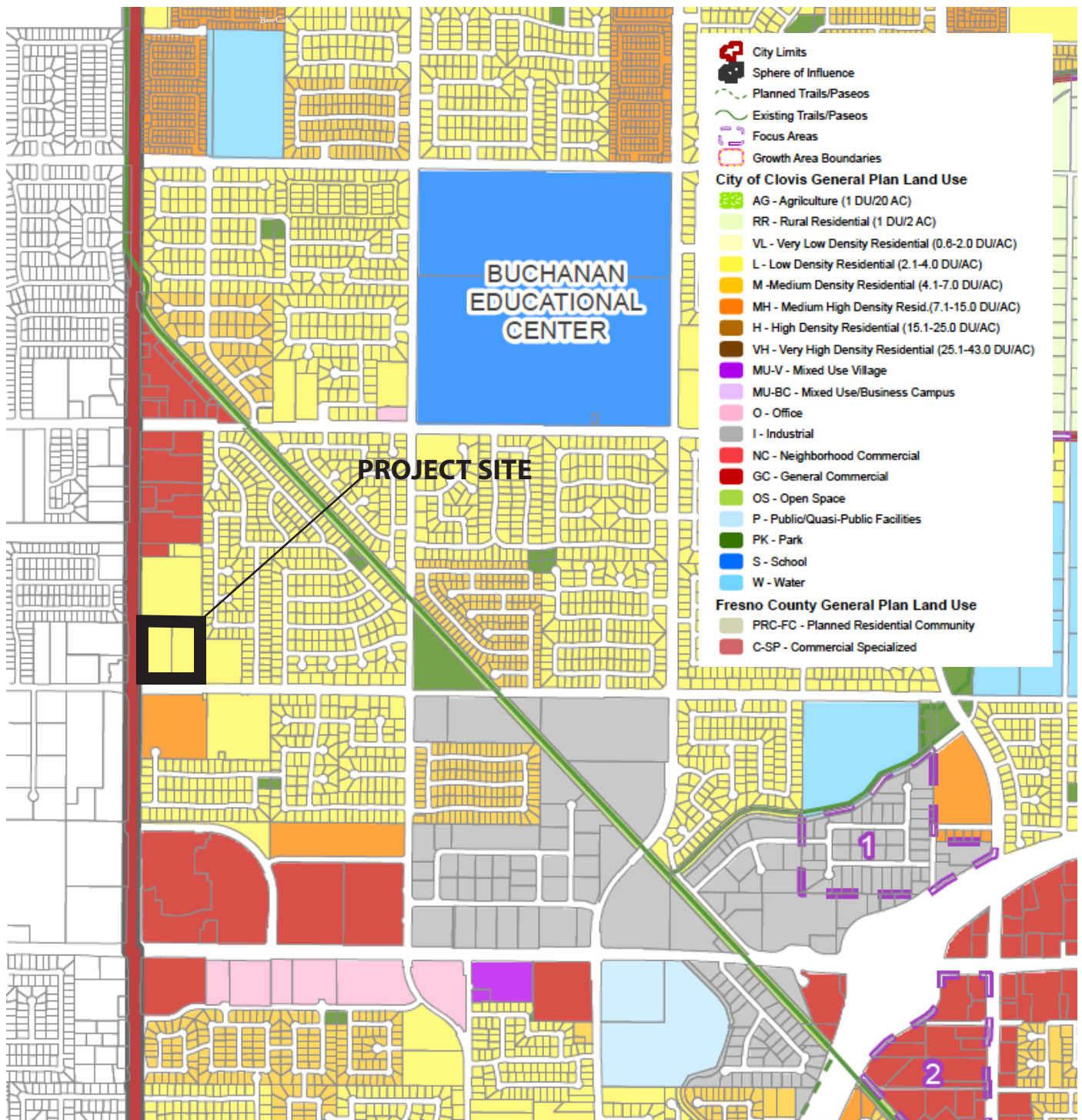


SOURCE: Fresno County Assessor Office

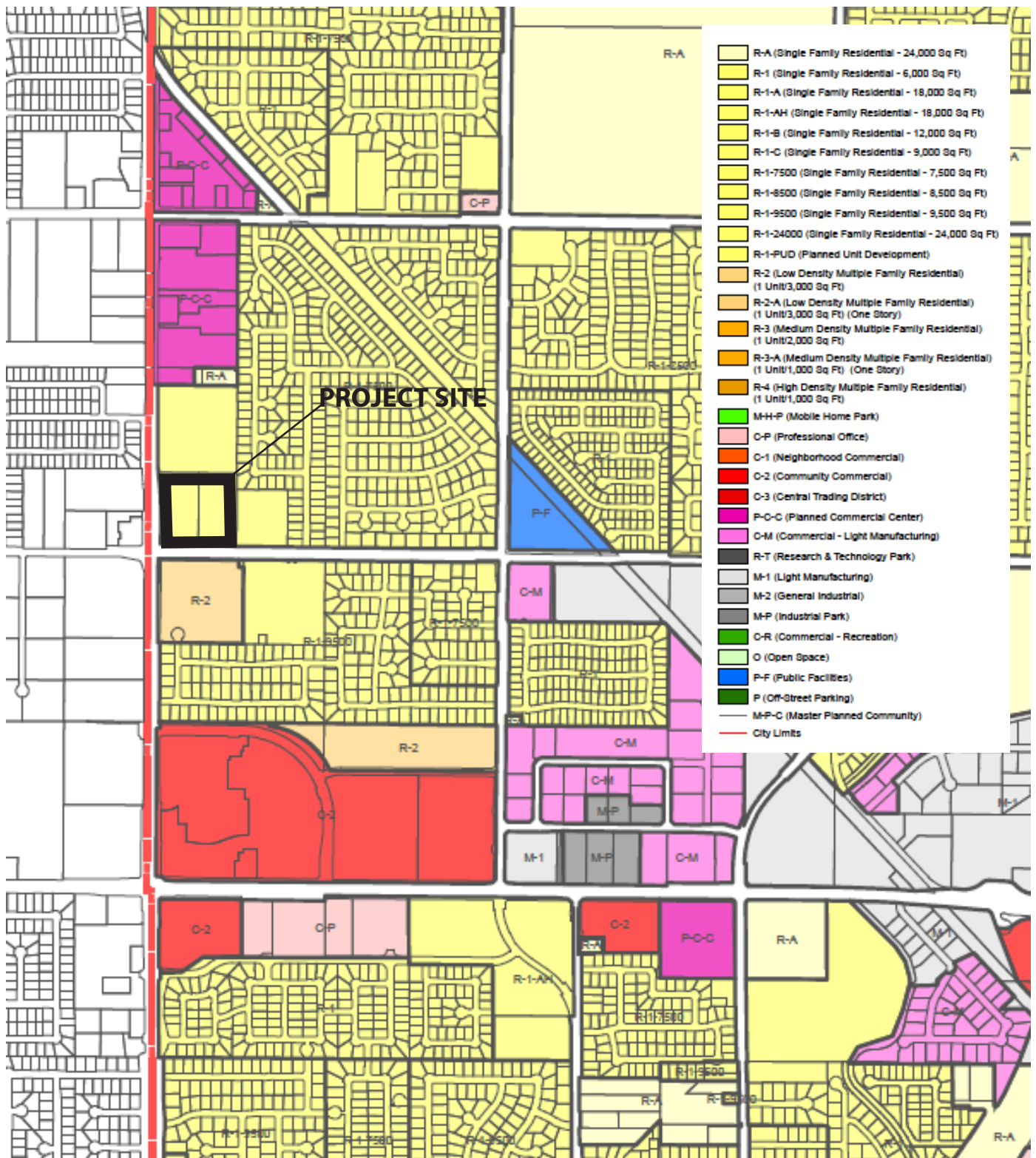
Figure 1-4
ASSESSOR PARCEL MAP



SOURCE: Google Earth



SOURCE: City of Clovis



SOURCE: City of Clovis

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	LS	None required	
b) Scenic Resources	NI	None required	
c) Visual Character and Quality	LS	None required	
d) Light and Glare	LS	None required	
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	
b) Agricultural Zoning and Williamson Act	NI	None required	
c, d) Forest Land Conversion and Zoning	NI	None required	
e) Indirect Conversion of Farmland of Forest Land	NI	None required	
3.3 AIR QUALITY			
a) Air Quality Plan Consistency	LS	None required	
b) Violation of Air Quality Standards	LS	None required	
c) Cumulative Emissions	LS	None required	
d) Exposure of Sensitive Receptors	LS	None required	
e) Odors	LS	None required	
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	LS	None required	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
b) Riparian and Other Sensitive Habitats	NI	None required	
c) Wetlands	NI	None required	
d) Fish and Wildlife Movement	NI	None required	
e) Local Biological Requirements	NI	None required	
f) Conflict with Habitat Conservation Plans	NI	None required	

3.5 CULTURAL RESOURCES

a, b) Historical and Archaeological Resources	PS	CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The Clovis Planning Department shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.	LS
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TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		CULT-2: The developer shall provide cultural resources monitor(s) approved by the consulting tribe(s) to monitor any ground-disturbing activities associated with the project development.	
c) Paleontological Resources and Unique Geological Features	PS	Mitigation Measure CULT-1.	LS
d) Human Burials	LS	None required	
3.6 GEOLOGY AND SOILS			
a-1) Fault Rupture Hazards	NI	None required	
a-2, 3) Seismic Hazards	LS	None required	
a-4) Landslides	LS	None required	
b) Soil Erosion	PS	GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, in compliance with the Fresno Metropolitan Flood Control District (FMFCD) storm water requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures plans.	Significance After Mitigation Measures
c) Geologic Instability	NI	None required	
d) Expansive Soils	LS	None required	
e) Adequacy of Soils for Wastewater Disposal	NI	None required	
3.7 GREENHOUSE GAS EMISSIONS			
a,b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	
3.8 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Material Transport, Use, and Storage	LS	None required	
b, c) Hazardous Materials Releases	NI	None required	
d) Hazardous Materials Sites	NI	None required	
e) Public Airport Operations	NI	None required	
f) Private Airstrip Operations	NI	None required	
g) Emergency Response and Evacuations	LS	None required	
h) Wildland Fire Hazards	LS	None required	
3.9 HYDROLOGY AND WATER QUALITY			
a, f) Surface Waters and Water Quality	PS	HYDRO-1: The ODS shall submit a Storm Water Quality Control Criteria Plan that shall include post-construction Best Management Practices as required by Title 13 of the	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		SWQCCP. The Storm Water Quality Control Criteria Plan will be reviewed and approved by the Stockton Municipal Utilities Department prior to the Certificate of Occupancy.	
		HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.	
		HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.	
b) Groundwater Supplies and Recharge	LS	None required	
c, d, e) Drainage Patterns and Runoff	LS	None required	
g, h) Residences and Other Structures in 100-Year Floodplain	NI	None required	
i) Dam and Levee Failure Hazards	NI	None required	
j) Seiche, Tsunami, and Mudflow Hazards	NI	None required	
3.10 LAND USE AND PLANNING			
a) Division of Established Community	LS	None required	
b) Conflicts with Plans, Policies and Regulations Mitigating Environmental Effects	LS	None required	

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
c) Conflict with Habitat Conservation Plans	NI	None required	
3.11 MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	
3.12 NOISE			
a) Exposure to Noise Exceeding Local Standards	LS	None required	
b) Groundborne Vibrations	NI	None required	
c) Permanent Increase in Ambient Noise	LS	None required	
d) Temporary or Periodic Increase in Ambient Noise	LS	None required	
e) Public Airport Operations Noise	NI	None required	
f) Private Airstrip Operations Noise	NI	None required	
3.13 POPULATION AND HOUSING			
a) Population Growth Inducement	LS	None required	
b, c) Displacement of Housing or People	NI	None required	
3.14 PUBLIC SERVICES			
a) Fire Protection	LS	None required	LS
b) Police Protection	LS	None required	LS
c) Schools	LS	None required	

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
d, e) Parks and Other Public Facilities	NI	None required	
3.15 RECREATION			
a, b) Recreational Facilities	NI	None required	
3.16 TRANSPORTATION/TRAFFIC			
a) Conflict with Transportation Plans, Ordinances and Policies	PS	TRANS-1: The ODS shall make a fair-share contribution to City traffic mitigation fees.	LS
b) Conflict With Congestion Management Program	PS	Mitigation Measure TRANS-1.	LS
c) Air Traffic Patterns	NI	None required	
d) Traffic Hazards	LS	None required	LS
e) Emergency Access	NI	None required	
f) Conflict with Non-vehicular Transportation Plans	LS	None required	
3.17 UTILITIES AND SERVICE SYSTEMS			
a, e) Wastewater Systems	PS	UTIL-1: The ODS shall contribute to City wastewater fees in the amount of its fair-share cost, as determined by the City.	LS
b, d) Water Systems and Supply	PS	UTIL-2: The ODS shall contribute water supply fees, to be determined by the City, to make up for the water supply shortfall created by rezoning the project site.	LS
c) Stormwater Systems	LS	None required	

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
f, g) Solid Waste Services	LS	None required	
3.18 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation measures in Sections 3.4 and 3.5 above.	LS
b) Findings on Individually Limited but Cumulatively Considerable Impacts	PS	<p>CUMUL-1: The project shall contribute its fair share cost, to be determined by the City, to the following intersection improvement:</p> <p>Addition of a northbound exclusive through lane and a southbound exclusive through lane at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>CUMUL-2: The project shall contribute its fair-share cost, to be determined by the City, to the following intersection improvements:</p> <p>Lengthening the eastbound-to-northbound left-turn lane to accommodate a 213 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>Lengthening the eastbound-to-southbound right-turn lane to accommodate a 227 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>Lengthening the southbound-to-eastbound left-turn lane to accommodate a 423 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>CUMUL-3: The project shall construct, or pay full cost to the City, for the following intersection improvement, to be constructed at a time determined by</p>	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures the City:	Significance After Mitigation Measures
		Lengthening the southbound-to-eastbound left-turn lane to accommodate a 423 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.	
c) Findings on Adverse Effects on Human Beings	PS	Mitigation measures in Sections 3.6 and 3.16 above.	LS

2.0 PROJECT DESCRIPTION

This chapter of the Initial Study provides a brief summary description of the project followed by information on the project setting and background and detailed descriptions of the location and physical elements of the project.

2.1 Project Brief

The project applicant proposes to construct a commercial center as well as a multi-family residential development within the City of Clovis. The proposed project would be constructed on two adjoining parcels; Parcel A is proposed for commercial use and is approximately 3.67 acres in size; Parcel B is approximately 4.18 acres in size and is proposed for development as an apartment complex. Parcel A is located on the northeast corner of N. Willow Avenue and Alluvial Avenue, Parcel B is located immediately to the east of Parcel A, fronting on Alluvial Avenue.

Development of Parcel A would consist of an AM/PM convenience store and fueling station with 16 pumps for the dispensing of gasoline and diesel fuel for passenger vehicles and light-duty trucks. A building approximately 3,764 square feet in size would contain the convenience store; proposed fuel pumps would be covered by a canopy. A freestanding automated car wash structure would be constructed adjacent to the convenience store building. The project also proposes to construct a quick serve restaurant (QSR) building, approximately 3,462 square feet in size, north of the AM/PM and an additional QSR building, 2,500 square feet in size, south of the AM/PM at the corner of N. Willow and Alluvial. Each QSR would include a drive-through.

There would be approximately 105 parking spaces on the commercial project site. Access would be provided from both N. Willow Avenue and Alluvial Avenue. The project would connect to existing water and wastewater lines and electrical, gas and communication utilities in the adjacent streets.

To accommodate proposed commercial development, Parcel A would require a General Plan Amendment from Low Density Residential to Commercial as well as a rezoning from the current zone, R-1-7500 Low Density Residential, to C-2 Commercial. The proposed land uses would require approval of a Conditional Use Permit and a Site Plan Review Amendment.

Parcel B would be developed to accommodate a 60-unit two- and three-story apartment complex. There would be four buildings that house a total of 40 one-bedroom apartments and 20 two-bedroom apartments. A total of 120 parking spaces would be provided on-site. Access to the apartment complex would be located on Alluvial Avenue; a second point of ingress/egress would be provided by an emergency vehicle access at the northwest corner of the site.

Parcel B would require a General Plan Amendment from Low Density Residential to Medium High Density Residential as well as a rezoning from the current zone, R-1-7500 Low Density Residential, to R-2 Medium High Density Residential. The proposed land use would require approval of a Conditional Use Permit and a Site Plan Review Amendment.

2.2 Project Location

The project site is located at the northeast corner of the intersection of N. Willow Avenue and Alluvial Avenue in the northeastern portion of the City of Clovis, (see Figures 1-1 to 1-5). It is approximately 2 miles west the SR 168 Sierra Freeway and approximately 2.54 miles east of the SR 41 Yosemite Freeway.

The parcels on which the project is proposed for construction are identified as Assessor's Parcel Number 561-020-50 (Parcel A) and Assessor's Parcel Number 561-020-51 (Parcel B). The project site is shown on the USGS Clovis, California-Fresno Co., 7.5-minute quadrangle map within Section 5, Township 13 South, Range 21 East. The approximate latitude of the project site is 36°50'44" North, and the approximate longitude is 119°43'42" West.

2.3 Project Objectives

There are two main objectives for the proposed project. The first objective of the project is the construction of a retail site that can provide a convenient place to procure fuel, food, drinks, and other products for residents and passersby. The second objective is to construct a 60-unit apartment complex that would create additional affordable housing in the City of Clovis.

2.4 Project Details

The proposed project would be constructed on two adjoining parcels. Parcel A is proposed for commercial development and Parcel B is proposed for development of an apartment complex. A six-foot masonry wall would separate the two parcels.

The Parcel A development site is 3.67 acres in size. Proposed development would consist of an ARCO AM/PM convenience store, car wash, 16 associated fueling stations, and two quick-serve restaurants (QSRs) with drive-through lanes (Figure 2-1). The ARCO AM/PM convenience store would be located centrally along the east boundary of Parcel A. The store would be approximately 3,764 square feet in size. Located immediately behind and to the east of ARCO AM/PM, a freestanding structure would be constructed that would contain an automated car wash, along with a drive-thru aisle. The automated car wash would have one wash bay and an equipment room. It also would have a reclaim system, which would allow the car wash to reclaim and reuse wash water. Wash water that is not otherwise reclaimed or lost to evaporation or vehicle carryout would be discharged into the City's wastewater system. Car wash operations are discussed in more detail in Section C(17), Utilities and Service Systems, in Chapter 3.0.

The 16 fueling pumps, which would dispense gasoline and diesel fuel, would also be centrally located toward the western side of the project site. There would be eight pump stations, each equipped with two dispensing pumps, so vehicles could access fuel on either side. A canopy would be constructed over the pump stations. The canopy would contain lighting that would illuminate the pump stations during nighttime operating hours. It is expected that the fueling station would operate 24 hours per day. Fuel pumping facilities would require permit approval from the San Joaquin Valley Air Pollution Control District.

The project includes two buildings that would accommodate QSRs; one would be located in the southern portion of the project site and one in the northern portions. The northern building would be approximately 3,462 square feet in size. The southern QSR would be approximately 2,500 square feet in size. The restaurants would be accessible to sit-down diners as well as drive-thru

guests. There may also be patio areas for outdoor dining. A drive-thru aisle for vehicle pick-up service would be included in both restaurants.

The commercial project site would contain a total of 105 parking spaces. Nineteen of these spaces, including one space for disabled persons, would be located in front of the convenience store, while the remaining spaces would be located between the AMPM and the QSRs and along the west boundary of the site.

Access to the Parcel A would be provided by one driveway in the northwest corner of the project site connecting to N. Willow Avenue and one driveway on the southern side of the project site connecting to Alluvial Avenue. A raised concrete median is present along the project site frontage on N. Willow Avenue, therefore, turn movements at the N. Willow Avenue access driveway would be limited to right-turns in and out; no left-turn movements would be allowed. Both left-turn and right-turn movements would be allowed at the Alluvial Avenue access point.

The Parcel B portion of the project would accommodate a 60-unit apartment complex on a site that is 4.18 acres in size. The site would consist of four buildings, two of which would be three stories in height and two of which would be two stories in height. These buildings would total 56,320 square feet in size. The 2 two-story buildings would include 8 one-bedroom units that would be 795 square feet in size and 4 two-bedroom units that would be 1,226 square feet in size. The 2 3-story buildings would include 12 one-bedroom units that would be 795 square feet in size and 6 two-bedroom units that would be 1,226 square feet in size.

The Parcel B development would provide a total of 120 parking spaces. There would be 55 standard spaces, 57 covered spaces, and 8 spaces for disabled persons. Covered parking would be located to the north of Buildings #1 and #3 and to the south of Buildings #2 and #4. Additional parking would be located on the south side of Building 3 and to the east side of Buildings 2, 3, and 4.

There would be one access driveway at the apartment complex on Alluvial Avenue. Both left-turn and right-turn movements would occur at the access point. An emergency access gate would be located in the northwest corner of the project site.

The project would connect to existing water and wastewater lines available along the project site frontages. Electrical, gas and communications lines can be extended to the project site from existing facilities in the area.

2.5 Permits and Approvals

The existing zoning and General Plan designations for the project are not consistent with the proposed uses.

For Parcel A, the project applicant proposes a General Plan Amendment from Low Density Residential to Commercial as well as a rezoning from the current zone, R-1-7500 Low Density Residential, to C-2 Commercial.

For Parcel B, the project applicant proposes a General Plan Amendment from Low Density Residential to Medium High Density Residential as well as rezoning from the current zone, R-1-7500 Low Density Residential, to R-2 Medium High Density Residential.

General Plan Amendments as well as rezoning are approved by the Clovis City Council on the recommendation of the Clovis Planning Commission.

In addition, the proposed land uses would require approval of a Conditional Use Permit for Parcel A to develop a gas station, a Conditional Use Permit for Parcel B to exceed height limits for a residential neighborhood, and a Site Plan Review Amendment.

Underground fuel tanks would require a Permit to Operate from the Fresno County Environmental Health Department. Proposed fueling facilities would require permits from the San Joaquin Valley Air Pollution Control District.

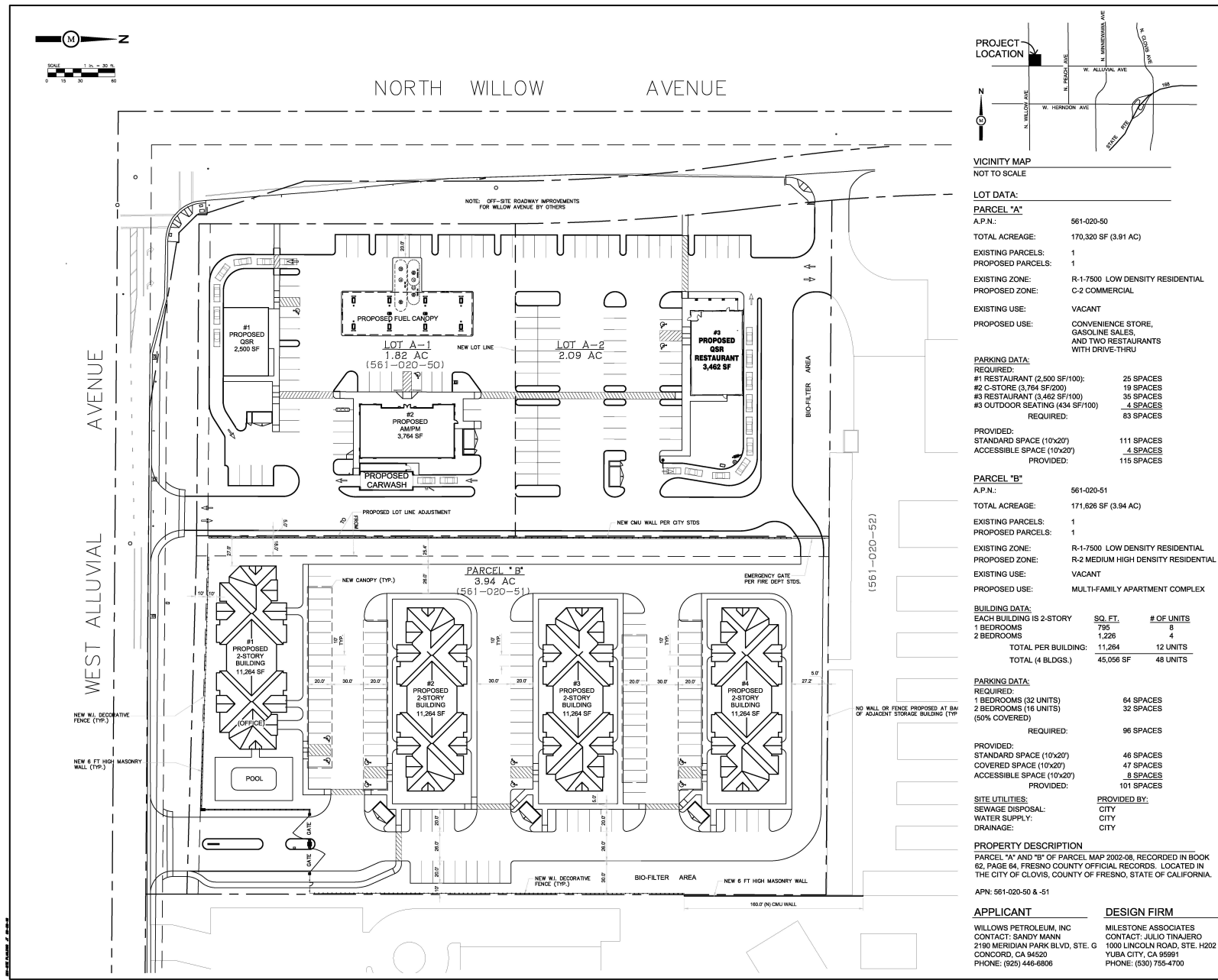
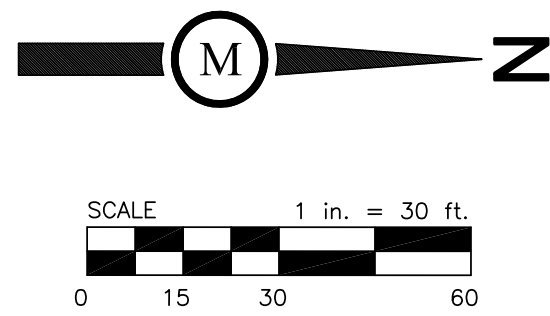
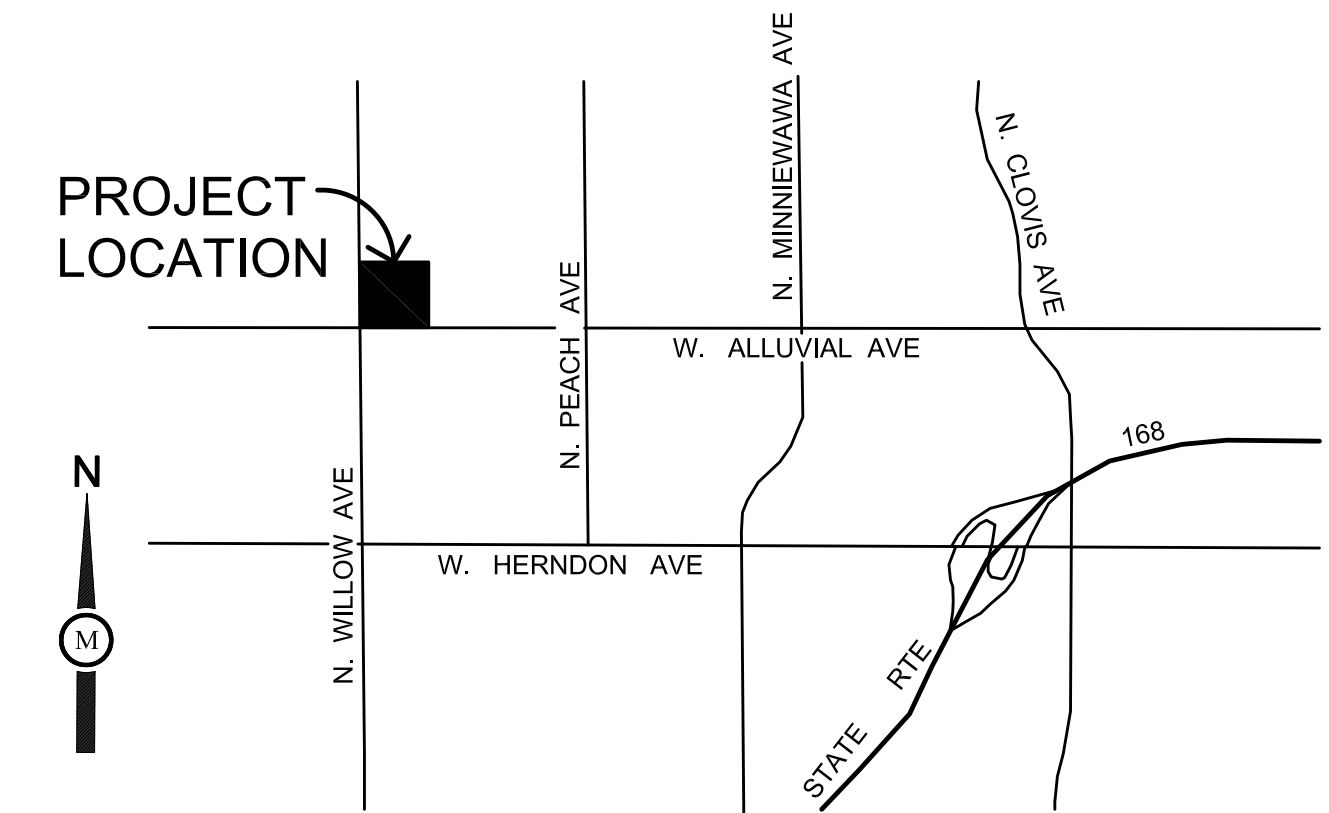
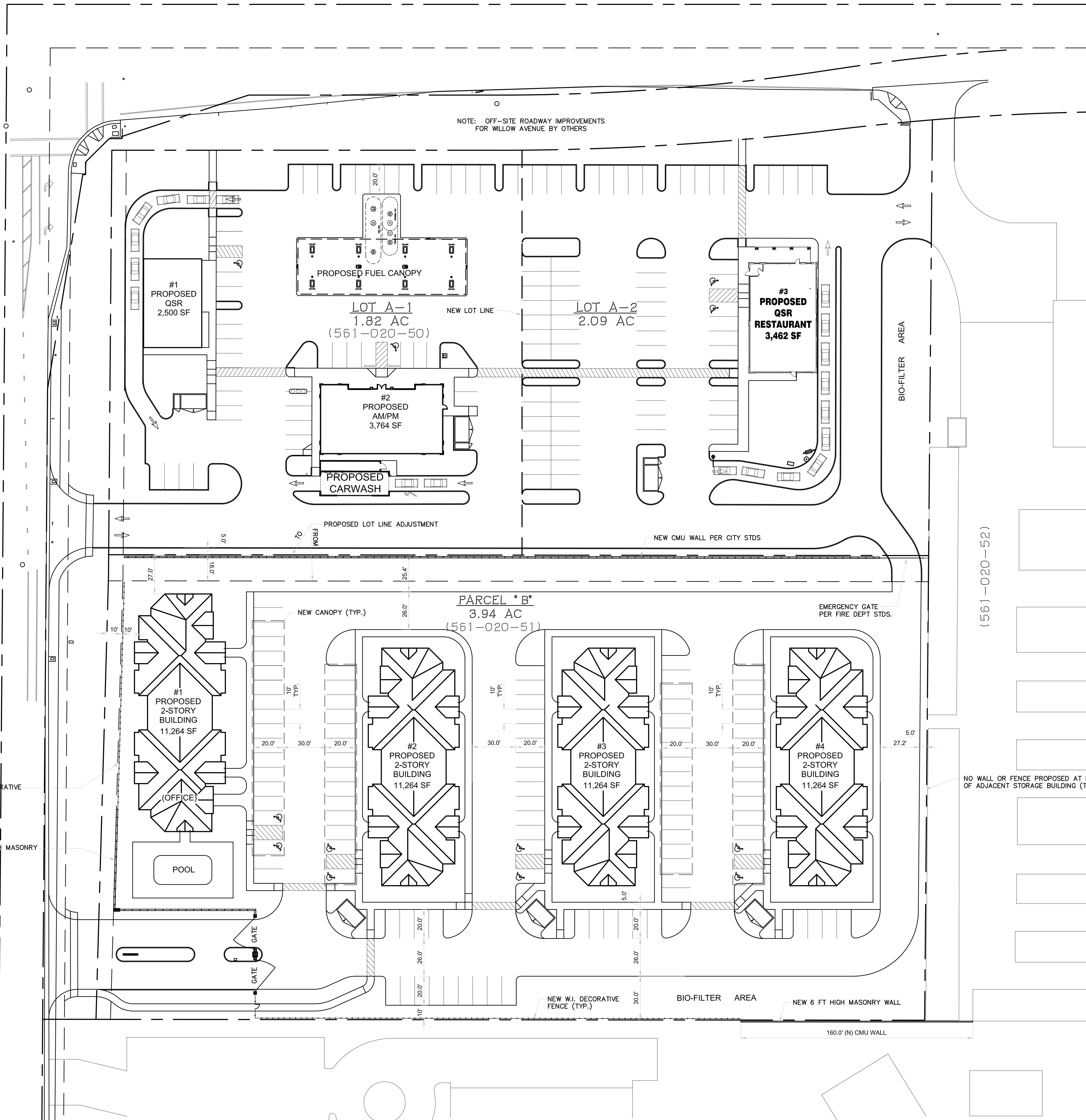


Figure 2-1
SITE PLAN



NORTH WILLOW AVENUE

WEST ALLUVIAL AVENUE



VICINITY MAP
NOT TO SCALE

LOT DATA:

PARCEL "A"

A.P.N.: 561-020-50
TOTAL ACREAGE: 170,320 SF (3.91 AC)
EXISTING PARCELS: 1
PROPOSED PARCELS: 1
EXISTING ZONE: R-1-7500 LOW DENSITY RESIDENTIAL
PROPOSED ZONE: C-2 COMMERCIAL
EXISTING USE: VACANT
PROPOSED USE: CONVENIENCE STORE, GASOLINE SALES, AND TWO RESTAURANTS WITH DRIVE-THRU

PARKING DATA:

REQUIRED:
#1 RESTAURANT (2,500 SF/100): 25 SPACES
#2 C-STORE (3,764 SF/200): 19 SPACES
#3 RESTAURANT (3,462 SF/100): 35 SPACES
#3 OUTDOOR SEATING (434 SF/100): 4 SPACES
REQUIRED: 83 SPACES
PROVIDED:
STANDARD SPACE (10'x20'): 111 SPACES
ACCESSIBLE SPACE (10'x20'): 4 SPACES
PROVIDED: 115 SPACES

PARCEL "B"

A.P.N.: 561-020-51
TOTAL ACREAGE: 171,626 SF (3.94 AC)
EXISTING PARCELS: 1
PROPOSED PARCELS: 1
EXISTING ZONE: R-1-7500 LOW DENSITY RESIDENTIAL
PROPOSED ZONE: R-2 MEDIUM HIGH DENSITY RESIDENTIAL
EXISTING USE: VACANT
PROPOSED USE: MULTI-FAMILY APARTMENT COMPLEX

BUILDING DATA:

EACH BUILDING IS 2-STORY	SQ. FT.	# OF UNITS
1 BEDROOMS	795	8
2 BEDROOMS	1,226	4
TOTAL PER BUILDING:	11,264	12 UNITS
TOTAL (4 BLDGS.)	45,056 SF	48 UNITS

PARKING DATA:

REQUIRED:
1 BEDROOMS (32 UNITS): 64 SPACES
2 BEDROOMS (16 UNITS): 32 SPACES
(50% COVERED)
REQUIRED: 96 SPACES
PROVIDED:
STANDARD SPACE (10'x20'): 46 SPACES
COVERED SPACE (10'x20'): 47 SPACES
ACCESSIBLE SPACE (10'x20'): 8 SPACES
PROVIDED: 101 SPACES

SITE UTILITIES:

	PROVIDED BY:
SEWAGE DISPOSAL:	CITY
WATER SUPPLY:	CITY
DRAINAGE:	CITY

PROPERTY DESCRIPTION

PARCEL "A" AND "B" OF PARCEL MAP 2002-08, RECORDED IN BOOK 62, PAGE 64, FRESNO COUNTY OFFICIAL RECORDS. LOCATED IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA.

APN: 561-020-50 & -51

APPLICANT

WILLOWS PETROLEUM, INC
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DESIGN FIRM

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TEL: 530-755-4700
FAX: 530-755-4567

JULIO J. TINAJERO
LEAD DESIGNER

STAMP:

SUBMITTAL DATE

PLANNING DEPT: .
BUILDING DEPT: .
ENGINEERING: .
SURVEY: .

REVISIONS		
No.	Description	Date
1	REMOVED FREDDYS	6/8/17

CONCEPTUAL SITE PLAN

CLOVIS COMMERCIAL CENTER
N. WILLOW AVE. at W. ALLUVIAL AVE.
CLOVIS, CALIFORNIA
(APN 561-020-50 & 561-020-51)

DATE: 10-06-16

SCALE: 1" = 30'

DRAWN BY: STAFF

JOB NUMBER:

SHEET:

DD1

3.0 ENVIRONMENTAL EVALUATION CHECKLIST

3.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			√	

NARRATIVE DISCUSSION

Environmental Setting

The project site consists of two vacant parcels of land, which are regularly disturbed for weed control and are vegetated mostly with non-native grasses and weeds. The site is within the City of Clovis in a developed portion of the Herndon Shepherd Specific Plan (1988). The site is surrounded by mixed urban uses including retail commercial development, mini-storage and multi-family development, including senior housing. Single-family homes are located immediately northwest of the site across N. Willow Avenue. The southwest corner of N. Willow and Alluvial, located kitty-corner to the site, is vacant.

The Sierra Nevada mountain range is located to the northeast of Clovis, and the City has historically been known as the “Gateway to the Sierras.” Views of rolling hills and the mountain range are visible from the site and vicinity on clear days. The two-story senior assisted living center located to the east of the project site blocks the majority of views from the site in that direction.

No state scenic highways have been designated (Caltrans 2015), and no local scenic highways have been designated, in the project vicinity.

Sources of light and glare in the project vicinity include security lighting, sign illumination, commercial lighting from the Chevron to the west, and parking-area

lighting. Other sources of nighttime light and glare include street lights and vehicular traffic along Alluvial Avenue and N. Willow Avenue.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

The project involves the development of a commercial project and a multi-family apartment complex. The commercial project would construct two single level restaurants, a fueling station, a car wash and a convenience store. Proposed structures would be equal to or lower in height than adjacent buildings, which already obstruct distance views to the north and east. The proposed multi-family apartment complex would consist of two three-story buildings and two two-story buildings, built adjacent to the east side of the proposed commercial project. Developed lands to the north, east and west are two stories in height, and the new complex would blend in with the existing skyline of the neighborhood. The project would have minor impact on scenic vistas and would be considered less than significant.

b) Scenic Resources.

There are no scenic resources on the project site, which are two vacant parcels. Both parcels are regularly disturbed for weed control and mostly covered with grasses and weeds. There are no scenic resources in the vicinity of the site. The project would have no impact on scenic resources.

c) Visual Character and Quality.

The project would be consistent with the substantially urban landscape in the vicinity. As noted in b) above, the project site is a vacant parcel mostly covered with grasses and weeds, with some trash and debris. Construction of new structures associated with the project as well as landscaping along the street frontages of the site would improve the aesthetics of the site. Proposed structures, signs, and site design would be subject to Commercial and Residential Design Standards, the City of Clovis Sign Ordinance and landscaping City design standards. As a result, project impacts on visual character and quality are considered less than significant.

d) Light and Glare.

The project would add commercial-level lighting and residential security lighting to a site that currently has no lighting. The commercial portion of the project would include high-intensity lighting of the canopy and immediate store area, parking lot lighting as well as new signage; new lighting facilities would involve the potential for spill light and glare effects on adjoining properties. Adjacent uses are largely commercial in nature, subject to substantial night lighting and not sensitive to light and glare effects originating off-site. All exterior lighting will be required per City of Clovis Planning Division Standards to be directed away from any residential properties and would not interfere with the existing

street lighting and vehicular safety of vehicular traffic. Street lighting along the adjacent streets already affects the area.

Proposed multi-family housing would involve parking area and security lighting, which would be consistent with lighting of the assisted living facility to the east and the mini-storage area to the north. This element of the project would not involve significant light or glare effects. The project would not use any materials that would produce substantial glare during daylight hours. Project impacts on light and glare would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				√
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?				√

NARRATIVE DISCUSSION

Environmental Setting

The project site and surrounding area have historically been used for agriculture. However, the area is now developed with a wide range of urban uses including single and multi-family homes as well as a variety of commercial projects, a mini-storage facility and senior assisted living center. The Herndon Shepherd Specific Plan (1988) notes the

area had previously been used heavily for agriculture but does not designate any area for continuing or future agricultural use. The site has been annexed to the City and is designated and zoned for urban residential use.

The Important Farmland Maps, prepared by the California Department of Conservation as part of its Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." Collectively, these categories are referred to as "Important Farmland." There are also designations for grazing land and for urban/built-up areas, among others. According to the 2014 Important Farmland Map of Fresno County, the project site is designated as "Urban and Built-Up Land."

The Williamson Act is California state legislation that seeks to preserve farmland by providing relief of property tax to owners of farmland and open-space land in exchange for a ten-year agreement that the land will not be developed or otherwise converted to another use. Neither the site nor any of the surrounding lands are subject to Williamson Act contracts.

There are no forest lands in the project vicinity. Because of this, forestry resources will not be discussed further in this document.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

As noted above, the project site is not in agricultural use and is designated as Urban and Built-Up Land by the Farmland Mapping and Monitoring Program. The project would not convert Important Farmland, as defined by CEQA, to non-agricultural land. The project would have no impact on agricultural land conversion.

b) Agricultural Zoning and Williamson Act.

The project site is not zoned for agricultural use, and it is not under a Williamson Act contract. The project would have no impact related to these issues.

c, d) Forest Land Conversion and Zoning.

As noted above, there are no forest lands on the project site or in the vicinity. The project would have no impact on forest lands.

e) Indirect Conversion of Farmland and Forest Land.

The project is in an area designated for urban development and largely developed; urban infrastructure has been extended to the site and vicinity. In addition, there are no

agricultural operations on the project site or on adjacent parcels. The project would not involve any activity that would indirectly convert farmland to non-agricultural uses. As previously noted, there are no forest lands in the vicinity. The project would have no impact on indirect conversion of farmland or forest land.

3.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			√	
b) Violate any air quality standard or contribute 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 nonattainment 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?			√	

NARRATIVE DISCUSSION

Environmental Setting

Air Quality Conditions

The project site is located within the San Joaquin Valley Air Basin. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the Air Basin. The SJVAPCD is tasked with implementing programs and regulations required by the federal and California Clean Air Acts.

Under their respective Clean Air Acts, both the federal government and the State of California have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional pollutants for which it has established standards. Table 3-1 shows the status of the Fresno County portion of the San Joaquin Valley Air Basin in attaining these ambient air quality standards. As shown in Table 3-1 above, the Air Basin is considered a non-attainment area for ozone and particulate matter under both State and

federal standards, except for the federal standard for particulate matter less than 10 micrometers in diameter (PM₁₀). The Air Basin is in attainment of, or unclassified for, all other federal and state criteria pollutant standards.

TABLE 3-1
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS,
FRESNO COUNTY

Designation/Classification		
Criteria Pollutant	Federal Primary Standards	State Standards
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM ₁₀	Attainment	Nonattainment
PM _{2.5}	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment
Nitrogen Dioxide (NO _x)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO _x)	Unclassified	Attainment
Lead	Attainment/Unclassified	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD 2015a.

Air Pollutants of Concern

The San Joaquin Valley Air Basin is designated a non-attainment area for ozone. Ozone is not emitted directly into the air, but is formed when reactive organic gases (ROG) and nitrogen oxides (NO_x) react in the atmosphere in the presence of sunlight. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. The SJVAPCD currently has a 2007 Ozone Plan and a 2013 Plan for the Revoked 1-Hour Ozone Standard for the Air Basin to attain federal ambient air quality standards for ozone.

The Air Basin is also designated a non-attainment area for respirable particulate matter, a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. In Fresno County, particulate matter is generated by a mix of rural and urban sources, including agricultural activities, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Health concerns associated with suspended particulate matter focus on those particles small

enough to reach the lungs when inhaled; consequently, both the federal and state air quality standards for particulate matter apply to particulates 10 micrometers or less in diameter (PM₁₀) as well as to particulates less than 2.5 micrometers in diameter (PM_{2.5}), which are carried deeper into the lungs. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in children. The SJVAPCD currently has a 2007 PM₁₀ Maintenance Plan to maintain the Air Basin's attainment status for federal PM₁₀ ambient air quality standards, and a 2008 PM_{2.5} Plan for the Air Basin to attain federal PM_{2.5} ambient air quality standards.

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles (SJVAPCD 2015b). The San Joaquin Valley Air Basin is in attainment/unclassified status for CO; as such, the SJVAPCD has no CO attainment plans. A State Implementation Plan for carbon monoxide has been adopted by the California Air Resources Board (ARB) for the entire state. High CO concentrations may occur in areas of limited geographic size, sometimes referred to as "hot spots," which are ordinarily associated with areas of highly congested traffic.

In addition to the criteria pollutants, the California Air Resources Board (ARB) has identified a class of air pollutants known as toxic air contaminants (TACs) - pollutants that even at low levels may cause acute serious, long-term health effects, such as cancer. Diesel particulate matter is the most common TAC, generated mainly as a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial activities.

Air Quality Rules and Regulations

As previously noted, the SJVAPCD has jurisdiction over most air quality matters in the Air Basin. It implements the federal and California Clean Air Acts, and the applicable attainment and maintenance plans, through local regulations. The SJVAPCD has developed plans to attain State and federal standards for ozone and particulate matter, which include emissions inventories to measure the sources of air pollutants and the use of computer modeling to estimate future levels of pollution and make sure that the Valley will meet air quality goals (SJVAPCD 2015b). The SJVAPCD regulations that would be applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM₁₀ Prohibitions)

Rules 8011-8081 are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule (ISR), is intended to reduce or mitigate emissions of NO_x and PM₁₀ from new development in the SJVAPCD including construction and operational emissions. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of off-site mitigation fees for required reductions that cannot be met on the project site. Construction emissions of NO_x and PM₁₀ exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM₁₀ must be reduced by 33.3% and 50%, respectively. The ISR applies to commercial development projects of 2,000 square feet and larger. Based on this criteria, the commercial development would be subject to the ISR. The ISR also applies to residential projects with at least 50 residential units; proposed residential development may also be subject to this rule.

In addition, the SJVAPCD regulates the construction and improvement of facilities with potential air toxic emissions, including fueling stations. Toxic substances in gasoline include benzene, toluene and naphthalene, among others. SJVAPCD rules applicable to fueling stations include:

Rule 2201 (New and Modified Stationary Source Review Rule)

New stationary sources and modifications of existing stationary sources that may emit criteria pollutants must obtain an Authority to Construct and Permit to Operate the proposed facility. Emissions that exceed impact thresholds must include emission controls and may require additional mitigation.

Rule 4621 (Gasoline Transfer into Stationary Storage Containers, Delivery Vessels and Bulk Plants)

Rule 4621 prohibits the transfer of gasoline from a delivery vessel into a stationary storage container unless the container is equipped with an ARB-certified permanent submerged fill pipe and ARB certified pressure-vacuum relief valve, and utilizes an ARB-certified Phase I vapor recovery system.

Rule 4622 (Transfer of Gasoline into Vehicle Fuel Tanks)

Rule 4622 prohibits the transfer of gasoline from a stationary storage container into a motor vehicle fuel tank with a capacity greater than 5 gallons, unless the gasoline

dispensing unit used to transfer the gasoline is equipped with and has in operation an ARB-certified Phase II vapor recovery system.

Fueling station applications are reviewed under Rule 2201 for compliance with SJVAPCD rules. SJVAPCD review of these applications includes consideration of proposed vapor recovery equipment and whether the controlled volatile organic compound emissions require offsets or trigger public notice requirements.

Environmental Impacts and Mitigation Measures

Emissions modeling was based on four two-story apartment buildings. Since modeling, the project has been modified such that the four two-story apartment buildings have been changed to two apartment buildings that are two stories in height and two apartment buildings that are three stories in height. This is a total addition of two floors of apartments (12 apartments in all). The estimated construction and operational emissions would thus be slightly greater than shown in the tables below.

In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). The GAMAQI defines methodology and thresholds of significance for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction, along with mitigation measures for identified impacts. Table 3-2 shows the CEQA thresholds for significance for pollutant emissions within the SJVAPCD.

Construction of the project would involve the use of heavy equipment powered by diesel or other internal combustion engines. Emissions from project operations would primarily be from vehicle trips to and from the project site. The California Emissions Estimator Model (CalEEMod) was used to estimate total project construction emissions from the proposed commercial and residential developments. Detailed CalEEMod results are shown in Appendix A of this document, while a summary of the results for construction emissions and operational emissions is presented in Tables 3-2 and 3-3, respectively, along with the CEQA thresholds of significance set forth in the GAMAQI.

TABLE 3-2
ESTIMATED PROJECT CONSTRUCTION AIR POLLUTANT EMISSIONS

Pollutant	SJVAPCD Significance Threshold ¹	Unmitigated Emissions ²		Mitigated Emissions ²	
		Commercial	Residential	Commercial	Residential
ROG	10	0.30	0.50	0.30	0.50
NO _x	10	2.42	2.79	2.42	2.79
CO	100	1.77	2.29	1.77	2.29
SO _x	27	<0.01	<0.01	<0.01	<0.01
PM ₁₀	15	0.23	0.27	0.19	0.23
PM _{2.5}	15	0.18	0.20	0.16	0.18

¹ Tons per year.

² Tons per construction period.

Sources: California Emissions Estimator Model v. 2016.1.1; SJVAPCD 2015b

“Mitigated emissions” for construction emissions are those that occur with implementation of SJVAPCD Regulation VIII, which is designed to reduce fugitive dust emissions during construction activities. These measures include the following:

- Air emissions related to the project shall be limited to 20% opacity (opaqueness, lack of transparency) or less, as defined in SJVAPCD Rule 8011. The dust control measures specified below shall be applied as required to maintain the Visible Dust Emissions standard.
- The contractor shall pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.
- The contractor shall apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads, throughout the period of soil disturbance.
- The contractor shall restrict vehicular access to the disturbance area during periods of inactivity.
- The contractor shall apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- When materials are transported off-site, the contractor shall stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container.
- The contractor shall remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of SJVAPCD Rule 8041 would apply.

TABLE 3-3
ESTIMATED AIR POLLUTANT EMISSIONS FROM PROJECT OPERATIONS

Pollutant	SJVAPCD Significance Threshold	Unmitigated Emissions		Mitigated Emissions	
		Commercial	Residential	Commercial	Residential
ROG	10	1.71	0.44	1.57	0.40
NO _x	10	6.60	1.75	5.42	1.20
CO	100	11.12	2.49	7.70	1.78
SO _x	27	0.03	<0.01	0.01	<0.01
PM ₁₀	15	1.72	0.47	0.60	0.24
PM _{2.5}	15	0.48	0.22	0.17	0.15

Note: All figures are in tons per year.

Sources: California Emissions Estimator Model v. 2016.1.1; SJVAPCD 2015b

“Mitigated emissions” for operational emissions are the result of the following conditions applicable to the project, incorporated in CalEEMod:

- Increase in density of residential development in area.
- Increase in diversity of land uses in the area.
- Improvement in accessibility to town center.
- Increase in transit availability.
- Improvement in local pedestrian network.
- SB X7-7 in 2009 sets an overall goal of reducing per capita urban water use by 20% by December 31, 2020. The California Green Building Code also mandates a 20% reduction in indoor water use.
- AB 341 establishes the goal of diverting 75% of California’s waste stream from landfills by 2020.

a, b) Air Quality Plan Consistency and Violation of Air Quality Standards.

SJVAPCD has attainment plans for ozone and particulate matter, while the State has an attainment plan for carbon monoxide. As indicated in Tables 3-2 and 3-3, project construction and operational emissions would not exceed SJVAPCD significance thresholds for criteria pollutants, either in their separate phases or in total. Although the figures in Table 3-3 are drawn from modeling of an earlier version of the project, they are so far below significance thresholds that the addition of 12 apartments would not increase the predicted emissions to a significant level.

Project construction may generate localized dust emissions at levels above existing ambient conditions, which is of concern given the proximity of residences to the project area. Implementation of the emission reduction measures specified in SJVAPCD Regulation VIII, described above, would further reduce dust emissions generated by the project, which are estimated to be below SJVAPCD significance thresholds even without Regulation VIII implementation.

As previously noted, both commercial and residential development would be subject to the ISR, which requires a reduction in NO_x and PM₁₀ construction and operational emissions. ISR reductions would further reduce emissions that are already considered less than significant. The project would be consistent with existing SJVAPCD air quality plans. Impacts on air quality plans and standards would be less than significant.

c) Cumulative Emissions.

As described above, total project operational emissions would be below significance thresholds for all criteria pollutants. While the project would contribute emissions of ozone precursors and particulate matter to an existing nonattainment conditions, most of the emissions would be well below the significance thresholds, which were developed in part with the goal of ensuring that the Air Basin achieve compliance with federal and state ambient air quality standards. Therefore, these emissions would not make a cumulatively considerable contribution to air quality impacts, and impacts would be less than significant.

d) Exposure of Sensitive Receptors.

Sensitive receptors include single-family residences adjacent to the project site. Project operations would not generate any emissions that would affect these sensitive receptors. A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to expose receptors to emissions that violate state and/or federal CO standard even if the broader Basin is in attainment for federal and state levels. The GAMAQI indicates that a project would create no violations of the carbon monoxide standards if neither of the following criteria are met (SJVAPCD 2015b):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Section 3.16, Transportation/Traffic, for an explanation of LOS).

As noted in Section 3.16, the intersection of N. Willow Avenue and Alluvial Avenue is expected to maintain at least the minimum acceptable LOS of D, as set by the City, with implementation of mitigation measures. Therefore, the project would have no adverse impact on carbon monoxide emissions.

Fueling station operations would involve the dispensing of gasoline, which can emit vapors that are considered TACs. Although such emissions would generally dissipate within a relatively short distance, this could have a potential impact on residents in the proposed adjacent residential development. SJVAPCD Rules 4621 and 4622 would require the installation of vapor recovery systems, which would reduce the potential exposure of people using fuel pumps to potentially toxic emissions. The SJVAPCD may impose other conditions as warranted as part of its review conducted under SJVAPCD Rule 2201. With implementation of these rules, the potential exposure of residents to TACs emissions is considered less than significant.

Project construction emissions, including diesel particulate matter that is classified as a TAC, could affect single-family residences and apartments near the project site. Diesel particulate matter emissions would only have adverse effects on residents if they experienced long-term exposure, and these emissions would cease once construction

work is completed. Therefore, impacts of diesel construction emissions on these residences are considered less than significant. It is recommended that vehicle and equipment idling time on the construction site be limited to no more than five minutes so that diesel particulate matter emissions are not unnecessarily generated.

e) Odors.

Fueling station and fast-food operations may include the emissions of odors associated with the dispensing of fuel and the cooking of food. These odors would be localized and are not expected to spread beyond the fuel dispensing area, particularly since the project would be required to comply with SJVAPCD Rules 4621 and 4622. No substantial odors are expected to be emitted from residential development. Project impacts related to odors are considered less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?			√	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US 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 Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?

			√

NARRATIVE DISCUSSION

Environmental Setting

Information for much of this section is provided by a biological resources evaluation for the project conducted by Bole and Associates (2017). Appendix B contains the biological resources evaluation.

The project site lies within the southern San Joaquin Valley sub-region of the Central Valley. It consists of relatively flat, undeveloped land that has historically been used for agricultural purposes including row crops. The farming ceased in approximately 2005 and the site has since remained fallow as ruderal grassland. At this time, the project site is essentially devoid of natural habitat, ruderal vegetation having effectively excluded the growth of native perennial grass species.

The site is located in a predominantly commercial and residential area of the City of Clovis. It is adjoined to the north by a self-storage facility, to the east and south by senior living facilities, and to the west by a gasoline station, a strip mall, and a multi-family residential development.

Biological Habitats

The majority of the natural habitats in the project vicinity have been replaced by commercial and residential development and City streets. The project site is a vacant disked field consisting of ruderal grassland. There are no trees or shrubs located on the project site. There are no vernal pools or wetlands of any type within or near the project site (Bole 2017).

Plant and Wildlife Species

Site vegetation consists of non-native grasses and forbs, with ornamental trees and shrubs located along the eastern perimeter of the property. The project site does not contain suitable habitat for special-status plant or wildlife species. No burrowing owls or Swainson's hawks were observed during the February 2017 site visits (Bole 2017).

Biological Resource Plans

The project site is not subject to any habitat conservation plan.

Environmental Impacts and Mitigation Measures

a) Effects on Special-Status Species.

No special-status species were observed during the biological survey. There are no trees or shrubs in the project vicinity that could be potential nesting habitat in the future for special-status species. There is a potential for marginal foraging habitat within the project vicinity (Bole 2017). The project would have a less than significant impact on special-status species.

b) Riparian and Other Sensitive Habitats.

The project site consists of a vacant site vegetated with non-native annual grassland. There are no riparian or other sensitive habitats on the project site (Bole 2017). The project would have no impact on riparian and other sensitive habitats.

c) Wetlands.

There are no wetlands or other Waters of the United States either on or adjacent to the project site (Bole 2017). The project would have no impact on wetlands.

d) Fish and Wildlife Movement.

There are no streams either on or adjacent to the project site, so no fish or wildlife movements utilizing such streams would be disturbed. There are no large trees on or near the project site that could be used by migratory or resident bird species for nesting (Bole 2017). The project would have no impact on fish and wildlife movement.

e) Local Biological Requirements.

There are no City policies or ordinances applicable to this project. Thus, the project would have no impact on local biological requirements.

f) Conflict with Habitat Conservation Plans.

As discussed in Biological Resource Plans above, the project site is not subject to any habitat conservation plan. Thus the project would have no impact on habitat conservation plans.

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in		√		

Section 15064.5?

b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?

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?

	√		
	√		
		√	

NARRATIVE DISCUSSION

Environmental Setting

Background information for this section comes primarily from the Clovis General Plan Update Environmental Impact Report (June 2014). The project site was surveyed for archaeological and historical resources by Applied Earthworks. The survey report is available in Appendix C of this document. A more comprehensive report meeting the applicable requirements of CEQA was prepared by Solano Archaeological Services and submitted to the City; this report is also shown in Appendix C.

Prehistoric Background

The project site lies in what generally is described as the San Joaquin Valley subregion of the Central Valley Archaeological Region. This archaeological subregion extends southward from the Sacramento–San Joaquin Delta into today’s Kern County, and encompasses the southern half of the great Central Valley. The subregion includes most of Kings, Merced, and Stanislaus Counties, as well as the western portions of Fresno, Kern, Madera, and Tulare Counties.

The Yokuts comprised a language family with as many as 50 separate hunter/gatherer tribes and numerous dialects. These tribes occupied the entire San Joaquin Valley of central California from the mouth of the San Joaquin River to the foot of the Tehachapis, and the adjacent lower slopes or foothills of the Sierra Nevada, from the Fresno River south. Yokut villages typically consisted of a scattering of small structures, numbering from four or five to several dozen in larger villages, and were often located on elevated

features adjoining streams. These villages were inhabited mainly in the winter; the Yokuts established temporary camps in the hills and higher elevations during food-gathering seasons. Economic life revolved around hunting, fishing, and plant collection. Their omnivorous diet included deer, quail, acorns, berries, seeds, and fish. The Yokuts used local resources to manufacture an array of primary and secondary tools and implements, including a wide variety of wooden, bone, and stone artifacts to collect and process food. Only fragmentary evidence of their material culture remains, due to perishability and to impacts on archaeological sites resulting from later land uses.

In 2014, the California Legislature enacted Assembly Bill (AB) 52, which focuses on consultation with Native American tribes on land use issues potentially affecting the tribes. The intent of this consultation is to avoid or mitigate potential impacts on “tribal cultural resources,” which are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.” Under AB 52, when a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project. The tribe has up to 30 days to respond to the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

City staff met with representatives from the Dumna Wo Wah Tribal Government on August 3, 2017. The Tribe requested that cultural monitors be in place prior to any earth-disturbing activities. This request has been incorporated into the mitigation measures listed below.

Historic-Era Background

Post-contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins in 1769.

A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population.

New Spain (Mexico and the California territory) won independence from Spain in 1821. Extensive land grants were established in the interior during the Mexican period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. However, little settlement of the Central Valley appears to have taken place during the Mexican Period.

The Mexican-American War ended with the Treaty of Guadalupe Hidalgo in 1848, ushering California into its American Period. California officially became a state with the

Compromise of 1850. The Gold Rush began in 1848, and with the influx of people seeking gold, cattle were desired as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. The area's population increased and towns were established near supply posts along rivers and overland routes.

Fresno County was organized in 1856, and the City of Fresno became the county seat in 1874. Fresno County's agricultural potential was recognized when the otherwise arid land was transformed by early irrigation efforts.

Clovis was founded following the construction of a freight stop along the recently completed San Joaquin Valley Railroad in 1891. As the agricultural potential of Fresno County began to be realized in the late nineteenth century, the railway was further developed to transport the region's grain, cattle and timber longer distances. Located in close proximity to agriculture and the nearby Sierras, the new stop had an ideal location and was named after local farmer Clovis M. Cole. A number of businesses, churches, and schools soon developed in response to the increasing population. Clovis incorporated in 1912 and grew modestly into the twentieth century, with its economy continuing to rely primarily on agriculture.

An unprecedented demand for canned food occurred with the onset of World War I, stimulating the local economy and growth within the city. Increased agricultural production required additional water, and the Central Valley Project (CVP) was undertaken in the early 1930s to provide irrigation and water management to the San Joaquin Valley. An original component of the project is the Friant-Kern Canal, which flows immediately northeast of Clovis. The city experienced a modest building boom in the years following World War II as a number of housing developments expanded away from the city center. Although residential growth has continued since that time, the city continues to maintain the small-town character from which it developed.

Paleontological Resources

The most important indicators of paleontological resources are based on the presence of known resources and the geologic sediments in the region. While there are paleontological sites in portions of Fresno County, the Geological Map of California, Fresno Sheet, and the Custom Soil Resource Report prepared for the project site, indicate that the site is located on recent alluvium. Recent alluvium is a coarse-grained unconsolidated sediment, in this case alluvial fan deposits, typically too young to contain any fossil resources. Thus, it is considered a formation of low paleontological sensitivity.

Environmental Impacts and Mitigation Measures

a, b) Historical and Archaeological Resources.

A field survey of the project site indicated no evidence of historical or surface archaeological resources on the site. Results of a search of the Southern San Joaquin

Information Center records, and of the Native American Heritage Commission sacred lands records, are pending but not expected to indicate that the site is culturally sensitive. Representatives of the Dumna Wo Wah Tribal Government have requested that cultural monitors be in place prior to any earth-disturbing activities. This request is reflected in the mitigation measures below.

Although no evidence of cultural resources was found during a survey of the site, it remains a possibility that subsurface resources could be uncovered by project construction work, and provisions for the discovery of previously unknown cultural resources should be incorporated into the project. Mitigations CULT-1 and CULT -2 establish procedures to recognize and protect cultural resources should any be uncovered during project construction. Implementation of this mitigation measure would reduce potential impacts on these resources to a less than significant level.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The Clovis CDD shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.

CULT-2 The developer shall provide cultural resources monitor(s) approved by the consulting tribe(s) to monitor any ground-disturbing activities associated with the project development.

Significance After Mitigation: Less than significant

c) Paleontological Resources and Unique Geological Features.

The project site is flat and contains no geological features that may be considered unique, and it is unlikely that any paleontological resources would be found during site grading. However, general provisions for the discovery of previously unknown paleontological resources are considered appropriate. Mitigation Measure CULT-1 sets forth procedures to be implemented to protect paleontological resources should any be uncovered during

project construction. Implementation of this mitigation measure would reduce potential impacts on these resources to a level that would be less than significant.

d) Human Burials.

Generally speaking, it is unlikely that any human burials would be found on the project site. Disturbance of any burials, particularly Native American burials, would be a potentially significant impact, so general provisions for the discovery of previously unknown burials are considered appropriate.

The California Public Resources Code as applied in CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. All work in the vicinity of the find shall be halted and the County Coroner shall be notified to determine if an investigation of the death is required. If the County Coroner determines that the remains are Native American in origin, then the County Coroner must contact the NAHC within 24 hours. The NAHC shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

Compliance with the provisions of CEQA Guidelines Section 15064.5(e) would ensure that impacts on any human remains encountered during project construction would be less than significant.

3.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No 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.				√
ii) Strong seismic ground shaking?			√	

iii) Seismic-related ground failure, including liquefaction?		√	
iv) Landslides?		√	
b) Result in substantial soil erosion or the loss of topsoil?	√		
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			√
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?		√	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			√

NARRATIVE DISCUSSION

Environmental Setting

Geology and Soils

The project site lies in the San Joaquin Valley in central California. The San Joaquin Valley is the southern portion of the Great Valley geomorphic province. The Great Valley, also known as the Central Valley, is a topographically flat, elongated, northwest trending, structural basin about 450 miles long and 50 miles wide. It is bounded by the Tehachapi Mountains to the south, the Klamath Mountains to the north, the Sierra Nevada mountains to the east and the Coast Ranges to the west. The province is generally divided into two segments: the Sacramento Valley in the north and the San Joaquin Valley in the south. The northern boundary of the San Joaquin Valley is considered to be the Stockton Arch; the southern termination of the valley is at the Tehachapi Mountains. Elevation in the valley is generally several hundred feet above sea level, but ranges from below sea level to approximately 1,000 feet above sea level.

The San Joaquin Valley floor consists of thick sedimentary deposits. The valley is characterized by gently-undulating alluvial fans originating from the bordering Coast Ranges and Sierra Nevada Mountains. In the general project area, Fresno Slough forms a low northwest to southeast trough, which separates the valley floor into distinct western and eastern halves. The City of Clovis is located in the eastern half, which extends to the foothills of the Sierra Nevada. The original basin underlying the Central Valley gradually

filled with waterborne sediments that were largely derived from erosion of land areas located to the east. As a result, the alluvial fans on the east side are gentler than those on the west, which derive from the lower and drier foothills of the Coast Ranges. Most of the soils in the San Joaquin Valley consist of sand, silt, loamy clay alluvium, peat, and other organic sediments (DEIS 1995).

The City of Clovis is underlain by Quaternary alluvial fan deposits and Pleistocene nonmarine sedimentary deposits (City of Clovis 2014); underlying deposits in the project area consist of alluvial fan deposits. According to the United States Department of Agriculture Custom Soil Resource Report for Eastern Fresno Area, California (2017), the soil on the project site is of three types: Hanford fine sandy loam with clay loam substratum, Ramona sandy loam with hard substratum, and Visalia sandy loam with clay loam substratum. These are prime, well-drained soils with low runoff volume, moderate erodibility, and low shrink-swell potential (United States Department of Agriculture 2017).

Seismic and Geologic Hazards

The project site is not in an area included in mapped Alquist-Priolo Earthquake Fault Zones (California Geological Survey 2015). The only identified significant fault near the project site is the Clovis Fault, which runs northwest to southeast and comes as close as four miles northeast of project site. (California Department of Conservation Fault Activity Map of California 2010). The Clovis Fault is not mapped as active, but is rather mapped as having no recognized displacement in the Quaternary Period, that is, within the last 1.6 million years (Clovis PEIR 2014). Consequently, this fault is classified as “potentially active.” No other faults within 50 miles of the Plan Area are mapped on the 2010 Fault Activity Map of California (CGS 2013).

Soil types in Fresno County are not considered conducive to liquefaction due to soil types that are generally too coarse, or alternatively high in clay content. Soils in the Clovis area are not subject to seismic ground settlement (Fresno County 2000). Due to very slight grades, Clovis is not susceptible to earthquake-induced landslides (Clovis PEIR 2014).

Environmental Impacts and Mitigation Measures

a-1) Fault Rupture Hazards.

As noted above, the project site is not within an Alquist-Priolo Earthquake Fault Zone and there are no active faults within or near the project site. The project would have no impact on this issue.

a-2) Seismic Ground Shaking.

Groundshaking is the primary seismic hazard in Fresno County, because of the County's seismic setting and record of historical activity. The project site, along with the rest of the County, is subject to seismic shaking from fault features east and west of the County.

Clovis and most of the other already urbanized locations in the East and West Valleys and Sierra Nevada Foothills areas are subject to less intense seismic effects than locations in the Coast Range Foothills and Sierra Nevada Mountain areas. Individual improvements would incorporate engineering design features that would be in accordance with the California Building Code, which contains design criteria that would enable structures to withstand projected seismic shaking. The project would have a less than significant impact on this issue.

a-3) Liquefaction.

As noted in Seismic and Geologic Hazards above, soil types in Fresno County are not considered conducive to liquefaction due to soil types that are coarse or high in clay content (Fresno County 2000). In addition, the depth to groundwater in the vicinity of the project site is approximately 175 feet below ground surface, which minimizes liquefaction potential (California Department of Water Resources 2016 Groundwater Basin Contour Map). Liquefaction on the project site is considered unlikely. The project would have a less than significant impact on this issue.

a-4) Landslides.

The project site is in a topographically flat area. According to the Clovis Fire Department Standards of Cover (2013-2017), landslides are unlikely in the City of Clovis, and any damage from a landslide would have a limited spatial extent and a negligible potential magnitude. The project would have a less than significant impact on this issue.

b) Soil Erosion.

The sandy loam soil on the project site has a moderate potential for erosion. Project construction activities would loosen the soil, leaving it exposed to potential water and wind erosion. The eroded soils, in turn, could be transported off the project site. Compliance with SJVAPCD Regulation VIII, which is discussed in Section 3.3 Air Quality, would reduce potential erosion impacts.

In addition, the project would be required to comply with the provisions of the Clovis-Fresno Storm Water Quality Management Program (CFSWQMP), which incorporates the Construction General Permit, issued by the State Water Resources Control Board (SWRCB). These requirements are discussed in more detail in Section 3.9. The Construction General Permit is required for all projects that disturb one acre of land or more. The permit requirements include preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer to address potential water quality issues. The SWPPP includes implementation of Best Management Practices to avoid or minimize adverse water quality impacts. Best Management Practices fall within the categories of Temporary Soil Stabilization, Temporary Sediment Control, Wind Erosion Control, Tracking Control, Non-Storm Water Management, and Waste Management and Materials Pollution Control. Only Best Management Practices applicable to the project would become part of the SWPPP. Mitigation Measure GEO-1

would require preparation of the SWPPP, in compliance with the Construction General Permit.

In short, the project has potentially significant impacts related to erosion, but compliance with SJVAPCD Regulation VIII and implementation of Mitigation Measure GEO-1 would minimize the amount of soil erosion that leaves the construction site. Soil erosion impacts would be less than significant with mitigation.

Level of Significance: Potentially Significant

Mitigation Measures

GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, in compliance with Fresno Metropolitan Flood Control District (FMFCD) storm water requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading plans.

Significance After Mitigation: Less than significant

c) Geologic Instability.

The soils underlying the sites where the facilities would be constructed have not been identified as inherently unstable or prone to failure. The soils are not conducive to liquefaction and landslides are unlikely on this topographically flat project site. The project would not change existing stability conditions. Appropriate engineering design would avoid potential adverse effects. The project would have no impact on the stability of soils.

d) Expansive Soils.

As noted above, the shrink-swell potential of the sandy loam soil on the project site has been classified as low. The project is unlikely to create substantial risks to life or property due to soil expansion; thus the project will have a less than significant impact on this issue.

e) Adequacy of Soils for Sewage Disposal.

The project does not propose to install or use any septic systems. The project would have no impact related to soil adequacy for sewage disposal.

3.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			√	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			√	

NARRATIVE DISCUSSION

Environmental Setting

Existing Conditions

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. GHGs are both naturally occurring and are emitted by human activity. GHGs include carbon dioxide (CO₂), the most abundant GHG, as well as methane, nitrous oxide and other gases. GHG emissions in California in 2014 were estimated at 441.5 million metric tons carbon dioxide equivalent (CO₂e) – a decrease of 9.4% from the peak level in 2004. Major GHG sources in California include transportation (36%), industrial (21%), electric power (20%), commercial and residential (9%), and agriculture (8%) (ARB 2016). In 2012, it was estimated that the city of Clovis generated 590,935 metric tons CO₂e of GHGs per year, excluding permitted sources such as natural gas. Of the 590,935 metric tons CO₂e generated, approximately 63% percent came from the transportation sector and 14% came from residential energy use (City of Clovis 2014).

Increased atmospheric concentrations of GHGs are considered a main contributor to global climate change, which is a subject of concern for the State of California. Potential impacts of global climate change in California include reduced Sierra Nevada snowpack, increased wildfire hazards, greater number of hot days with associated decreases in air quality, and potential decreases in agricultural production (Climate Action Team 2010).

Unlike the criteria air pollutants described in Section 3.3, Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature, while air pollutants mainly affect the general region of their release to the atmosphere (SJVAPCD 2015b). Nevertheless, the U.S. Environmental Protection Agency (EPA) has found that GHG emissions endanger both the public health and public

welfare under Section 202(a) of the Clean Air Act due to their impacts associated with climate change (EPA 2009).

GHG Plans and Policies

The State of California is identifying strategies and implementing GHG emission reduction programs through AB 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. In compliance with AB 32, the State adopted the Climate Change Scoping Plan in 2008, and updated the plan in 2014. Primary strategies addressed in the original Scoping Plan included new industrial and emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling and ventilation; fuels with reduced carbon content; hybrid and electric vehicles; and methods for improving vehicle mileage (ARB 2008). The 2014 update highlighted California's progress toward meeting the 2020 GHG emission reduction goal and established a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050 (ARB 2014).

In 2016, the State Legislature passed and the Governor signed Senate Bill (SB) 32. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The State is currently in the process of preparing a Climate Change Scoping Plan that incorporates the SB 32 target.

The SJVAPCD adopted a Climate Change Action Plan in 2008 and issued guidance for development project compliance with the plan in 2009. The guidance adopted an approach that relies on the use of Best Performance Standards to reduce GHG emissions. Projects implementing Best Performance Standards would be determined to have a less than cumulatively significant impact. For projects not implementing Best Performance Standards, demonstration of a 29% reduction in project-specific (i.e., operational) GHG emissions from business-as-usual conditions is required to determine that a project would have a less than cumulatively significant impact (SJVAPCD 2009).

The City of Clovis adopted an Air Quality Element as part of its General Plan update in 2014. One of the goals set forth in the Air Quality Element is to lower GHG emissions. Policies designed to achieve this goal include supporting regional efforts to reduce GHG emissions and encouraging innovative mitigation measures to reduce emissions by coordinating with the SJVAPCD, project applicants, and other interested parties. The City has no Climate Action Plan or similar plan that specifically addresses GHG emissions.

Environmental Impacts and Mitigation Measures

a,b) Project GHG Emissions and Consistency with GHG Reduction Plans.

The CalEEMod model estimated the total GHG construction and operational emissions associated with the commercial and residential development (see Appendix A). Table 3-4 presents the results of the CalEEMod run. “Mitigated emissions” for construction and operational emissions are defined in Section 3.3, Air Quality. Emissions modeling was based on four two-story apartment buildings. Since modeling, the project has been modified such that the four two-story apartment buildings have been changed to two apartment buildings that are two stories in height and two apartment buildings that are three stories in height. This is a total addition of two floors of apartments (12 apartments in all). The estimated GHG emissions would thus be slightly greater than shown in the tables below.

TABLE 3-4
ESTIMATED GHG EMISSIONS FROM PROJECT

GHG Emission Type	Unmitigated Emissions		Mitigated Emissions	
	Commercial	Residential	Commercial	Residential
Construction ¹	249.33	343.90	249.33	343.90
Operational ²	2,572.93	773.61	1,372.91	432.90

¹ Total GHG emissions for construction period in metric tons carbon dioxide equivalent (CO₂e).

² Annual emissions in metric tons CO₂e.

Source: California Emissions Estimator Model v. 2016.1.1.

Based on results from the CalEEMod run, total project construction GHG emissions would be 343.90 metric tons CO₂e for the assumed construction period. Neither the State nor SJVAPCD has established significance thresholds for GHG emissions from construction activities or from project operations. However, construction emissions would be limited to a short time period and would cease once work is completed. In addition, implementation of Mitigation Measure AIR-1 would reduce the amount of GHGs generated by project construction.

Project operational emissions would be more substantial – a total of approximately 3,347 metric tons CO₂e under “unmitigated” conditions (i.e., without implementation of any reduction measures). However, with implementation of the reduction measures described in Section 3.3, Air Quality, operational emissions would be approximately 1,806 metric tons CO₂e, resulting in an approximately 46% reduction in GHG emissions from unmitigated levels. This exceeds the 29% reduction in operational GHG emissions from business-as-usual conditions that SJVAPCD requires to determine that a project would have a less than cumulatively significant impact. It also exceeds the 29% reduction called out in the State’s Scoping Plan. Based on this, project impacts related to GHG emissions and applicable GHG emission reduction plans are considered less than significant.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			√	
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?			√	

NARRATIVE DISCUSSION

Environmental Setting

This section focuses on hazards associated with hazardous materials, proximity to schools and airports, and wildfires. Geologic and soil hazards are addressed in Section 3.6, Geology and Soils, and potential flooding hazards are addressed in Section 3.9, Hydrology and Water Quality.

Data on hazardous material sites in the State of California are kept in the GeoTracker database, maintained by the SWRCB, and in the EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC). Both GeoTracker and EnviroStor provide the names and addresses of hazardous material sites, along with their cleanup status. A search of both databases indicated no record of active hazardous material sites within 5,000 feet of the project site (DTSC 2016, SWRCB 2016).

The project site is a currently undeveloped lot in an area that has been developed for urban uses, primarily residential and commercial in the immediate vicinity. The project site is more than 10 miles distant from any zones of wildfire hazard (CalFire 2007). The project site is not within three miles of a public use airport. No private airstrips have been identified in the vicinity. There are no railroads in the vicinity of the site.

Environmental Impacts and Mitigation Measures

a) Hazardous Materials Transportation, Use and Storage

The project would involve the transportation and storage of relatively large quantities of gasoline and diesel fuel for sale to the public. Fuel transportation would be subject to federal tank, placard, shipment documentation and reporting requirements. Fuel storage on-site would be subject to State underground tank standards described in the California Code of Regulations. Proposed fuel dispensing equipment would be subject to vapor recovery and other requirements of the San Joaquin Valley Air Pollution Control District. Operation of the proposed convenience store would involve the storage and sale of consumer products that would include hazardous materials.

The proposed project would not require other any substantial transportation, use, or storage of hazardous materials. Construction activities may involve the use of hazardous materials such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would be minimal and would not have significant adverse effects. Contractors typically have absorbent materials at construction sites to clean up minor spills. Other substances used in the construction process would be stored in approved containers and used in relatively small quantities, in accordance with the manufacturers' recommendations and/or applicable regulations. Project impacts are considered less than significant in this issue area.

b, c) Release of Hazardous Materials.

As noted, the project would involve the transportation, storage and sale of quantities of gasoline and diesel fuel, and dispensing would involve potential for release of fuel vapors to the air. Fuel dispensing equipment would be subject to vapor recovery and other related requirements of the San Joaquin Valley Air Pollution Control District as needed to protect public health.

Operation of the proposed convenience store would involve the storage and sale of consumer products that would include hazardous materials. The project would not involve the use of hazardous materials after project completion; thus, there would be no known potential for releases of hazardous materials. There are no schools within one-quarter mile of the project site. The nearest school is Valley Crescent School, approximately 0.5 miles to the northeast.

d) Hazardous Materials Sites.

None of the lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5 contains records associated with the project site. As previously noted, a search of the GeoTracker and EnviroStor databases did not identify any hazardous material sites within one mile of the project site. Hazardous materials transportation and storage on the project site would be subject to regulations that would result in the creation of new hazardous material sites. The project would have a less than significant impact related to hazardous material sites.

e, f) Airport and Airstrip Operations.

A review of aerial photographs in Google Earth revealed no public use airports or private airstrips within two miles of the project area. The project would have no impact on airports or airstrips.

g) Emergency Response and Evacuations.

Project construction work would mostly occur on the parcel, with work on adjacent roads limited to roadway frontage improvements and connection to utility lines. Such work is not expected to require closure of the roads, so project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Project operations would not obstruct any roadways. Project impacts on emergency response or emergency evacuation plans would be less than significant.

h) Wildland Fire Hazards.

The project site is in an urbanized area and is surrounded by existing urban development, which has a low wildfire hazard. The project would reduce any existing fire hazard on the parcel by replacing the existing grasses and weeds with a paved and developed area. Project impacts related to wildfires would be less than significant.

3.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?		√		
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 storm water drainage systems?			√	
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?				√
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a levee or dam?				√
j) Inundation by seiche, tsunami, or mudflow?				√

NARRATIVE DISCUSSION

Environmental Setting

Surface Waters

There are no streams or other surface waters on or adjacent to the project site. The nearest stream to the project site is Dry Creek, approximately 1.52 miles to the east. Dry Creek flows part of the year, in the event of a major flood or when water is released from the Enterprise Canal for groundwater recharge. The San Joaquin River is approximately 3.85 miles northeast of the project site (Google Earth, pers. comm. Rob Rush 2017).

Groundwater

The project site is within the San Joaquin Valley Groundwater Basin, Kings Subbasin. According to the California Department of Water Resources 2016 Groundwater Basin Contour Map, groundwater levels at the project site are approximately 175 feet below ground surface.

Water Quality

Surface water quality in the Central Valley is managed by the Regional Water Quality Control Board, Central Valley Region (RWQCB) by means of the Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan), revised in June 2015. Water quality in Clovis is generally good (pers. comm. Rob Rush 2017).

Storm water quality is federally regulated under the federal Clean Water Act and the National Pollutant Discharge Elimination System (NPDES). The California State Water Resources Control Board (SWRCB) bears primary responsibility for the control of storm water quality in the state. Additional storm water regulation is established in the NPDES area-wide municipal separate storm sewer system (MS4) permit system administered by the SWRCB, which requires affected jurisdictions, including the City of Clovis, to adopt and implement a Storm Water Management Program (SWMP).

In compliance with the conditions of this permit, the City of Clovis has adopted the Fresno–Clovis Storm Water Quality Management Program (FCSWQMCP), which is intended to minimize, reduce, eliminate, or prohibit the discharge of pollutants with the goal of improving water quality; thus, a municipal NPDES MS4 Permit was issued by the SWRCB. The FCSWQMCP contains control measures to minimize the potential storm water quality impacts of development, including both construction and post-construction activity. Program elements most applicable to land development include construction storm water discharge requirements, residential and commercial discharge requirements and the incorporation of post-construction Best Management Practices (BMPs) in new development.

Flood Hazards

According to a Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA), the project site lies within an area classified as Zone X (FEMA 2009). Zone X indicates an area of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

Environmental Impacts and Mitigation Measures

a, f) Surface Waters and Water Quality.

The project would not directly affect surface waters in the vicinity; however, construction activities could loosen soils, which could be transported off site by runoff and could eventually enter surface waters. Project operations would likely lead to deposits of fuels, oils, metals, and other substances associated with motor vehicles. These deposits also could be transported off site by runoff and could eventually enter surface waters. This is considered a potentially significant impact.

As outlined in Section 2 of the FCSWQMCP, the District has established, and developers must follow, a range of BMPs during and after construction to prevent discharges of sediment and other pollutants from construction sites to MS4s. These BMPs include vehicle washing, equipment maintenance, and waste handling. For example, non-storm water runoff and construction-related materials must be retained on the project site and avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff (FCSWQMCP). Implementation of Measure HYDRO-1 would minimize impact from construction activities.

A range of post-construction BMPs must be incorporated into development plans. Clovis's post-construction BMPs are governed by the Fresno Metropolitan Flood Control District (FMFCD), and are detailed in the Fresno-Clovis Storm Water Quality Management Program Post-Construction Storm Water Quality Management Guidelines. Relevant BMPs include berming, vegetated swales, secondary containment, litter and debris control and signage to minimize runoff and potential pollutants (FMFCD).

Project operations have a potentially significant impact on surface water quality. Compliance with the applicable permits, programs and regulations, which are specified in the mitigation measures below (HYDRO-1, HYDRO-2, HYDRO-3), would reduce impacts to a level that would be less than significant. In addition, implementation of Mitigation Measure GEO-1, described in Section C(6), Geology and Soils, would minimize impacts from construction activities.

Level of Significance: Potentially significant

Mitigation Measures:

HYDRO-1: The ODS shall submit an SWPPP for the project that shall include post-construction Best Management Practices as required by the FCSWQMCP. The Storm Water Quality Plan will be reviewed and approved by the Fresno Metropolitan Flood Control District prior to receiving construction permits.

HYDRO-2: The ODS shall execute a Maintenance Agreement with the City of Clovis for storm water BMPs prior to receiving construction permits. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.

HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the FCSWQMCP Program as set forth in its NPDES Storm Water Permit, including construction and maintenance of outdoor storage areas so as to prevent the conveyance of contaminants in runoff to the storm drain system.

Significance After Mitigation: Less than significant

b) Groundwater Supplies.

The project would not draw directly from groundwater but would be connected to the City's water system, which is in part supplied from groundwater wells. The project would replace an existing vacant parcel of grasses and weeds with urban development, including pavement. This would reduce the amount of precipitation that would percolate into the ground, thereby reducing groundwater recharge. Given the small acreage of the project site, the project is not expected to 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. Project impacts on groundwater are considered less than significant.

c, d, e) Drainage Patterns and Runoff.

The project would alter existing storm drainage patterns. Proposed improvements on the project site, such as grading and pavement installation, would result in the generation of additional runoff due to the introduction of impervious surfaces. On-site drainage would collect all runoff generated on the project site and deliver it to the City's drainage system in accordance with City standards and specifications. Outdoor storage of waste may generate contaminants that could be conveyed in runoff into the storm drain system. Implementation of Mitigation Measures HYDRO-1 through HYDRO-3 would minimize impacts on storm drainage. As a result of the proposed rezone, site runoff will be greater than the runoff generated by the land use contemplated in the Clovis General Plan. Mitigation measure HYDRO-4 would reduce runoff to a rate that would be expected if the site were developed to a low-density residential land use.

Level of Significance: Potentially Significant

Mitigation Measures

HYDRO-4: The ODS shall prepare and implement a peak reducing facility to reduce the runoff volume from the planned commercial and medium-high density uses, storing the equivalent of a 10-year storm event and releasing it at a rate no higher than the water of a 2-year storm event from a medium density residential land use.

Significance After Mitigation: Less than significant

g, h) Residences and Other Structures in 100-Year Floodplain.

The project would not introduce housing into the identified 100-year floodplain. Thus, the project would have no impact on this issue.

The project site is not in an area that would be flooded by a 200-year flood at a depth of 3 feet or greater.

i) Dam and Levee Failure Hazards.

The project site is not subject to potential inundation from dam failure. There are no levees in the project vicinity, and the project site is not near any streams that have levees. Because of this, the project site is unlikely to be subject to inundation from levee failure. The project would have no impact related to dam or levee failure.

j) Seiche, Tsunami, and Mudflow Hazards.

The project site is in a topographically flat area away from large bodies of water. Because of this, the project would not be subject to seiche, tsunami or mudflow hazards. The project would have no impact related to this issue.

3.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			√	
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 communities conservation plan?

			√

NARRATIVE DISCUSSION

Environmental Setting

As previously described, the project site is a vacant parcel at the intersection of two arterial streets. The intersection and other lands and N. Willow Avenue are developed with commercial uses; the immediate project vicinity is a primarily residential area. The current General Plan designation for the parcel is Low Density Residential, and the current City zoning is R-1-7500, (Single Family Residential 7,500 sq. ft. minimum). The project site is bounded on the north by a self-storage facility, on the south and east by senior living facilities, and on the west by a gas station, two restaurants and a multi-family residential development. Lands to the north and south, along the east side of N. Willow Avenue, from Nees Avenue to Herndon Avenue, are primarily in commercial use.

Environmental Impacts and Mitigation Measures

a) Division of Established Community.

The project site is in a primarily residential area, with existing uses arranged along Alluvial Avenue and N. Willow Avenue. The project would increase the number of residents in the area and add a gas station, a car wash and two fast food restaurants, expanding the range of commercial services in the area. Proposed commercial uses would not divide existing community elements from one another. The project would have a less than significant impact on established communities.

b) Conflicts with Plans, Policies and Regulations Mitigating Environmental Effects.

The project site is currently designated and zoned for Low Density Residential use. The existing designation and zoning do not allow for the proposed multi-family residential and commercial uses proposed by the project.

For Parcel A, the project applicant is requesting a General Plan Amendment from Low Density Residential to Commercial. The project would also require rezoning of Parcel A to a Commercial Zone District. In addition, a Conditional Use Permit (CUP) would be required for Parcel A to develop a gas station. The General Plan Amendment, Rezoning, and CUP would allow for the proposed land use and eliminate any land use conflict caused by the project.

For Parcel B, the project applicant is requesting a General Plan Amendment from Low Density Residential to Medium High Density Residential. The project would also require

rezoning of Parcel B to a Medium High Density Residential Zone District. In addition, a Conditional Use Permit (CUP) would be required for Parcel B to exceed the height restrictions for a residential neighborhood. The General Plan Amendment, Rezoning, and CUP would allow for the proposed land use and eliminate any land use conflict caused by the project.

The proposed project is generally compliant with the City of Clovis Herndon-Shepherd Specific Plan. For example, the project would provide “affordable housing element to promote a harmonious neighborhood,” which is an objective of the Specific Plan. Although the existing specific plan designations for the site are not consistent with the project’s proposed land uses, inconsistencies would be resolved by the proposed general plan amendments. The project would be consistent with adopted plans, policies and regulations that seek to avoid or mitigate environmental effects on the Clovis community. Project impacts would be less than significant.

c) Conflict with Habitat Conservation Plans.

As noted in Section 4(f), Biological Resources, the project site is not subject to any habitat conservation plans. The project would have no impact related to habitat conservation plans or similar plans.

11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				√
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?				√

NARRATIVE DISCUSSION

Environmental Setting

The City of Clovis is mapped as MRZ-3 by the California Geological Survey, which means the significance of mineral deposits cannot be determined from available data. The project site is within 3.5 miles of a zone mapped as MRZ-1, which indicates no significant mineral resources are present or there is little likelihood that significant mineral resources are present. It is also within 3.5 miles of a zone designated MRZ-2, which means significant mineral resources are known or very likely. The project site is

small in size and surrounded by existing urban development, and therefore generally unsuitable for mineral resource development.

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

There are no identified mineral resources areas on the project site. The project would have no effect on the availability of or access to locally designated or known mineral resources. The project would have no impact on mineral resources.

12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No 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?			√	
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?			√	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			√	
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?				√
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?				√

NARRATIVE DISCUSSION

Environmental Setting

Noise Background

Noise is often described as unwanted sound. Noise levels are defined in terms of decibels (dB), which are typically adjusted for perception of loudness by the A-weighting network (dBA). Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state, dBA sound level containing the same total energy as a time-varying signal over a given time period (usually one hour).

The L_{eq} shows very good correlation with community response to noise, and it is the basis for other noise descriptors such as the Day-Night Average Sound Level (L_{dn}). The L_{dn} represents an average sound exposure over a 24-hour period, with noise occurring during the nighttime (10:00 p.m.-7:00 a.m.) weighted more heavily to account for the greater sensitivity of people to noise during this time period. Another noise descriptor is L_{max} , which gives the highest sound level value measured by the sound level meter over a given period of time.

Existing Noise Conditions

The noise environment on the project site is defined primarily by traffic noise from Alluvial Avenue and N. Willow Avenue. To generally quantify background noise levels in the project vicinity, Bollard Acoustical Consultants, Inc. conducted long-term (24-hour) ambient noise level measurements on the project site November 28-29, 2016.

TABLE 3-5
AVERAGE MEASURED HOURLY NOISE LEVELS (DBA)

	Daytime (7 am to 10 pm)		Nighttime (10 pm to 7 am)	
L_{dn} (dBA)	L_{eq}	L_{max}	L_{eq}	L_{max}
59	58	74	48	65

The background noise level data provided in Table 3-5 indicate that existing ambient noise levels measured at the project site are in close agreement with the City of Clovis Municipal Code daytime and nighttime exterior noise level standards for noise-sensitive uses. As a result, compliance with the City of Clovis noise standards would ensure that the project does not result in a significant noise level increase at the nearest residential uses.

Noise Regulations

The City's zoning ordinance, in Section 9.22.080 (Noise) of the Clovis Municipal Code, contains criteria for noise as shown in Table 3-6 below. In addition, Section 9.22.080(D)(2) identifies a maximum (L_{\max}) impulsive noise level equal to the value of any applicable noise standard plus 20 dB for any period of time.

TABLE 3-6
CITY OF CLOVIS MAXIMUM EXTERIOR NOISE STANDARDS

Noise Zone	Type of Land Use	Allowable Exterior Noise Level (15-Minute L_{eq})	
		7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
I	Single-, two- or multiple-family residential	55 dBA	50 dBA
II	Commercial	65 dBA	60 dBA
III	Residential portions of mixed use properties	60 dBA	50 dBA
IV	Industrial or manufacturing	70 dBA	70 dBA

The project parcel is located adjacent to planned multi-family residences to the east. Because the project shares a property line with a planned noise-sensitive land use, the noise standards for Noise Zone I above were applied at this property line. Specifically, the following exterior noise level standards were applied:

55 dB L_{25} during daytime hours
50 dB L_{25} during nighttime hours
75 dB L_{\max} during daytime hours
70 dB L_{\max} during nighttime hours

Environmental Impacts and Mitigation Measures

a) Exposure to Noise Exceeding Local Standards.

Evaluation of Car Wash Noise Levels

Noise levels generated by car wash facilities are primarily due to the drying portion of the operation. When the car wash is at its maximum capacity, the dryers are anticipated to operate for no more than 15 minutes per hour. Based on manufacturer's specifications

and the proposed position and direction of car wash tunnels, car wash noise level would be 63 dB L_{max} at the nearest residential property line to the east. This would satisfy the City of Clovis daytime and nighttime L_{max} noise level standards. However, the predicted car wash noise level of 57 dB L_{25} would exceed the City's daytime and nighttime L_{25} standards. As a result, this element of the project would involve potential for significant noise effects. Noise mitigation measures are warranted for this aspect of the project and are discussed later in this report.

To mitigate these identified exceedances, the effectiveness of the inclusion of car wash entrance and exit doors was considered. The manufacturer has indicated that closed entrance and exit doors during the car wash cycle provides approximately 10-20 dB of noise reduction. Provided the project incorporates the recommended car wash entrance and exit doors, car wash noise exposure at the nearest residential property line to the east would satisfy the City's daytime and nighttime L_{25} noise level standards.

Evaluation of Drive-Through Noise Levels

The project proposes two restaurants that would each contain a single-lane drive-through. The proposed restaurants are located on the northern and southern ends of the project site, as shown on Figure 2-1. The distance from the drive-through lane on the southern end of the site to the nearest residential property line to the east is approximately 195 feet, while the drive-through lane Predicted average drive-through noise levels of 38-45 dB L_{25} at the nearest residential property line to the east would satisfy the City of Clovis daytime and nighttime L_{25} noise level standards. In addition, predicted drive-through noise levels of 43-45 dB L_{max} would also satisfy the City's daytime and nighttime L_{max} standards. As a result, this element of the project would not involve a significant noise effect, and no mitigation measures are warranted.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-1. To mitigate car wash noise exposure, the car wash shall include car wash entrance and exit doors. With the inclusion of car wash entrance and exit doors, car wash noise exposure at the nearest residential property line to the east would satisfy the City's daytime and nighttime L_{25} noise level standards.

Significance After Mitigation: Less than significant

b) Exposure to Groundborne Noise.

Groundborne vibration is not a common environmental problem. It is typically associated with transportation facilities, although it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment.

The project would involve none of these potential noise sources, so it is anticipated that the project would not be exposed to groundborne vibrations nor would it generate substantial vibrations. The project would have no impact related to groundborne vibrations.

c) Permanent Increase in Ambient Noise.

The project would result in a permanent increase in ambient noise levels over existing conditions, as the site is currently vacant. As noted in a) above, after applying mitigation measures to the car wash, noise levels are not expected to exceed City standards. Project impacts on permanent noise levels are considered less than significant.

d) Temporary or Periodic Increase in Ambient Noise.

Project construction would involve temporary increases in ambient noise levels, due to the use of construction equipment and vehicle traffic to and from the construction site. Temporary noise increases from project construction are considered less than significant. Project construction noise would cease once construction work is completed.

e, f) Public Airport and Private Airstrip Operations Noise.

As noted in Section 3.8 Hazards and Hazardous Materials, there are no public airports or private airstrips in the project vicinity. The project would have no impact related to noise from private airstrips.

3.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No 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)?			√	
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?				√

NARRATIVE DISCUSSION

Environmental Setting

As of 2016, the population of Clovis was estimated at 108,039. The City had an estimated 38,931 housing units, with a vacancy rate of 4.3% (California Department of Finance 2016).

Environmental Impacts and Mitigation Measures

a) Population Growth Inducement.

The project would construct 60 1- and 2-bedroom housing units resulting in a potential population increase of 180 persons at an average occupancy rate of 3.0 persons per unit. The project would have a less than significant impact on population growth. The project site would be served by existing infrastructure in the vicinity. No substantial extension of infrastructure that could serve other development in the area would be required.

b, c) Displacement of Housing or People.

The project site is vacant, so the project would not displace any housing units or persons. The project would provide 60 multi-family units. The project would have no adverse effect on housing issues.

3.14 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

b) Police protection?

c) Schools?

d) Parks?

e) Other public facilities?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
		√	
		√	
		√	
		√	
			√

NARRATIVE DISCUSSION

Environmental Setting

The project is located within the City of Clovis. Public services are provided to the project area by the Clovis Fire Department, the Clovis Police Department and the Clovis Unified School District. The City also provides park and recreation services. Detailed information on each of these services is provided in the City of Clovis General Plan Program Environmental Impact Report (PEIR).

Environmental Impacts and Mitigation Measures

a) Fire Protection

Fire protection services are provided by the Clovis Fire Department (CFD), which operates five stations and supplements protection through an automatic aid agreement with Fresno Fire Department and the Fresno County Fire Protection District.

The closest fire station to the project site is Station No. 3, located one mile from the site at 555 N. Villa Avenue, Clovis, CA 93612. It houses an engine and a reserve engine, and is staffed by three full time firefighters (PEIR 2014 page 5.14-4). The response time to the project site is under four minutes.

Development of the proposed project would involve a minor addition to the responsibilities to the CFD. It would not degrade the existing service ratio, response time, or other performance objectives (pers. comm. Deputy Fire Marshal Gary Sawhill 2/21/17). The proposed project would comply with standard mitigation measures, and would not require the construction of new facilities or physically alter existing governmental facilities. The proposed project would thus have less than significant environmental impact associated with its demand on fire services.

b) Police Protection

Within the City limits, police protection is provided by the Clovis Police Department (CPD), which is based at 1233 5th Street, Clovis, CA 93612, 2.37 miles southeast of the project site (PEIR 2014 5.14-21). The CPD has an average response time under five minutes for emergency service calls. The CPD is currently staffed to provide 1.3 officers per 1000 residents, with at least eight officers on patrol per shift. The CPD states no specific concerns about this project other than noting that the addition of city residents would naturally increase the number of service calls. As this project is anticipated to add less than 150 residents to the city, the increase in service calls would not be significant (pers. comm. Sergeant James Boldt 2/22/17).

The proposed project would be served by existing police protection resources and would not require the construction of new facilities or physically alter existing facilities. Therefore, the Proposed Project would have a less than significant impact associated with

its demand on police services.

Project construction would, through the location of construction materials and equipment on the unoccupied site, involve new crime opportunities during the construction period. Crime opportunities within areas of new development can be minimized by proper project design.

c) Schools

The project site is within the Clovis Unified School District (CUSD). The nearest public schools to the site are as follows:

Elementary: Garfield Elementary School, 1315 N. Peach Avenue, Clovis, CA
Intermediate: Alta Sierra Intermediate 380 W. Teague Avenue, Clovis, CA
High: Buchanan High School 1560 N. Minnewawa Avenue, Clovis, CA

Development of the project site would lead to the generation of additional student population. Student generation associated with the project, based on the 60 proposed multi-family residential units, would amount to ten Grades K-6 students at a rate of 0.169355 students per residence, four Grades 7-8 students at a rate of 0.064516 students per residence, and five Grades 9-12 students at a rate of 0.080645 students per residence. CUSD has confirmed that sufficient capacity exists within the school system to accommodate project-related student generation at the nearest public schools (pers. comm. Jon Tenorio 2/22/17).

The proposed project would be served by existing CUSD resources and would not require the construction of new facilities or physically alter existing facilities. Therefore, the Proposed Project would have a less than significant impact associated with its demand on school services.

d) Parks

Parks and recreation services are provided by the City of Clovis. Railroad Park, covering approximately 3.8 acres, is located 1/2 mile east of the project site. It houses two playgrounds, picnic facilities and restrooms.

The City of Clovis maintains more than 285 acres of City parks and landscaping. The City's current population is approximately 103,000 people. The City's existing parklands therefore provide approximately 2.8 acres of land per 1000 persons, which falls within state and national guidelines (City of Clovis, Parks 2017).

The Parks Department expressed no concerns about the project, stating that existing facilities are sufficient to accommodate the small number of additional residents contemplated by this project (pers. comm. Park Manager Eric Aller 2/22/17).

Project development is not expected to result in physical deterioration of existing or planned recreational facilities. As the proposed project would not require the construction

of new facilities or physically alter existing facilities, it would have no environmental impacts associated with demand on parks.

e) Other Public Facilities

The proposed project would not affect any other public facilities, as it would not require the construction of new facilities or physically alter existing facilities; therefore, the Project would have no environmental impacts associated with demand on public services.

15. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				√
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?				√

NARRATIVE DISCUSSION

Environmental Setting

Parks and recreation services are provided by the City of Clovis. As mentioned in Section C(14), Public Services, Railroad Park, covering approximately 3.8 acres, is located 1/2 mile east of the project site. It houses two playgrounds, picnic facilities and restrooms.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

The proposed project would not require the construction of new recreational facilities or physically alter existing facilities; therefore, the project would have no environmental impacts associated with demand on recreational services.

16. TRANSPORTATION/TRAFFIC

Would the project:

Potentially
Significant
Impact

Less Than
Significant
With
Mitigation
Incorporated

Less Than
Significant
Impact

No 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?

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?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Result in inadequate emergency access?

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?

	√		
	√		
			√
		√	
			√
		√	

NARRATIVE DISCUSSION

Environmental Setting

Information for much of this section is provided by a traffic impact study for the project conducted by KD Anderson and Associates (2017). Appendix D contains the traffic impact study, which includes a description of the methodology used to analyze project traffic impacts.

Streets and Traffic Volumes

The following is a description of existing traffic operating conditions at the study intersections.

N. Willow Avenue is a north-south roadway that forms the western boundary of the project site. Adjacent to the project site, N. Willow Avenue is a divided roadway with two northbound lanes and three southbound lanes. In the vicinity of the project site, the roadway is designated an arterial in the City of Clovis General Plan (City of Clovis 2014b), and designated a Super Arterial in the Fresno General Plan (City of Fresno 2014). The speed limit on N. Willow Avenue is 50 miles per hour (mph). The daily traffic volume on N. Willow Avenue between E. Decatur Avenue and Herndon Avenue is approximately 23,000.

Alluvial Avenue is an east-west roadway that forms the southern boundary of the project site. Adjacent to the project site, Alluvial Avenue is two lanes wide (i.e., one lane in each direction) with a center-two-way left-turn lane (CTWLTL). In the vicinity of the project site, Alluvial Avenue is designated a collector roadway in both the City of Clovis General Plan and the Fresno General Plan. The speed limit on Alluvial Avenue adjacent to the project site is 40 mph. The daily traffic volume on Alluvial Avenue between N. Chapel Hill Avenue and N. Paula Avenue is approximately 10,000.

Level of Service

Traffic conditions on streets and roads and at intersections are commonly described as a Level of Service (LOS). LOS is a qualitative measure of traffic conditions represented by letter designations A through F, with A representing the best conditions and F the worst. LOS A through D are considered acceptable, while LOS E and F are considered unacceptable, in the City of Clovis.

The traffic impact study evaluated existing and near-term baseline existing plus approved project (EPAP) traffic conditions on the segments of N. Willow Avenue and Alluvial Avenue adjacent to the project site. The existing LOS at the intersection of N. Willow Avenue and Alluvial Avenue is C during AM and PM peak hours, which is an acceptable LOS. The EPAP LOS at this intersection is also C during AM and PM peak hours.

The traffic impact study also evaluated existing and EPAP conditions at three additional intersections near the project site, during both the morning and the evening peak hour for traffic. Conditions at intersections are also described as LOS. Table 3-7 presents existing and EPAP LOS conditions at the four study intersections. Most intersections are operating at acceptable LOS under EPAP conditions, but existing conditions at the intersection of North Chestnut and Alluvial Avenue are at LOS E. This is considered unacceptable, but could be brought to an acceptable LOS through a development-related improvement assumed at this intersection under EPAP conditions. (see Appendix D).

TABLE 3-7
EXISTING AND EPAP TRAFFIC CONDITIONS AT INTERSECTIONS

Intersection	Intersection Control	Existing LOS		EPAP LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
N. Chestnut Ave & Alluvial Ave <i>With Recommended Improvement</i>	Signal	E <i>D</i>	D <i>D</i>	C	C
N. Willow Ave and Alluvial Ave	Signal	C	C	C	C
N. Willow Ave & Spruce Ave	Signal	A	A	B	B
N. Willow Ave & Herndon Ave	Signal	D	D	D	D

Bold indicates unacceptable LOS.

EPAP – Existing Conditions plus Approved Projects

Source: KD Anderson and Associates 2016.

Vehicle Queuing

The *City of Clovis Traffic Impact Study Guidelines* requires a queuing analysis of the study intersections and recommendations for queues that are projected to exceed the available storage capacity. A queuing deficiency is identified in No Project scenarios if the calculated 95th percentile queue length exceeds the existing storage length at a signalized intersection by more than 25 feet (the average storage length for one additional vehicle), since the turn lane bay taper can typically store at least one vehicle. The study of existing turn lane queue lengths determined that at the intersection of N. Willow Avenue and Alluvial Avenue eastbound to northbound left turn exceeds the existing storage length by 46 feet during the PM peak hour. As vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue under EPAP No Project conditions would exceed the existing length of the eastbound-to-northbound left-turn lane by more than 25 feet, said lane should be lengthened to accommodate a vehicle queue of 141 feet. This improvement would provide adequate vehicle storage under EPAP No Project conditions.

Other Transportation

Clovis Transit Service provides public transportation to the Clovis area. Clovis Transit Service Stageline Route 10 operates on N. Willow Avenue along the western edge of the project site. During weekdays, service is provided with 30-minute frequency in each direction.

The City of Clovis and City of Fresno have extensive existing and planned networks of bicycle facilities, including off-street trails and paths, as well as on-street bicycle lanes and routes. The City of Clovis General Plan (City of Clovis 2014b) presents a Bicycle and Trails System map. In the vicinity of the project site, the map shows bike paths and lanes in the project area along Herndon Avenue, Alluvial Avenue, and N. Willow

Avenue. The City of Fresno Bicycle, Pedestrian, and Trails Master Plan (City of Fresno 2010) presents existing and recommended bicycle facilities in the project area along Herndon Avenue, N. Willow Avenue, Alluvial Avenue, and Chestnut Avenue.

Transportation Policies

The City of Clovis Traffic Impact Study Guidelines (City of Clovis 2014a) sets forth policies and implementation measures related to transportation in the City. It states that all City intersections and roadway segments shall operate at a LOS D or better, with limited exceptions that do not apply to this project.

Similarly, the Fresno General Plan (City of Fresno 2014a) sets forth a peak-hour vehicle LOS standard of D or better for most roadway areas, including the roadways surrounding the project site. Therefore, for both the City of Clovis and the City of Fresno, LOS A through D are considered acceptable, while LOS E and F are considered unacceptable.

Environmental Impacts and Mitigation Measures

a) Consistency with Applicable Plans, Ordinances and Policies.

The project is expected to generate traffic resulting from the development and operation of the fueling station, convenience store, fast-food restaurants, and housing units. Adjusting for pass-by trips, it is estimated that the project would generate 3,234 vehicle trips per day, including 254 trips during the a.m. peak hour and 241 trips during the p.m. peak hour. Consistency of the project with adopted LOS standards is evaluated below.

Existing Plus Project Condition Levels of Service

Traffic volumes under Existing Plus Project conditions would be generally higher than under Existing conditions and, as a result, vehicle delay at study intersections would also be higher. Under Existing Plus Project conditions, LOS at six of the seven study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. The impact at these six intersections is considered to be less than significant. No mitigation measures are required.

Mitigation is required at the intersection of North Chestnut Avenue and Alluvial Avenue. This intersection would operate at LOS E during the a.m. and p.m. peak hours under Existing Plus Project Conditions, which is considered unacceptable and a significant effect. Implementation of the following mitigation measure would reduce this impact to a less than significant level: split the southbound combination through/right-turn lane into an exclusive southbound through and an exclusive southbound-to-westbound right-turn lane.

Implementing this mitigation measure would improve operations to LOS D during both the a.m. and p.m. peak hours, and LOS D is considered acceptable. It should be noted, however, that the need for this mitigation measure is the same as the recommended

improvement under Existing conditions and is a part of improvements assumed at this intersection under EPAP conditions, which are described in more detail in the *Existing Plus Approved Projects No Project Conditions* section of Appendix D. The need for this mitigation is not the result of the project. The project would not involve a significant LOS effect.

As shown in Appendix D (Table 5, Table 6, Table 7, and Table 8) project-related changes in vehicle queues would be less than significant. Thus, no mitigation measures are required.

EPAP Plus Project

Traffic volumes under EPAP Plus Project conditions would be generally higher than under EPAP No Project conditions and, as a result, vehicle delay at study intersections under EPAP Plus Project conditions would be higher than under EPAP No Project conditions.

Under EPAP Plus Project conditions, LOS at six of the seven study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. The impact at these six intersections is considered to be less than significant. No mitigation measures are required at these locations.

Mitigation is required at the intersection of N. Willow Avenue and Alluvial Avenue. As shown in Table 3-8, this intersection would operate at LOS D during the a.m. peak hour and LOS E during the p.m. peak hour under EPAP Plus Project Conditions. LOS E is considered unacceptable, and this impact is considered to be significant. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level: optimize the timing of the signal.

As shown in Table 3-8, implementing this mitigation measure would improve operations to LOS D with during the p.m. peak hour. LOS D is considered acceptable; thus the impact would be less than significant with mitigation.

Vehicle Queuing

As shown in Appendix D (Table 5, Table 6, Table 7, and Table 8), most project-related changes in vehicles queues would be less than significant. The one exception is that under EPAP Plus Project conditions, at the intersection of N. Willow Avenue and Herndon Avenue, the project would have a significant impact on the northbound-to-westbound left-turn lane. To reduce this impact to a less-than-significant level, the following mitigation measure would be required: lengthen the northbound-to-westbound left-turn lane to accommodate a 305-foot vehicle queue.

TABLE 3-8
PROJECTED WITH-PROJECT TRAFFIC CONDITIONS AT INTERSECTIONS

Intersection	Intersection Control	Existing LOS		Existing Plus Project LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
N. Chestnut Ave. & Alluvial Ave. <i>With Recommended Improvement</i>	Signal	E <i>D</i>	D <i>D</i>	E <i>D</i>	E <i>D</i>
N. Willow Ave. & Alluvial Ave.	Signal	C	C	C	D
N. Willow Ave. & Spruce Ave.	Signal	A	A	A	A
N. Willow Ave. & Herndon Ave.	Signal	D	D	D	D
N. Willow Ave. & W. Parcel A Access	Unsignalized	N/A	N/A	A	A
Alluvial Ave. & S. Parcel A Access	Unsignalized	N/A	N/A	A	A
Alluvial Ave. & Parcel B Access	Unsignalized	N/A	N/A	A	A
Intersection	Intersection Control	EPAP No Project LOS		EPAP Plus Project LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
N. Chestnut Ave. & Alluvial Ave.	Signal	C	C	C	C
N. Willow Ave. & Alluvial Ave. <i>With Mitigation Measure</i>	Signal	C	C	D	E <i>D</i>
N. Willow Ave. & Spruce Ave.	Signal	B	B	B	B
N. Willow Ave. & Herndon Ave.	Signal	D	D	D	D
N. Willow Ave. & W. Parcel A Access	Unsignalized	N/A	N/A	A	A
Alluvial Ave. & S. Parcel A Access	Unsignalized	N/A	N/A	A	A
Alluvial Ave. & Parcel B Access	Unsignalized	N/A	N/A	A	A

Bold indicates unacceptable LOS.

EPAP – Existing Conditions plus Approved Projects

Source: KD Anderson and Associates 2016.

Implementing this mitigation measure would provide adequate vehicle storage under EPAP Plus Project conditions; thus the project's impact would be less than significant.

In order to mitigate the impacts of new developments and reduce the project's traffic effects to a less than significant level, the ODS will need to provide the funds necessary to finance the street improvements identified above.

Level of Significance: Potentially significant

Mitigation Measures:

TRANS-1: The ODS shall make a fair-share contribution to City traffic mitigation fees.

Significance After Mitigation: Less than significant

b) Conflict with Congestion Management Program.

As described above, the project would adversely affect LOS at the N. Willow Avenue and Alluvial Avenue intersection, which is part of the roadway and intersection network covered by the Fresno County Congestion Management Process. Implementation of Mitigation Measure TRANS-1 would improve LOS at the intersection to an acceptable level, which would make intersection operations more consistent with the objectives of the Regional Congestion Management Plan. Project impacts are considered less than significant with mitigation.

c) Air Traffic Patterns.

As a commercial project designed to serve primarily local residents, the project would not generate additional passengers for air service. The project would not adversely affect air traffic patterns. The project would have a less than significant effect on air traffic patterns.

d) Traffic Hazards.

As shown in the site plan, the western non-residential portion of the project site is referred to as “Parcel A”, and the eastern residential portion of the project site is referred to as “Parcel B”. Access to the western non-residential portions of the project site would be provided by one driveway in the northwest corner of the project site connecting to N. Willow Avenue (West Parcel A Access) and one driveway on the southern side of the project site connecting to Alluvial Avenue (South Parcel A Access).

Access to the apartment complex in the eastern portion of the project site would be provided by one driveway in the southeastern portion of the project site connecting to Alluvial Avenue (the Parcel B Access).

A raised concrete median is present along the project site frontage on N. Willow Avenue. Therefore turn movements at the West Parcel A Access driveway would be limited to right-turns; no left-turn movements would be allowed. Both left-turn and right-turn movements would occur at the South Parcel A Access driveway and the Parcel B Access driveway, with the existing center-two-way left-turn lane (CTWLTL) continuing to be present along Alluvial Avenue with implementation of the proposed project (Smith pers. comm.). The proposed project would have a less than significant impact on this issue.

e) Emergency Access.

General vehicle access to the western non-residential portions of the project site would be provided by one driveway in the northwest corner of the project site connecting to N. Willow Avenue, and one driveway on the southern side of the project site connecting to Alluvial Avenue. Access to the apartment complex in the eastern portion of the project site would be provided by one driveway in the southeastern portion of the project site connecting to Alluvial Avenue.

General vehicle access to the residential segment of the property would be accessible at the southeast corner of the apartment complex from Alluvial Avenue. There would also be an emergency gate connecting the commercial parking lot to the northwest corner of the apartment complex.

Subject to detailed technical review by the Clovis Fire Department, the proposed site plans appear to provide adequate access for emergency vehicles, and the project would have no significant adverse impact on emergency access.

f) Conflict with Non-Vehicular Transportation Plans.

Bicycle lanes, sidewalks and crosswalks are present along the majority of the approaches to the intersection of N. Willow Avenue & Alluvial Avenue, providing protected access to the project site. Implementation of the N. Willow Avenue and Alluvial Avenue Commercial and Apartments project would include construction of sidewalks along the project site frontage to both N. Willow Avenue and Alluvial Avenue. Therefore, bicycle and pedestrian access to the project site is considered adequate. This impact is considered less than significant and no mitigation measures are required.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		√		
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?		√		
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			√	
		√		

d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Is the project 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?

	√		
		√	
		√	

NARRATIVE DISCUSSION

Environmental Setting

Wastewater treatment services for the project site are provided by the Fresno-Clovis Regional Wastewater Treatment Facility (FCRWTF), located at 5607 West Jensen Avenue, Fresno, California, 93706. A 21-inch sewer line runs along N. Willow Avenue, and an 8-inch sewer line runs along Alluvial Avenue. The wastewater system is sized to provide for buildout of the project site and surrounding areas under existing general plan designations.

Water service in the project vicinity is provided by the Clovis Public Utilities Department. The project would connect to existing 12-inch water mains along the frontages of Alluvial Avenue and Willow Avenue. The water system and water supply are sized to provide for buildout of the project site and surrounding areas under existing general plan designations.

Storm water drainage service in the area is managed by the Fresno Metropolitan Flood Control District (FMFCD). The project would tie into existing storm water drainage facilities. A 42-inch storm drain line runs along Alluvial and a 24-inch storm drain line runs along Willow. These lines join at the intersection and join into a 48-inch line which flows west to a detention basin.

The City's solid waste collection services are provided by Clovis Public Utilities Department, Solid Waste Division. Solid waste would be deposited at the City of Clovis Landfill, 15679 Auberry Road, Clovis CA, 93619.

Environmental Impacts and Mitigation Measures

a, e) Wastewater Systems.

All wastewater generated by the proposed project would be discharged into the local sewer main and conveyed for treatment at the FCRWTF. Wastewater flows generated by the project would consist of typical commercial and residential wastewater discharges and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat this project's wastewater.

According to the Clovis Wastewater Collection System Master Plan (CWCSMP, 2008), the planned medium high density residential development would generate wastewater at a rate of 0.008841 mgd. The commercial activities (gas station, convenience store, fast food restaurants) would generate approximately 0.005474 mgd.

The project also proposes to install an automated car wash. According to information from the automated car wash company, it is estimated that the proposed car wash would use approximately 40 gallons of water per vehicle. Assuming a total of 100 vehicles per day, daily water use would be 4,000 gallons. This is typical of car washes with reclaim systems (Brown 2002). Of this total, approximately 80% would be reclaimed for re-use by the car wash, so 9-10 gallons of fresh water per vehicle would be used for the reverse osmosis system to ensure "spot-free" car washing. About 3-4 gallons per vehicle would be discharged to the sewer system, which would be 300-400 gpd, or 0.0003-0.0004 mgd. The remaining water would be lost to evaporation and vehicle carryout.

If an assumption is made that the wastewater discharged by the car wash is in addition to the wastewater generated by the overall commercial and residential development, then estimated wastewater generated by the project's proposed amenities is approximately 0.014715 mgd.

The FCRWTF currently processes approximately 55.91 million gallons per day (mgd) of wastewater on average and has a treatment capacity of 80 mgd (pers. comm. Rob Rush). The FCRWTF currently has approximately 24 mgd of capacity to serve additional development.

The project's wastewater output is within the treatment plant's total treatment capacity. The project will be responsible for a fair-share contribution toward maintaining City wastewater collection and treatment services.

Level of Significance: Potentially significant

Mitigation Measures:

UTIL-1: The ODS shall contribute to City wastewater fees in the amount of its fair-share cost, as determined by the City.

Significance After Mitigation: Less than significant

b, d) Water Systems and Supply.

The City relies on both surface and groundwater for its supplies. Existing water transmission mains near the project include 12-inch mains located in Alluvial and Willow Avenues. Collectively, these facilities convey water from existing groundwater wells. The project is within the Kings River service area for the Fresno Irrigation District (FID), therefore the Project also has access to Kings River water as a supply source.

The Clovis Water Master Plan Update (1995) assigns a water usage factor for medium high density residential development at 5.1 acre-feet per acre per year and a water usage factor for commercial development of 2.4 acre-feet per acre per year. Based on 3.94 acres of residential development and 3.91 acres of commercial development, total water usage on the project site would be approximately 29.5 acre-feet per year. Based on the figures found in a) above, the automated car wash would use an estimated 1.12 acre-feet per year. If the assumption is made that the water usage of the car wash is in addition to the water usage of the overall commercial development, then the project would generate a demand of approximately 30.6 acre-feet of water per year.

As of 2016, the City had 42,610 acre-feet of water per year available by right or from safe yield. With 2016 water demand of 21,116 acre-feet per year deducted, the City had 21,494 acre-feet of water available in 2016 to serve additional development (pers. comm. Rob Rush). The City would have sufficient existing water supply to accommodate project water needs.

However, the project will require a land use designation different than anticipated by the City's General Plan. The anticipated rezoning from low density residential to medium-high density residential/neighborhood commercial will result in additional water demand and a potential future supply shortfall of 7.2 AFY. Since the entirety of the project is within the FID service area, water from the Kings River is available to offset the anticipated annual demand; however, the project must pay fees to acquire additional water supply.

Level of Significance: Potentially significant

Mitigation Measures:

UTIL-2: The ODS shall contribute water supply fees, to be determined by the City, to make up for the water supply shortfall created by rezoning the project site.

Significance After Mitigation: Less than significant

c) Stormwater Systems.

There are no existing impervious surfaces on the project site, which is currently undeveloped land with light ruderal vegetation. The project would include post construction storm water BMPs such as landscaping designed to minimize runoff. Storm water from the site would be directed through the existing storm drain system to a detention basin maintained by the FMFCD. Storm drainage at the site is designed for medium density residential land use. Per FMFCD, the site would be required to mitigate the higher runoff volume from the proposed commercial and medium-high density uses, storing the equivalent of a 10-year storm event and releasing it at a rate no higher than the volume of a 2-year storm event from a medium density residential land use (pers. comm. Michael Maxwell). Implementation of Mitigation Measure HYDRO-4 would reduce the impacts to a less than significant level.

f, g) Solid Waste Services.

The construction of the project would incur some solid waste disposal needs as part of the construction process. However, the construction impacts would be temporary, occurring only during construction activities, and would not have a significant impact on the capacity of the applicable landfill. All material for disposal resulting from the Project's construction activities would be disposed of in compliance with federal, state, and local statutes and regulations.

The completed project would generate a demand for solid waste services. Clovis Landfill has a remaining capacity of 6.73 million cubic yards (pers. comm. Rob Rush). Due to the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed project, the project's solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest landfill. Therefore, it is not expected that the proposed project would impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts would be less than significant.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?		√		

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?

	√		
	√		

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The project's potential biological and cultural resource impacts were described in Sections 3.4 and 3.5, respectively. Potentially significant environmental effects were identified in these issue areas, but all of the potentially significant effects would be reduced to a less than significant level with mitigation measures that would be incorporated into the project.

b) Findings on Individually Limited but Cumulatively Considerable Impacts.

As described in this Initial Study, the potential environmental effects of the project would either be less than significant, or the project would have no impact at all, when compared to the baseline. Where the project involves potentially significant effects, these effects would be reduced to a less than significant level with proposed mitigation measures and compliance with required permits and applicable regulations.

The potential environmental effects identified in this Initial Study have been considered in conjunction with each other as to their potential to generate other potentially significant effects. The various potential environmental effects of the project would not combine to generate any potentially significant cumulative effects, except for traffic.

The traffic impact study for the project (see Appendix E) analyzed the potential cumulative impacts of the project on traffic conditions in the Clovis area, both with and without the project. An analysis of the cumulative traffic impacts of the project is provided below.

Cumulative No Project

Cumulative No Project conditions represent a long-term future background condition without development of the proposed project. It is based on development of land uses and roadway improvements associated with the City of Clovis General Plan in 2035. For this condition, the traffic impact study assumed roadway improvements for near-term future EPAP conditions, plus an added third southbound exclusive through lane at both the intersection of N. Willow Avenue and Spruce Avenue and the intersection of N. Willow Avenue and Herndon Avenue.

The traffic impact study evaluated cumulative traffic conditions at the study intersections during both morning and evening peak hours for traffic. Table 3-9 below presents LOS under cumulative conditions at the study intersections without the project. Under Cumulative No Project conditions, LOS at three of the four study intersections would operate at acceptable LOS conditions during both morning and evening peak hours. The exception is the intersection of N. Willow Avenue and Alluvial Avenue, which would operate at LOS F during the evening peak hour. Mitigation Measure CUMUL-1, described below, would improve cumulative LOS at this intersection during the evening peak hour to D, the minimally acceptable LOS. This would reduce impacts at the intersection under Cumulative No Project conditions to a level that would be less than significant.

Vehicle queueing also was evaluated at the four study intersections under Cumulative No Project conditions. The traffic impact study found that queueing at two of the four study intersections would be acceptable. Queueing at the intersection of N. Willow Avenue and Alluvial Avenue would exceed the existing length of the eastbound-to-southbound right-turn lane and the northbound-to-westbound left-turn lane. Queueing at the intersection of N. Willow Avenue and Alluvial Avenue would exceed the existing length of the eastbound-to-northbound left-turn lane, the eastbound-to-southbound right-turn lane, and the southbound-to-eastbound left-turn lane. Queueing at the intersection of N. Willow Avenue and Herndon Avenue would exceed the existing length of the eastbound-to-southbound right-turn lane and the northbound-to-westbound left-turn lane. Mitigation Measure CUMUL-2, described below, would provide adequate vehicle storage at these lanes, thereby reducing impacts to a level that would be less than significant.

Cumulative Plus Project

Cumulative Plus Project conditions represent a long-term future background condition with development of the proposed project. This condition uses the same assumptions that were used for the Cumulative No Project condition. Both morning and evening peak hours for traffic were analyzed.

TABLE 3-9
CUMULATIVE TRAFFIC CONDITIONS AT INTERSECTIONS

Intersection	Intersection Control	Cumulative No Project LOS		Cumulative Plus Project LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
N. Chestnut Ave. & Alluvial Ave.	Signal	C	C	C	C
N. Willow Ave. & Alluvial Ave. <i>With Mitigation Measure</i>	Signal	D <i>C</i>	F <i>D</i>	D <i>D</i>	F <i>D</i>
N. Willow Ave. & Spruce Ave.	Signal	B	C	B	C
N. Willow Ave. & Herndon Ave.	Signal	D	D	D	D
N. Willow Ave. & W. Parcel A Access	Unsignalized	N/A	N/A	A	A
Alluvial Ave. & S. Parcel A Access	Unsignalized	N/A	N/A	A	A
Alluvial Ave. & Parcel B Access	Unsignalized	N/A	N/A	A	A

Bold indicates unacceptable LOS.

Source: KD Anderson and Associates 2017.

Table 3-9 also presents LOS under cumulative conditions at the study intersections with the project. Under Cumulative Plus Project conditions, LOS at six of the seven study intersections would operate at acceptable LOS conditions during both morning and evening peak hours. The exception is the intersection of N. Willow Avenue and Alluvial Avenue, which would operate at LOS F during the evening peak hour. Mitigation Measure CUMUL-1, described below, would improve cumulative LOS at this intersection during the evening peak hour to D, the minimally acceptable LOS. This would reduce impacts at the intersection under Cumulative Plus Project conditions to a level that would be less than significant. This is the same mitigation measure that would be applied under Cumulative No Project conditions.

Vehicle queueing also was evaluated at the four study intersections evaluated under Cumulative No Project conditions. The traffic impact study found that queueing at two of the four study intersections would be acceptable. Queueing at the intersection of N. Willow Avenue and Alluvial Avenue would exceed the existing length of the eastbound-to-northbound left-turn lane and the eastbound-to-southbound right-turn lane - the same lanes affected under Cumulative No Project conditions. However, the southbound-to-eastbound left-turn lane would be more greatly impacted under Cumulative Plus Project conditions. Queueing at the intersection of N. Willow Avenue and Herndon Avenue would exceed the existing length of the eastbound-to-southbound right-turn lane and the northbound-to-westbound left-turn lane - the same lanes affected under Cumulative No Project conditions. Mitigation Measure CUMUL-2, prescribed for Cumulative No Project impacts, would provide adequate vehicle storage at most of these lanes, while Mitigation Measure CUMUL-3 would minimize impacts at the southbound-to-eastbound left-turn

lane the intersection of N. Willow Avenue and Alluvial Avenue under Cumulative Plus Project conditions, thereby reducing impacts to a level that would be less than significant.

Mitigation Measures

CUMUL-1: The project shall contribute its fair-share cost, to be determined by the City, to the following intersection improvement:

- Addition of a northbound exclusive through lane and a southbound exclusive through lane at the intersection of N. Willow Avenue and Alluvial Avenue.

CUMUL-2: The project shall contribute its fair-share cost, to be determined by the City, to the following intersection improvements:

- Lengthening the eastbound-to-northbound left-turn lane to accommodate a 213 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.
- Lengthening the eastbound-to-southbound right-turn lane to accommodate a 227 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.

Note: While the above mitigations are recommended in the traffic study, the City of Clovis is presently making improvements to N. Willow, including curb, gutter and sidewalks. The City has also installed curb and gutter along Alluvial Avenue, so the project will not be directly responsible for these improvements.

CUMUL-3: The project shall construct, or pay full cost to the City, for the following intersection improvement, to be constructed at a time determined by the City:

- Lengthening the southbound-to-eastbound left-turn lane to accommodate a 423 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.

Note: While the above mitigation is recommended in the traffic study, the recommended improvement is located within the City of Fresno. After discussion with the City of Fresno, the City of Clovis will not require this as a mitigation measure.

c) Findings on Adverse Effects on Human Beings.

Potential adverse effects on human beings were discussed in Section C(6), Geology and Soils (seismic hazards); Section C(8), Hazards and Hazardous Materials; Section C(9), Hydrology and Water Quality (flooding); and Section C(16), Transportation/Traffic (traffic hazards). Potential adverse effects on human beings were identified in the

Geology and Soils and Transportation/Traffic sections. Mitigation measures described in these sections would reduce impacts to a level that would be less than significant.

3.19 EARLIER ANALYSIS

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Initial Study/Negative Declaration [Section 15063(c)(3)(d) of the State CEQA Guidelines]. The previously-certified or adopted environmental document(s) and any applicable adopted mitigation measures, CEQA “findings”, Statements of Overriding Considerations, and mitigation monitoring/reporting programs are incorporated by reference, as cited below, and discussed on attached sheet(s) to identify the following:

Earlier Analysis Used - Identify earlier analyses that adequately address project impacts and that are available for review at the City of Clovis Community Development Department, Planning Division, 345 N. El Dorado Street, Stockton CA:

Final EIR File No.: 4-05

EIR, Clovis General Plan 2014, August 25, 2014

State Clearinghouse No.: SCH#2012061069

Impacts Adequately Addressed - Identify which effects from the above checklist (Section C) were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards: See C(18) Cumulative Impacts.

Mitigation Measures - For effects that are “Less Than Significant With Mitigation Incorporated,” specify whether any applicable mitigation measures are incorporated or refined from the earlier document to address site-specific conditions for the project: No mitigation measures have been brought forward from the earlier document.

(d) CEQA Findings, Statements of Overriding Considerations, and Mitigation Monitoring/Reporting Programs - Indicate whether applicable previously adopted CEQA Findings, Overriding Considerations, and Mitigation Monitoring Provisions have been relied upon and incorporated into the proposed project, pursuant to Sections 15150 (incorporation by reference) and 15152(F)(3) (Tiering) of the State CEQA Guidelines: This analysis does not rely on previous findings or Statements of Overriding Considerations.

ENVIRONMENTAL ISSUE	Adequately Addressed in Earlier Analysis	Earlier Mitigation/ Findings/Monitoring Incorporated	N/A
1. Aesthetics			√
2. Agricultural and Forestry Resources			√
3. Air Quality (cumulative)	√		
4. Biological Resources			√

5. Cultural Resources			√
6. Geology and Soils			√
7. Greenhouse Gas Emissions			√
8. Hazards and Hazardous Materials			√
9. Hydrology and Water Quality			√
10. Land Use			√
11. Mineral Resources			√
12. Noise			√
13. Population and Housing			√
14. Public Services			√
15. Recreation			√
16. Transportation/Traffic			√
17. Mandatory Findings of Significance			√

3.20 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a “Potentially Significant Impact” prior to mitigation), as indicated in the preceding Checklist (Section C) and the Earlier Analysis (Section 3.19):

	Aesthetics		Agriculture/Forestry Resources	√	Air Quality
	Biological Resources	√	Cultural Resources	√	Geology/Soils
	Greenhouse Gas Emissions		Hazards/Hazardous Materials	√	Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing		Public Services		Recreation
√	Transportation/Traffic	√	Utilities/Service Systems	√	Mandatory Findings of Significance

4.0 REFERENCES

4.1 DOCUMENT PREPARERS

This IS/MND was prepared by BaseCamp Environmental for use by and under the supervision of the City of Clovis. The following persons were involved in preparation of the IS/MND:

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PERSONS CONSULTED

Eric Aller, Parks Manager, City of Clovis. March 22, 2017.

Gary Sawhill, Deputy Fire Marshal, Clovis Fire Department. March 21, 2017.

James Boldt, Police Sergeant, Clovis Police Department. March 22, 2017.

Jon Tenorio, Senior Analyst, Development & Boundary Analysis, Clovis Unified School District. March 22, 2017.

Joseph Draper, Staff Analyst, Environmental Department, Fresno Metropolitan Flood Control District. March 15, 2017.

Julio Tinajero, Milestone Associates Imagineering, Inc.

Michael Maxwell, Engineering Technician, Fresno Metropolitan Flood Control District, March 27, 2017.

Rob Rush, Utilities Manager, Clovis Public Utilities Department. March 15, 2017

5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS IN A CEQA INITIAL STUDY

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures: For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
 - 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).

Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The checklist in CEQA Guidelines Appendix G is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

APPENDIX A

AIR QUALITY MODELING RESULTS

Clovis AM PM - Fresno County, Annual

Clovis AM PM
Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	5.96	1000sqft	2.60	5,962.00	0
Gasoline/Service Station	16.00	Pump	1.31	3,764.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Clovis AM PM - Fresno County, Annual

Project Characteristics -

Land Use - Per site plan.

Construction Phase - No demolition work.

Architectural Coating - Per SJVAPCD rule.

Vehicle Trips - Per ITE Trip Generation Manual.

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix - Per standard figures used in traffic studies.

Area Coating - Per SJVAPCD rule.

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,863.00	5,187.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	14,589.00	15,560.00
tblArchitecturalCoating	ConstArea_Parking	0.00	4,344.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaCoating	Area_Nonresidential_Exterior	4863	5188
tblAreaCoating	Area_Nonresidential_Interior	14589	15563
tblAreaCoating	Area_Parking	0	4344
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	18.00	10.00

Clovis AM PM - Fresno County, Annual

tblConstructionPhase	NumDays	230.00	180.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	18.00	5.00
tblFleetMix	FleetMixLandUseSubType	Gasoline/Service Station	Fast Food Restaurant with Drive Thru
tblFleetMix	HHD	0.12	0.04
tblFleetMix	LDA	0.48	0.61
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.17	0.15
tblFleetMix	LHD1	0.02	8.7100e-003
tblFleetMix	LHD2	5.2900e-003	0.02
tblFleetMix	MCY	5.3770e-003	6.4860e-003
tblFleetMix	MDV	0.13	0.12
tblFleetMix	MH	7.1000e-004	7.1400e-004
tblFleetMix	MHD	0.03	1.3000e-003
tblFleetMix	OBUS	2.3740e-003	2.3770e-003
tblFleetMix	SBUS	1.1340e-003	1.6160e-003
tblFleetMix	UBUS	1.7570e-003	2.3470e-003
tblLandUse	BuildingSpaceSquareFeet	5,960.00	5,962.00
tblLandUse	BuildingSpaceSquareFeet	2,258.80	3,764.00
tblLandUse	LandUseSquareFeet	5,960.00	5,962.00
tblLandUse	LandUseSquareFeet	2,258.80	3,764.00
tblLandUse	LotAcreage	0.14	2.60
tblLandUse	LotAcreage	0.05	1.31
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	168.56	204.47
tblVehicleTrips	SU_TR	168.56	166.88
tblVehicleTrips	WD_TR	168.56	152.84

Clovis AM PM - Fresno County, Annual

2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2018	0.3014	2.4222	1.7681	2.7900e-003	0.0767	0.1507	0.2274	0.0398	0.1414	0.1812	0.0000	247.8124	247.8124	0.0607	0.0000	249.3292
Maximum	0.3014	2.4222	1.7681	2.7900e-003	0.0767	0.1507	0.2274	0.0398	0.1414	0.1812	0.0000	247.8124	247.8124	0.0607	0.0000	249.3292

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2018	0.3014	2.4222	1.7681	2.7900e-003	0.0375	0.1507	0.1882	0.0187	0.1414	0.1601	0.0000	247.8121	247.8121	0.0607	0.0000	249.3289
Maximum	0.3014	2.4222	1.7681	2.7900e-003	0.0375	0.1507	0.1882	0.0187	0.1414	0.1601	0.0000	247.8121	247.8121	0.0607	0.0000	249.3289

Clovis AM PM - Fresno County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	51.17	0.00	17.26	53.01	0.00	11.62	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	1-19-2018	4-18-2018	0.5591	0.5591
6	4-19-2018	7-18-2018	0.8579	0.8579
7	7-19-2018	9-30-2018	0.6977	0.6977
		Highest	0.8579	0.8579

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0409	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004
Energy	7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003	0.0000	132.1340	132.1340	4.1200e-003	1.8800e-003	132.7958
Mobile	1.6632	6.5316	11.0671	0.0260	1.6834	0.0268	1.7102	0.4510	0.0252	0.4762	0.0000	2,386.5953	2,386.5953	0.3392	0.0000	2,395.0750
Waste						0.0000	0.0000		0.0000	0.0000	15.6851	0.0000	15.6851	0.9270	0.0000	38.8592
Water						0.0000	0.0000		0.0000	0.0000	0.6414	3.4324	4.0737	0.0660	1.5900e-003	6.1975
Total	1.7113	6.5970	11.1223	0.0264	1.6834	0.0318	1.7152	0.4510	0.0302	0.4811	16.3265	2,522.1620	2,538.4885	1.3363	3.4700e-003	2,572.9280

Clovis AM PM - Fresno County, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0409	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004
Energy	7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003	0.0000	132.1340	132.1340	4.1200e-003	1.8800e-003	132.7958
Mobile	1.5184	5.3541	7.6416	0.0132	0.5774	0.0150	0.5924	0.1547	0.0140	0.1687	0.0000	1,218.0868	1,218.0868	0.2943	0.0000	1,225.4451
Waste						0.0000	0.0000		0.0000	0.0000	3.9213	0.0000	3.9213	0.2317	0.0000	9.7148
Water						0.0000	0.0000		0.0000	0.0000	0.5131	2.7459	3.2590	0.0528	1.2700e-003	4.9580
Total	1.5666	5.4195	7.6967	0.0136	0.5774	0.0199	0.5973	0.1547	0.0190	0.1737	4.4344	1,352.9671	1,357.4014	0.5830	3.1500e-003	1,372.9142

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	8.46	17.85	30.80	48.37	65.70	37.31	65.17	65.70	37.06	63.90	72.84	46.36	46.53	56.37	9.22	46.64

3.0 Construction Detail**Construction Phase**

Clovis AM PM - Fresno County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/19/2017	1/18/2017	5	0	
2	Site Preparation	Site Preparation	3/1/2018	3/7/2018	5	5	
3	Grading	Grading	3/8/2018	3/19/2018	5	8	
4	Building Construction	Building Construction	3/20/2018	11/26/2018	5	180	
5	Paving	Paving	11/27/2018	12/3/2018	5	5	
6	Architectural Coating	Architectural Coating	12/4/2018	12/17/2018	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 15,560; Non-Residential Outdoor: 5,187; Striped Parking Area: 4,344 (Architectural Coating – sqft)

OffRoad Equipment

Clovis AM PM - Fresno County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Clovis AM PM - Fresno County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	4.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

[illegible]

Clovis AM PM - Fresno County, Annual

3.2 Demolition - 2017

Unmitigated Construction Off-Site

[illegible]

Mitigated Construction On-Site

[illegible]

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3.2 Demolition - 2017**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.3 Site Preparation - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.1205	0.0562	1.0000e-004		6.4400e-003	6.4400e-003		5.9300e-003	5.9300e-003	0.0000	8.6900	8.6900	2.7100e-003	0.0000	8.7576
Total	0.0114	0.1205	0.0562	1.0000e-004	0.0452	6.4400e-003	0.0516	0.0248	5.9300e-003	0.0308	0.0000	8.6900	8.6900	2.7100e-003	0.0000	8.7576

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3.3 Site Preparation - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.5900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3312	0.3312	1.0000e-005	0.0000	0.3314
Total	2.4000e-004	1.6000e-004	1.5900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3312	0.3312	1.0000e-005	0.0000	0.3314

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0203	0.0000	0.0203	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.1205	0.0562	1.0000e-004		6.4400e-003	6.4400e-003		5.9300e-003	5.9300e-003	0.0000	8.6900	8.6900	2.7100e-003	0.0000	8.7576
Total	0.0114	0.1205	0.0562	1.0000e-004	0.0203	6.4400e-003	0.0268	0.0112	5.9300e-003	0.0171	0.0000	8.6900	8.6900	2.7100e-003	0.0000	8.7576

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3.3 Site Preparation - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.5900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3312	0.3312	1.0000e-005	0.0000	0.3314
Total	2.4000e-004	1.6000e-004	1.5900e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3312	0.3312	1.0000e-005	0.0000	0.3314

3.4 Grading - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.1227	0.0663	1.2000e-004		6.2100e-003	6.2100e-003		5.7100e-003	5.7100e-003	0.0000	10.8428	10.8428	3.3800e-003	0.0000	10.9271
Total	0.0111	0.1227	0.0663	1.2000e-004	0.0262	6.2100e-003	0.0324	0.0135	5.7100e-003	0.0192	0.0000	10.8428	10.8428	3.3800e-003	0.0000	10.9271

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3.4 Grading - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.1200e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4415	0.4415	1.0000e-005	0.0000	0.4419
Total	3.1000e-004	2.1000e-004	2.1200e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4415	0.4415	1.0000e-005	0.0000	0.4419

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0118	0.0000	0.0118	6.0600e-003	0.0000	6.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.1227	0.0663	1.2000e-004		6.2100e-003	6.2100e-003		5.7100e-003	5.7100e-003	0.0000	10.8427	10.8427	3.3800e-003	0.0000	10.9271
Total	0.0111	0.1227	0.0663	1.2000e-004	0.0118	6.2100e-003	0.0180	6.0600e-003	5.7100e-003	0.0118	0.0000	10.8427	10.8427	3.3800e-003	0.0000	10.9271

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3.4 Grading - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.1200e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4415	0.4415	1.0000e-005	0.0000	0.4419
Total	3.1000e-004	2.1000e-004	2.1200e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4415	0.4415	1.0000e-005	0.0000	0.4419

3.5 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2412	2.1051	1.5822	2.4200e-003		0.1350	0.1350		0.1269	0.1269	0.0000	213.9905	213.9905	0.0524	0.0000	215.3012
Total	0.2412	2.1051	1.5822	2.4200e-003		0.1350	0.1350		0.1269	0.1269	0.0000	213.9905	213.9905	0.0524	0.0000	215.3012

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3.5 Building Construction - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3000e-004	0.0257	4.6500e-003	5.0000e-005	1.1900e-003	2.1000e-004	1.4000e-003	3.4000e-004	2.0000e-004	5.4000e-004	0.0000	4.9390	4.9390	6.3000e-004	0.0000	4.9548
Worker	1.8800e-003	1.2800e-003	0.0127	3.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6492	2.6492	9.0000e-005	0.0000	2.6514
Total	2.8100e-003	0.0270	0.0174	8.0000e-005	4.0700e-003	2.3000e-004	4.3000e-003	1.1000e-003	2.2000e-004	1.3200e-003	0.0000	7.5882	7.5882	7.2000e-004	0.0000	7.6062

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2412	2.1051	1.5822	2.4200e-003		0.1350	0.1350		0.1269	0.1269	0.0000	213.9903	213.9903	0.0524	0.0000	215.3009
Total	0.2412	2.1051	1.5822	2.4200e-003		0.1350	0.1350		0.1269	0.1269	0.0000	213.9903	213.9903	0.0524	0.0000	215.3009

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3.5 Building Construction - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3000e-004	0.0257	4.6500e-003	5.0000e-005	1.1900e-003	2.1000e-004	1.4000e-003	3.4000e-004	2.0000e-004	5.4000e-004	0.0000	4.9390	4.9390	6.3000e-004	0.0000	4.9548
Worker	1.8800e-003	1.2800e-003	0.0127	3.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6492	2.6492	9.0000e-005	0.0000	2.6514
Total	2.8100e-003	0.0270	0.0174	8.0000e-005	4.0700e-003	2.3000e-004	4.3000e-003	1.1000e-003	2.2000e-004	1.3200e-003	0.0000	7.5882	7.5882	7.2000e-004	0.0000	7.6062

3.6 Paving - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5600e-003	0.0363	0.0311	5.0000e-005		2.0900e-003	2.0900e-003		1.9300e-003	1.9300e-003	0.0000	4.2469	4.2469	1.2900e-003	0.0000	4.2790
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5600e-003	0.0363	0.0311	5.0000e-005		2.0900e-003	2.0900e-003		1.9300e-003	1.9300e-003	0.0000	4.2469	4.2469	1.2900e-003	0.0000	4.2790

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3.6 Paving - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.8000e-004	1.7700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3679	0.3679	1.0000e-005	0.0000	0.3683
Total	2.6000e-004	1.8000e-004	1.7700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3679	0.3679	1.0000e-005	0.0000	0.3683

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5600e-003	0.0363	0.0311	5.0000e-005		2.0900e-003	2.0900e-003		1.9300e-003	1.9300e-003	0.0000	4.2469	4.2469	1.2900e-003	0.0000	4.2790
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.5600e-003	0.0363	0.0311	5.0000e-005		2.0900e-003	2.0900e-003		1.9300e-003	1.9300e-003	0.0000	4.2469	4.2469	1.2900e-003	0.0000	4.2790

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3.6 Paving - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.8000e-004	1.7700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3679	0.3679	1.0000e-005	0.0000	0.3683
Total	2.6000e-004	1.8000e-004	1.7700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3679	0.3679	1.0000e-005	0.0000	0.3683

3.7 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0291					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2797
Total	0.0306	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2797

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3.7 Architectural Coating - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0368	0.0368	0.0000	0.0000	0.0368
Total	3.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0368	0.0368	0.0000	0.0000	0.0368

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0291					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2797
Total	0.0306	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2797

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3.7 Architectural Coating - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0368	0.0368	0.0000	0.0000	0.0368
Total	3.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0368	0.0368	0.0000	0.0000	0.0368

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5184	5.3541	7.6416	0.0132	0.5774	0.0150	0.5924	0.1547	0.0140	0.1687	0.0000	1,218.0868	1,218.0868	0.2943	0.0000	1,225.4451
Unmitigated	1.6632	6.5316	11.0671	0.0260	1.6834	0.0268	1.7102	0.4510	0.0252	0.4762	0.0000	2,386.5953	2,386.5953	0.3392	0.0000	2,395.0750

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	2,956.88	4,303.30	3234.61	2,979,467	1,021,957
Gasoline/Service Station	2,445.44	3,271.52	2670.08	1,495,470	512,946
Total	5,402.32	7,574.82	5,904.69	4,474,937	1,534,903

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00	14	27	59

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Gasoline/Service Station	0.613679	0.031816	0.154973	0.120992	0.008710	0.018915	0.001300	0.036075	0.002377	0.002347	0.006486	0.001616	0.000714
Fast Food Restaurant with Drive Thru	0.613679	0.031816	0.154973	0.120992	0.008710	0.018915	0.001300	0.036075	0.002377	0.002347	0.006486	0.001616	0.000714

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	60.9225	60.9225	2.7500e-003	5.7000e-004	61.1612
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	60.9225	60.9225	2.7500e-003	5.7000e-004	61.1612
NaturalGas Mitigated	7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003	0.0000	71.2115	71.2115	1.3600e-003	1.3100e-003	71.6347
NaturalGas Unmitigated	7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003	0.0000	71.2115	71.2115	1.3600e-003	1.3100e-003	71.6347

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	1.2556e+006	6.7700e-003	0.0616	0.0517	3.7000e-004		4.6800e-003	4.6800e-003		4.6800e-003	4.6800e-003	0.0000	67.0035	67.0035	1.2800e-003	1.2300e-003	67.4016
Gasoline/Service Station	78855.8	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2081	4.2081	8.0000e-005	8.0000e-005	4.2331
Total		7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003	0.0000	71.2115	71.2115	1.3600e-003	1.3100e-003	71.6347

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	1.2556e+006	6.7700e-003	0.0616	0.0517	3.7000e-004		4.6800e-003	4.6800e-003		4.6800e-003	4.6800e-003	0.0000	67.0035	67.0035	1.2800e-003	1.2300e-003	67.4016
Gasoline/Service Station	78855.8	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2081	4.2081	8.0000e-005	8.0000e-005	4.2331
Total		7.2000e-003	0.0654	0.0550	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003	0.0000	71.2115	71.2115	1.3600e-003	1.3100e-003	71.6347

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	175581	51.0785	2.3100e-003	4.8000e-004	51.2786
Gasoline/Service Station	33838.4	9.8440	4.5000e-004	9.0000e-005	9.8825
Total		60.9225	2.7600e-003	5.7000e-004	61.1612

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	175581	51.0785	2.3100e-003	4.8000e-004	51.2786
Gasoline/Service Station	33838.4	9.8440	4.5000e-004	9.0000e-005	9.8825
Total		60.9225	2.7600e-003	5.7000e-004	61.1612

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0409	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004
Unmitigated	0.0409	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0380					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004
Total	0.0409	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0380					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004
Total	0.0409	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.2000e-004

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.2590	0.0528	1.2700e-003	4.9580
Unmitigated	4.0737	0.0660	1.5900e-003	6.1975

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	1.80906 / 0.115472	3.5392	0.0591	1.4200e-003	5.4393
Gasoline/Service Station	0.21251 / 0.130248	0.5346	6.9500e-003	1.7000e-004	0.7582
Total		4.0737	0.0660	1.5900e-003	6.1975

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	1.44725 / 0.0923776	2.8314	0.0473	1.1400e-003	4.3514
Gasoline/Service Station	0.170008 / 0.104199	0.4276	5.5600e-003	1.3000e-004	0.6066
Total		3.2590	0.0528	1.2700e-003	4.9580

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.9213	0.2317	0.0000	9.7148
Unmitigated	15.6851	0.9270	0.0000	38.8592

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	68.65	13.9353	0.8236	0.0000	34.5242
Gasoline/Service Station	8.62	1.7498	0.1034	0.0000	4.3350
Total		15.6851	0.9270	0.0000	38.8592

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	17.1625	3.4838	0.2059	0.0000	8.6311
Gasoline/Service Station	2.155	0.4375	0.0259	0.0000	1.0838
Total		3.9213	0.2317	0.0000	9.7148

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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Clovis Apartments
Fresno County, Annual**1.0 Project Characteristics**

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	48.00	Dwelling Unit	3.94	48,000.00	137

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - Per site plan.

Construction Phase - No demolition work.

Architectural Coating - Per SJVAPCD rule.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - Per SJVAPCD rule.

Construction Off-road Equipment Mitigation -

Water Mitigation -

Waste Mitigation -

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	0.00	3,360.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	32,400.00	37,800.00
tblArchitecturalCoating	ConstArea_Residential_Interior	97,200.00	113,400.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Parking	150	50
tblAreaCoating	Area_EF_Residential_Exterior	150	50
tblAreaCoating	Area_EF_Residential_Interior	150	50
tblAreaCoating	Area_Parking	0	3360
tblAreaCoating	Area_Residential_Exterior	32400	37800
tblAreaCoating	Area_Residential_Interior	97200	113400
tblAreaMitigation	UseLowVOCPaintParkingValue	50	100
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	18.00	5.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblLandUse	LotAcreage	3.00	3.94
tblProjectCharacteristics	OperationalYear	2018	2019
tblWoodstoves	NumberCatalytic	3.94	3.50
tblWoodstoves	NumberNoncatalytic	3.94	3.50

2.0 Emissions Summary

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2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.5001	2.7907	2.2870	3.8800e-003	0.1091	0.1637	0.2728	0.0484	0.1537	0.2021	0.0000	341.9893	341.9893	0.0763	0.0000	343.8970
Maximum	0.5001	2.7907	2.2870	3.8800e-003	0.1091	0.1637	0.2728	0.0484	0.1537	0.2021	0.0000	341.9893	341.9893	0.0763	0.0000	343.8970

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.5001	2.7907	2.2870	3.8800e-003	0.0699	0.1637	0.2335	0.0274	0.1537	0.1810	0.0000	341.9889	341.9889	0.0763	0.0000	343.8966
Maximum	0.5001	2.7907	2.2870	3.8800e-003	0.0699	0.1637	0.2335	0.0274	0.1537	0.1810	0.0000	341.9889	341.9889	0.0763	0.0000	343.8966

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	35.98	0.00	14.39	43.50	0.00	10.42	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
8	10-19-2018	1-18-2019	0.0894	0.0894
9	1-19-2019	4-18-2019	0.9497	0.9497
10	4-19-2019	7-18-2019	0.9523	0.9523
11	7-19-2019	9-30-2019	0.7744	0.7744
		Highest	0.9523	0.9523

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2898	0.0327	1.0136	2.2500e-003		0.1091	0.1091		0.1091	0.1091	14.1495	21.3761	35.5257	0.0671	3.8000e-004	37.3172
Energy	4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	118.5096	118.5096	4.1100e-003	1.5400e-003	119.0712
Mobile	0.1473	1.6792	1.4579	6.3800e-003	0.3556	9.2100e-003	0.3648	0.0959	8.7500e-003	0.1046	0.0000	593.4146	593.4146	0.0596	0.0000	594.9040
Waste						0.0000	0.0000		0.0000	0.0000	4.4820	0.0000	4.4820	0.2649	0.0000	11.1041
Water						0.0000	0.0000		0.0000	0.0000	0.9922	6.9304	7.9226	0.1022	2.4700e-003	11.2144
Total	0.4419	1.7533	2.4891	8.8900e-003	0.3556	0.1217	0.4773	0.0959	0.1212	0.2171	19.6238	740.2307	759.8545	0.4979	4.3900e-003	773.6109

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2898	0.0327	1.0136	2.2500e-003		0.1091	0.1091		0.1091	0.1091	14.1495	21.3761	35.5257	0.0671	3.8000e-004	37.3172
Energy	4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	118.5096	118.5096	4.1100e-003	1.5400e-003	119.0712
Mobile	0.1071	1.1269	0.7441	2.8300e-003	0.1220	3.7500e-003	0.1257	0.0329	3.5600e-003	0.0365	0.0000	263.5074	263.5074	0.0505	0.0000	264.7689
Waste						0.0000	0.0000		0.0000	0.0000	1.1205	0.0000	1.1205	0.0662	0.0000	2.7760
Water						0.0000	0.0000		0.0000	0.0000	0.7937	5.5443	6.3381	0.0818	1.9800e-003	8.9715
Total	0.4018	1.2010	1.7753	5.3400e-003	0.1220	0.1162	0.2382	0.0329	0.1160	0.1489	16.0638	408.9375	425.0013	0.2697	3.9000e-003	432.9048

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	9.08	31.50	28.68	39.93	65.70	4.49	50.10	65.70	4.28	31.41	18.14	44.76	44.07	45.84	11.16	44.04

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/19/2017	1/18/2017	5	0	
2	Site Preparation	Site Preparation	1/14/2019	1/18/2019	5	5	
3	Grading	Grading	1/19/2019	1/30/2019	5	8	
4	Building Construction	Building Construction	1/31/2019	10/25/2019	6	230	
5	Paving	Paving	10/26/2019	11/1/2019	5	5	
6	Architectural Coating	Architectural Coating	11/2/2019	11/27/2019	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 113,400; Residential Outdoor: 37,800; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,360 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	35.00	5.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

[illegible]

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3.2 Demolition - 2017

Unmitigated Construction Off-Site

[illegible]

Mitigated Construction On-Site

[illegible]

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3.2 Demolition - 2017**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.3 Site Preparation - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	0.0108	0.1139	0.0552	9.0000e-005	0.0452	5.9800e-003	0.0512	0.0248	5.5000e-003	0.0303	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097

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3.3 Site Preparation - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.4000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3214	0.3214	1.0000e-005	0.0000	0.3216
Total	2.1000e-004	1.4000e-004	1.4000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3214	0.3214	1.0000e-005	0.0000	0.3216

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0203	0.0000	0.0203	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	0.0108	0.1139	0.0552	9.0000e-005	0.0203	5.9800e-003	0.0263	0.0112	5.5000e-003	0.0167	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097

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3.3 Site Preparation - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.4000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3214	0.3214	1.0000e-005	0.0000	0.3216
Total	2.1000e-004	1.4000e-004	1.4000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3214	0.3214	1.0000e-005	0.0000	0.3216

3.4 Grading - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	0.0103	0.1134	0.0652	1.2000e-004	0.0262	5.5900e-003	0.0318	0.0135	5.1400e-003	0.0186	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412

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3.4 Grading - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	1.8700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4285	0.4285	1.0000e-005	0.0000	0.4288
Total	2.8000e-004	1.9000e-004	1.8700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4285	0.4285	1.0000e-005	0.0000	0.4288

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0118	0.0000	0.0118	6.0600e-003	0.0000	6.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	0.0103	0.1134	0.0652	1.2000e-004	0.0118	5.5900e-003	0.0174	6.0600e-003	5.1400e-003	0.0112	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412

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3.4 Grading - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	1.8700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4285	0.4285	1.0000e-005	0.0000	0.4288
Total	2.8000e-004	1.9000e-004	1.8700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4285	0.4285	1.0000e-005	0.0000	0.4288

3.5 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2715	2.4241	1.9738	3.0900e-003		0.1483	0.1483		0.1395	0.1395	0.0000	270.3698	270.3698	0.0659	0.0000	272.0164
Total	0.2715	2.4241	1.9738	3.0900e-003		0.1483	0.1483		0.1395	0.1395	0.0000	270.3698	270.3698	0.0659	0.0000	272.0164

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3.5 Building Construction - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6500e-003	0.0777	0.0133	1.6000e-004	3.8100e-003	5.6000e-004	4.3700e-003	1.1000e-003	5.4000e-004	1.6400e-003	0.0000	15.6413	15.6413	1.9900e-003	0.0000	15.6910
Worker	0.0190	0.0125	0.1254	3.2000e-004	0.0322	2.1000e-004	0.0324	8.5500e-003	2.0000e-004	8.7500e-003	0.0000	28.7438	28.7438	8.6000e-004	0.0000	28.7652
Total	0.0217	0.0902	0.1387	4.8000e-004	0.0360	7.7000e-004	0.0368	9.6500e-003	7.4000e-004	0.0104	0.0000	44.3851	44.3851	2.8500e-003	0.0000	44.4561

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2715	2.4241	1.9738	3.0900e-003		0.1483	0.1483		0.1395	0.1395	0.0000	270.3695	270.3695	0.0659	0.0000	272.0161
Total	0.2715	2.4241	1.9738	3.0900e-003		0.1483	0.1483		0.1395	0.1395	0.0000	270.3695	270.3695	0.0659	0.0000	272.0161

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3.5 Building Construction - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6500e-003	0.0777	0.0133	1.6000e-004	3.8100e-003	5.6000e-004	4.3700e-003	1.1000e-003	5.4000e-004	1.6400e-003	0.0000	15.6413	15.6413	1.9900e-003	0.0000	15.6910
Worker	0.0190	0.0125	0.1254	3.2000e-004	0.0322	2.1000e-004	0.0324	8.5500e-003	2.0000e-004	8.7500e-003	0.0000	28.7438	28.7438	8.6000e-004	0.0000	28.7652
Total	0.0217	0.0902	0.1387	4.8000e-004	0.0360	7.7000e-004	0.0368	9.6500e-003	7.4000e-004	0.0104	0.0000	44.3851	44.3851	2.8500e-003	0.0000	44.4561

3.6 Paving - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.1700e-003	0.0319	0.0308	5.0000e-005		1.8000e-003	1.8000e-003		1.6600e-003	1.6600e-003	0.0000	4.1806	4.1806	1.2900e-003	0.0000	4.2127
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.1700e-003	0.0319	0.0308	5.0000e-005		1.8000e-003	1.8000e-003		1.6600e-003	1.6600e-003	0.0000	4.1806	4.1806	1.2900e-003	0.0000	4.2127

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3.6 Paving - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.5600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3571	0.3571	1.0000e-005	0.0000	0.3573
Total	2.4000e-004	1.6000e-004	1.5600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3571	0.3571	1.0000e-005	0.0000	0.3573

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.1700e-003	0.0319	0.0308	5.0000e-005		1.8000e-003	1.8000e-003		1.6600e-003	1.6600e-003	0.0000	4.1806	4.1806	1.2900e-003	0.0000	4.2127
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.1700e-003	0.0319	0.0308	5.0000e-005		1.8000e-003	1.8000e-003		1.6600e-003	1.6600e-003	0.0000	4.1806	4.1806	1.2900e-003	0.0000	4.2127

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3.6 Paving - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.5600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3571	0.3571	1.0000e-005	0.0000	0.3573
Total	2.4000e-004	1.6000e-004	1.5600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3571	0.3571	1.0000e-005	0.0000	0.3573

3.7 Architectural Coating - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1791					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4000e-003	0.0165	0.0166	3.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	2.2979	2.2979	1.9000e-004	0.0000	2.3028
Total	0.1815	0.0165	0.0166	3.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	2.2979	2.2979	1.9000e-004	0.0000	2.3028

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3.7 Architectural Coating - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	1.9600e-003	0.0000	5.0000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4499	0.4499	1.0000e-005	0.0000	0.4502
Total	3.0000e-004	2.0000e-004	1.9600e-003	0.0000	5.0000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4499	0.4499	1.0000e-005	0.0000	0.4502

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1791					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4000e-003	0.0165	0.0166	3.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	2.2979	2.2979	1.9000e-004	0.0000	2.3028
Total	0.1815	0.0165	0.0166	3.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	2.2979	2.2979	1.9000e-004	0.0000	2.3028

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3.7 Architectural Coating - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	1.9600e-003	0.0000	5.0000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4499	0.4499	1.0000e-005	0.0000	0.4502
Total	3.0000e-004	2.0000e-004	1.9600e-003	0.0000	5.0000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4499	0.4499	1.0000e-005	0.0000	0.4502

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1071	1.1269	0.7441	2.8300e-003	0.1220	3.7500e-003	0.1257	0.0329	3.5600e-003	0.0365	0.0000	263.5074	263.5074	0.0505	0.0000	264.7689
Unmitigated	0.1473	1.6792	1.4579	6.3800e-003	0.3556	9.2100e-003	0.3648	0.0959	8.7500e-003	0.1046	0.0000	593.4146	593.4146	0.0596	0.0000	594.9040

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	316.32	343.68	291.36	927,718	318,207
Total	316.32	343.68	291.36	927,718	318,207

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	48.40	15.90	35.70	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.475203	0.033904	0.168176	0.133649	0.019863	0.005290	0.031901	0.120662	0.002374	0.001757	0.005377	0.001134	0.000710

5.0 Energy Detail

 Historical Energy Use: N

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5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	70.4832	70.4832	3.1900e-003	6.6000e-004	70.7593
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	70.4832	70.4832	3.1900e-003	6.6000e-004	70.7593
NaturalGas Mitigated	4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0265	48.0265	9.2000e-004	8.8000e-004	48.3119
NaturalGas Unmitigated	4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0265	48.0265	9.2000e-004	8.8000e-004	48.3119

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	899982	4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0265	48.0265	9.2000e-004	8.8000e-004	48.3119
Total		4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0265	48.0265	9.2000e-004	8.8000e-004	48.3119

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5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	899982	4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0265	48.0265	9.2000e-004	8.8000e-004	48.3119
Total		4.8500e-003	0.0415	0.0177	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0265	48.0265	9.2000e-004	8.8000e-004	48.3119

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	242284	70.4832	3.1900e-003	6.6000e-004	70.7593
Total		70.4832	3.1900e-003	6.6000e-004	70.7593

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	242284	70.4832	3.1900e-003	6.6000e-004	70.7593
Total		70.4832	3.1900e-003	6.6000e-004	70.7593

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2898	0.0327	1.0136	2.2500e-003		0.1091	0.1091		0.1091	0.1091	14.1495	21.3761	35.5257	0.0671	3.8000e-004	37.3172
Unmitigated	0.2898	0.0327	1.0136	2.2500e-003		0.1091	0.1091		0.1091	0.1091	14.1495	21.3761	35.5257	0.0671	3.8000e-004	37.3172

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6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0179					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0734	0.0285	0.6554	2.2300e-003		0.1071	0.1071		0.1071	0.1071	14.1495	20.7940	34.9435	0.0665	3.8000e-004	36.7207
Landscaping	0.0110	4.1500e-003	0.3582	2.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	0.5822	0.5822	5.7000e-004	0.0000	0.5965
Total	0.2898	0.0327	1.0136	2.2500e-003		0.1091	0.1091		0.1091	0.1091	14.1495	21.3761	35.5257	0.0671	3.8000e-004	37.3172

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0179					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0734	0.0285	0.6554	2.2300e-003		0.1071	0.1071		0.1071	0.1071	14.1495	20.7940	34.9435	0.0665	3.8000e-004	36.7207
Landscaping	0.0110	4.1500e-003	0.3582	2.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	0.5822	0.5822	5.7000e-004	0.0000	0.5965
Total	0.2898	0.0327	1.0136	2.2500e-003		0.1091	0.1091		0.1091	0.1091	14.1495	21.3761	35.5257	0.0671	3.8000e-004	37.3172

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.3381	0.0818	1.9800e-003	8.9715
Unmitigated	7.9226	0.1022	2.4700e-003	11.2144

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	3.12739 / 1.97162	7.9226	0.1022	2.4700e-003	11.2144
Total		7.9226	0.1022	2.4700e-003	11.2144

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2.50191 / 1.57729	6.3381	0.0818	1.9800e-003	8.9715
Total		6.3381	0.0818	1.9800e-003	8.9715

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.1205	0.0662	0.0000	2.7760
Unmitigated	4.4820	0.2649	0.0000	11.1041

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	22.08	4.4820	0.2649	0.0000	11.1041
Total		4.4820	0.2649	0.0000	11.1041

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	5.52	1.1205	0.0662	0.0000	2.7760
Total		1.1205	0.0662	0.0000	2.7760

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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APPENDIX B
BIOLOGICAL REPORT



Bole & Associates
An Environmental Consulting Firm

March 5, 2017

Willow Petroleum, Inc.
BaseCamp Environmental, Inc.
Attn: Charlie Simpson
115 South School Street, Suite 14
Lodi, CA 95240

**BIOLOGICAL RESOURCES EVALUATION FOR APN 561-020-50 & 561-020-51, NEC
W ALLUVIAL AVENUE & N WILLOW AVENUE, CLOVIS, FRESNO COUNTY, CA.
MHBA 1227-2016-3461.**

INTRODUCTION

Willow Petroleum, Inc., has submitted plans to develop Fresno County APNs 561-020-50 & 561-020-51 (Project Area); the proposed Clovis Commercial Center in accordance with the guidelines set forth in the California Environmental Quality Act (CEQA). In accordance with the requirements of the California Environmental Quality Act, a Biological Evaluation of the approximately 7.85-acre Project Area has been conducted by the biological and botanical staff of Bole & Associates. The 7.85-acre Project Area is located in a predominantly commercial and residential area of the City of Clovis. The Project Area is adjoined to the north by a self-storage facility; to the east and south by a senior living facility, and to the west by a gasoline service station and a multi-family residential development.

SETTING

The Project Area is located in the City of Clovis, Fresno County, California (Appendix A, Figure 1). The Project Area consists of undeveloped land that has historically been used for agricultural purposes. A historical aerial from 1998 shows a rural residence near the corner of W. Alluvial Avenue and N. Willow Avenue. A historical aerial from 2002 no longer shows the residence. The site is currently undeveloped land consisting is non-native, ruderal vegetation.

METHODOLOGY

Biological and botanical surveys were conducted based on United States Fish and Wildlife Services (USFWS), Sacramento office, species list (IPaC Resource List), California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB) search and California Native Plant Society's (CNPS) list of rare and endangered plants (Appendix C). All species lists were derived from the United States Geological Survey (USGS) "Clovis" 7.5 minute quadrangle and surrounding eight (8) quadrangles. Based on the results of the species lists, appropriate biological and botanical surveys were conducted. Species habitat surveys were conducted during

February, 2017 by Bole & Associates biologists and botanists. Habitat surveys were conducted by walking all areas of the Project Area (and surrounding 500 foot buffer) and evaluating potential habitat for special-status species based on vegetation composition and structure, surrounding area, presence of predatory species, microclimate and available resources (e.g. prey items, nesting burrows). Botanical surveys and habitat evaluations for rare plant botanical species were conducted on February 24, 2017, by Bole and Associate's senior botanist Charlene J. Bole. Botanical surveys and habitat evaluations for rare plant botanical species were conducted by walking all areas of the Project Area while taking inventory of botanical species and searching for special-status plant species and their habitats. A determination of Waters of the U.S. was also conducted on February 24, 2017 by Marcus Bole and was conducted under the guidelines of the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (2008).

Regulatory Requirements

The following describes federal, state, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process.

Federal

Federal Endangered Species Act

The United States Congress passed the Federal Endangered Species Act (ESA) in 1973 to protect species that are endangered or threatened with extinction. The ESA is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend. The ESA makes it unlawful to “take” a listed animal without a permit. Take is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct.” Through regulations, the term “harm” is defined as “an act which actually kills or injures wildlife.” Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC §703) prohibits the killing of migratory birds or the destruction of their occupied nests and eggs except in accordance with regulations prescribed by the USFWS. The bird species covered by the MBTA includes nearly all of those that breed in North America, excluding introduced (i.e. exotic) species (50 Code of Federal Regulations §10.13). Activities that involve the removal of vegetation including trees, shrubs, grasses, and forbs or ground disturbance has the potential to affect bird species protected by the MBTA.

Waters of the United States, Clean Water Act, Section 404

The US Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into jurisdictional waters of the United States, under the Clean Water Act (§404). The term “waters of the United States” is an

encompassing term that includes “wetlands” and “other waters.” Wetlands have been defined for regulatory purposes as follows: “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3, 40 CFR 230.3). Wetlands generally include swamps, marshes, bogs, and similar areas.” Other waters of the United States (OWUS) are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high-water mark but lack positive indicators for one or more of the three wetland parameters (i.e., hydrophytic vegetation, hydric soil, and wetland hydrology) (33 CFR 328.4). The USACE may issue either individual permits on a case-by-case basis or general permits on a program level. General permits are pre-authorized and are issued to cover similar activities that are expected to cause only minimal adverse environmental effects. Nationwide permits are general permits issued to cover particular fill activities. All nationwide permits have general conditions that must be met for permits issued for a particular Project, as well as specific regional conditions that apply to each nationwide permit.

Executive Orders 13112; Prevention and Control of Invasive Species

On Feb 3, 1999, Executive Order 13112 was signed establishing the National Invasive Species Council. Executive Order 11312 directs all federal agencies to prevent and control introductions of invasive nonnative species in a cost-effective and environmentally sound manner to minimize their economic, ecological, and human health impacts. Executive Order 11312 established a national Invasive Species Council made up of federal agencies and departments and a supporting Invasive Species Advisory Committee composed of state, local, and private entities. The Invasive Species Council and Advisory Committee oversees and facilitates implementation of the Executive Order, including preparation of a National Invasive Species Management Plan. Section two (2) of the Executive Order states:

(a) Each Federal agency whose actions may affect the status of invasive species shall, to the extent practicable and permitted by law, (1) identify such actions; (2) subject to the availability of appropriations, and within Administration budgetary limits, use relevant programs and authorities to: (i) prevent the introduction of invasive species; (ii) detect and respond rapidly to and control populations of such species in a cost-effective and environmentally sound manner; (iii) monitor invasive species populations accurately and reliably; (iv) provide for restoration of native species and habitat conditions in ecosystems that have been invaded; (v) conduct research on invasive species and develop technologies to prevent introduction and provide for environmentally sound control of invasive species; and (vi) promote public education on invasive species and the means to address them; and (3) not authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless, pursuant to guidelines that it has prescribed, the agency has determined and made public its determination that the benefits of such actions clearly outweigh the potential harm caused by invasive species; and that all feasible and prudent measures to minimize risk of harm will be taken in conjunction with the actions.

(b) Federal agencies shall pursue the duties set forth in this section in consultation with the Invasive Species Council, consistent with the Invasive Species Management Plan and in cooperation with stakeholders, as appropriate, and, as approved by the Department of State, when Federal agencies are working with international organizations and foreign nations.

State of California

California Endangered Species Act

The California Endangered Species Act (CESA) is similar to the ESA, but pertains to state-listed endangered and threatened species. The CESA requires state agencies to consult with the CDFW when preparing documents to comply with the CEQA. The purpose is to ensure that the actions of the lead agency do not jeopardize the continued existence of a listed species or result in the destruction, or adverse modification of habitat essential to the continued existence of those species. In addition to formal listing under the federal and state endangered species acts, “species of special concern” receive consideration by CDFW. Species of special concern are those whose numbers, reproductive success, or habitat may be threatened.

California Fish and Wildlife Code

The California Fish and Game Code (CFWC) (§3503.5) states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks, eagles, and falcons) or Strigiformes (all owls except barn owls) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Take includes the disturbance of an active nest resulting in the abandonment or loss of young. The CFWC (§3503) also states that “it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”

Rare and Endangered Plants

The CNPS maintains a list of plant species native to California with low population numbers, limited distribution, or otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-ranked plants receive consideration under CEQA review. The CNPS California Rare Plant Rank (CRPR) categorizes plants as the following:

- Rank 1A: Plants presumed extinct in California;
- Rank 1B: Plants rare, threatened, or endangered in California or elsewhere;
- Rank 2: Plants rare, threatened, or endangered in California, but more numerous elsewhere;
- Rank 3: Plants about which we need more information; and
- Rank 4: Plants of limited distribution.

The California Native Plant Protection Act (CFGF §1900-1913) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered as defined by CDFW. An exception to this prohibition allows landowners, under specific circumstances, to take listed plant species, provided that the owners first notify CDFW and give the agency at least ten (10) days to retrieve (and presumably replant) the plants before they are destroyed. Fish and Wildlife Code §1913 exempts from the take’ prohibition “the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right of way.”

California Environmental Quality Act Guidelines §15380

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines §15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled based on the definition in the ESA and the section of the CFGC dealing with rare, threatened, and endangered plants and animals. The CEQA Guidelines (§15380) allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFW (e.g. candidate species, species of concern) would occur. Thus, CEQA provides an agency with the ability to protect a species from a Project's potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted.

Personnel and Survey Dates

Habitat surveys were conducted by biologist Marcus Bole on February 24, 2017. Species of special interest included the tri-colored blackbird (*Agelaius tricolor*), western burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), and California tiger salamander (*Ambystoma californiense*). A general botanical survey and habitat evaluation for rare plant botanical species was conducted by botanist Charlene J. Bole during February 24, 2017. Species of special interest included the California jewelflower (*Caulanthus californicus*) and Green's Tuctoria (*Tuctoria greenei*). Other plants of special interest included A, B and C listed noxious weeds of California.

A determination of Waters of the U.S. was also conducted on February 24, 2017 by Marcus H. Bole. Jurisdictional and non-jurisdictional wetland and other water features were determined based on the definitions as described in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (2008.)

Agency Coordination and Professional Contacts

The USFWS was contacted on December 27, 2016 for documentation of special-status species likely to occur within the USGS "Clovis" 7.5 minute quadrangle and eight (8) surrounding quadrangles. On December 27, 2016, RareFind (5) was used to access the CNDDDB regarding special-status species potentially occurring in or near the Project Area. The CNPS inventory of rare and endangered plants for the USGS quadrangle on which the Project occurs and surrounding USGS quadrangles with similar habitat, was also reviewed to determine the presence of special-status plant species that may occur in or near the Project Area.

FINDINGS

The Project Area is located on relatively flat land, at an average elevation of 359 feet above sea level, with no readily discernible gradient noted within the confines of the Project Area. Soils within the western portion of the property are classified as predominantly Hanford fine sandy loam. Soils along the center of the site are characterized as Visalia sandy loam, clay loam substratum, 0 to 3 percent slopes. Soil on the eastern portion of the property is characterized as Ramona sandy loam, hard substratum. Site vegetation consists of non-native grasses and forbs, with ornamental trees and shrubs located along the eastern perimeter of the property.

The majority of the Project Area historically has not been developed for any residential, commercial, or industrial purposes and has remained undeveloped/agricultural land. The south west corner of the property had a residence as late as 1998. The subject property has historically been used for agricultural purposes including row crops; the site ceased to be farmed in approximately 2005 during the construction of the adjoining residential developments and the site has remained fallow as ruderal grassland since the residence was removed.

Ruderal Grasslands

Ruderal grasslands characterize the majority of the Project Area. Ruderal grasslands include disturbed areas characterized by non-native, typically weedy vegetation. Most ruderal grasslands in the Clovis area are vacant parcels surrounded by developed areas. Ruderal land cover is dominated by a mixture of non-native annual grasses and weedy species, such as black mustard (*Brassica nigra*), thistles (*Cirsium* spp.), and wild radish (*Raphanus sativa*), that tend to colonize quickly after disturbance.

Wildlife common to ruderal habitats can include species closely associated with urban development such as the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), rock dove (*Columba livia*), western scrub-jay (*Aphelocoma californica*), skunk (*Mephitis mephitis*), house mouse (*Mus musculus*), and California ground squirrel (*Otospermophilus beecheyi*).

Regional Species and Habitats of Concern

Bole & Associates prepared the following table of species that have the potential to occur within the project's Project Area and is composed of special-status species within the USGS "Clovis" 7.5 minute quadrangle and surrounding eight (8) quadrangles. Species lists reviewed, and which are incorporated in the following table, include the USFWS Sacramento office species list (IPaC Resource List), and the CNDDB. Species that have the potential to occur within the Project Area are based on suitable habitat within the Project Area, CNDDB occurrences within a five (5) mile radius of the Project Area and observations made during biological surveys. Not all species listed within the following table have the potential to occur within the Project Area based on unsuitable habitat and/or lack of recorded observations within a five (5) mile radius of the Project Area.

**Table 1. Listed and Proposed Species Potentially Occurring Near or Within
The APN 561-020-50 & -51, NEC West Alluvial Avenue & North Willow Avenue, Clovis,
California, Project Area**

Common Name (<i>Scientific Name</i>)	Status Fed/State/ CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
INVERTEBRATES				
Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	FT/_/_	Small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt flow depression pools.	A/HA	There are no vernal pools within the Project Area.

Common Name (<i>Scientific Name</i>)	Status Fed/State/ CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
Valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>)	FT/_/_	Blue elderberry shrubs usually associated with riparian areas.	A/HA	There are no elderberry shrubs within the Project Area.
Conservancy fairy shrimp (<i>Brachinecta conservatio</i>)	FE/_/_	Vernal pools, swales, and ephemeral freshwater habitat.	A/HA	There are no vernal pools within the Project Area.
REPTILES AND AMPHIBIANS				
California Red-legged frog (<i>Rana draytonii</i>)	FT/SSC/_	Ponds in humid forests, woodlands, grasslands, coastal scrub, and streamsides with plant cover. Most common in lowlands or foothills.	A/HA	There is no suitable habitat within the Project Area for this species.
California tiger salamander (<i>Ambystoma californiense</i>)	FE/ST/_	Grasslands and low foothills with pools or ponds necessary for breeding, including vernal pools, stock ponds, etc.	A/HA	There is no suitable habitat within the Project Area for this species.
Giant garter snake (<i>Thamnophis gigas</i>)	ST/FT/_	Perennial wetlands; aquatic habitat for foraging, bankside basking areas with nearby emergent vegetation for cover and thermal regulation.	A/HA	There is no suitable habitat within the Project Area for this species.
Blunt-nosed Leopard Lizard (<i>Gambelia silus</i>)	FE/SE/_	Resident of sparsely vegetated alkali and desert scrub habitats, in areas of low topographic relief.	A/HA	There is no suitable habitat within the Project Area for this species.
BIRDS				
Western burrowing owl (<i>Athene cunicularia</i>)	MBTA/SSC/_	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation.	A/MH	There is marginal suitable habitat within the Project Area for this species. None were observed during the habitat survey.
Tri-colored	MBTA/SSC/_	Marshes and swamps, agricultural	A/HA	There is no suitable

Common Name (<i>Scientific Name</i>)	Status Fed/State/ CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
black bird (<i>Agelaius tricolor</i>)		irrigation ditches, blackberry brambles and grasslands		habitat within the Project Area.
Swainson's Hawk (<i>Buteo swainsoni</i>)	ST/_/_	Breeding habitat includes shrub- steppe areas with scattered trees, large shrubs, and riparian areas. Preferred habitat includes adjacent irrigated agricultural areas with alfalfa and grass hay for foraging. Nests in a variety of trees, but most often small shrubby trees in shrub- steppe and desert habitats.	A/MA	There is no suitable habitat within the Project Area. Adjacent agricultural areas to the north may provide marginal foraging habitat. None observed during the habitat survey.
Western Yellow-billed Cuckoo (<i>Coccyzus americanus occidentalis</i>)	FT/SE/_	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, blackberry, nettles or wild grape	A/HA	There is no suitable habitat within the Project Area.
MAMMALS				
Fresno Kangaroo Rat (<i>Dipodomys nitratoideus exillis</i>)	FE/SE/_	Alkali sink-open grassland habitats in Western Fresno County. Bare alkaline clay-based soils subject to seasonal inundation.	A/HA	There is no suitable habitat in the Project Area. None were observed during the habitat survey.
San Joaquin Kit Fox (<i>Vulpes macrotis mutica</i>)	FE/ST/_	Annual grasslands or grassy open stages with scattered shrubby vegetation. Need loose-textured sandy soils for burrowing, and suitable prey base.	A/HA	There is no suitable habitat in the Project Area. None were observed during the habitat survey
PLANTS				
California jewelflower (<i>Caulanthus californicus</i>)	FE/SE/_	Chenopod scrub, valley and foothill grassland, pinyon and juniper woodlands.	A/HA	There is no suitable habitat within the Project Area.
Green's tuctoria (<i>Tuctoria greenei</i>)	FE/SR/_	Vernal pools, dry bottoms of vernal pools in open grasslands.	A/HA	There is no suitable habitat within the Project Area.

CODE DESIGNATIONS

FE = Federally-listed Endangered
FT = Federally-listed Threatened
FC = Federal Candidate Species
BCC = Federal Bird of Conservation Concern
MBTA = Protected by the federal Migratory Bird Treaty Act
SE = State-listed Endangered
ST = State-listed Threatened
SR = State-listed Rare
SSC = State Species of Special Concern
S1 = State Critically Imperiled
S2 = State Imperiled
S3 = State Vulnerable
S4 = State Apparently Secure
SSC = CDFW Species of Special Concern
FP = CDFW Fully Protected Species
SNC = CDFW Sensitive Natural Community

A = Species Absent
P = Species Present
HA = Habitat Absent
HP = Habitat Present
CH = Critical Habitat
MH = Marginal Habitat
CNPS 1B = Rare or Endangered in California or elsewhere
CNPS 2 = Rare or Endangered in California, more common elsewhere
CNPS 3 = More information is needed
CNPS 4 = Plants with limited distribution
0.1 = Seriously Threatened
0.2 = Fairly Threatened
0.3 = Not very Threatened

Migratory Birds

Nesting birds are protected under the MBTA (16 USC 703) and the CFWC (3503). The MBTA (16 USC §703) prohibits the killing of migratory birds or the destruction of their occupied nests and eggs except in accordance with regulations prescribed by the USFWS. The bird species covered by the MBTA includes nearly all of those that breed in North America, excluding introduced (i.e. exotic) species (50 Code of Federal Regulations §10.13). Activities that involve the removal of vegetation including trees, shrubs, grasses, and forbs or ground disturbance has the potential to affect bird species protected by the MBTA. The CFWC (§3503.5) states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks, eagles, and falcons) or Strigiformes (all owls except barn owls) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Take includes the disturbance of an active nest resulting in the abandonment or loss of young. The CFWC (§3503) also states that “it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”

Survey Results

During the migratory bird and raptor surveys conducted during February 2017, there were no “stick nests” or ground nests observed within the Project Area or surrounding 500 foot buffer. No nesting activity was observed. Due to the nature of the disturbed habitat within the Project Area, no further preconstruction nesting raptor surveys are indicated.

Wetlands and Others Waters of the U.S.

Bole and Associates conducted a determination of Waters of the U.S. within the Project Area. Surveys were conducted on February 24, 2017 by Wetland Scientist Marcus H. Bole. The surveys involved an examination of botanical resources, soils, hydrological features, and determination of wetland characteristics based on the *United States Army Corps of Engineers Wetlands Delineation Manual* (1987); *the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (2008); the *U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook* (2007); the *U.S. Army Corps of Engineers Ordinary High Flows and the Stage-Discharge Relationship in the Arid West Region*

(2011); and the *U.S. Army Corps of Engineers Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (2008). No federal jurisdictional wetlands or Other Waters of the U.S. were observed within the Project Area or within the 500 foot buffer surrounding the Project Area.

Invasive Species

The Project Area is within the residential and commercial area of the City of Clovis. The only habitat within the Project Area is a disturbed, non-native annual grassland. None of the onsite non-native grasses or forbs were identified as invasive plant species as listed on the United States Department of Agricultural (USDA) Natural Resource Conservation Service (NRCS) invasive and noxious weed plant list and the California Invasive Plant Council (CAL-IPC).

CONCLUSIONS AND RECOMMENDATIONS

According to California Environmental Quality Act (CEQA) guidelines, a project is normally considered to have a significant impact on wildlife if it will interfere substantially with the movement of any resident or migratory fish or wildlife species; or substantially diminishes habitat quantity or quality for dependent wildlife and plant species. Impacts to special status species and their associated habitats are also considered significant if the impact would reduce or adversely modify a habitat of recognized value to a sensitive wildlife species or to an individual of such species. This guideline applies even to those species not formally listed as threatened, rare or endangered by the California Department of Fish & Wildlife and the United States Fish and Wildlife Service. Project implementation will not result in impacts to special status plant or wildlife species or their critical habitats. Project implementation will not have a significant impact on resident or migratory wildlife, special status plant or wildlife species, or any associated protected habitat. There are no recommended Mitigation Measures for biological, botanical or wetland resources on or near the Project Area.

This concludes our biological, botanical, and wetland evaluation of the 7.85-acre Project Area comprising Fresno County APNs 561-020-50 & -51, located at the NEC corner of West Alluvial Avenue & N Willow Avenue, Fresno County, CA 93611. If you have any questions concerning our findings please feel free to contact me directly at: Bole & Associates, Attn: Marcus Bole, 04 Brock Drive, Wheatland, CA, fax 530-633-0119, email: mbole@aol.com. For a complete copy of the Statement of Qualifications of the staff members conducting this evaluation please visit our website at: mhbole.com.

Respectfully Submitted:



Charlene J. Bole, M.S, Senior Botanist
Bole & Associates
Registered Environmental Property Assessor
REPA 229436



Marcus H. Bole, M.S, Senior Biologist
Bole & Associates
Registered Environmental Property Assessor
REPA #647913

APPENDIX

APPENDIX A: SITE MAPS

APPENDIX B: SITE PHOTOS

APPENDIX C: CNDDDB/USFWS SPECIES LISTS

APPENDIX D: SOILS DATA

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APPENDIX A: SITE MAPS

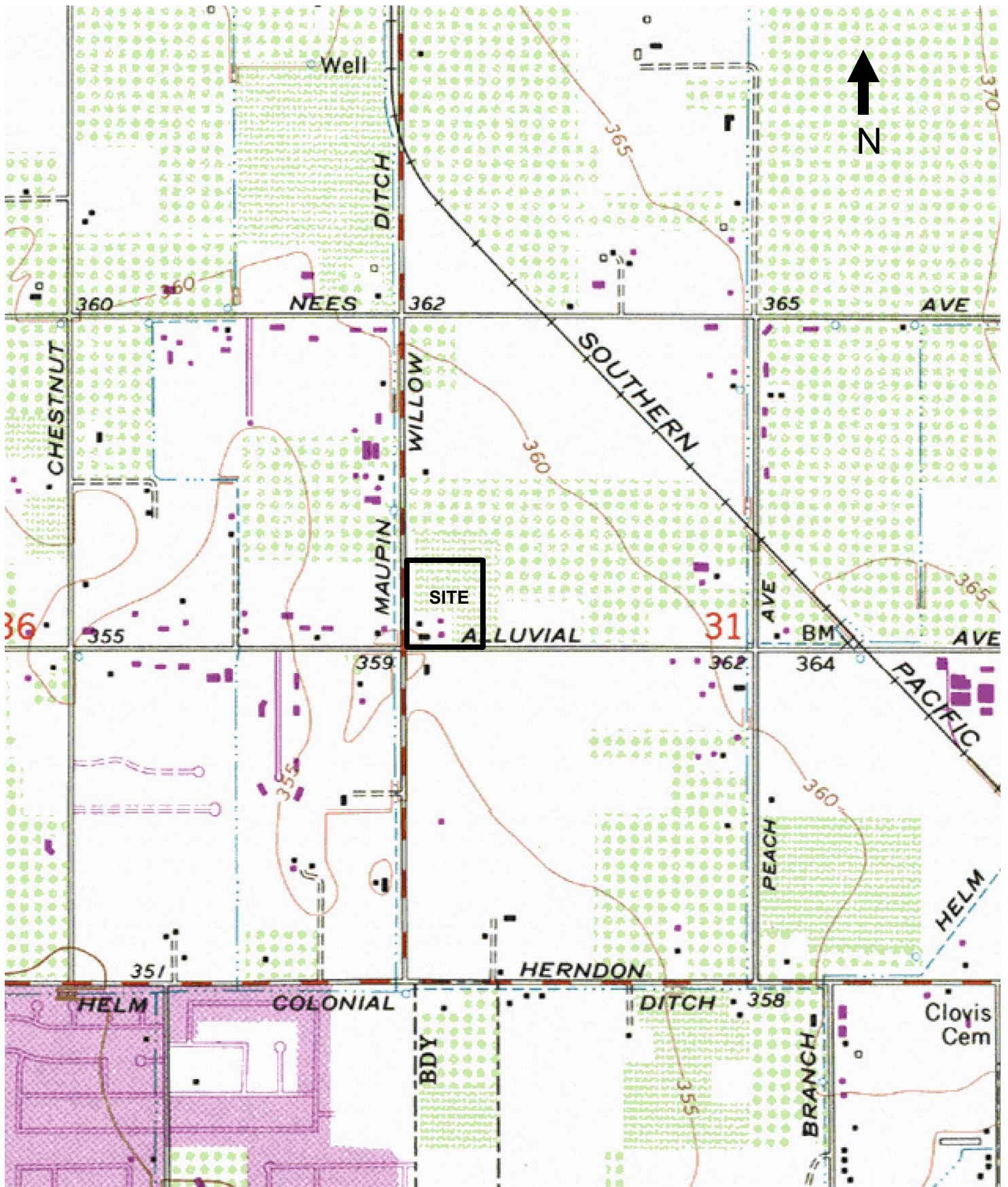
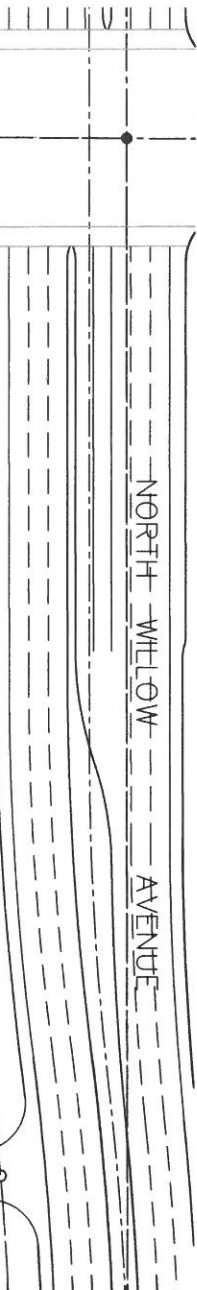


Figure 1: Vicinity Map, APNs 561-020-50 & -51, property located at the northeast corner of West Alluvial Avenue and North Willow Avenue, Clovis, California. Site is located in Section 31, Township 12 South, Range 20 East, Clovis 7.5" USGS Quadrangle. Site is located approximately at: 36.84554°North, -119.72899°West. Site proposed for development of Clovis Commercial Center.



VICINITY MAP
NOT TO SCALE

LOT DATA:
A.P.N.: 561-020-50 & -51
TOTAL ACREAGE: 341.946 SF (7.85 AC)

EXISTING PARCELS:
2
EXISTING ZONE: R-1-17500 LOW DENSITY RESIDENTIAL
PROPOSED ZONE: COMMERCIAL / HIGH DENSITY RESIDENTIAL

EXISTING USE: VACANT
PROPOSED USE: CONVENIENCE STORE, GASOLINE SALES, AND TWO RESTAURANTS WITH DRIVE-THRU

PARKING DATA:
REQUIRED:
#1 RESTAURANT (3,448 SF/100)
#1 OUTDOOR SEATING (104 SF/100)
#3 RESTAURANT (1,148 SF/75)
REQUIRED:
191 SPACES
STANDARD SPACE (9'x20')
ACCESSIBLE SPACE (9'x20')
PROVIDED:
185 SPACES

APARTMENT BUILDING DATA:
NOTE: ALL BUILDINGS ARE TWO STORES.
BUILDING NO. # OF UNITS
BLDG #1 12
BLDG #2 8
BLDG #3 8
BLDG #4 8
BLDG #5 8
BLDG #6 4
BLDG #7 4
BLDG #8 4
CLUBHOUSE / OFFICE
TOTAL 56 UNITS

APARTMENT PARKING (2 UNIT)
GUEST PARKING (25% OF 112)
TOTAL APARTMENT PARKING 140 SPACES
SITE UTILITIES:
SEWAGE DISPOSAL: PROVIDED BY CITY
WATER SUPPLY: CITY
DRAINAGE: CITY

PROPERTY DESCRIPTION:
PARCEL 1, 2, AND 3 OF PARCEL MAP 2003-28, RECORDED IN BOOK 42, PAGE 64, FRESNO COUNTY OFFICIAL RECORDS, LOCATED IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA.
APN: 561-020-50 & -51

APPLICANT: WILLOW PETROLEUM, INC.
CONTACT: SANDY WANN
2150 MERIDIAN PARK BLVD, STE. G
YUBA CITY, CA 95991
PHONE: (925) 446-0800

DESIGN FIRM: MILESTONE ASSOCIATES
CONTACT: JULIO THALERO
1000 LINCOLN ROAD, SUITE 200C
YUBA CITY, CALIFORNIA 95991
PHONE: (925) 753-4100

CONCEPTUAL SITE PLAN

CLOVIS COMMERCIAL CENTER
N. WILLOW AVE. at W. ALLUVIAL AVE.
CLOVIS, CALIFORNIA
(APN 561-020-50 & 561-020-51)

DD1

Milestone Associates
Imagining
A California Corporation

1000 LINCOLN ROAD, SUITE 200C
YUBA CITY, CALIFORNIA 95991
TEL: 925-753-4100
FAX: 925-753-4097

JOB # 1234567	
JOB NUMBER	
STAFF	
SUBMITTAL DATE	
PLANNING DEPT:	
BUILDING DEPT:	
SUPPORT:	
SUMMIT:	

ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF MILESTONE ASSOCIATES, INC. AND THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA.

APPENDIX B: SITE PHOTOS



MARCUS H. BOLE & ASSOCIATES
104 Brock Drive, Wheatland, CA 95692
(530) 633-0117, email: mbole@aol.com

SITE: APNs 561-020-50 & -51
ITEM: Non-Native Grasslands
DATE: 2/24/2017

Photo Plate 1



MARCUS H. BOLE & ASSOCIATES
104 Brock Drive, Wheatland, CA 95692
(530) 633-0117, email: mbole@aol.com

SITE: APNs 561-020-50 & -51
ITEM: Non-Native Grasslands
DATE: 2/24/2017

Photo Plate 2

APPENDIX C: CNDDDB/USFWS SPECIES LISTS



Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: (Federal Listing Status IS (Endangered OR Threatened OR Proposed Endangered OR Proposed Threatened OR Candidate OR All CNDDDB element occurrences OR Delisted) OR State Listing Status IS (Endangered OR Threatened OR Rare OR All CNDDDB element occurrences OR Delisted OR Candidate Endangered OR Candidate Threatened))
 AND Quad IS (Clovis (3611976))

Name (Scientific/Common)	CNDDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Agelaius tricolor</i> tricolored blackbird	G2G3 S1S2	None Candidate Threatened	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	340 365	907 S:2	0	0	0	0	1	1	2	0	1	1	0
<i>Ambystoma californiense</i> California tiger salamander	G2G3 S2S3	Threatened Threatened	CDFW_WL-Watch List IUCN_VU-Vulnerable	300 400	1148 S:3	0	1	0	0	2	0	2	1	1	0	2
<i>Athene cunicularia</i> burrowing owl	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	331 351	1924 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Bombus crotchii</i> Crotch bumble bee	G3G4 S1S2	None None		300 300	233 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	G3 S3	Threatened None	IUCN_VU-Vulnerable	385 395	753 S:2	0	0	0	1	0	1	1	1	2	0	0
<i>Buteo swainsoni</i> Swainson's hawk	G5 S3	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	300 300	2413 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Caulanthus californicus</i> California jewelflower	G1 S1	Endangered Endangered	Rare Plant Rank - 1B.1		63 S:1	0	0	0	0	1	0	1	0	0	0	1



Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database



Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	G5T2T3 S1	Threatened Endangered	BLM_S-Sensitive NABCI_RWL-Red Watch List USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	345 345	155 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Efferia antiochi</i> Antioch efferian robberfly	G1G2 S1S2	None None		300 300	4 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Imperata brevifolia</i> California satintail	G4 S3	None None	Rare Plant Rank - 2B.1 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	300 300	32 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Leptosiphon serrulatus</i> Madera leptosiphon	G3 S3	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive		27 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Linderiella occidentalis</i> California linderiella	G2G3 S2S3	None None	IUCN_NT-Near Threatened	400 400	431 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Lytta molesta</i> molestan blister beetle	G2 S2	None None		360 360	17 S:1	0	0	0	0	0	1	1	0	0	1	0
<i>Metapogon hurdi</i> Hurd's metapogon robberfly	G1G3 S1S3	None None		325 325	3 S:1	0	0	0	0	0	1	1	0	0	1	0
<i>Phalacrocorax auritus</i> double-crested cormorant	G5 S4	None None	CDFW_WL-Watch List IUCN_LC-Least Concern	332 332	38 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Phrynosoma blainvillii</i> coast horned lizard	G3G4 S3S4	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	300 300	746 S:1	0	0	0	0	1	0	1	0	0	1	0
<i>Sagittaria sanfordii</i> Sanford's arrowhead	G3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive	325 345	93 S:2	0	0	1	0	0	1	2	0	2	0	0
<i>Taxidea taxus</i> American badger	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	250 250	523 S:1	0	0	0	0	0	1	1	0	1	0	0



Summary Table Report


















California Department of Fish and Wildlife

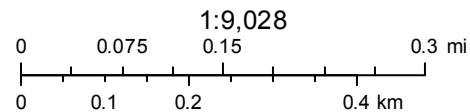
California Natural Diversity Database



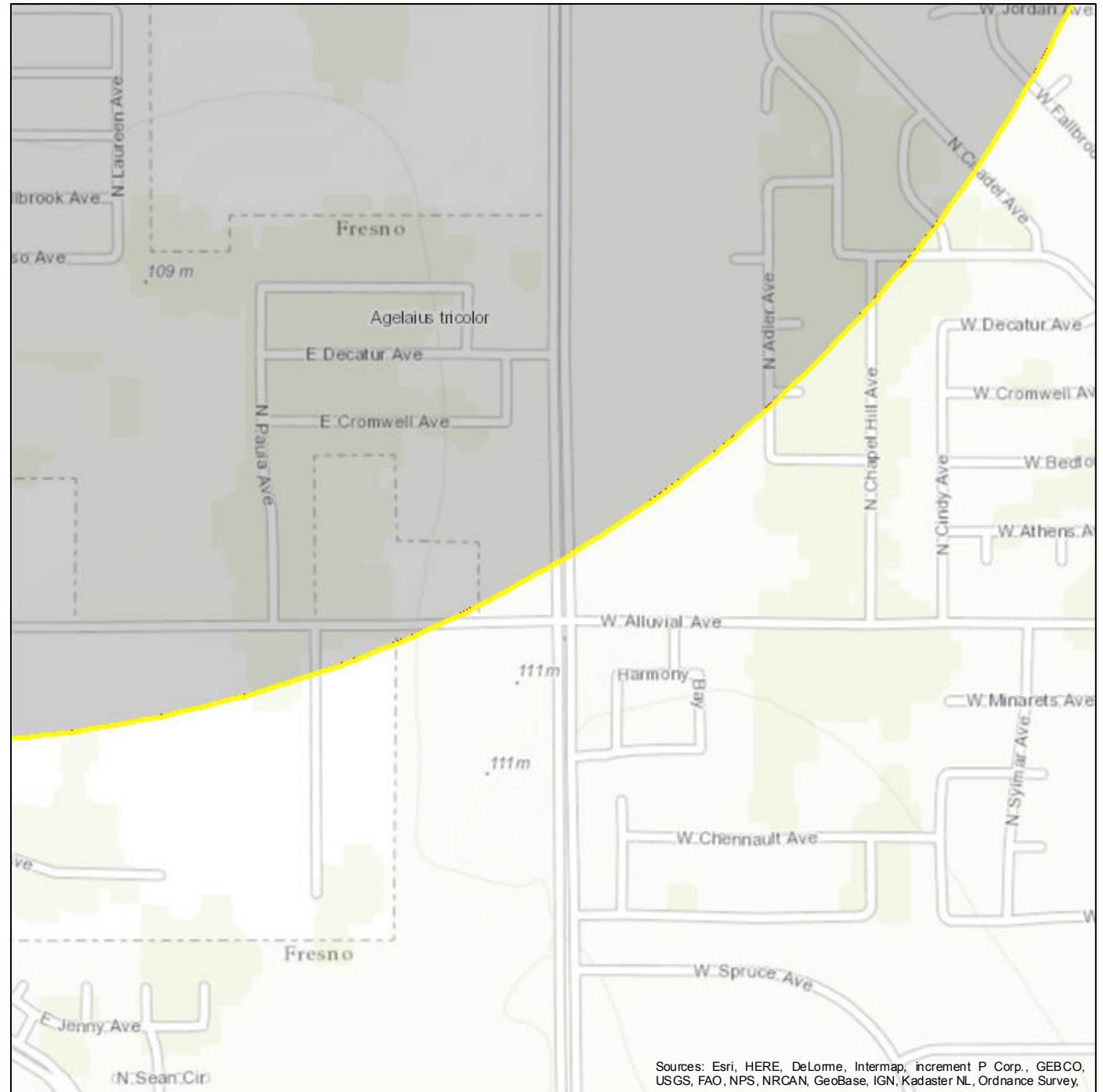
Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Tropidocarpum capparideum</i> caper-fruited tropidocarpum	G1 S1	None None	Rare Plant Rank - 1B.1 SB_RSABG-Rancho Santa Ana Botanic Garden USFS_S-Sensitive		18 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Tuctoria greenei</i> Greene's tuctoria	G1 S1	Endangered Rare	Rare Plant Rank - 1B.1	405 405	48 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Vireo bellii pusillus</i> least Bell's vireo	G5T2 S2	Endangered Endangered	IUCN_NT-Near Threatened NABCI_YWL-Yellow Watch List	345 360	472 S:2	0	0	0	0	2	0	2	0	0	2	0

Map of Project Area

-  Plant (80m)
-  Plant (specific)
-  Plant (non-specific)
-  Plant (circular)
-  Animal (80m)
-  Animal (specific)
-  Animal (non-specific)
-  Animal (circular)
-  Terrestrial Comm. (80m)
-  Terrestrial Comm. (specific)
-  Terrestrial Comm. (non-specific)
-  Terrestrial Comm. (circular)
-  Aquatic Comm. (80m)
-  Aquatic Comm. (specific)
-  Aquatic Comm. (non-specific)
-  Aquatic Comm. (circular)
-  Multiple (80m)
-  Multiple (specific)
-  Multiple (non-specific)
-  Multiple (circular)
-  Sensitive EO's (Commercial only)



December 27, 2016



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey,

IPaC Information for Planning and Conservation

U.S. Fish & Wildlife Service

IPaC resource list

Location

Fresno County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and should not be used for planning or analyzing project level impacts.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to “request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action” for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Review section in IPaC or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by creating a project and making a request from the Regulatory Review section.

Listed species¹ are managed by the [Endangered Species Program](#) of the U.S. Fish and Wildlife Service.

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.

The following species are potentially affected by activities in this location:

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. http://ecos.fws.gov/ecp/species/2891	Threatened

California Tiger Salamander *Ambystoma californiense*

Threatened

There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat.

<http://ecos.fws.gov/ecp/species/2076>

Birds

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i>	Threatened
There is a proposed <u>critical habitat</u> for this species. Your location is outside the proposed critical habitat.	
http://ecos.fws.gov/ecp/species/3911	

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i>	Endangered
There is a final <u>critical habitat</u> designated for this species. Your location is outside the designated critical habitat.	
http://ecos.fws.gov/ecp/species/8246	
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i>	Threatened
There is a final <u>critical habitat</u> designated for this species. Your location is outside the designated critical habitat.	
http://ecos.fws.gov/ecp/species/498	

Fishes

NAME	STATUS
------	--------

Delta Smelt *Hypomesus transpacificus*

Threatened

There is a **final critical habitat** designated for this species. Your location is outside the designated critical habitat.

<http://ecos.fws.gov/ecp/species/321>

Flowering Plants

NAME	STATUS
Greene's Tuctoria <i>Tuctoria greenei</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. http://ecos.fws.gov/ecp/species/1573	Endangered

Mammals

NAME	STATUS
Fresno Kangaroo Rat <i>Dipodomys nitratoides exilis</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. http://ecos.fws.gov/ecp/species/5150	Endangered
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> No critical habitat has been designated for this species. http://ecos.fws.gov/ecp/species/2873	Endangered

Reptiles

NAME	STATUS
------	--------

Blunt-nosed Leopard Lizard *Gambelia silus*

Endangered

No critical habitat has been designated for this species.

<http://ecos.fws.gov/ecp/species/625>

Giant Garter Snake *Thamnophis gigas*

Threatened

No critical habitat has been designated for this species.

<http://ecos.fws.gov/ecp/species/4482>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any activity that results in the take (to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct) of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service³. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

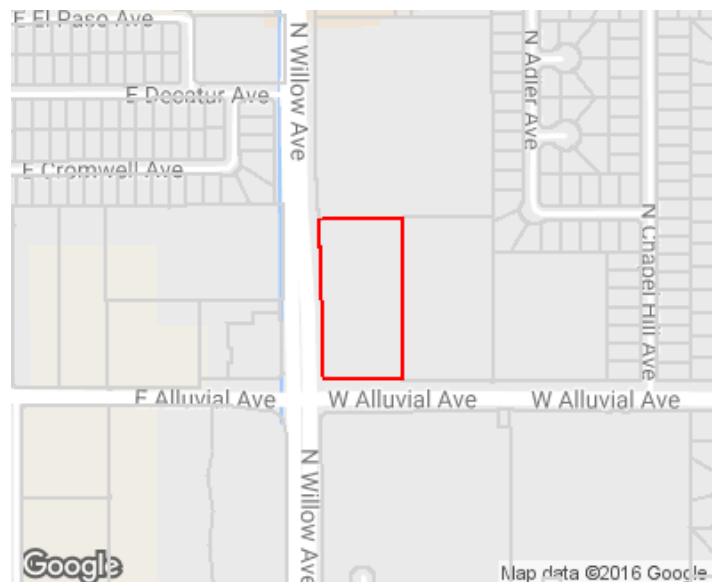
Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

APPENDIX D: SOILS DATA



SOILS REPORT

CLOVIS CA 93611








SOILS REPORT

CLOVIS CA 93611

USDA Soils Legend

Symbol	Name	Slope Grade	Irr. Cap. Class	Non-Irr. Cap. Class	Storie Index	Acres	Parcel %
	0Hp Hanford fine sandy loam, clay loam substratum	1	1	4	90	2.831	75.29
	1Rb Ramona sandy loam, hard substratum	1	2	4	62	.719	19.11
	2VdA Visalia sandy loam, clay loam substratum, 0 to 3 percent slopes	1	1	4	81	.210	5.60
Total Acres:						3.760	



SOILS REPORT

CLOVIS CA 93611







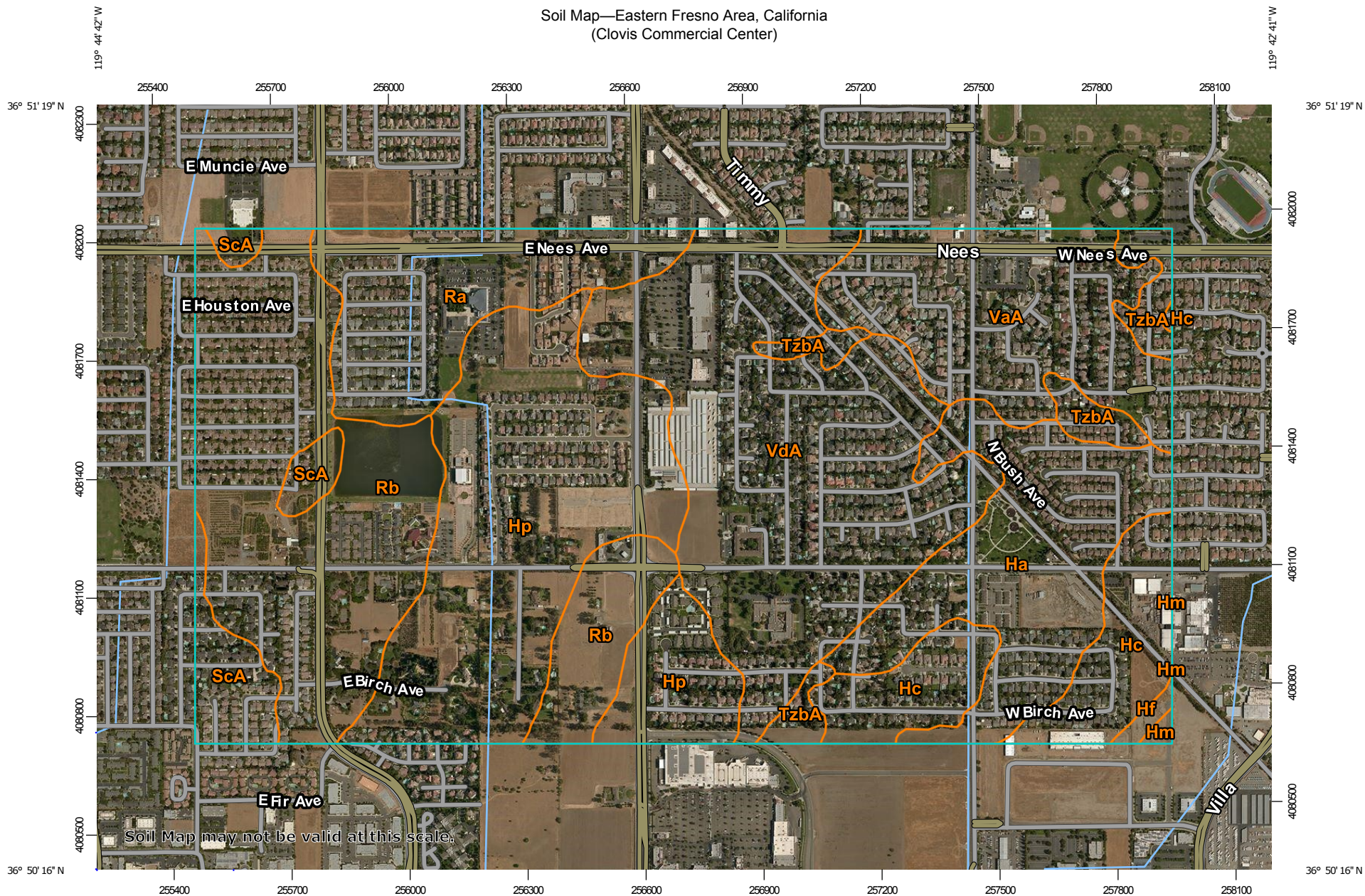
SOILS REPORT

CLOVIS CA 93611

USDA Soils Legend

Symbol	Name	Slope Grade	Irr. Cap. Class	Non-Irr. Cap. Class	Storie Index	Acres	Parcel %
	0Hp Hanford fine sandy loam, clay loam substratum	1	1	4	90	.276	6.53
	1VdA Visalia sandy loam, clay loam substratum, 0 to 3 percent slopes	1	1	4	81	3.949	93.47
Total Acres:						7.984	

Soil Map—Eastern Fresno Area, California (Clovis Commercial Center)



Map Scale: 1:13,700 if printed on A landscape (11" x 8.5") sheet.

0 200 400 800 1200 Meters

0 500 1000 2000 3000 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84



Natural Resources
Conservation Service


Web Soil Survey
National Cooperative Soil Survey

3/4/2017
Page 1 of 3

Soil Map—Eastern Fresno Area, California
(Clovis Commercial Center)


MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Eastern Fresno Area, California

Survey Area Data: Version 9, Sep 22, 2016

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 5, 2013—Aug 20, 2013

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Eastern Fresno Area, California (CA654)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ha	Hanford coarse sandy loam	84.6	10.5%
Hc	Hanford sandy loam	50.7	6.3%
Hf	Hanford sandy loam, sandy substratum	2.1	0.3%
Hm	Hanford fine sandy loam	1.1	0.1%
Hp	Hanford fine sandy loam, clay loam substratum	153.5	19.1%
Ra	Ramona sandy loam	63.9	8.0%
Rb	Ramona sandy loam, hard substratum	153.3	19.1%
ScA	San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17	23.8	3.0%
TzbA	Tujunga loamy sand, 0 to 3 percent slopes	22.1	2.8%
VaA	Visalia sandy loam, 0 to 3 percent slopes	80.0	10.0%
VdA	Visalia sandy loam, clay loam substratum, 0 to 3 percent slopes	168.5	21.0%
Totals for Area of Interest		803.5	100.0%

APPENDIX C
CULTURAL SURVEY

April 13, 2017

Charlie Simpson
BaseCamp Environmental, Inc.
115 South School Street, Suite 14
Lodi, CA 95240
csimpson@basecampenv.com

RE: Methods and Results of Cultural Resources Pedestrian Survey of a 10-Acre parcel in Clovis, California for BaseCamp Environmental, Inc.

Dear Mr. Simpson:

Per your request, Applied EarthWorks, Inc. (Æ) conducted a cultural resources pedestrian survey on behalf of BaseCamp Environmental, Inc. The parcel is an approximate 10-acre open field at the northeast corner of Alluvial and Willow avenues in Clovis, California. The property is bordered by a Darryl's Mini Storage to the north and Orchard Park Senior Living to the east. It is our understanding that the information provided herein will be added to a technical inventory report prepared by BaseCamp that meets the standards of CEQA. We assume at a minimum the report will contain the records search results from the Southern San Joaquin Valley Information Center of the California Historical Resources Information Systems (Information Center) located at California State University, Bakersfield, a log of communication with the Native American Heritage Commission (NAHC) and local tribal representatives, and background historical research. A copy of the report should be filled with the Southern San Joaquin Valley Information Center upon completion.

On April 10, 2017, Æ archaeologist Jessica Jones surveyed the project area using meandering transects spaced no more than 10–15 meters apart. The entire project area is open and accessible to the public but ground visibility was poor with less than 15 percent visibility due to a thick cover of dry foxtail weeds and grasses covering over 90 percent of the parcel (Figure 1). Æ observed modern debris (e.g., paper trash, miscellaneous car parts, aerosol and other cans, bricks, etc.) throughout the parcel (Figure 2). Abandoned fence posts and other debris associated with the adjacent senior living property is present in the far eastern portion of the lot. A utility pole is present along the southern edge of the survey area (Figure 3).

No prehistoric or historical isolated artifacts, sites, or features were observed in the project area. Although Æ did not observe cultural resources during our pedestrian survey, these results by themselves are not enough to rule out environmental impacts of the project under the California Environmental Quality Act (CEQA). These results must be considered in conjunction with the results of a records search from the SSJVIC, NAHC outreach, and background historical research.



Figure 1 Overview of parcel and ground surface conditions, facing southeast.



Figure 2 Close up of modern debris present within the project area.



Figure 3 Utility pole along southeast edge of project area, facing west.

Please do not hesitate to contact our office if you have any questions or comments about our pedestrian survey method and findings.

Sincerely,

Mary Baloian, Ph.D., RPA
Principal Archaeologist



CULTURAL RESOURCES LETTER REPORT

Date: July 31, 2017
To: BaseCamp Environmental, Inc.
From: Solano Archaeological Services (SAS)
Subject: Cultural Resources Study – Willow Petroleum Project, Clovis, California

INTRODUCTION

This letter report summarizes the background research, Native American consultation, pedestrian survey, and findings for the Willow Petroleum Project (Project). The Project will result in the development of mixed residential and commercial buildings on two parcels in the City of Clovis, Fresno County, CA. The Project requires compliance with the California Environmental Quality Act (CEQA), and so SAS has prepared this technical memorandum to support those needs.

PROJECT LOCATION

The project area is at the northeast corner of the intersection of North Willow Avenue and Alluvial Avenue in the north-eastern portion of the City of Clovis. It is approximately 2 miles west of State Route (SR) 168 and approximately 2.54 miles east of SR 41. The two parcels proposed for construction are Assessor's Parcel Number 561-020-50 (Parcel A) and Assessor's Parcel Number 561-020-51 (Parcel B). The project area is located on the USGS Clovis, California, 7.5-minute quadrangle map within Section 5, Township 13 South, Range 21 East (Attachment A Figures 1, 2, and 3).

PROJECT DESCRIPTION

The project applicant proposes to construct a commercial center as well as a multi-family residential development within the City of Clovis. The proposed project would be constructed on two adjoining parcels; a gas station would be built on Parcel A, which is 3.91 acres in size, and a small apartment complex would be built on the 3.94-acre Parcel B. A six-foot masonry wall would separate the two parcels.

REGULATORY SETTING

CEQA requires that public agencies having authority to finance or approve public or private projects assess the effects of the projects on cultural resources. Cultural resources include buildings, sites, structures, objects, or districts, each of which may have historical, architectural, archaeological, cultural, or scientific significance. CEQA states that if a proposed project would result in an effect that may cause a substantial adverse change in the significance of a significant cultural resource (termed a "historical resource"), alternative plans or mitigation measures must be considered. Because only significant cultural resources need to be addressed, the significance of cultural resources must be determined before mitigation measures are developed.

CEQA §5024.1 (Public Resources Code §5024.1) and §15064.5 of the State CEQA Guidelines (14 California Code of Regulations [CCR] §15064.5) define a historical resource as “a resource listed or eligible for listing on the California Register of Historical Resources.” A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) Is associated with the lives of persons important to our past;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values; or
- 4) Has yielded, or may be likely to yield, information important to prehistory or history.

In addition, CEQA also distinguishes between two classes of archaeological resources: archaeological sites that meet the definition of a historical resource, and “unique archaeological resources.” An archaeological resource is considered “unique” if it:

- Is associated with an event or person of recognized significance in California or American history or of recognized scientific importance in prehistory;
- Can provide information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions;
- Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
- Is at least 100 years old and possesses substantial stratigraphic integrity; or
- Involves important research questions that historical research has shown can be answered only with archaeological methods (Public Resources Code §21083.2).

According to the State CEQA Guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment (14 CCR §15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The State CEQA Guidelines (14 CCR §15064.5[e]) also require that excavation activities be stopped whenever human remains are uncovered, and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of a Native American, the Native American Heritage Commission must be contacted within 24 hours, and the provisions for treating or disposing of the remains and any associated grave goods as described in CCR §15064.5 must be followed.

NATURAL AND CULTURAL SETTING

Existing Environment

The natural environment consists of a level open field in the San Joaquin Valley. The San Joaquin Valley is an asymmetric trough that is characterized by a relatively flat alluvial plain made up of a deep sequence of sediment deposits from Jurassic to Recent age. The sediments in the San Joaquin Valley vary between 3 and 6 miles in thickness and were derived primarily from erosion of the Sierra Nevada to the east, with lesser material from the Coast Ranges to the west. The eastern edge of the San Joaquin Valleys are

flanked by uplifted and tilted sedimentary strata that overlie rocks of the Foothills Metamorphic Belt and are in turn overlain on the west by younger alluvium. The natural community is dominated by open, rolling grasslands: prehistorically, grasslands included soft chess, foxtail brome, oats, filarees, clover, medusahead, purple stipa and fescue, and patches of *Brodiaea* and soaproot. In the more southern sections of the San Joaquin Valley, ryegrass, various mustards, star thistle, bitterbrush, black bush, sagebrush, junipers, and pines would also have been found.

Prehistoric Setting

Various syntheses have been proposed for the Project region past decades. In an attempt to unify the various hypothesized cultural periods in California, Fredrickson (1973, 1974, and 1993) proposed an all-encompassing scheme for cultural development, while acknowledging that these general trends may manifest themselves differently and there may be some variation between sub-regions. Fredrickson also recognized that the economic/cultural component of each pattern could be manifested in neighboring geographic regions according to the presence of stylistically different artifact assemblages. He introduced the term aspect as a cultural subset of the pattern, defining it as a set of historically related technological and stylistic cultural assemblages.

The **Paleo-Indian Period (12,000 to 8000 B.P.)** saw the first demonstrated entry and spread of humans into California. Known sites are situated along lake shores, and a developed milling tool technology may exist at this time depth. Characteristic artifacts include fluted projectile points and chipped stone crescents.

The beginning of the **Lower Archaic Period (8000 to 5000 B.P.)** coincides with that of the middle Holocene climatic change to generally drier conditions that brought about the drying up of the pluvial lakes. Subsistence appears to be focused on the consumption of plant foods over those obtained by hunting. Distinctive artifact types are large dart points and the milling slab and handstones.

The **Middle Archaic Period (5000 to 3000 B.P.)** begins at the end of mid-Holocene climatic conditions when the climate became similar to present-day conditions. Cultural change is primarily in response to environmental technological factors. Economies are more diversified, possibly with the introduction of acorn technology. Sedentism appears more fully developed and there is a general population growth and expansion. Artifacts diagnostic of this period include the bowl mortar and pestle.

The growth of sociopolitical complexity marks the **Upper Archaic Period (3000 to 1500 B.P.)**. The development of status distinctions based upon wealth is well documented. There is greater complexity of exchange systems with evidence of regular, sustained exchanges between groups. Shell beads gain in significance as possible indicators of personal status and as important trade items. This period retains the large dart points in different styles, but the bowl mortar and pestle replace the milling stone and handstone throughout most of the state.

Several technological and social changes distinguish the **Emergent Period (1500 to 200 B.P.)**. The bow and arrow are introduced, ultimately replacing the dart and atlatl. Territorial boundaries between groups are well established and may closely resemble those documented in the ethnographic literature. The clamshell disk bead becomes a monetary unit for exchange, and increasing quantities of goods move greater distances.

Groups who occupied the lowland valleys of central California appear to have lived in comparatively high-density villages, utilized a broad range of specialized technologies, and worked logistically from permanent or semi-permanent settlements to obtain resource surpluses for storage and exchange.

Ethnographic Setting

The project area is located in Northern Valley Yokuts ethnographic territory. Because of their rapid decimation as a result of disease, missionization, and Euro-American settlement, the Northern Valley Yokuts are generally not well documented in the ethnographic record (Wallace 1978). Information on the Yokuts' lifeways has been compiled by ethnographers from various sources; primarily military and missionary reports and diaries written during the Spanish and Mexican periods.

The Northern Valley Yokuts were organized into at least 11 small political units or tribes (Wallace 1978). Each tribe had a population of approximately 300 people, most of who lived within one principal settlement that usually had the same name as the political unit. Within the villages, structures included sweathouses, ceremonial chambers, and oval single-family dwellings made of tule (Wallace 1978).

Ethnographically, the Northern Valley Yokuts occupied the land on either side of the San Joaquin River from the delta to south of Mendota. The Diablo range probably marked the Yokuts' western boundary (Wallace 1978); the eastern edge would have lain along the Sierra Nevada foothills. The late prehistoric Yokuts may have been the largest ethnic group in pre-contact California.

Northern Valley Yokuts material culture included a wide range of implements. Acorn mortars were pecked into bedrock outcrops or could be made from oak to be more portable; pestles were frequently irregular or somewhat crude and were often left in place at bedrock outcrops (Kroeber 1925). Smaller mortars may have been used for tobacco or medicine. Snares, bows and spears were used in hunting, sometimes as part of organized animal drives or after being lured in with decoys. Fish were speared, netted or poisoned then gathered. Tule boats were used on rivers and lakes. Basketry took a wide variety of forms, as did cradle types. Clay cooking balls were used to replace scarce stone in the upper Valley.

Euro American contact with the Northern Valley Yokuts began with infrequent excursions by Spanish explorers traveling through the Sacramento-San Joaquin valleys in the late 1700s to early 1800s. Cook (1975) attempted to identify San Joaquin Valley village and tribal groups based on early accounts from Spanish explorers and Mission records. Many Yokuts were lured or captured by missionaries and taken to Mission San Jose or Santa Clara. The malaria epidemic of 1833 decimated the indigenous population, killing thousands of the tribesmen. The influx of Europeans during the gold rush era further reduced the population because of disease and violent relations with the miners. Though there was no gold in the Yokuts territory, miners passing through on their way to the diggings caused a certain amount of upheaval. Former miners, who had seen the richness of the San Joaquin Valley on their way east later returned to settle and farm the area (Wallace 1978).

Historic Setting

One of the key components to the settlement of the San Joaquin Valley was in the 1870s, when the Central Pacific Railroad constructed its line through the San Joaquin Valley to reach southern California. This revolutionized the transportation network, passenger travel, and the ability of farmers and ranchers to sell their goods to distant markets. During the late 1800s, the San Joaquin Valley became the center of California's wheat belt. While ranching remained an important industry, with the expansion of large-scale irrigation in the early 1900s came the production of a variety of fruits and vegetables, vineyards, alfalfa, and cotton, among other crops (Jelinek 1982).

The establishment of a state highway system in the early-to-mid 1900s was the next major transportation development. This included two north-south highways through the Central Valley. One corresponded to today's State Route 99 in the interior; the second to U.S. Highways 1 and 101 along the western slope of the Coast Range. The routes that passed through population centers, and the region, particularly during the latter half of the 20th century witnessed the growth of existing and new residential, commercial, and industrial complexes along these corridors and the modern freeway system. SR 99 was completed as a four-lane expressway between Sacramento and Los Angeles in the 1950s, and Interstate 5 was completed in the 1970s (Berlo 1998).

The City of Fresno originated from the Central Pacific Railroad's establishment of a station stop for their SPRR line (Fresno Station). The city incorporated in 1897 and is the largest city in the San Joaquin Valley representing one of the largest agricultural industry trade centers (Hoover et al. 2002). Today, the economy of Fresno remains tied to the agricultural sector; the service industry also makes a substantial contribution to the area's income. At the geographic center of the valley, Fresno is considered to be the hub for commerce, industry, education, health care, and government in northern San Joaquin Valley.

Immediately to the northeast of Fresno, the City of Clovis was first explored by Spanish missionaries looking for new mission sites. Early settlers included Clovis Cole, a wheat farmer, and Marcus Pollasky, who coordinated the construction of a railroad system, allowing farmers, ranchers, and miners access to wider markets (City of Clovis 2017).

NATIVE AMERICAN CONSULTATION

On July 8, 2017 SAS emailed a letter and a map depicting the project area to the Native American Heritage Commission (NAHC). The letter requested a records search of the Sacred Lands Files for the project area, and for a list of Native American consultants that should be contacted about the project. On July 26, 2017, Ms. Sharaya Souza, Staff Services Analyst for the NAHC, replied in an emailed letter that the "Sacred Lands File was completed for the area of potential effect (APE) . . . with negative results." Ms. Souza also supplied a list of Native Americans to contact in regard to requesting official project recommendations and information on unrecorded cultural resources that may exist in the project area. On July 31, 2017, SAS mailed letters to the following Native Americans identified by the NAHC:

- Elizabeth D.Kipp (Chairperson, Big Sandy Rancheria of Western Mono Indians)
- Carol Bill (Chairperson, Cold Springs Rancheria)
- Robert Ledger, Sr. (Chairperson, Dumna Wo-Wah Tribal Governemt)
- Dunlap Band of Mono Indians
- Stan Alec (Kings River Choinumni Farm Tribe)
- Ron Goode (Chairperson, North Fork Mono Tribe)
- Claudia Gonzalez (Chairperson, Picayune Rancheria of Chukchansi Indians)
- Rueben Barrios, Sr. (Chairperson, Santa Rosa Indian Community of the Santa Rosa Rancheria)
- Leanne Walker-Grant (Chairperson, Table Mountain Rancheria of California)

- Bob Pennell (Cultural Resources Director, Table Mountain Rancheria of California)
- David Alvarez (Chairperson, Traditional Choinumni Tribe)
- Kenneth Woodrow (Chairperson, Wuksache Indian Tribe/Eshorn Valley Band)

To date there has been no response.

California Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 (AB 52) requires public agencies to consult with the appropriate California Native American tribes identified by the NAHC for the purpose of mitigating impacts to cultural resources.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM (CHRIS) RECORDS SEARCH

On July 8, 2017, a records search request was emailed to the Southern San Joaquin Valley Information Center (SSJVIC) at California State University, Bakersfield. The SSJVIC in turn conducted a records search (I.C. file No. 17-341) of the CHRIS for any previously known or recorded cultural resources. The search included a review of all known archaeological sites, studies, and isolates within a half-mile radius of the project area. Additionally, the SSJVIC also reviewed the following sources:

- the *National Register of Historic Places* (Historic Properties Directory, California Office of Historic Preservation 2002);
- the *California Register of Historic Places* (Historic Properties Directory, California Office of Historic Preservation 2002);
- the *California Historical Landmarks* (California Office of Historic Preservation 1996);
- the *California Points of Historical Interest* (California Office of Historic Preservation 1992);
- the *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976); and
- pertinent historical inventories including historic maps and plat maps.

Three sites have been previously recorded within half-mile of the Project area. These include: P-10-3930, a section of the Southern Pacific Railroad; P-10-4668, Herndon Orchards; and P-10-5511, the West Branch Helm Colonial Ditch. The record search further indicated that the Project footprint has not been previously surveyed, though nine surveys have been completed within a ½-mile radius (Table 1).

Table 1. *Previously Conducted Studies within a ½-Mile Radius of the Project Area*

Report #	Author	Title	Date
FR-00074	Baker, Suzanne	Archaeological Reconnaissance of the Shepherd 230kV Substation and Transmission Line	1978
FR-01006	Wren, Donald	Archaeological Field Reconnaissance Report Summary for the Chestnut-Willow Avenue Project, Fresno County, California	1988
FR-01223	Fey, Russel C.	Historic Architectural Survey Report for the Willow Avenue Extension, City of Fresno, Fresno County, California	1989
FR-01844	Derr, Eleanor H. and Brown, R. Keith	Historical and Cultural Resource Assessment for the Willow/Herndon, Site No. CV-735-03	2001

FR-01880	Holson, John	Cultural Resource Assessment for Cingular CV-735-02, Willow/Herndon	2002
FR-01946	Moore, Holly D.	Section 106 Review of the Proposed Bechtel Corporation Project "Buchanan," Located at the Southeast Corner of Willow Avenue and Nees Avenue in Clovis, Fresno County, California	2003
FR-02259	Baloian, Randy	Historical Resources Evaluation Report and Archaeological Survey Report for the Herndon Avenue Widening Project Between Willow and Minnewawa in Clovis, Fresno County, California	2006
FR-02318	Morlet, Aubrie and Whitehouse, John	Architectural Survey Report, Willow Avenue Widening in the City of Fresno between Secatur and Perrin, Fresno County, California	2009
FR-02319	Baloian, Randy	Archaeological Survey Report for the Willow Avenue Widening in the City of Fresno Between Decatur and Perrin Avenues, Fresno County, California	2009

FIELD SURVEY

Methods

On April 10, 2017, an Applied Earthworks archaeologist surveyed the Project area using meandering transects spaced no more than 10–15 meters apart. The entire project area was open and accessible to the public but ground visibility was poor with less than 15 percent visibility due to a thick cover of dry foxtail weeds and grasses covering over 90 percent of the parcel. Modern debris (e.g., paper trash, miscellaneous car parts, aerosol and other cans, bricks, etc.) was noted throughout the parcel. Abandoned fence posts and other debris associated with the adjacent senior living property was observed in the far eastern portion of the lot.

Results

No cultural resources were identified either by the record search or the field survey.

RECOMMENDATIONS

Provided that all ground-disturbing work is confined to the Project footprint as it is currently defined, a finding of *No Historical Resources Impacted* is recommended. It is not anticipated that buried resources will be uncovered during project construction, but there is always a remote possibility. In the event that buried archaeological deposits are encountered during any construction activity, work must cease within a 50-foot radius of the discovery, and the property owner notified. A qualified archaeologist must be retained to document the discovery, assess its significance, and recommend treatment. In the event that human remains or any associated funerary artifacts are discovered during construction, all work must cease within the immediate vicinity of the discovery. In accordance with CEQA and the California Health and Safety Code (Section 7050.5), the County coroner must be contacted immediately. If the remains are deemed to be Native American, the coroner will notify the Native American Heritage Commission, which will in turn appoint and notify a Most Likely Descendent (MLD) to act as a tribal representative. The MLD will work with WSID and a qualified archaeologist to determine the proper treatment of the human

remains and associated funerary objects. Construction activities will not resume until either the human remains are exhumed, or the remains are avoided via project construction design change.

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ATTACHMENT A

Figures

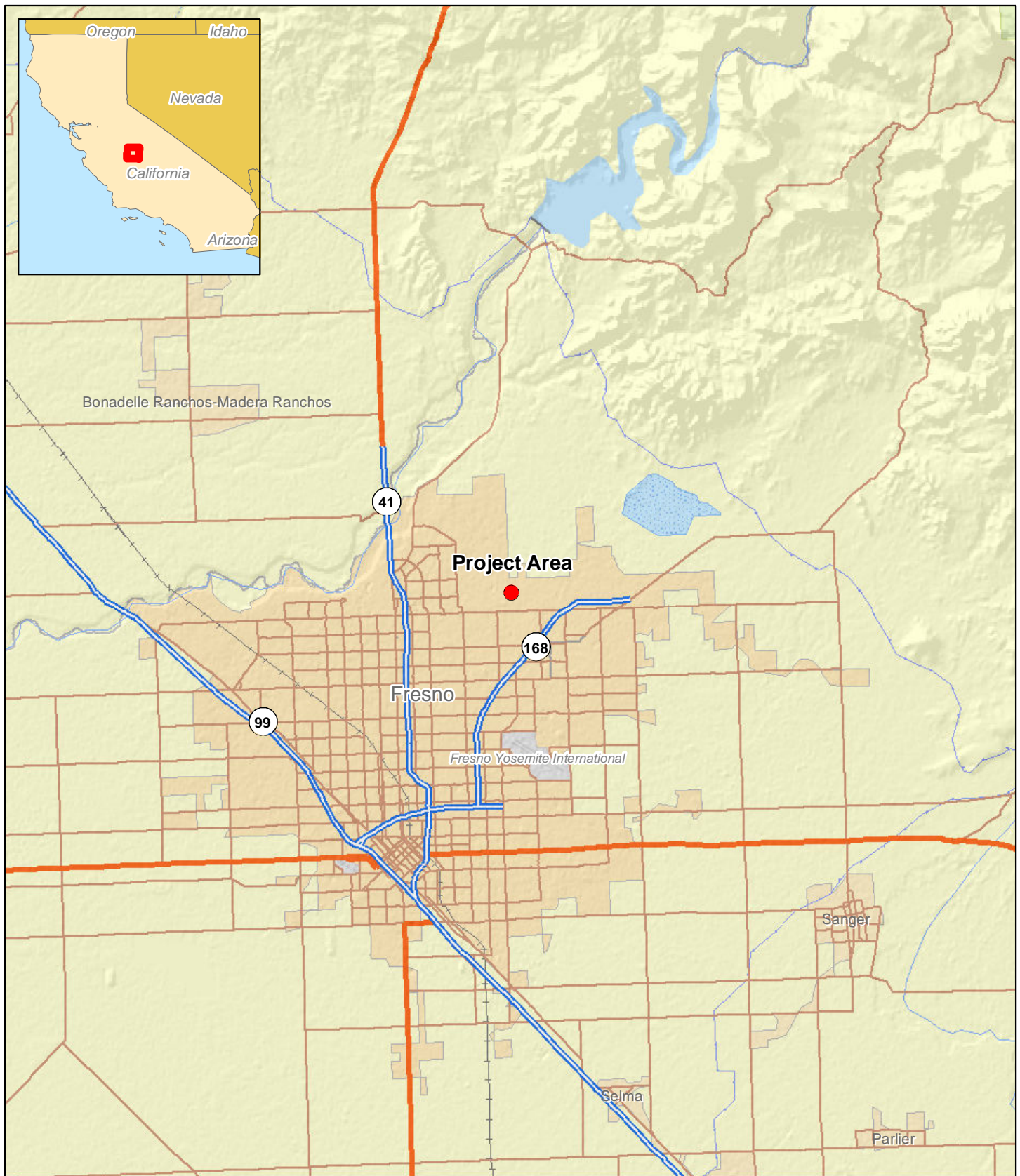


Figure1. Project Vicinity Map.

● Project Area

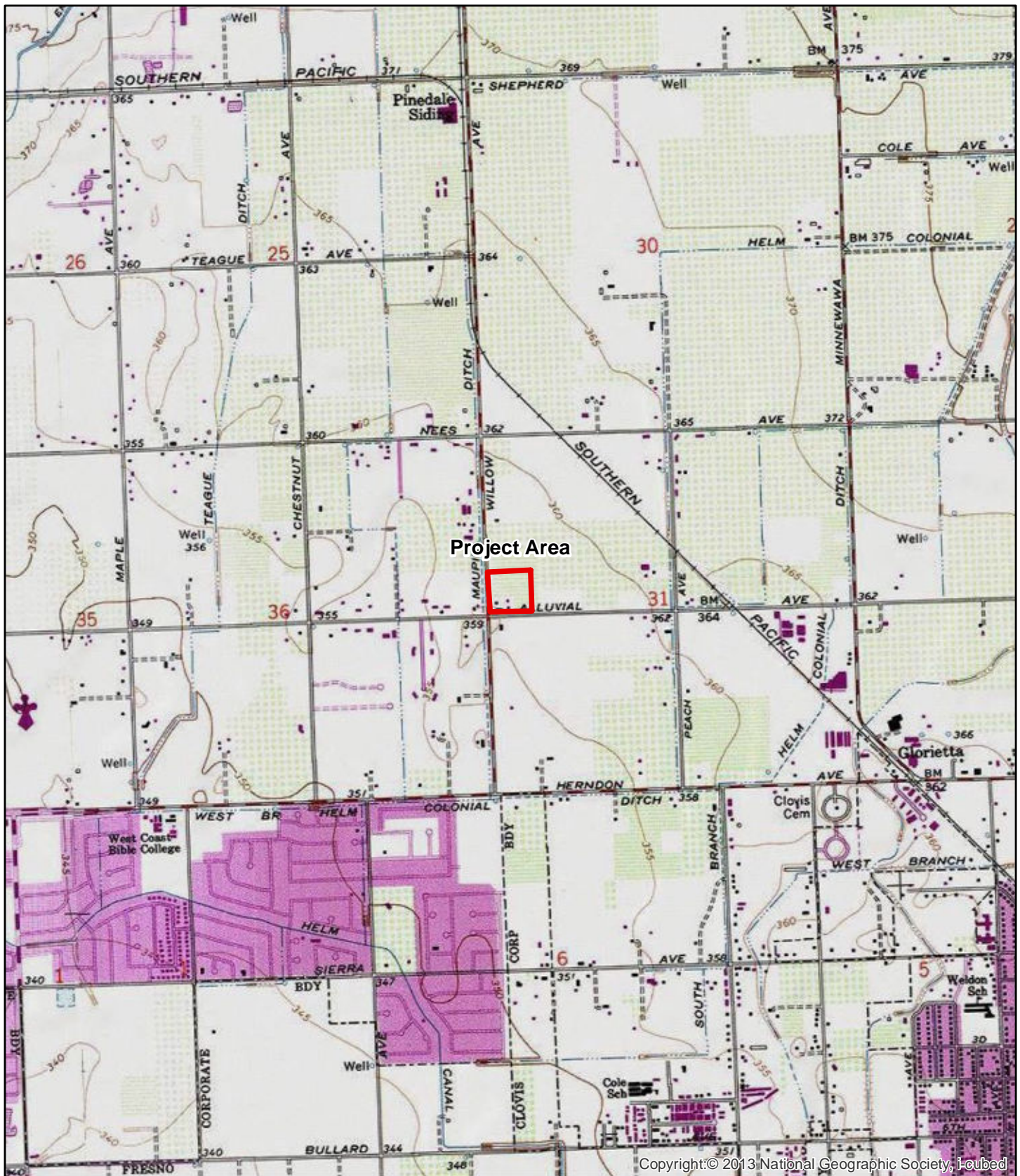


1:250,000

0 2 Miles

0 5 Kilometers





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Figure 2. Project Location

 Project Area

Fresno County, CA
T12S, R21E, Section 17
Clovis USGS Quadrangle,
7.5' Series, 1982

1:24,000

0 1,000 Feet

0 500 Meters





Figure 3. Project Area Map.

 Project Area

1:3,600

0 200 Feet

0 100 Meters



APPENDIX D
ENVIRONMENTAL NOISE
ASSESSMENT

Environmental Noise Assessment

Clovis Commercial Center

City of Clovis, California

BAC Job # 2016-200

Prepared For:

Willows Petroleum, Inc.

Attn: Surina Mann
2190 Meridian Park Dr., Ste. G
Concord, CA 94520

Prepared By:

Bollard Acoustical Consultants, Inc.



Paul Bollard, President

December 6, 2016



Introduction

The proposed Clovis Commercial Center (project) consists of the construction of a new ARCO AM/PM minimart, gas station, car wash, and two restaurant drive-throughs located at the northeast corner of West Alluvial Avenue and North Willow Avenue in the City of Clovis, California. Existing land uses in the project vicinity include a mini-storage facility to the north, and residential uses to the south across West Alluvial Avenue. In addition, a residential development is proposed for the adjacent undeveloped parcel to the east of the project site. The project area and proposed site plan are shown on Figures 1 and 2, respectively.

Due to the proximity of the proposed project to the proposed future residential development to the east of the project site, the project applicant has retained Bollard Acoustical Consultants, Inc. (BAC) to prepare an acoustical analysis for this project. The purposes of this analysis are to quantify noise levels associated with the proposed project, to assess the state of compliance of those noise levels with applicable noise standards, and if necessary, to recommend measures to reduce those noise levels to acceptable limits at the nearest noise sensitive uses.

Background on Noise and Acoustical Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels. Please see Appendix A for definitions of acoustical terminology used in this report. Appendix B illustrates common noise levels associated with various sources.

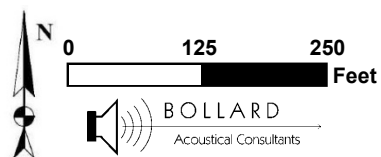


Figure 1
Project Area and Vicinity Map
Clovis Commercial Center
Clovis, California

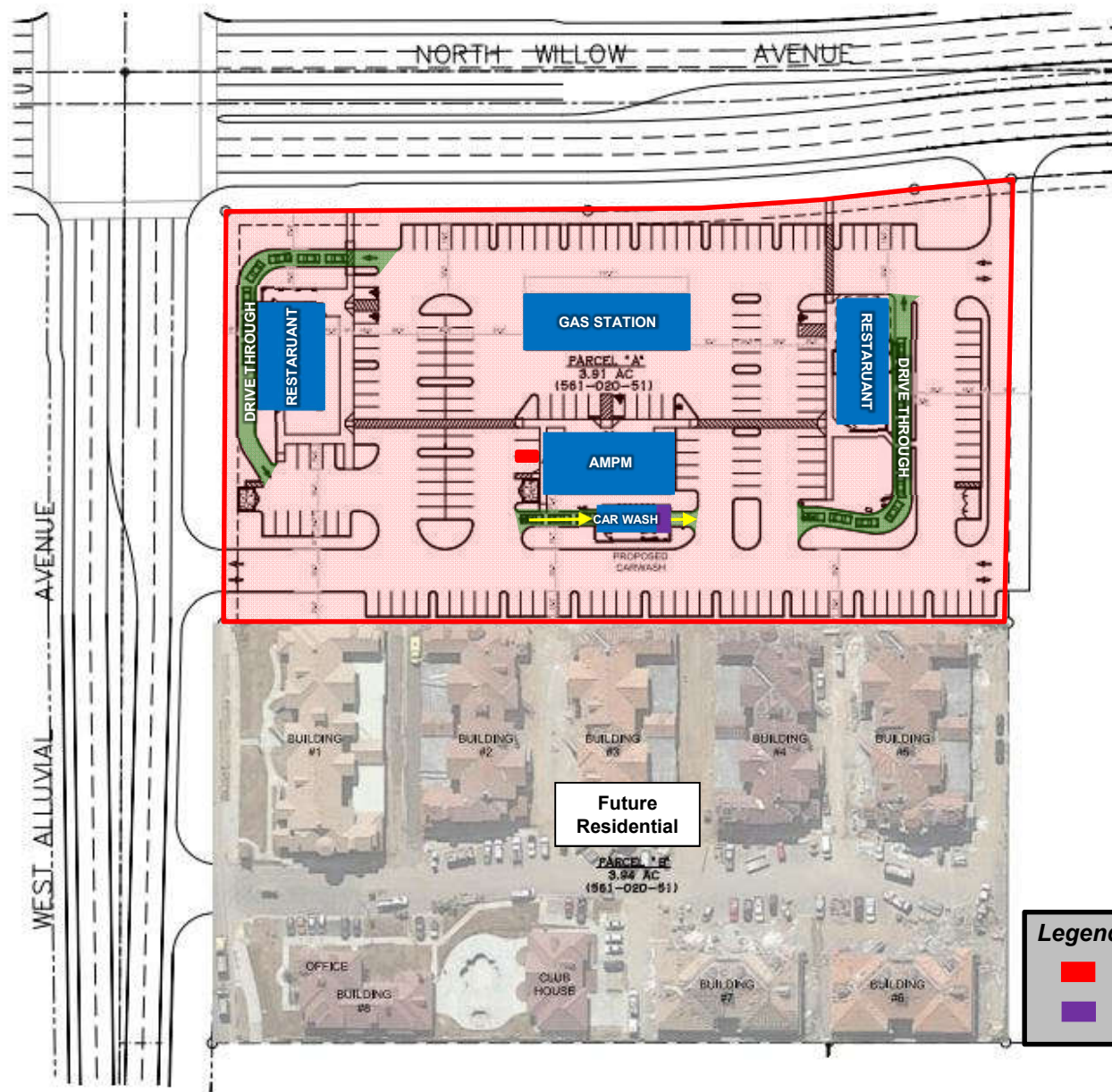


Figure 2
Project Site Plan
Clovis Commercial Center
Clovis, California

Criteria for Acceptable Noise Exposure

City of Clovis Municipal Code

Chapter 9.22 of the City of Clovis Municipal Code establishes acceptable noise level limits for non-transportation (stationary) noise sources applicable at the property line of noise-sensitive land uses. Specifically, Table 3-1 of Section 9.22.080 identifies exterior noise level standards of 55 dB L_{25} during daytime hours (7:00 a.m. to 10:00 p.m.) and 50 dB L_{25} during nighttime hours (10:00 p.m. to 7:00 a.m.) applicable to residential zones. In addition, Section 9.22.080(D)(2) identifies a maximum (L_{max}) impulsive noise level equal to the value of the applicable noise standard plus 20 dB for any period of time.

As shown in Figures 1 and 2, the project parcel is located adjacent to planned multi-family residences to the east. Because the project shares a property line with a planned noise-sensitive land use, the noise standards identified above were applied at this property line. Specifically, the following exterior noise level standards were applied:

- 55 dB L_{25} during daytime hours
- 50 dB L_{25} during nighttime hours
- 75 dB L_{max} during daytime hours
- 70 dB L_{max} during nighttime hours

Existing Ambient Noise Environment

The noise environment on the project site is defined primarily by traffic noise from West Alluvial Avenue and North Willow Avenue. To generally quantify background noise levels in the project vicinity, Bollard Acoustical Consultants, Inc. conducted long-term (24-hour) ambient noise level measurements on the project site November 28-29, 2016. The noise measurement location (Site A) is depicted on Figure 1 and a summary of the measurement results is provided in Table 1. Detailed noise measurement results can be seen numerically and graphically in Appendix C and D, respectively.

A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used to complete the noise level measurement survey. The meter was calibrated before use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

Table 1
Summary of Continuous Hourly Ambient Noise Monitoring
Clovis Commercial Center – Clovis, California

Site ¹	Date	L _{dn} (dBA)	Average Measured Hourly Noise Levels ² (dBA)					
			Daytime (7 a.m. to 10 p.m.)			Nighttime (10 p.m. to 7 a.m.)		
			L _{eq}	L ₂₅	L _{max}	L _{eq}	L ₂₅	L _{max}
A	11/28 – 11/29	59	58	58	74	48	48	65

Notes:
¹ Noise monitoring location identified on Figure 1.
² Detailed noise monitoring results are provided in Appendices C and D.
Source: Bollard Acoustical Consultants, Inc. (2016)

The background noise level data provided in Table 1 indicate that existing ambient noise levels measured at the project site are in close agreement with the City of Clovis Municipal Code daytime and nighttime exterior noise level standards for noise-sensitive uses. As a result, compliance with the City of Clovis noise standards will ensure that the project does not result in a significant noise level increase at the nearest residential uses.

Evaluation of Car Wash Noise Levels

Based on the experience of Bollard Acoustical Consultants, noise levels generated by car wash facilities are primarily due to the drying portion of the operation. According to the project applicant, the proposed car wash will utilize an AquaDri Dryer Model FS-40D. The manufacturer's specifications, provided as Appendix E, indicate that the reference sound level varies relative to the tunnel entrance or exit. In addition, it has been BAC's experience that dryer noise levels vary relative to the position of the tunnel opening. For example, at a position 45 degrees and 90 degrees off-axis, blower noise levels are typically 5 and 10 dB less, respectively, due to the screening provided by the tunnel building structure. The location of the proposed car wash tunnel and the direction vehicles will move through the tunnel (south to north) is shown on Figure 2.

When the car wash is at its worst-case maximum capacity, the dryers are anticipated to operate for no more than 15 minutes during that hour. The reference noise levels provided in Appendix E represent maximum (L_{max}) dryer noise levels. Table 2 provides the dryer reference noise level (L_{max}) based on the adjacent residential property line position relative to the car wash tunnel opening. Assuming standard spherical spreading loss (-6 dB per doubling of distance), car wash dryer noise exposure at the nearest residential property line was calculated and the results of those calculations are presented in Table 2.

Table 2
Predicted Car Wash Noise Levels¹
Clovis Commercial Center – Clovis, California

Nearest Residential Property Line	Reference Noise Level	Distance to Property Line (feet)	Offset (dBA) ²	Predicted Noise Levels (dBA) ³	
				Hourly Average, L ₂₅	Maximum, L _{max}
East	81 dB at 30 feet	75	-10	57	63

Notes:

¹ The proposed car wash location is shown on Figure 2.

² Because the nearest residential property line to the east is located 90 degrees off-axis from the exit of the tunnel, a -10 dB offset was applied to account for the shielding provided by the tunnel.

³ Predicted hourly average noise level (L₂₅) is based on 15 minutes of dryer operation during a worst-case hour.

Source: Bollard Acoustical Consultants, Inc. 2016.

As indicated in Table 2, the predicted maximum car wash noise level of 63 dB L_{max} at the nearest residential property line to the east would satisfy the City of Clovis daytime and nighttime L_{max} noise level standards. However, the predicted car wash noise level of 57 dB L₂₅ would exceed the City's daytime and nighttime L₂₅ standards. As a result, consideration of additional noise mitigation measures would be warranted for this aspect of the project. Mitigation measures are discussed later in this report.

Evaluation of Vacuum Noise Levels

According to the project applicant, the proposed vacuum will be a JE Adams Super Vac Model #9209LD. The manufacturer's specifications, provided as Appendix F, indicate that the reference noise level depends on whether the vacuum hose is in the wide open position or the sealed position. During a worst-case hour, it was assumed that the vacuum would be operated with the hose in the wide open position for 30 minutes and with the hose in the sealed position for the remaining 30 minutes. Table 3 provides the vacuum reference noise level based on this assumption.

Based upon the manufacturer's data, the proposed location of the vacuum units, and assuming the continuous use of the vacuum for a given hour, vacuum noise exposure at the nearest residential property lines was calculated and the results of those calculations are presented in Table 3.

Table 3
Predicted Vacuum Noise Levels¹
Clovis Commercial Center – Clovis, California

Nearest Residential Property Line	Reference Noise Level	Distance to Property Line (feet)	Offset (dBA) ²	Predicted Noise Levels (dBA) ³	
				Hourly Average, L ₂₅	Maximum, L _{max}
East	63 dBA at 60 feet	120	-5	46	52

Notes:

¹ The proposed vacuum location is shown on Figure 2.

² An offset of -5 dB was applied due to shielding provided by proposed intervening structures.

³ Reference noise levels assume the vacuum operation will consist of the vacuum hose open for 50% of a given hour and with the vacuum hose sealed for 50% of the hour.

Source: Bollard Acoustical Consultants, Inc. 2016.

As shown in Table 3, the predicted average car wash noise level of 46 dB L₂₅ at the nearest residential property line to the east would satisfy the City of Clovis daytime and nighttime L₂₅ noise level standards. In addition, the predicted car wash noise level of 52 dB L_{max} would also satisfy the City's daytime and nighttime L_{max} standards. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

Evaluation of Drive-Through Noise Levels

The project proposes two restaurants that will each contain a single-lane drive-through. The proposed restaurants are located on the northern and southern ends of the project site, as shown on Figure 2. The distance from the drive-through lane on the southern end of the site to the nearest residential property line to the east is approximately 195 feet, while the drive-through lane on the northern end of the site is approximately 150 feet from the property line.

To quantify noise levels resulting from use of the drive-through lanes, BAC utilized measurement results from various drive-through facilities collected for previous projects in recent years. BAC file data indicate a typical drive-through noise level of 55 dB L_{max} at a distance of 50 feet. Assuming standard spherical spreading loss (-6 dB per doubling of distance), drive-through lane noise exposure at the nearest residential property line to the east was calculated and the results of those calculations are presented in Table 4.

Table 4
Predicted Drive-Through Noise Levels¹
Clovis Commercial Center – Clovis, California

Description	Distance to Residential Property Line (feet)	Predicted Noise Levels (dBA)	
		Hourly Average, L ₂₅	Maximum, L _{max}
Drive-through – Southern end	195	38	43
Drive-through – Northern end	150	45	45

Notes:

¹ The proposed drive-through lane locations are illustrated on Figure 2.

² Predicted drive-through lane noise levels are based on a reference noise level of 55 dB L_{max} at 50 feet.

Source: Bollard Acoustical Consultants, Inc. 2016.

As indicated in Table 4, predicted average drive-through noise levels of 38-45 dB L₂₅ at the nearest residential property line to the east would satisfy the City of Clovis daytime and nighttime L₂₅ noise level standards. In addition, predicted drive-through noise levels of 43-45 dB L_{max} would also satisfy the City's daytime and nighttime L_{max} standards. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

Mitigation Measures

Car Wash Noise Mitigation

Car wash noise exposure at the nearest residential property line to the east is predicted to exceed the City of Clovis daytime and nighttime L₂₅ noise level criteria. To mitigate these identified exceedances, the effectiveness of the inclusion of car wash entrance and exit doors was considered. The manufacturer has indicated that closed entrance and exit doors during the car wash cycle provides approximately 10-20 dB of noise reduction. A conservative offset of -10 dB was applied to the reference noise levels shown in Table 2 to account for the tunnel doors being in the closed position during the drying cycle of the car wash. The predicted car wash noise levels are summarized in Table 5.

Table 5
Predicted Car Wash Noise Levels – Mitigated
Clovis Commercial Center – Clovis, California

Nearest Residential Property Line	Reference Noise Level ¹	Distance to Property Line (feet)	Tunnel Orientation Offset (dBA) ²	Predicted Noise Levels (dBA) ³
				Hourly Average, L ₂₅
East	71 dB at 30 feet	75	-10	47

Notes:

¹ Maximum dryer noise levels assuming closed entrance and exit doors during drying cycle.

² Because the nearest residential property line to the east is located 90 degrees off-axis from the exit of the tunnel, a -10 dB offset was applied to account for the shielding provided by the tunnel.

³ Predicted hourly average noise level (L₂₅) is based on 15 minutes of dryer operation during a worst-case hour.

Source: Bollard Acoustical Consultants, Inc. (2016)

Provided the project incorporates the recommended car wash entrance and exit doors, car wash noise exposure at the nearest residential property line to the east would satisfy the City's daytime and nighttime L₂₅ noise level standards.

Conclusions

Noise levels generated by the proposed Clovis Commercial Center are predicted to comply with the City of Clovis noise standards at the nearest residential property line provided the following noise mitigation measures are incorporated in the project design:

1. The proposed car wash tunnel should be equipped with the manufacturer's optional entrance and exit doors. Both doors should be in the closed position during every drying cycle.

These conclusions are based on the site plan shown in Figure 2, the manufacturers' noise level data, and on the assumptions stated herein. Deviations from these plans or data could cause noise levels to differ from those predicted in this assessment. Please contact BAC at (916) 663-0500 or paulb@bacnoise.com with any questions or requests for additional information.

Appendix A

Acoustical Terminology

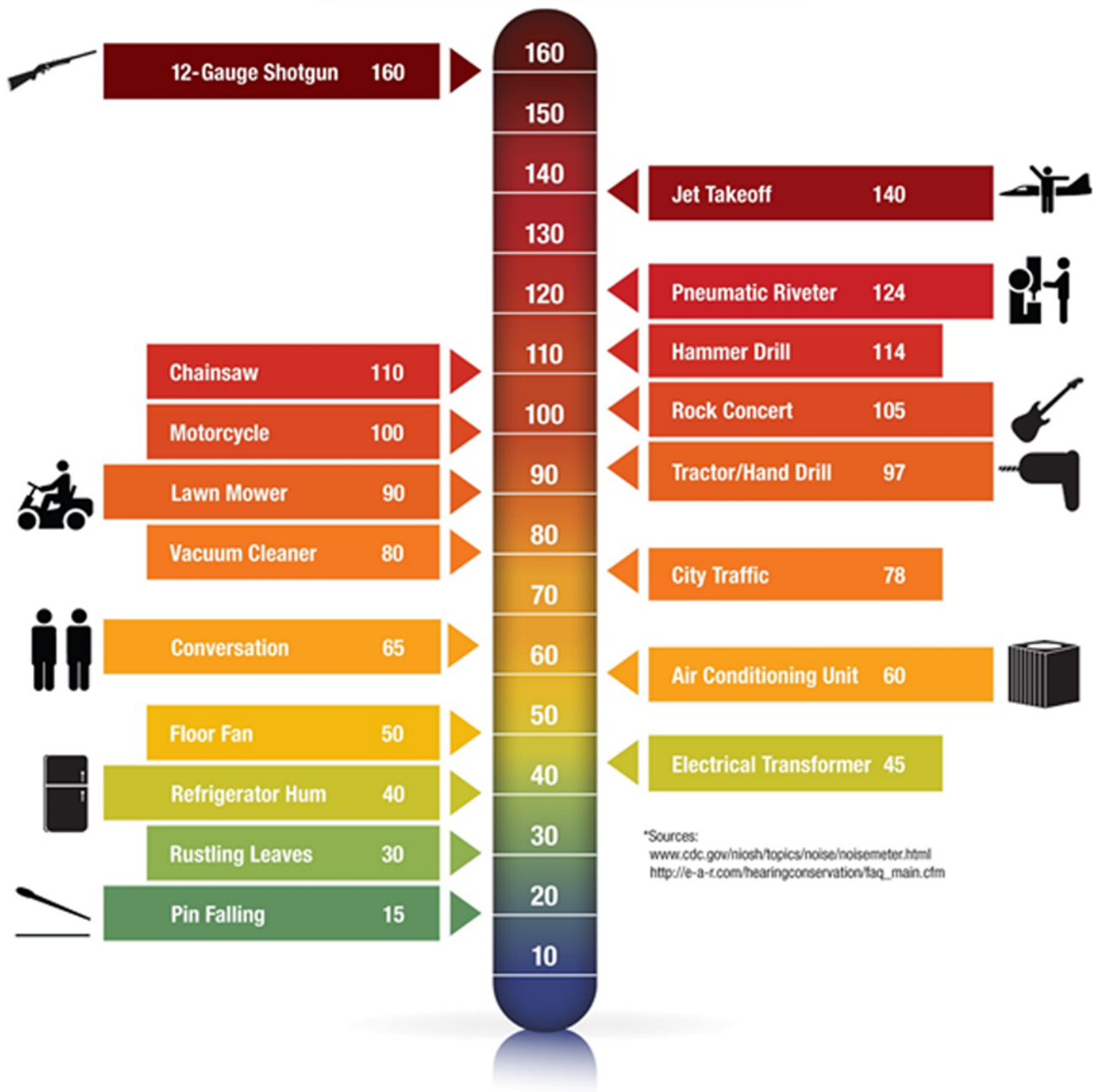
Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.



Appendix B

Typical A-Weighted Sound Levels of Common Noise Sources

Decibel Scale (dBA)*



*Sources:
www.cdc.gov/niosh/topics/noise/noisemeter.html
http://e-a-r.com/hearingconservation/faq_main.cfm

Appendix C
Ambient Noise Monitoring Results - Site A
Clovis Commercial Center - Clovis, California
11/28/16 - 11/29/16

Hour	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
2:00 PM	63	96	47	66	62	60	58	54
3:00 PM	60	70	49	65	63	61	59	54
4:00 PM	60	67	49	65	63	61	59	55
5:00 PM	60	72	49	65	64	62	59	54
6:00 PM	60	72	48	65	63	61	58	54
7:00 PM	58	67	48	63	61	59	57	52
8:00 PM	57	69	46	62	61	58	55	51
9:00 PM	59	90	43	64	60	57	54	49
10:00 PM	52	68	38	58	56	53	51	45
11:00 PM	51	71	36	57	54	51	48	41
12:00 AM	48	61	32	57	53	48	43	36
1:00 AM	45	58	30	54	50	44	38	31
2:00 AM	42	59	30	51	48	41	35	32
3:00 AM	46	70	31	54	49	41	35	32
4:00 AM	48	64	32	56	53	48	42	36
5:00 AM	51	68	36	58	55	51	47	41
6:00 AM	52	66	41	58	56	53	51	46
7:00 AM	57	72	48	62	60	58	56	52
8:00 AM	55	70	44	61	58	55	53	49
9:00 AM	59	80	46	67	61	57	54	50
10:00 AM	55	69	46	60	58	56	53	50
11:00 AM	57	71	46	63	60	58	55	52
12:00 PM	56	72	48	63	59	57	55	51
1:00 PM	58	73	48	63	61	58	56	52

Daytime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	58	74	47	64	61	58	56	52
High	63	96	49	67	64	62	59	55
Low	55	67	30	60	58	55	53	49

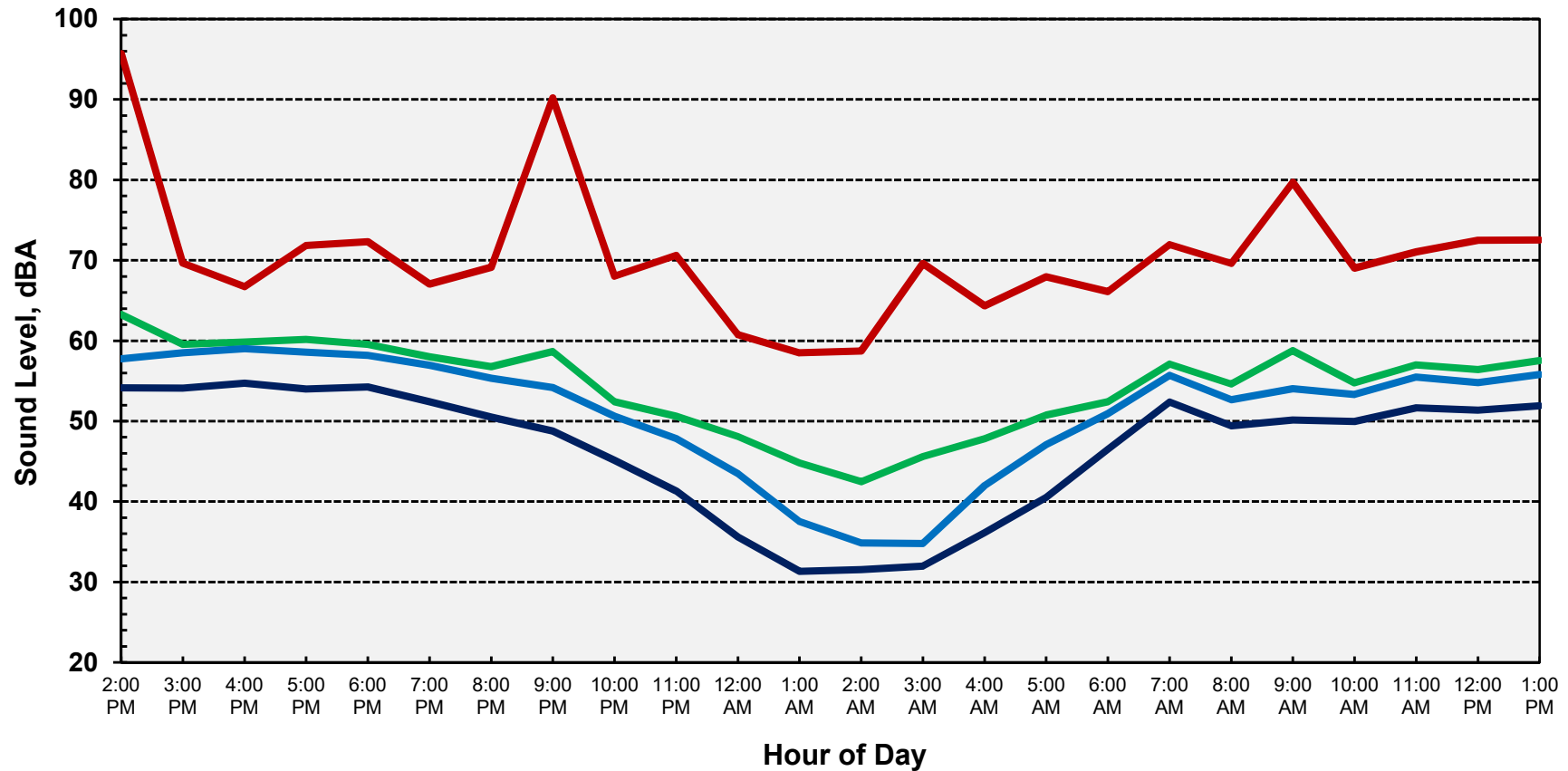
Nighttime	Leq	Lmax	Lmin	L02	L08	L25	L50	L90
Average	48	65	34	56	53	48	43	38
High	52	71	41	58	56	53	51	46
Low	42	58	30	51	48	41	35	31

Ldn:	59
------	----

% Daytime Energy:	93%	% Nighttime Energy:	7%
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Appendix D
Ambient Noise Monitoring Results - Site A
Clovis Commercial Center - Clovis, California
11/28/16 - 11/29/16



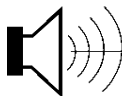
Ldn: 59

Lmax

Leq

L50

L90



BOLLARD

Acoustical Consultants

Appendix E

AquaDri Dryers Reference Noise Level Data

AquaDri® Dryers



Noise Levels in dBA										
<u>AquaDri Dryer Model</u>	<u>Feet from Exit End</u>					<u>Feet from Entrance End</u>				
	<u>10</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>	<u>10</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>
FS-30 30hp Freestanding	91	86	83	80	75	88	85	80	79	77
FS-40 40hp Freestanding	92	87	84	81	77	89	84	81	80	78
E-20 20hp On-Board Static	84	82	78	74	72	83	80	75	73	71
E-30 30hp On-Board Static	85	83	80	76	74	84	81	78	75	72
C-15 15hp On-Board Contouring	92	88	84	80	77	90	86	82	80	77

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Appendix E

AquaDri Dryers Reference Noise Level Data

AquaDri® Dryers



Noise Levels in dBA										
<u>AquaDri Dryer Model</u>	<u>Feet from Exit End</u>					<u>Feet from Entrance End</u>				
	<u>10</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>	<u>10</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>
FS-30 30hp Freestanding	91	86	83	80	75	88	85	80	79	77
FS-40 40hp Freestanding	92	87	84	81	77	89	84	81	80	78
E-20 20hp On-Board Static	84	82	78	74	72	83	80	75	73	71
E-30 30hp On-Board Static	85	83	80	76	74	84	81	78	75	72
C-15 15hp On-Board Contouring	92	88	84	80	77	90	86	82	80	77

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Appendix F

JE Adams Vacuum Reference Noise Level Data



9209

2 Motor Vac - Small Dome															
Wide Open With Attachment	Distance From Vac in Feet														
	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Sound Level (dB)	76.4	70.4	66.9	64.4	62.4	60.9	59.5	58.4	57.3	56.4	55.6	54.8	54.1	53.5	52.9
Sealed Attachment	Distance From Vac in Feet														
	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Sound Level (dB)	80.5	74.5	71.0	68.5	66.5	64.9	63.6	62.4	61.4	60.5	59.7	58.9	58.2	57.6	57.0
Attachment Removed	Distance From Vac in Feet														
	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Sound Level (dB)	74.5	68.5	65.0	62.5	60.6	59.0	57.6	56.5	55.4	54.5	53.7	52.9	52.3	51.6	51.0

APPENDIX E
TRAFFIC IMPACT ANALYSIS

**TRAFFIC IMPACT STUDY FOR THE
N. WILLOW AVENUE & ALLUVIAL AVENUE
COMMERCIAL AND APARTMENTS PROJECT**
Fresno, CA

Prepared For:
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KD Anderson & Associates Project Number 9431-01

March 6, 2017

Assessor Parcel Number 561-20-50 and 561-20-51
Sean Smith, Interim DRU Manager

This traffic impact study has been prepared under the direction of Kenneth D. Anderson, P.E., who attests to the technical information contained therein and has judged the qualifications of recommendations, conclusions, and decisions are based on City of Clovis guidelines, general engineering standards, and California/Federal laws.



KD Anderson & Associates, Inc.
Transportation Engineers

**TRAFFIC IMPACT STUDY FOR
THE N. WILLOW AVENUE & ALLUVIAL AVENUE
COMMERCIAL AND APARTMENTS PROJECT**

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EXECUTIVE SUMMARY

This traffic impact study presents an analysis of the traffic-related effects of the proposed N. Willow Avenue & Alluvial Avenue Commercial and Apartments project. The project site is located on the northeast corner of the intersection of Alluvial Avenue¹ and N. Willow Avenue.

The proposed project would consist of a convenience store with gasoline fueling facilities, two fast food restaurants with drive-through windows, and an apartment complex. The convenience store would be 3,764 square feet (SF) in size, with eight multi-product fuel dispensers with 16 fueling stations. The two restaurants would be 3,462 SF and 3,149 SF in size. The apartment complex would consist of 56 multiple family dwelling units.

Access to the non-residential portions of the project site would be provided by one driveway in the northwest corner of the project site connecting to N. Willow Avenue, and one driveway on the southern side of the project site connecting to Alluvial Avenue. Access to the apartment complex would be provided by one driveway in the southeastern portion of the project site connecting to Alluvial Avenue.

This traffic impact study presents level of service (LOS) analysis of the following study intersections:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue,
- N. Willow Avenue & Spruce Avenue, and
- N. Willow Avenue & Herndon Avenue.

For study scenarios that include the proposed project, LOS analysis of the three project site access points is also presented in the traffic impact study.

This traffic impact study presents analysis of the following six scenarios:

- Existing conditions,
- Existing Plus Project,
- Existing Plus Approved Projects (EPAP) No Project,
- EPAP Plus Project,
- Cumulative No Project, and
- Cumulative Plus Project.

¹ Roadways with an east-west alignment analyzed for this traffic impact study have a naming prefix of “West” or “East”. These roadways include Alluvial Avenue, Spruce Avenue, and Herndon Avenue. The “West” prefix is used for the portions of roadways east of N. Willow Avenue in the City of Clovis, and west of Blackstone Avenue in the City of Fresno. The “East” prefix is used for the portions of roadways west of N. Willow Avenue and east of Blackstone Avenue in the City of Fresno. To avoid confusion resulting from the naming of east-west roadways crossing study intersections along N. Willow Avenue, this traffic impact study does not use the prefixes “West” or “East”.

Table 1, Table 2, and Table 3 present the results of the LOS analysis of the intersections and scenarios listed above.

This traffic impact study also presents an assessment of vehicle queuing, bicycle and pedestrian access, and sight distance impacts.

Table 1. Level of Service - Existing and Existing Plus Project Conditions

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
<u>Existing Conditions</u>						
1 N. Chestnut Ave & Alluvial Ave <i>With Recommended Improvement</i>	Signal		E <i>D</i>	65.9 47.6	D <i>D</i>	52.6 50.5
2 N. Willow Ave & Alluvial Ave	Signal		C	21.1	C	28.6
3 N. Willow Ave & Spruce Ave	Signal		A	6.8	A	7.2
4 N. Willow Ave & Herndon Ave	Signal		D	39.8	D	39.7
<u>Existing Plus Project Conditions</u>						
1 N. Chestnut Ave & Alluvial Ave <i>With Mitigation Measure</i>	Signal		E <i>D</i>	71.8 52.5	E <i>D</i>	56.2 54.1
2 N. Willow Ave & Alluvial Ave	Signal		C	28.5	D	54.7
3 N. Willow Ave & Spruce Ave	Signal		A	6.8	A	6.8
4 N. Willow Ave & Herndon Ave	Signal		D	41.1	D	41.4
5 N. Willow Ave & W. Parcel A Access	Unsig	No	A	0.4	A	0.4
6 Alluvial Ave & S. Parcel A Access	Unsig	No	A	3.8	A	2.5
7 Alluvial Ave & Parcel B Access	Unsig	No	A	0.4	A	0.3
<p>Notes: "Inters. Control" = Type of intersection control. "LOS" = Level of service. "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control. Delay is measured in seconds per vehicle. Per City of Clovis guidelines, intersection average delay is reported for all intersections, including unsignalized intersections. <i>Italics</i> show results with recommended improvement and mitigation measure.</p>						

Table 2. Level of Service - EPAP No Project and EPAP Plus Project Conditions

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
<u>EPAP No Project Conditions</u>						
1 N. Chestnut Ave & Alluvial Ave	Signal		C	22.9	C	27.4
2 N. Willow Ave & Alluvial Ave	Signal		C	21.8	C	27.1
3 N. Willow Ave & Spruce Ave	Signal		B	10.6	B	10.9
4 N. Willow Ave & Herndon Ave	Signal		D	41.1	D	38.8
<u>EPAP Plus Project Conditions</u>						
1 N. Chestnut Ave & Alluvial Ave	Signal		C	23.5	C	28.2
2 N. Willow Ave & Alluvial Ave <i>With Mitigation Measure</i>	Signal		D	52.6	E <i>D</i>	64.8 <i>37.7</i>
3 N. Willow Ave & Spruce Ave	Signal		B	10.7	B	10.8
4 N. Willow Ave & Herndon Ave	Signal		D	51.9	D	39.1
5 N. Willow Ave & W. Parcel A Access	Unsig	No	A	0.4	A	0.4
6 Alluvial Ave & S. Parcel A Access	Unsig	No	A	3.5	A	2.5
7 Alluvial Ave & Parcel B Access	Unsig	No	A	0.4	A	0.3
<p>Notes: "Inters. Control" = Type of intersection control. "LOS" = Level of service. "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control. Delay is measured in seconds per vehicle. Per City of Clovis guidelines, intersection average delay is reported for all intersections, including unsignalized intersections. <i>Italics</i> show results with mitigation measure.</p>						

Table 3. Level of Service - Cumulative No Project and Cumulative Plus Project Conditions

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
<u>Cumulative No Project Conditions</u>						
1 N. Chestnut Ave & Alluvial Ave	Signal		C	23.6	C	33.3
2 N. Willow Ave & Alluvial Ave <i>With Recommended Improvement</i>	Signal		D <i>C</i>	42.8 33.8	F <i>D</i>	88.4 54.8
3 N. Willow Ave & Spruce Ave	Signal		B	11.0	C	28.3
4 N. Willow Ave & Herndon Ave	Signal		D	51.9	D	50.0
<u>Cumulative Plus Project Conditions</u>						
1 N. Chestnut Ave & Alluvial Ave	Signal		C	23.3	C	34.3
2 N. Willow Ave & Alluvial Ave <i>With Mitigation Measure</i>	Signal		D <i>D</i>	54.4 43.8	F <i>D</i>	100.7 54.3
3 N. Willow Ave & Spruce Ave	Signal		B	11.0	C	28.4
4 N. Willow Ave & Herndon Ave	Signal		D	52.8	D	50.5
5 N. Willow Ave & W. Parcel A Access	Unsig	No	A	0.4	A	0.5
6 Alluvial Ave & S. Parcel A Access	Unsig	No	A	3.2	A	2.5
7 Alluvial Ave & Parcel B Access	Unsig	No	A	0.3	A	0.2
<div>Notes: "Inters. Control" = Type of intersection control. "LOS" = Level of service. "Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control. Delay is measured in seconds per vehicle. Per City of Clovis guidelines, intersection average delay is reported for all intersections, including unsignalized intersections. <i>Italics</i> show results with recommended improvement and mitigation measure.</div>						

INTRODUCTION

STUDY PURPOSE AND PROJECT DESCRIPTION

This traffic impact study presents analysis of the traffic-related effects of the proposed N. Willow Avenue & Alluvial Avenue Commercial and Apartments project. The project site is located on the northeast corner of the intersection of N. Willow Avenue & Alluvial Avenue. The location of the project site is shown in **Figure 1**.

The proposed project would consist of a convenience store with gasoline fueling facilities, two fast food restaurants with drive-through windows, and an apartment complex. The convenience store would be 3,764 SF in size, with eight multi-product fuel dispensers with 16 fueling stations. The two restaurants would be 3,462 SF and 3,149 SF in size. The apartment complex would consist of 56 multiple family dwelling units.

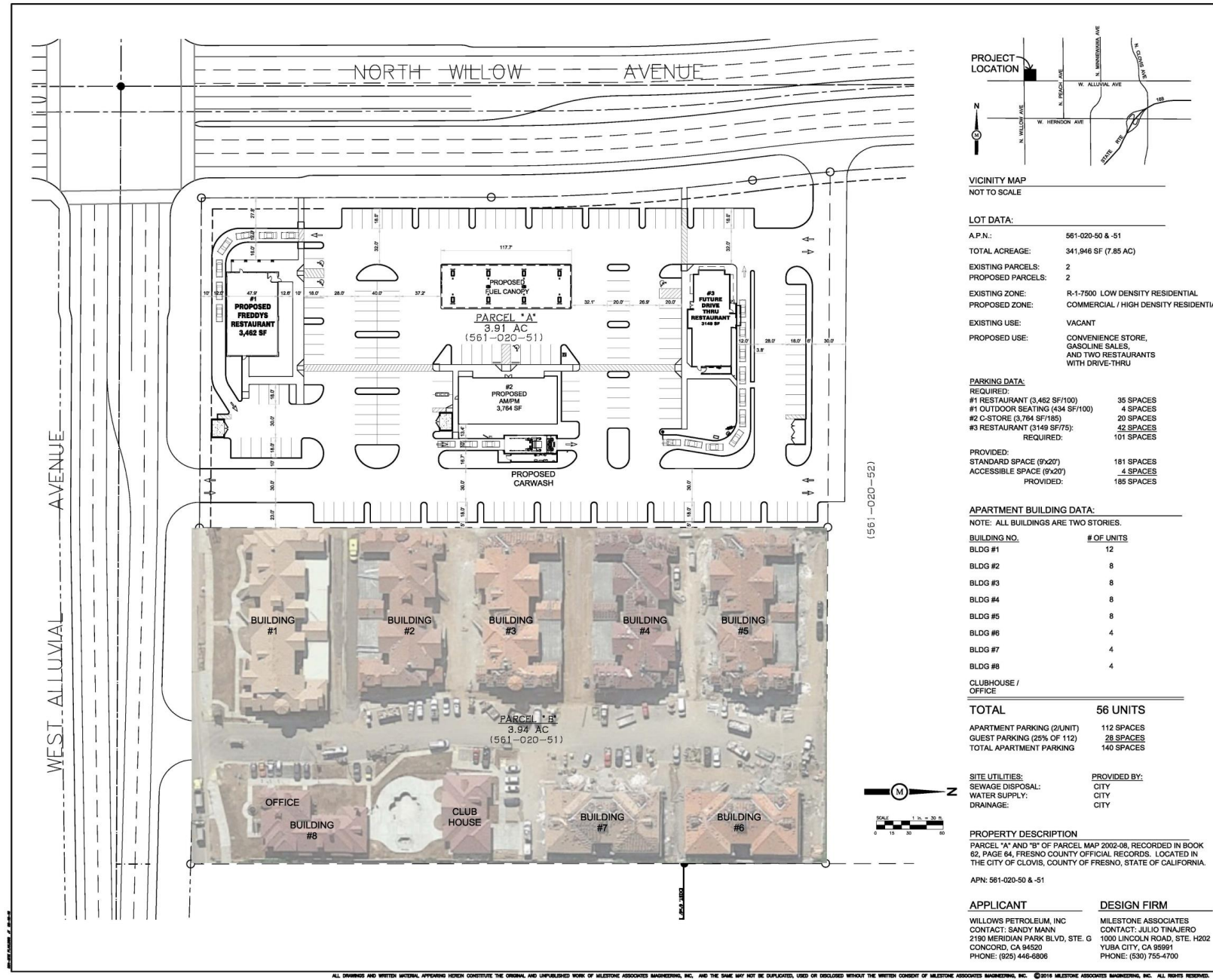
The project site plan is shown in **Figure 2**. As shown in **Figure 2**, access to the western non-residential portions of the project site would be provided by one driveway in the northwest corner of the project site connecting to N. Willow Avenue, and one driveway on the southern side of the project site connecting to Alluvial Avenue. Access to the apartment complex in the eastern portion of the project site would be provided by one driveway in the southeastern portion of the project site connecting to Alluvial Avenue.

As shown in **Figure 2**, the western non-residential portion of the project site is referred to as “Parcel A”, and the eastern residential portion of the project site is referred to as “Parcel B”. In this traffic impact study, the driveway in the northwest corner of the project site connecting to N. Willow Avenue is referred to as the “West Parcel A Access” driveway. The driveway on the southern side of the project site connecting to Alluvial Avenue is referred to as the “South Parcel A Access”. The driveway in the southeastern portion of the project site is referred to as the “Parcel B Access”.

A raised concrete median is present along the project site frontage on N. Willow Avenue. Therefore turn movements at the West Parcel A Access driveway would be limited to right-turns; no left-turn movements would be allowed. Both left-turn and right-turn movements would occur at the South Parcel A Access driveway and the Parcel B Access driveway, with the existing center-two-way left-turn lane (CTWLTL) continuing to be present along Alluvial Avenue with implementation of the proposed project (Smith pers. comm.).

OVERALL ANALYSIS APPROACH

This traffic impact study presents an analysis of the traffic-related effects of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project. The overall analysis approach is consistent with methods presented in the *City of Clovis Traffic Impact Study Guidelines* (City of Clovis 2014a).



PROJECT LOCATION



VICINITY MAP
NOT TO SCALE

LOT DATA:

A.P.N.: 561-020-50 & -51
 TOTAL ACRES: 341,946 SF (7.85 AC)
 EXISTING PARCELS: 2
 PROPOSED PARCELS: 2
 EXISTING ZONE: R-1-7500 LOW DENSITY RESIDENTIAL
 PROPOSED ZONE: COMMERCIAL / HIGH DENSITY RESIDENTIAL
 EXISTING USE: VACANT
 PROPOSED USE: CONVENIENCE STORE, GASOLINE SALES, AND TWO RESTAURANTS WITH DRIVE-THRU

PARKING DATA:

REQUIRED:
 #1 RESTAURANT (3,462 SF/100) 36 SPACES
 #1 OUTDOOR SEATING (434 SF/100) 4 SPACES
 #2 C-STORE (3,764 SF/185) 20 SPACES
 #3 RESTAURANT (3,149 SF/75): 42 SPACES
 REQUIRED: 101 SPACES
 PROVIDED:
 STANDARD SPACE (9x20) 181 SPACES
 ACCESSIBLE SPACE (9x20) 4 SPACES
 PROVIDED: 186 SPACES

APARTMENT BUILDING DATA:

NOTE: ALL BUILDINGS ARE TWO STORIES.

BUILDING NO.	# OF UNITS
BLDG #1	12
BLDG #2	8
BLDG #3	8
BLDG #4	8
BLDG #5	8
BLDG #6	4
BLDG #7	4
BLDG #8	4
CLUBHOUSE / OFFICE	
TOTAL	56 UNITS
APARTMENT PARKING (2/UNIT)	112 SPACES
GUEST PARKING (25% OF 112)	28 SPACES
TOTAL APARTMENT PARKING	140 SPACES

SITE UTILITIES:

SEWAGE DISPOSAL: CITY
 WATER SUPPLY: CITY
 DRAINAGE: CITY

PROPERTY DESCRIPTION:

PARCEL "A" AND "B" OF PARCEL MAP 2002-08, RECORDED IN BOOK 62, PAGE 64, FRESNO COUNTY OFFICIAL RECORDS. LOCATED IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA.

APN: 561-020-50 & -51

APPLICANT

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JULIO J. TINAJERO
 LEAD DESIGNER

STAMP:

SUBMITTAL DATE

PLANNING DEPT: .
 BUILDING DEPT: .
 ENGINEERING: .
 SURVEY: .

REVISIONS

No.	Description	Date

CONCEPTUAL SITE PLAN

CLOVIS COMMERCIAL CENTER
 N. WILLOW AVE. at W. ALLUVIAL AVE.
 CLOVIS, CALIFORNIA
 (APN 561-020-50 & 561-020-51)

DATE: 10-06-18

SCALE: 1" = 80'

DRAWN BY: STAFF

JOB NUMBER:

SHEET: **DD1**

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SITE PLAN

figure 2

Study Scenarios

This analysis is conducted using existing background conditions, near-term future background conditions, and long-term future background conditions. The effects of the proposed project on each of the three background conditions have been analyzed, resulting in analysis of the following six scenarios:

- Existing conditions,
- Existing Plus Project,
- EPAP No Project,
- EPAP Plus Project,
- Cumulative No Project, and
- Cumulative Plus Project.

As noted in Section 15125(a) of the State California Environmental Quality Act (CEQA) Guidelines, the description of existing conditions provides,

“ . . . a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.”

Existing Plus Approved Projects (EPAP) conditions are a near-term future background condition which includes existing traffic levels, and traffic associated with approved and pending land use development projects in the vicinity of the project site.

Cumulative conditions are a long-term background condition with future year traffic forecasts based on development of surrounding land uses and the roadway network. This set of scenarios assumes 2035 conditions with future development consistent with the Fresno Council of Governments (FCOG) Travel Demand Model (Fresno Council of Governments 2014).

Study Intersections

This traffic impact study presents LOS analysis of intersections that may be affected by implementation of the proposed project. The selection of the study intersections was made in consultation with City of Clovis staff (Smith pers. comm.) and City of Fresno staff (Gormley pers. comm.). The following four intersections are analyzed under all study scenarios:

1. N. Chestnut Avenue & Alluvial Avenue,
2. N. Willow Avenue & Alluvial Avenue,
3. N. Willow Avenue & Spruce Avenue, and
4. N. Willow Avenue & Herndon Avenue.

The locations of the above two study intersections are shown in **Figure 3**. The numbers listed above correspond to the intersection numbers on **Figure 3**.

For study scenarios that include the proposed project, LOS analysis of the following three project site access points is also presented in the traffic impact study:

5. N. Willow Avenue & West Parcel A Access,
6. Alluvial Avenue & South Parcel A Access, and
7. Alluvial Avenue & Parcel B Access.

The locations of the above three study intersections are shown in **Figure 4**. The numbers listed above correspond to the intersection numbers on **Figure 4**.

Study intersection 1 listed above, N. Chestnut Avenue & Alluvial Avenue, is located in the City of Fresno. In the vicinity of the project site, the city limit line between the City of Fresno and the City of Clovis is along N. Willow Avenue, which includes the following four study intersections:

2. N. Willow Avenue & Alluvial Avenue,
3. N. Willow Avenue & Spruce Avenue,
4. N. Willow Avenue & Herndon Avenue, and
5. N. Willow Avenue & West Parcel A Access.

The following two study intersections are located in the City of Clovis:

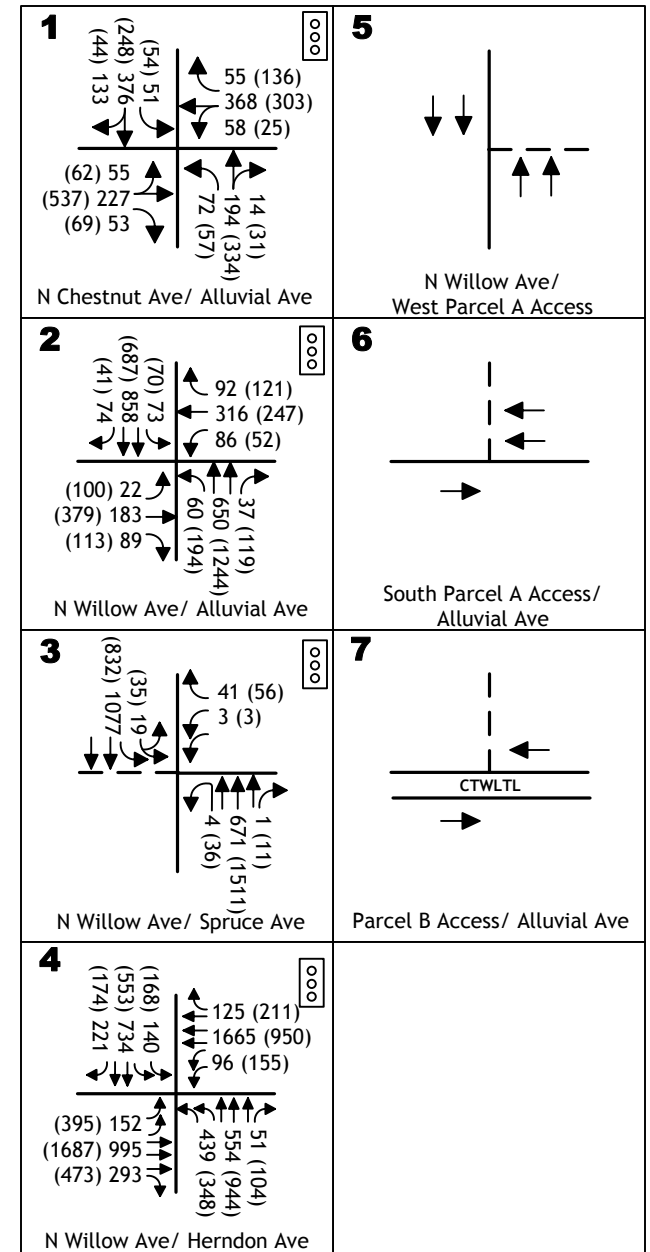
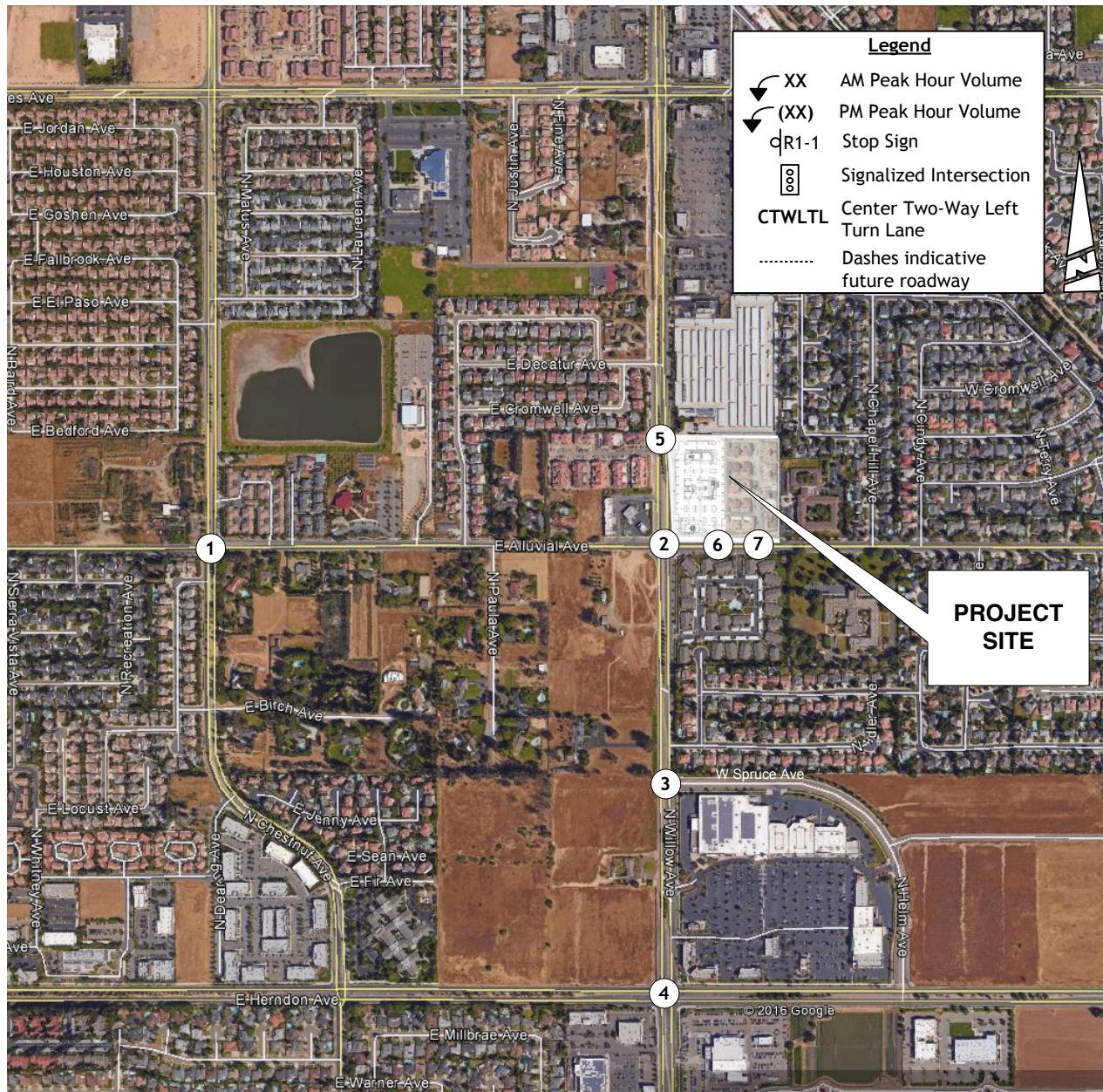
6. Alluvial Avenue & South Parcel A Access, and
7. Alluvial Avenue & Parcel B Access.

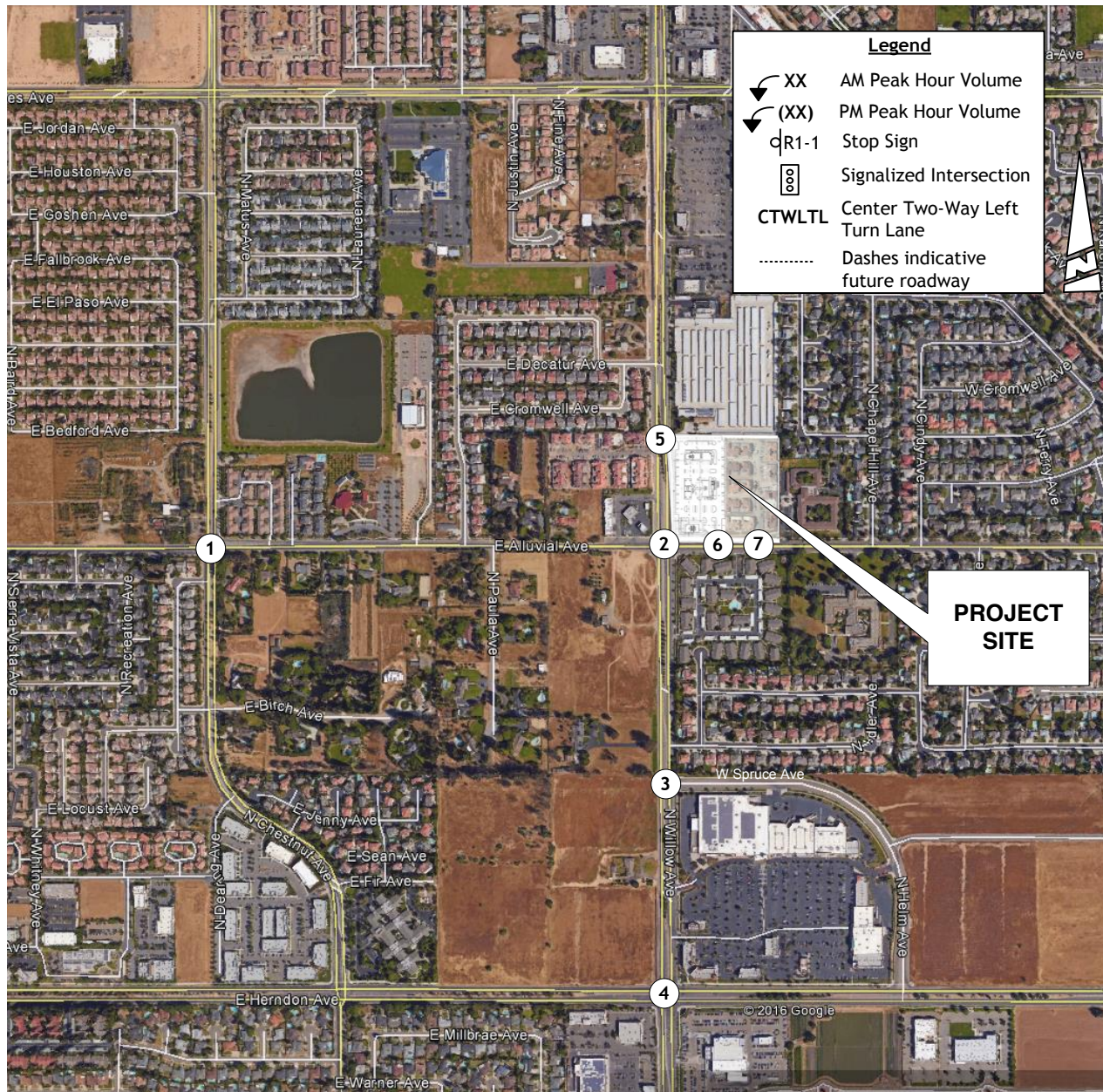
METHODOLOGY

The following is a description of the methods used in the analysis presented in this traffic impact study.

Level of Service Analysis Procedures

Level of service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project-related traffic impacts. Level of service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS for intersections are presented in **Table 4**.





Legend

- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume
- Ⓡ1-1 Stop Sign
- ⓪⓪⓪ Signalized Intersection
- CTWLT Center Two-Way Left Turn Lane
- Dashes indicative future roadway

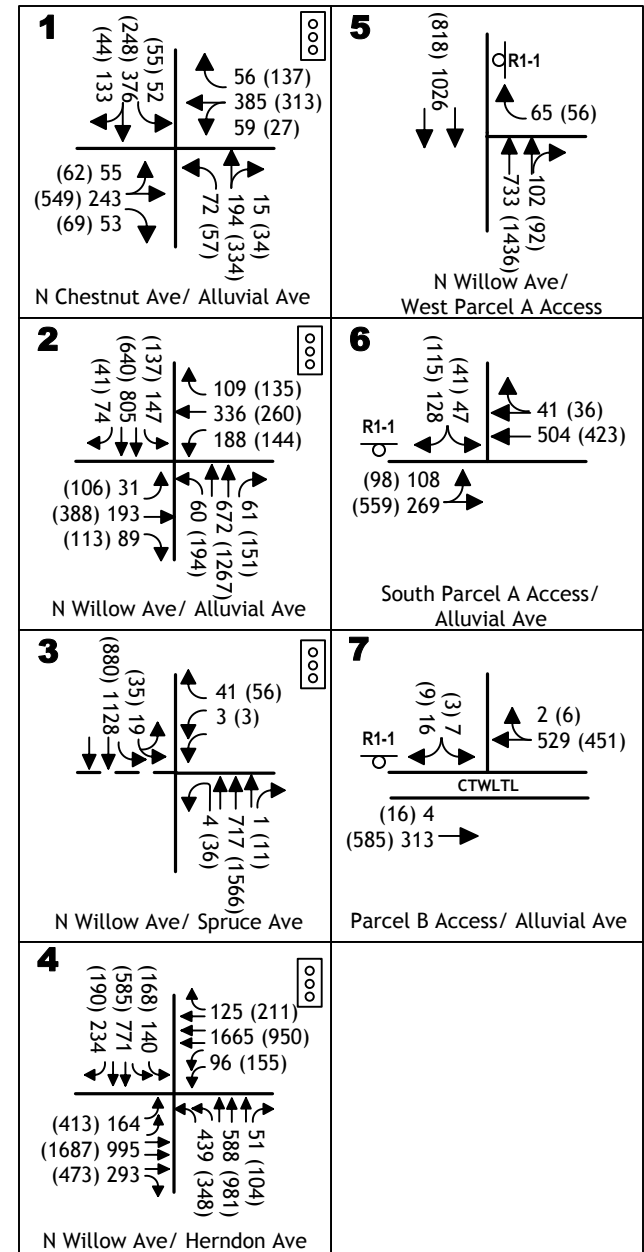


Table 4. Level of Service Definitions - Highway Capacity Manual 2010

Level of Service	Signalized Intersections	Unsignalized Intersections
A	Vehicle progression is exceptionally favorable or the cycle length is very short. Delay \leq 10.0 seconds/vehicle	Little or no delay. Delay \leq 10 seconds/vehicle
B	Vehicle progression is highly favorable or the cycle length is short. Delay $>$ 10 seconds/vehicle and \leq 20 seconds/vehicle	Short traffic delays. Delay $>$ 10 seconds/vehicle and \leq 15 seconds/vehicle
C	Vehicle progression is favorable or the cycle length is moderate. Individual cycle failures may begin to appear at this level. Delay $>$ 20 seconds/vehicle and \leq 35 seconds/vehicle	Average traffic delays. Delay $>$ 15 seconds/vehicle and \leq 25 seconds/vehicle
D	Vehicle progression is ineffective or the cycle length is long. Many vehicles stop and the individual cycle failures are noticeable. Delay $>$ 35 seconds/vehicle and \leq 55 seconds/vehicle	Long traffic delays. Delay $>$ 25 seconds/vehicle and \leq 35 seconds/vehicle
E	Vehicle progression is unfavorable and the cycle length is long. Individual cycle failures are frequent. Delay $>$ 55 seconds/vehicle and \leq 80 seconds/vehicle	Very long traffic delays, failure, extreme congestion. Delay $>$ 35 seconds/vehicle and \leq 50 seconds/vehicle
F	Vehicle progression is very poor and the cycle length is long. Most cycles fail to clear the vehicle queue. Delay $>$ 80 seconds/vehicle	Intersection blocked by external causes. Delay $>$ 50 seconds/vehicle
Source: Transportation Research Board 2010.		

Level of service at both signalized and unsignalized intersections was analyzed using methods presented in the *Highway Capacity Manual*. Methods described in the *Highway Capacity Manual* were used to provide a basis for describing traffic conditions and for evaluating the significance of project traffic impacts. As specified in the *City of Clovis Traffic Impact Study Guidelines* (City of Clovis 2014a), methods from the latest version of the *Highway Capacity Manual*, the *Highway Capacity Manual 2010* (Transportation Research Board 2010), were used in this traffic impact study.

As noted in the *City of Clovis Traffic Impact Study Guidelines*,

“While the City of Clovis does not officially advocate the use of any software, Synchro is the software used by City staff.”

The Synchro software package (Trafficware 2017) was used for the LOS analysis presented in this traffic impact study. The lengths of vehicle queues were also analyzed for this traffic impact study. Methods presented in the *Highway Capacity Manual 2010* were used to analyze queuing. The 95th percentile queue length values are presented in this traffic impact study.

Worksheets and output reports for the calculation of LOS and vehicles queues are presented in the technical appendix of this traffic impact study.

Signal Warrants Procedures

Traffic signal warrants are a series of standards which provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously-uncontrolled major street, resulting in an undesirable increase in overall vehicle delay at the intersection. Signalization may also increase the occurrence of particular types of accidents. Therefore, if signals are installed where signal warrants are not met, the detriment of increased accidents and overall delay may be greater than the benefit in traffic operating conditions on the single worst movement at the intersection. Signal warrants, then, provide an industry-standard basis for identifying when the adverse effect on the worst movement is substantial enough to warrant signalization.

For the traffic analysis conducted for this traffic impact study, available data are limited to a.m. and p.m. peak hour volumes. Thus, unsignalized intersections operating at poor LOS were evaluated using the Peak Hour Warrant (Warrant Number 3) from the California Department of Transportation document *California Manual on Uniform Traffic Control Devices* (California Department of Transportation 2014). This warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour of the day. The Peak Hour Warrant itself includes several components. Some of the components involve comparison of traffic volumes and vehicle delay to a series of standards. Another component involves comparison of traffic volumes to a nomograph.

Even if the Peak Hour Warrant is met, a more detailed signal warrant study is recommended before a signal is installed. The more detailed study should consider volumes during the eight highest hours of the day, volumes during the four highest hours of the day, pedestrian traffic, and accident histories.

Signal warrant analysis worksheets for all stop sign-controlled intersections are presented in the technical appendix.

Travel Forecasting

This traffic impact study presents analysis of two future year background conditions: a near-term future EPAP condition, and a long-term future Cumulative condition.

Near-Term Future Existing Plus Approved Projects Background. EPAP conditions are a near-term future background condition which includes existing traffic levels, and traffic associated with approved and pending land use development projects in the vicinity of the project site. For this traffic impact study, background EPAP traffic volumes are based on information presented in recently-prepared traffic impact studies for previous and on-going land use development projects in the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project study area.

Because the Clovis portion of the study area is already well-developed, and new approved and pending projects are more than one mile away, City of Clovis staff did not identify approved or pending projects to include in the EPAP background conditions (Smith pers. comm.).

In consultation with City of Fresno staff (Gormley pers comm.), EPAP traffic volumes from the following three traffic impact studies were used in the development of EPAP traffic volumes for this traffic impact study:

- *Traffic Impact Study - Proposed Apartment Complex North of Herndon Avenue Between Chestnut and Willow Avenues* (Peters Engineering Group 2015),
- *Traffic Impact Study - Proposed Villages at the Ranch - Residential Development Northwest of the Intersection of Alluvial and Chestnut Avenues* (Peters Engineering Group 2016), and
- *Transportation Impact Study – Multi-Family Development at Willow/Alluvial* (Precision Civil Engineering, Inc.2016).

EPAP traffic volumes from the three traffic impact studies listed above included other approved and pending projects. Vehicle trips generated by the three subject land use development projects listed above, and the other approved and pending projects were included in the EPAP traffic volumes for this traffic impact study. Trip generation estimates for approved and pending projects from the three traffic impact studies listed above are presented in the technical appendix.

Long-Term Future Cumulative Background. Cumulative conditions are a long-term future background condition with future year traffic forecasts based on development of surrounding land uses and the roadway network. This set of scenarios assumes 2035 conditions with future development consistent with the FCOG Travel Demand Model (Fresno Council of Governments 2014).

Travel forecasting data from a recent version of the FCOG Travel Demand Model was provided by FCOG staff (Han pers. comm.). In consultation with City of Clovis staff (Smith pers. comm.) and City of Fresno staff (Gormley pers. comm.), these data were used to prepare Cumulative background traffic volume forecasts used in this traffic impact study.

Methods specified in the *City of Clovis Traffic Impact Study Guidelines* (City of Clovis 2014a) were used to forecast future traffic volumes. The FCOG Travel Demand Model results were applied to existing peak hour intersection turning movement traffic volumes. The development of future year intersection turning movement traffic volumes requires that the turning movements at each intersection “balance”. To achieve the balance, inbound traffic volumes must equal the outbound traffic volumes, and the volumes must be distributed among the various left-turn, through, and right-turn movements at each intersection. The “balancing” of future year intersection turning movement traffic volumes was conducted using methods described in the Transportation Research Board’s (TRB’s) *National Cooperative Highway Research Program (NCHRP) Report 255, Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board 1982). The NCHRP 255 method applies the desired peak hour directional volumes to the intersection turning movement volumes, using an iterative process to balance and adjust the resulting forecasts to match the desired peak hour directional volumes.

As specified in the *City of Clovis Traffic Impact Study Guidelines*, the “iterative” approach described in the NCHRP 255 document, as implemented in the TurnsW32 software package (Council of Fresno County Governments 2002) were used for this traffic impact study.

SIGNIFICANCE THRESHOLD

The following describes significance thresholds applied in this traffic impact study.

Level of Service

In this traffic impact study, the significance of the proposed project’s impact on traffic operating conditions is based on a determination of whether resulting LOS is considered acceptable by the City of Clovis and City of Fresno. A project’s impact on traffic conditions is considered significant if implementation of the project would result in LOS changing from levels considered acceptable to levels considered unacceptable, or if the project would substantially worsen already unacceptable LOS.

The *City of Clovis Traffic Impact Study Guidelines* (City of Clovis 2014a) states,

“All City intersections and roadway segments shall operate at a LOS D or better under the near-term conditions, unless a finding of overriding consideration was adopted in the General Plan EIR. Under long-term conditions, all City intersections and roadway segments shall operate at a LOS D or better, except for the roadway segments adopted in the General Plan EIR to operate at LOS E or F.”

Policy MT-1-n of the *Fresno General Plan* (City of Fresno 2014a) states,

”**MT-1-n Peak Hour Vehicle LOS.** Maintain a peak-hour vehicle LOS standard of D or better for all roadway areas outside of identified Activity Center and Bus Rapid Transit Corridor districts, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.”

Therefore, for both the City of Clovis and the City of Fresno, LOS A through D are considered acceptable, while LOS E and F are considered unacceptable. In consultation with City of Clovis staff (Smith pers. comm.), in this traffic impact study a project will be considered to have a significant impact on LOS if the project:

- would cause LOS to degrade from acceptable LOS A through D to unacceptable LOS E or F, or
- would cause average delay to increase by five seconds or more where the LOS is LOS E or F without the project.

Vehicle Queuing

The *City of Clovis Traffic Impact Study Guidelines* requires a queuing analysis of the study intersections and recommendations for queues that are projected to exceed the available storage capacity. However, queuing is not included in the significance criteria specified in the guidelines.

A queuing deficiency is identified in No Project scenarios if the calculated 95th percentile queue length exceeds the existing storage length at a signalized intersection by more than 25 feet (the average storage length for one additional vehicle) since the turn lane bay taper can typically store at least one vehicle.

For Plus Project scenarios, a significant queuing impact is identified if the proposed project would cause the calculated 95th percentile queue length to exceed the existing storage capacity at a signalized intersection by more than 25 feet. In storage lanes that are already deficient under No Project scenarios, a significant queuing impact is identified if the proposed project would increase the calculated 95th percentile queue length by more than 25 feet.

Where a left-turn lane connects to a center-two-way left-turn lane (CTWLTL), although the calculated queue may exceed the length of the painted left-turn pocket, the presence of the CTWLTL provides additional storage and allows the queue to avoid spilling into through lanes. Therefore, queues exceeding the painted storage length in these situations may not contribute to operational problems and may not be considered a significant impact.

EXISTING SETTING

This section of this traffic impact study presents a description of existing conditions in the study area. Information presented in this section of the study is based on on-site field observations, traffic count data collected for this study, and other data available from local and state agencies.

STUDY AREA ROADWAYS

This traffic impact study presents analyses of traffic operating conditions at intersections in the study area that may be affected by the proposed project. The following is a description of roadways that provide access to the project site. These roadways are shown in **Figure 1**.

North Willow Avenue

N. Willow Avenue, Willow Avenue, and S. Willow Avenue is a north-south roadway. The northern terminus of this roadway is at N. Friant Road, east of the San Joaquin River. The southern terminus is in unincorporated Fresno County south of State Route (SR) 99. Portions of this roadway are discontinuous.

N. Willow Avenue is the western boundary of the project site. North of Alluvial Avenue, adjacent to the project site, N. Willow Avenue is a divided roadway with two northbound lanes and three southbound lanes. In the vicinity of the project site, the roadway is designated an arterial in the City of Clovis *General Plan* (City of Clovis 2014b), and designated a Super Arterial in the *Fresno General Plan* (City of Fresno 2014). The speed limit on N. Willow Avenue is 50 miles per hour (mph).

South of Alluvial Avenue, N. Willow Avenue is a divided roadway with two lanes in each direction. While this portion of N. Willow Avenue is striped for two northbound lanes, the pavement is wide enough for three through lanes. At the time this traffic impact study is prepared, roadway widening is under construction along the west side of N. Willow Avenue between Alluvial Avenue and Spruce Avenue.

North of the project site, N. Willow Avenue has bicycle lanes and sidewalks on both sides of the roadway. South of Alluvial Avenue, N. Willow Avenue has bicycle lanes and sidewalks along the east side of the roadway. Bicycle lanes and sidewalks are not present along the east side of Willow Avenue adjacent to the currently-vacant project site, and are not present along the west side of N. Willow Avenue south of Alluvial Avenue, which is also currently vacant.

Alluvial Avenue

Alluvial Avenue is an east-west roadway. The western terminus of this roadway is at N. Thiele Avenue, east of SR 99. The eastern terminus is at N. Thompson Avenue, east of SR 168. Portions of this roadway are discontinuous.

Alluvial Avenue is the southern boundary of the project site. Adjacent to the project site, Alluvial Avenue is two lanes wide (i.e., one lane in each direction) with a center-two-way left-turn lane (CTWLTL). In the vicinity of the project site, Alluvial Avenue is designated a collector roadway in both the City of Clovis *General Plan* and the *Fresno General Plan*. The speed limit on Alluvial Avenue adjacent to the project site is 40 mph.

Bicycle lanes are present on both sides of Alluvial Avenue east of N. Willow Avenue, and a sidewalk is present on the south side of Alluvial Avenue east of N. Willow Avenue. A sidewalk is present on the north side of Alluvial Avenue east of the project site, but is not present adjacent to the currently vacant project site.

Mountain View Elementary School is located northeast of the intersection of Alluvial Avenue and N. Maple Avenue, approximately one mile west of the project site. Bicycle lanes and sidewalks are present along a majority of the north side of Alluvial Avenue between N. Maple Avenue and N. Willow Avenue. Bicycle lanes and sidewalks are not present along north side of Alluvial Avenue adjacent to vacant parcels and large-lot residential development. In these areas, pedestrian were observed using the roadway shoulder and an informal path along the side of the roadway.

Along the south side of Alluvial Avenue, bicycle lanes and sidewalks are present between N. Maple Avenue and N. Chestnut Avenue, and are not present between N. Chestnut Avenue and N. Willow Avenue.

N. Chestnut Avenue

N. Chestnut Avenue and S. Chestnut Avenue is a north-south roadway. The northern terminus of N. Chestnut Avenue is at Shepherd Avenue, where the roadway continue north as N. Sommerville Drive and N. Maple Avenue. To the south, N. Chestnut Avenue is discontinuous at SR 168 and an area south of Ashlan Avenue. S. Chestnut Avenue continues south to Elkhorn Avenue in unincorporated Fresno County.

North of Alluvial Avenue, N. Chestnut Avenue is a divided two-lane roadway with one lane in each direction. South of Alluvial Avenue, N. chestnut Avenue is a divided roadway with two lanes in the southbound direction and one lane in the northbound direction. In the *Fresno General Plan*, N Chestnut Avenue is designated an arterial north of Herndon Avenue and designated a collector roadway south of Herndon Avenue.

N. Chestnut Avenue has a 45 mph speed limit north of Alluvial Avenue and a 40 mph speed limit south of Alluvial Avenue.

Spruce Avenue

Spruce Avenue is a roadway with a generally east-west orientation. Between a western terminus at approximately SR 99 and an eastern terminus at approximately N. Armstrong Avenue, Spruce Avenue is composed of several discontinuous portions.

East of N. Willow Avenue, Spruce Avenue is a four-lane roadway (two lanes in each direction) with a CTWLTL that provides access to the rear of a retail commercial area on the northeast corner of N. Willow Avenue and Herndon Avenue. This portion of Spruce Avenue has a 45 mph speed limit. An extension of Spruce Avenue, N. Helm Avenue, intersects Herndon Avenue.

In the City of Clovis *General Plan*, Spruce Avenue and N. Helm Avenue are designated a collector roadway between N. Willow Avenue and Herndon Avenue.

A portion of Spruce Avenue west of N. Willow Avenue is under construction. The intersection of Spruce Avenue and N. Willow Avenue is currently a “T” intersection. The portion of Spruce Avenue under construction will become the western fourth leg of this intersection.

Herndon Avenue

Herndon Avenue is a major east-west roadway. In the vicinity of the project site it is six-lanes wide (three lanes in each direction). In the City of Clovis *General Plan*, it is designated an expressway between N. Willow Avenue and SR 168.. In the *Fresno General Plan*, it is designated an expressway between N. Willow Avenue and N. Bryan Avenue.

The western terminus of Herndon Avenue is approximately three miles west of SR 99. The eastern terminus is at the Friant-Kern Canal. The roadway is discontinuous at SR 99. In the vicinity of the project site, the roadway has a 50 mph speed limit.

PUBLIC TRANSPORTATION

Clovis Transit Service provides public transportation to the Clovis area. Two transit lines serve the Clovis area: Stageline and Round Up. Stageline operates along fixed routes with regularly scheduled stops. Round Up is a demand-response service for disabled residents who call in advance to schedule trips. Stageline operates weekdays from approximately 6:15 a.m. to 6:15 p.m., with limited service on Saturdays (City of Clovis 2017). In addition, the Fresno Area Express (FAX) system route 9 operates in Clovis on Shaw Avenue weekdays from 6:30 a.m. to 7:30 p.m. and weekends from 8:11 a.m. to 3:15 p.m. The FAX system is operated by the City of Fresno and provides 16 fixed route bus lines (Fresno Area Express 2017).

Clovis Transit Service Stageline Route 10 operates on N. Willow Avenue along the western edge of the project site. During weekdays, service is provided with 30 minute frequency in each direction.

BICYCLE, PEDESTRIAN AND TRAILS

The generally level terrain and mild weather make bicycling and walking viable forms of transportation in Clovis. The City of Clovis and City of Fresno have an existing and planned

extensive network of bicycle facilities, including off-street trails and paths, as well as on-street bicycle lanes and routes. Many of these facilities also support pedestrian travel. Bicycle facilities are generally divided into three categories:

- Class I Bikeway (Bike Path). A completely separate facility designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- Class II Bikeway (Bike Lane). A striped lane designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations.
- Class III Bikeway (Bike Route). A route designated by signs or pavement markings within the vehicular travel lane (i.e., shared use) of a roadway.

The City of Clovis *General Plan* (City of Clovis 2014b) Circulation Element presents a *Bicycle and Trails System* map. In the vicinity of the project site, the map shows a Class I multipurpose trail on Herndon Avenue east of N. Willow Avenue; and Class II bike lanes on:

- Alluvial Avenue east of N. Willow Avenue, and
- N. Willow Avenue from Copper Avenue to Ashlan Avenue.

The City of Fresno *Bicycle, Pedestrian and Trails Master Plan* (City of Fresno 2010) presents existing and recommended bicycle facilities. The plan shows:

- a recommended Class I bicycle path along Herndon Avenue from N. Willow Avenue to just east of Chestnut Avenue, and an existing Class I bicycle path from just east of Chestnut Avenue to west of Cedar Avenue;
- a recommended Class I bicycle path and recommended Class II bicycle lane on N. Willow Avenue north of Herndon Avenue, and an existing Class II bicycle lane and a recommended Class I bicycle path on N. Willow Avenue south of Herndon Avenue;
- a recommended Class II bicycle lane on Alluvial Avenue west of N. Willow Avenue to approximately midway between Maple Avenue and Chestnut Avenue, and an existing Class II bicycle lane from approximately midway between Maple Avenue and Chestnut Avenue to just east of Cedar Avenue; and
- a recommended Class II bicycle lane on Chestnut Avenue in the vicinity of Alluvial Avenue, and existing Class II bicycle lanes on Chestnut Avenue north of and south of Alluvial Avenue.

TRANSPORTATION IMPACT FEE PROGRAMS

Transportation impact fees are collected by the City of Clovis and the City of Fresno.

City of Clovis

The City of Clovis collects development fee assessed on land use development projects. The development fee schedule includes Street Fees. The Street Fees are disaggregated to:

- outside travel lane,
- center travel lane,
- traffic signals,
- bridges, and
- quadrant intersections.

Information on the City's development fee schedule is available on the internet at <http://www.ci.clovis.ca.us/Portals/0/Documents/Engineering/Standards/DevelopmentFeeSchedule.pdf?ver=2016-01-06-075122-037>

City of Fresno

To improve and maintain the desired LOS on the Fresno streets and highways network, the City implements two major transportation impact fee programs. The two programs are:

1. The Traffic Signal Mitigation Impact (TSMI) fee program, which is directed to the improvement of major street intersections, and
2. The Fresno Major Street Impact (FMSI) fee program, which is directed to the improvement of major streets.

These programs collect fees from new development that are used to fund improvement, construction, and expansion of City roadway infrastructure commensurate with growth and development of the City. It should be noted that TSMI and FMSI fee are collected on projects located in the City of Fresno, and the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project is located in the City of Clovis.

TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following is a description of existing traffic operating conditions at the study intersections.

Traffic Volumes

Intersection turning movement count data at the existing study intersections were collected during the 7:00 a.m. to 9:00 a.m. period, and the 4:00 p.m. to 6:00 p.m. period. At the following three study intersections, data were collected on Wednesday January 11, 2017:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue, and
- N. Willow Avenue & Spruce Avenue.

At the intersection of N. Willow Avenue & Herndon Avenue, data were collected on Wednesday February 8, 2017.

Figure 3 presents the existing lane configurations and existing a.m. peak hour and p.m. peak hour traffic volumes at the existing study intersections.

Levels of Service

Table 1 presents a.m. peak hour and p.m. peak hour LOS at the existing study intersections. The worksheets presenting the calculation of LOS are included in the technical appendix.

Three of the four existing study intersections operate at acceptable LOS during both the a.m. peak hour and the p.m. peak hour under Existing conditions. No improvements are needed at these intersections to achieve acceptable LOS.

N. Chestnut Avenue & Alluvial Avenue. As shown in **Table 1**, this intersection would operate at LOS E with 65.9 seconds of delay during the a.m. peak hour and LOS D with 52.6 seconds of delay during the p.m. peak hour under Existing conditions. LOS E is considered unacceptable. To improve LOS to acceptable operating conditions, the following recommended improvement should be implemented:

Recommended Improvement. Split the southbound combination through/right-turn lane into an exclusive southbound through and an exclusive southbound-to-westbound right-turn lane.

As shown in **Table 1**, implementing this recommended improvement would improve operations to LOS D with 47.6 seconds of delay during the a.m. peak hour and LOS D with 50.5 seconds of delay during the p.m. peak hour.

It should be noted that this recommended improvement is a part of project-related improvements at this intersection described in the *Traffic Impact Study - Proposed Villages at the Ranch - Residential Development Northwest of the Intersection of Alluvial and Chestnut Avenues* (Peters Engineering Group 2016). This recommended improvement is also a part of improvements assumed at this intersection under EPAP conditions, which are described in more detail in the *Existing Plus Approved Projects No Project Conditions* section of this traffic impact study.

VEHICLE QUEUING

Table 5, Table 6, Table 7, and Table 8 present 95th percentile vehicle queuing under Existing conditions at the following four study intersections, respectively:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue,
- N. Willow Avenue & Spruce Avenue, and
- N. Willow Avenue & Herndon Avenue.

N. Chestnut Avenue & Alluvial Avenue

As shown in **Table 5** vehicle queues at the intersection of N. Chestnut Avenue & Alluvial Avenue under Existing conditions do not exceed the existing length of turning lanes by more than 25 feet. Therefore, no improvements are recommended.

N. Willow Avenue & Alluvial Avenue

As shown in **Table 6** current vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue exceed the existing length of the eastbound-to-northbound left-turn lane by more than 25 feet.

Recommended Improvement. To address this existing deficiency, the eastbound-to-northbound left-turn lane should be lengthened to accommodate a 153 feet vehicle queue.

This improvement would provide adequate vehicle storage under Existing conditions.

N. Willow Avenue & Spruce Avenue

As shown in **Table 7** vehicle queues at the intersection of N. Chestnut Avenue & Alluvial Avenue under Existing conditions do not exceed the existing length of turning lanes by more than 25 feet. Therefore, no improvements are recommended.

N. Willow Avenue & Herndon Avenue

As shown in **Table 8** current vehicle queues at the intersection of N. Willow Avenue & Herndon Avenue exceed the existing length of the following turn lanes by more than 25 feet:

- the eastbound-to-southbound right-turn lane, and
- the northbound-to-westbound left-turn lane.

Recommended Improvement. To address this existing deficiency, the following improvements are recommended:

- lengthen the eastbound-to-southbound right-turn lane to accommodate a 222 feet vehicle queue, and
- lengthen the northbound-to-westbound left-turn lane to accommodate a 288 feet vehicle queue.

These improvements would provide adequate vehicle storage under Existing conditions.

Table 5. Turn Lane Queue Lengths at the Intersection of North Chestnut Avenue & Alluvial Avenue

Scenario and Time Period	EB-to-NB Left Turn	EB-to-SB Right Turn	WB-to-SB Left Turn	WB-to-NB Right Turn	NB-to-WB Left Turn	NB-to-EB Right Turn	SB-to-EB Left Turn	SB-to-WB Right Turn
Existing Length of Turn Lane	--	180	--	235	180	--	255	--
<u>Existing</u>								
AM Peak Hour	--	12	--	12	142	--	89	--
PM Peak Hour	--	18	--	52	120	--	127	--
<u>Existing Plus Project</u>								
AM Peak Hour	--	12	--	14	142	--	90	--
PM Peak Hour	--	18	--	53	120	--	128	--
<u>Project-Related Change</u>								
AM Peak Hour	--	0	--	2	0	--	1	--
PM Peak Hour	--	0	--	1	0	--	1	--
<u>EPAP No Project</u>								
AM Peak Hour	57	0	60	6	97	--	109	20
PM Peak Hour	70	0	36	37	110	--	92	0
<u>EPAP Plus Project</u>								
AM Peak Hour	57	0	61	7	97	--	110	20
PM Peak Hour	70	0	38	36	111	--	94	0
<u>Project-Related Change</u>								
AM Peak Hour	0	0	1	1	0	--	1	0
PM Peak Hour	0	0	2	-1	1	--	2	0
<u>Cumulative No Project</u>								
AM Peak Hour	81	19	111	3	132	--	81	46
PM Peak Hour	108	39	83	36	138	--	97	0
<u>Cumulative Plus Project</u>								
AM Peak Hour	81	19	112	3	132	--	82	46
PM Peak Hour	108	39	87	36	138	--	100	0
<u>Project-Related Change</u>								
AM Peak Hour	0	0	1	0	0	--	1	0
PM Peak Hour	0	0	4	0	0	--	3	0
<p>Notes: "EB" = eastbound. "WB" = westbound. "NB" = northbound. "SB" = southbound. All values are in feet. Zero ("0") indicates the queue is less than one foot. Dashes (" -- ") indicate exclusive turn lane not present in that scenario. Bold black font indicates queue length exceeds existing length of turn lane. Bold red font indicates queue length exceeds existing length of turn lane, and project-related change exceeds 25 feet.</p>								

Table 6. Turn Lane Queue Lengths at the Intersection of North Willow Avenue & Alluvial Avenue

Scenario and Time Period	EB-to-NB Left Turn	EB-to-SB Right Turn	WB-to-SB Left Turn *	WB-to-NB Right Turn	NB-to-WB Left Turn	NB-to-EB Right Turn	SB-to-EB Left Turn	SB-to-WB Right Turn
Existing Length of Turn Lane	95	50	240	285	300	105	260	155
<u>Existing</u>								
AM Peak Hour	42	34	132	36	88	0	116	20
PM Peak Hour	153	16	96	21	256	31	105	0
<u>Existing Plus Project</u>								
AM Peak Hour	54	34	331	38	88	12	265	20
PM Peak Hour	164	16	252	29	256	47	217	0
<u>Project-Related Change</u>								
AM Peak Hour	12	0	199	2	0	12	149	0
PM Peak Hour	11	0	156	8	0	16	112	0
<u>EPAP No Project</u>								
AM Peak Hour	78	37	146	8	154	0	118	4
PM Peak Hour	141	15	97	6	255	27	129	0
<u>EPAP Plus Project</u>								
AM Peak Hour	95	37	316	18	154	14	245	4
PM Peak Hour	150	11	264	10	255	39	241	0
<u>Project-Related Change</u>								
AM Peak Hour	17	0	170	10	0	14	127	0
PM Peak Hour	9	-4	167	4	0	12	112	0
<u>Cumulative No Project</u>								
AM Peak Hour	86	52	243	46	133	1	300	69
PM Peak Hour	213	227	269	57	290	4	382	44
<u>Cumulative Plus Project</u>								
AM Peak Hour	104	52	325	48	133	16	333	69
PM Peak Hour	224	227	380	71	290	23	423	44
<u>Project-Related Change</u>								
AM Peak Hour	18	0	82	2	0	15	33	0
PM Peak Hour	11	0	111	14	0	19	41	0
<p>Notes: "EB" = eastbound. "WB" = westbound. "NB" = northbound. "SB" = southbound. All values are in feet.</p> <p>Zero ("0") indicates the queue is less than one foot.</p> <p>Bold black font indicates queue length exceeds existing length of turn lane.</p> <p>Bold red font indicates queue length exceeds existing length of turn lane, and project-related change exceeds 25 feet.</p> <p>* A center two-way left-turn lane east of the westbound-to-southbound left-turn lane extends for an additional 875 feet.</p>								

Table 7. Turn Lane Queue Lengths at the Intersection of North Willow Avenue & Spruce Avenue

Scenario and Time Period	EB-to-NB Left Turn	EB-to-SB Right Turn	WB-to-SB Left Turn*	WB-to-NB Right Turn*	NB-to-WB Left Turn	NB-to-EB Right Turn	SB-to-EB Left Turn	SB-to-WB Right Turn
Existing Length of Turn Lane	--	--	200	290	100	85	170	--
<u>Existing</u>								
AM Peak Hour	--	--	3	12	9	0	11	--
PM Peak Hour	--	--	3	15	38	0	19	--
<u>Existing Plus Project</u>								
AM Peak Hour	--	--	3	12	9	0	11	--
PM Peak Hour	--	--	3	19	39	0	19	--
<u>Project-Related Change</u>								
AM Peak Hour	--	--	0	0	0	0	0	--
PM Peak Hour	--	--	0	4	1	0	0	--
<u>EPAP No Project</u>								
AM Peak Hour	27	0	6	0	33	0	11	0
PM Peak Hour	16	0	3	0	88	0	18	0
<u>EPAP Plus Project</u>								
AM Peak Hour	27	0	6	0	33	0	11	0
PM Peak Hour	17	0	3	0	73	0	18	0
<u>Project-Related Change</u>								
AM Peak Hour	0	0	0	0	0	0	0	0
PM Peak Hour	1	0	0	0	-15	0	0	0
<u>Cumulative No Project</u>								
AM Peak Hour	33	0	15	16	58	0	11	0
PM Peak Hour	59	0	5	0	49	0	179	0
<u>Cumulative Plus Project</u>								
AM Peak Hour	34	0	15	16	58	0	11	0
PM Peak Hour	59	0	5	0	49	0	179	0
<u>Project-Related Change</u>								
AM Peak Hour	1	0	0	0	0	0	0	0
PM Peak Hour	0	0	0	0	0	0	0	0
<p>Notes: "EB" = eastbound. "WB" = westbound. "NB" = northbound. "SB" = southbound. All values are in feet.</p> <p>Zero ("0") indicates the queue is less than one foot. Dashes (" - - ") indicate exclusive turn lane not present in that scenario.</p> <p>Bold black font indicates queue length exceeds existing length of turn lane.</p> <p>Bold red font indicates queue length exceeds existing length of turn lane, and project-related change exceeds 25 feet.</p> <p>* Under Existing conditions, turn lanes extend east for an additional 250 feet as through travel lanes.</p>								

Table 8. Turn Lane Queue Lengths at the Intersection of North Willow Avenue & Herndon Avenue

Scenario and Time Period	EB-to-NB Left Turn	EB-to-SB Right Turn	WB-to-SB Left Turn	WB-to-NB Right Turn	NB-to-WB Left Turn	NB-to-EB Right Turn	SB-to-EB Left Turn	SB-to-WB Right Turn
Existing Length of Turn Lane	270	195	255	130	260	180	225	115
<u>Existing</u>								
AM Peak Hour	123	53	69	37	288	0	92	111
PM Peak Hour	239	222	117	111	220	27	152	63
<u>Existing Plus Project</u>								
AM Peak Hour	132	53	69	37	288	0	92	126
PM Peak Hour	224	225	117	117	220	27	152	79
<u>Project-Related Change</u>								
AM Peak Hour	9	0	0	0	0	0	0	15
PM Peak Hour	-15	3	0	6	0	0	0	16
<u>EPAP No Project</u>								
AM Peak Hour	140	101	55	46	258	0	98	120
PM Peak Hour	198	208	123	142	193	42	114	87
<u>EPAP Plus Project</u>								
AM Peak Hour	167	95	54	41	305	0	94	125
PM Peak Hour	209	211	123	144	193	42	114	104
<u>Project-Related Change</u>								
AM Peak Hour	27	-6	-1	-5	47	0	-4	5
PM Peak Hour	11	3	0	2	0	0	0	17
<u>Cumulative No Project</u>								
AM Peak Hour	113	303	160	61	394	51	121	52
PM Peak Hour	191	462	226	88	358	118	188	53
<u>Cumulative Plus Project</u>								
AM Peak Hour	125	303	160	61	394	51	121	58
PM Peak Hour	199	462	226	88	358	118	188	59
<u>Project-Related Change</u>								
AM Peak Hour	12	0	0	0	0	0	0	6
PM Peak Hour	8	0	0	0	0	0	0	6
<p>Notes: "EB" = eastbound. "WB" = westbound. "NB" = northbound. "SB" = southbound. All values are in feet. Zero ("0") indicates the queue is less than one foot. Dashes (" - - ") indicate exclusive turn lane not present in that scenario. Bold black font indicates queue length exceeds existing length of turn lane. Bold red font indicates queue length exceeds existing length of turn lane, and project-related change exceeds 25 feet.</p>								

EXISTING PLUS PROJECT IMPACTS

The Existing Plus Project scenario may be used to identify the direct impacts of the proposed project, by comparing conditions under the Existing Plus Project scenario to conditions under Existing conditions. As noted in Section 15125(a) of the State CEQA Guidelines, Existing conditions “. . . will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.”

Traffic volumes under Existing Plus Project conditions are determined by adding project-related traffic to existing background traffic volumes.

Implementation of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project would result in vehicle traffic to and from the project site. The amount of additional traffic on a particular section of the street network depends on three factors:

- Trip Generation, the number of new trips generated by the project;
- Trip Distribution, the direction of travel for the new traffic; and
- Trip Assignment, the specific routes used by the new traffic.

Each of these factors is described below.

TRIP GENERATION

Proposed land uses in the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project include:

- a 3,764 building SF convenience store with 16 gasoline fueling stations,
- two fast food restaurants with drive-through windows 3,462 building SF and 3,149 building SF in size, and
- an apartment complex with 56 multiple family dwelling units.

A more detail description of the project is provided in the *Introduction* section of this traffic impact study.

Implementation of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project would generate new vehicle trips and potentially affect traffic operations at the study intersections. The number of vehicle trips that are expected to be generated by development of the proposed project has been estimated using typical trip generation rates that have been developed based on the nature and size of project land uses.

Data compiled by the Institute of Transportation Engineers (ITE) and presented in the publication *Trip Generation, 9th Edition* (Institute of Transportation Engineers 2012) is the primary source of trip generation rates.

The trip generation rates used in this traffic impact study are presented in **Table 9**. The trip generation rates are applied to the amount of project-related land uses. The resulting trip generation estimates are presented in **Table 10**. As shown in **Table 10**, the trip generation estimate has been adjusted to reflect pass-by trips to the non-residential portion of the project, drawn from the flow of background (not project-related) traffic.

The pass-by trip adjustment was made using methods specified in the ITE document *Trip Generation Handbook, 2nd Edition* (Institute of Transportation Engineers 2012), and in consultation with City of Clovis staff (Smith pers. comm.) The *Trip Generation Handbook 2nd Edition* specifies the methods used in applying pass-by adjustments.

As shown in **Table 10**, the proposed project would generate an estimated 254 trips during the a.m. peak hour and 241 trips during the p.m. peak hour.

TRIP DISTRIBUTION

Project-related trips were geographically distributed over the study area roadway network. The distribution of trips is based on the relative attractiveness or utility of possible destinations. Trip distribution percentages applied in this traffic impact study are presented in **Table 11**, and are graphically shown in **Figure 5** and **Figure 6**.

The FCOG Travel Demand Model (Han pers. comm.) was used to estimate trip distribution percentages. Raw unadjusted select link results from the travel demand model are presented in the technical appendix.

This traffic impact study includes analysis of scenarios based on three different background development conditions:

- Existing conditions,
- EPAP conditions, and
- Cumulative conditions.

Under Existing background conditions, the west leg of the intersection of N. Willow Avenue & Spruce Avenue is not present. The west leg of this intersection is under constructions, and is assumed to be present with near-term future EPAP and long-term future Cumulative background conditions. The presence of the west leg of the intersection would affect project-related trip distribution. Therefore, **Table 11** separately presents trip distribution percentages for Existing background conditions, and for EPAP and Cumulative background conditions.

**Table 9. Trip Generation Rates for
N. Willow Avenue & Alluvial Avenue Commercial and Apartments Project**

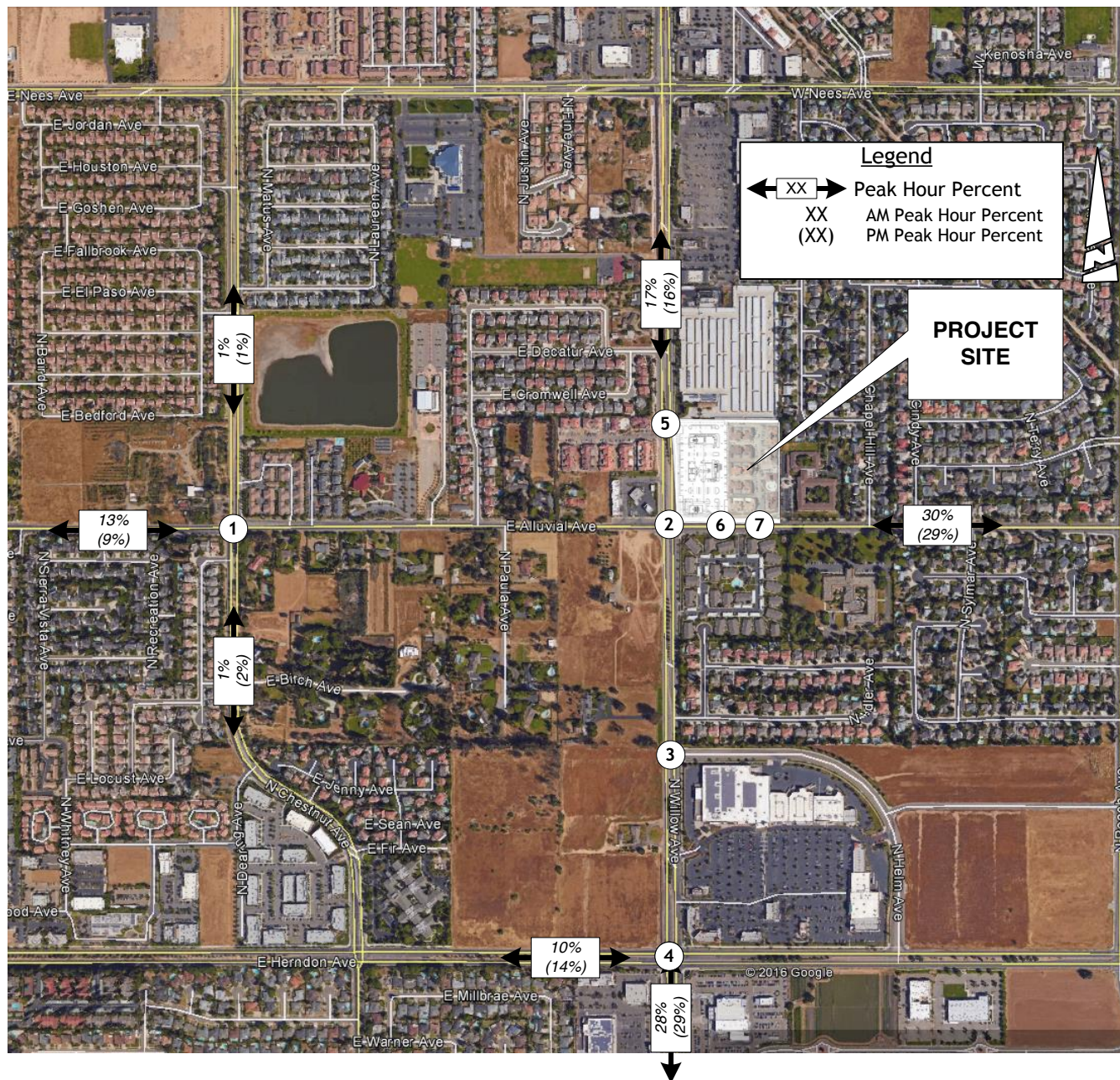
Land Use Category and ITE Land Use Code	Independent Variable	Vehicle Trip Rates						
		AM Peak Hour				PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
Freddy's and Future Drive-Thru Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)	1,000 Sq. Ft	496.12	23.16	22.26	45.42	16.98	15.67	32.65
am/pm Convenience Store (ITE 946 - Gasoline/Service Station with Convenience Market and Car Wash)	Vehicle Fueling Positions	152.84	6.04	5.80	11.84	7.07	6.79	13.86
Apartment (ITE 220)	Dwelling Units	6.65	0.10	0.41	0.51	0.40	0.22	0.62
Notes: Totals may not equal the sum of the components due to rounding. Source: Institute of Transportation Engineers 2012.								

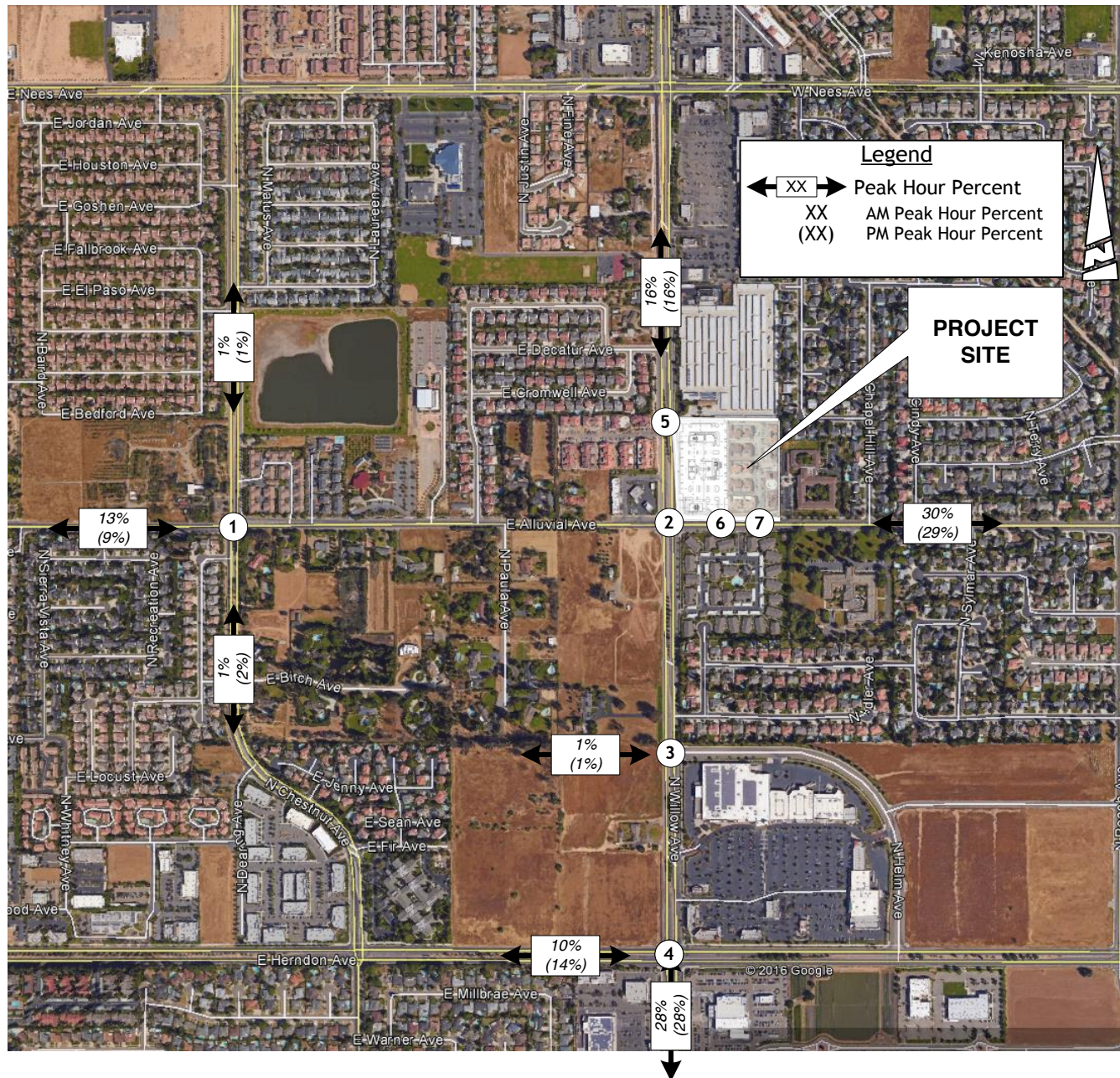
**Table 10. Trip Generation Estimates for
N. Willow Avenue & Alluvial Avenue Commercial and Apartments Project**

Land Use Category and ITE Land Use Code	Amount of Land Use	Vehicle Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Freddy's and Future Drive-Thru Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)	6.611 1,000 Sq. Ft	3,280	153	147	300	112	104	216
am/pm Convenience Store (ITE 946 - Gasoline/Service Station with Convenience Market and Car Wash)	16 Vehicle Fueling Positions	2,445	97	93	189	113	109	222
Apartment (ITE 220)	56 Dwelling Units	372	6	23	29	22	12	35
Unadjusted Subtotal		6,097	256	263	518	247	225	473
Pass-By Trip Reductions								
Freddy's and Future Drive-Thru Restaurant (ITE 934 - Fast-Food Restaurant with Drive-Through Window)		-1,640	-75	-72	-147	-56	-52	-108
am/pm Convenience Store (ITE 946 - Gasoline/Service Station with Convenience Market and Car Wash)		-1,223	-60	-58	-117	-63	-61	-124
Adjusted Total		3,234	121	133	254	128	112	241
Notes: Totals may not equal the sum of the components due to rounding. Pass-by percentages based on Institute of Transportation Engineers 2012.								

Table 11. Trip Distribution Percentages

Direction of Travel	Existing Background		EPAP and Cumulative Background	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
North on North Chestnut Avenue	1%	1%	1%	1%
North on North Willow Avenue	17%	16%	16%	16%
West on Alluvial Avenue	13%	9%	13%	9%
East on Alluvial Avenue	30%	29%	30%	29%
South on North Chestnut Avenue	1%	2%	1%	2%
West on Spruce Avenue	- -	- -	1%	1%
West on Herndon Avenue	10%	14%	10%	14%
South on Willow Avenue	28%	29%	28%	28%
TOTAL	100%	100%	100%	100%
<p>Source: Fresno Council of Governments Transportation Demand Model</p> <p>Note: Dashes ("- - ") indicate roadway does not exist.</p>				





PROJECT TRIP DISTRIBUTION PERCENTAGES
EPAP AND CUMULATIVE BACKGROUND

The FCOG travel model indicates project-related trip distribution percentages would be different during the a.m. peak hour and p.m. peak hour. Common reasons for travel patterns to differ during the a.m. peak hour and p.m. peak hour include:

- travel related to schools – trips going to school occur during the a.m. peak hour, but trips leaving school occur during the mid-afternoon, missing the p.m. peak hour; and
- travel related to retail commercial land use – retail commercial land uses generate relatively fewer trips during the a.m. peak hour and relatively more trips during the p.m. peak hour.

Because the FCOG travel model indicates project-related trip distribution percentages would be different during the a.m. peak hour and p.m. peak hour, **Table 11** presents different trip distribution percentages for the a.m. peak hour and p.m. peak hour.

TRIP ASSIGNMENT

Traffic that would be generated by the proposed project was added to Existing volumes. **Figure 7** displays the project-related-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour. **Figure 4** displays the resulting Existing Plus Project traffic volumes anticipated for each study intersection in the peak hours.

LEVELS OF SERVICE

Table 1 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under Existing Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under Existing Plus Project conditions would be generally higher than under Existing conditions and, as a result, vehicle delay at study intersections under Existing Plus Project conditions would be higher than under Existing conditions.

Under Existing Plus Project conditions, LOS at six of the seven study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. The impact at these six intersections is considered to be less than significant. No mitigation measures are required.

N. Chestnut Avenue & Alluvial Avenue

As shown in **Table 1**, this intersection would operate at LOS E with 71.8 seconds of delay during the a.m. peak hour and LOS E with 56.2 seconds of delay during the p.m. peak hour under Existing Plus Project Conditions. LOS E is considered unacceptable. This impact is considered to be significant. Implementation of the following mitigation measure would reduce this impact to a less than significant level:

Mitigation Measure. Split the southbound combination through/right-turn lane into an exclusive southbound through and an exclusive southbound-to-westbound right-turn lane.

As shown in **Table 1**, implementing this mitigation measure would improve operations to LOS D with 52.5 seconds of delay during the a.m. peak hour and LOS D with 54.1 seconds of delay during the p.m. peak hour. LOS D is considered acceptable.

It should be noted that this mitigation measure is:

- the same as the recommended improvement under Existing conditions;
- a part of project-related improvements at this intersection described in the *Traffic Impact Study - Proposed Villages at the Ranch - Residential Development Northwest of the Intersection of Alluvial and Chestnut Avenues* (Peters Engineering Group 2016); and
- is a part of improvements assumed at this intersection under EPAP conditions, which are described in more detail in the *Existing Plus Approved Projects No Project Conditions* section of this traffic impact study.

VEHICLE QUEUING

Table 5, **Table 6**, **Table 7**, and **Table 8** present 95th percentile vehicle queuing under Existing Plus Project conditions at the following four study intersections, respectively, and shows the project-related change:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue,
- N. Willow Avenue & Spruce Avenue, and
- N. Willow Avenue & Herndon Avenue.

N. Chestnut Avenue & Alluvial Avenue

As shown in **Table 5** vehicle queues at the intersection of N. Chestnut Avenue & Alluvial Avenue under Existing Plus Project conditions would not exceed the existing length of turning

lanes by more than 25 feet. Therefore, this impact is considered less than significant and no mitigation measures are required.

N. Willow Avenue & Alluvial Avenue

As shown in **Table 6**, vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue would exceed the existing length of the eastbound-to-northbound left-turn lane by more than 25 feet under Existing Plus Project conditions. This is the same lane that would experience vehicle queues exceeding the length of turning lane by more than 25 feet under Existing conditions. The project-related change in the vehicle queue length would not be more than 25 feet in the eastbound-to-northbound left-turn lane. Therefore, the impact on this turning lane would be less than significant and no mitigation measure is required.

As shown in **Table 6**, vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue would exceed the existing length of the westbound-to-southbound left-turn lane by more than 25 feet under Existing Plus Project conditions. However, a CTWLTL east of the westbound-to-southbound left-turn lane extends for an additional 875 feet, which would be adequate for containing the queue. Therefore, the impact on this turning lane would be less than significant and no mitigation measure is required.

N. Willow Avenue & Spruce Avenue

As shown in **Table 7**, vehicle queues at the intersection of N. Willow Avenue & Spruce Avenue under Existing Plus Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, the impact of vehicle queuing at this intersection would be less than significant and no mitigation measure is required.

N. Willow Avenue & Herndon Avenue

As shown in **Table 8**, at the intersection of N. Willow Avenue & Herndon Avenue under Existing Plus Project conditions, vehicle queues would exceed the existing length of the following turn lanes by more than 25 feet

- the eastbound-to-southbound right-turn lane, and
- the northbound-to-westbound left-turn lane.

These are the same lanes that would experience vehicle queues exceeding the length of turning lane by more than 25 feet under Existing conditions. The project-related change in the vehicle queue length would not be more than 25 feet. Therefore, the impact on turning lanes at this intersection would be less than significant and no mitigation measure is required.

SITE ACCESS AND CIRCULATION

The following describes impacts associated with project site access and circulation.

Sight Distance

Vegetation, structures, and horizontal and vertical curvature can potentially impair the distance at which approaching vehicles can be seen by drivers waiting to depart a project site driveway. This distance is referred to as sight distance. Sight distance determines the amount of time a driver has to execute a maneuver – in the case of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project, exiting the project site using:

- the West Parcel A Access driveway on N. Willow Avenue,
- the South Parcel A Access driveway on Alluvial Avenue, or
- the Parcel B Access driveway on Alluvial Avenue.

As specified in section 201.1 of the Caltrans *Highway Design Manual* (California Department of Transportation 2016), sight distance has been assessed for this traffic impact study using the Stopping Sight Distance procedures described in section 201.3 of the *Highway Design Manual*.

Table 201.1 of the Highway Design Manual presents a description of minimum acceptable stopping sight distances at various speeds. The speed limit on N. Willow Avenue adjacent to the project site is 50 mph. At 50 mph, the minimum acceptable stopping distance is 430 feet. The speed limit on Alluvial Avenue adjacent to the project site is 40 mph. At 40 mph, the minimum acceptable stopping distance is 300 feet.

Figure 8 shows the sight distance view from the West Parcel A Driveway looking north along N. Willow Avenue using procedures described in section 201.3 of the *Highway Design Manual*. The available sight distance would exceed the minimum acceptable sight distance of 430 feet. Therefore, this impact is considered less than significant, and no mitigation measures are required.

Figure 9 shows the sight distance view from the West Parcel A Driveway looking south along N. Willow Avenue using procedures described in section 201.3 of the *Highway Design Manual*. The available sight distance would exceed the minimum acceptable sight distance of 430 feet. Therefore, this impact is considered less than significant, and no mitigation measures are required.

Figure 10 shows the sight distance view from the South Parcel A Driveway looking west along Alluvial Avenue using procedures described in section 201.3 of the *Highway Design Manual*. The available sight distance would exceed the minimum acceptable sight distance of 300 feet. Therefore, this impact is considered less than significant, and no mitigation measures are required.

Figure 11 shows the sight distance view from the South Parcel A Driveway looking east along Alluvial Avenue using procedures described in section 201.3 of the *Highway Design Manual*. The available sight distance would exceed the minimum acceptable sight distance of 300 feet.

Therefore, this impact is considered less than significant, and no mitigation measures are required.

Figure 12 shows the sight distance view from the Parcel B Driveway looking west along Alluvial Avenue using procedures described in section 201.3 of the *Highway Design Manual*. The available sight distance would exceed the minimum acceptable sight distance of 300 feet. Therefore, this impact is considered less than significant, and no mitigation measures are required.

Figure 13 shows the sight distance view from the Parcel B Driveway looking east along Alluvial Avenue using procedures described in section 201.3 of the *Highway Design Manual*. The available sight distance would exceed the minimum acceptable sight distance of 300 feet. Therefore, this impact is considered less than significant, and no mitigation measures are required.











VIEW LOOKING WEST FROM THE PARCEL B DRIVEWAY



Pedestrian and Bicycle Access

Implementation of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project would result in pedestrian and bicycle travel to and from the project site. As noted in the *Study Area Roadways* section of this traffic impact study:

- N. Willow Avenue has bicycle lanes and sidewalks on both sides of the roadway north of the project site.
- N. Willow Avenue has bicycle lanes and sidewalks along the east side of the roadway south of Alluvial Avenue.
- Alluvial Avenue has bicycle lanes and sidewalks on both sides east of the project site.
- Alluvial Avenue has bicycle lanes and sidewalks along a majority of the north side between N. Maple Avenue and N. Willow Avenue. Bicycle lanes and sidewalks are not present along north side of Alluvial Avenue adjacent to vacant parcels and large-lot residential development. In these areas, pedestrian were observed using the roadway shoulder and an informal path along the side of the roadway.
- Alluvial Avenue has bicycle lanes and sidewalks along the south side between N. Maple Avenue and N. Chestnut Avenue. However, bicycle lanes and sidewalks are not present along the south side of Alluvial Avenue between N. Chestnut Avenue and N. Willow Avenue.

In addition, crosswalks are present across all four approaches to the intersection of N. Willow Avenue & Alluvial Avenue, providing protected access to the project site.

As shown in **Figure 2**, implementation of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project would include construction of sidewalks along the project site frontage to both N. Willow Avenue and Alluvial Avenue. Therefore, bicycle and pedestrian access to the project site is considered adequate. This impact is considered less than significant and no mitigation measures are required.

EXISTING PLUS APPROVED PROJECTS NO PROJECT CONDITIONS

EPAP No Project conditions, also referred to as Near-Term No Project conditions, represent a near-term future background condition. Development of land uses and roadway improvements associated with previously-approved and pending projects are assumed in this condition. This scenario does not include development of any of the proposed N. Willow Avenue & Alluvial Avenue Commercial and Apartments project. The EPAP No Project condition, therefore, serves as the baseline condition used to assess the significance of near-term future project-related traffic impacts.

TRAFFIC VOLUME FORECASTS

As previously described in the *Travel Forecasting* section of this traffic impact study, data from the following three traffic impact studies were used to develop forecasts of background increases in traffic volumes under near-term EPAP conditions. The increases in traffic volumes reflect development of previously-approved and pending projects in the vicinity of the project site.

- *Traffic Impact Study - Proposed Apartment Complex North of Herndon Avenue Between Chestnut and Willow Avenues* (Peters Engineering Group 2015),
- *Traffic Impact Study - Proposed Villages at the Ranch - Residential Development Northwest of the Intersection of Alluvial and Chestnut Avenues* (Peters Engineering Group 2016), and
- *Transportation Impact Study – Multi-Family Development at Willow/Alluvial* (Precision Civil Engineering, Inc 2016).

A more detailed description of traffic volume forecasting methods is presented in the *Travel Forecasting* section of this traffic impact study. Application of these methods results in the a.m. peak hour and p.m. peak hour traffic volumes presented in **Figure 14**.

ROADWAY IMPROVEMENTS

In consultation with City of Fresno staff (Gormley pers. comm.), roadway improvements for EPAP No Project conditions were assumed to be consistent with the three traffic impact studies listed immediately above. These improvements include the following.

At the intersection of N. Chestnut Avenue & Alluvial Avenue:

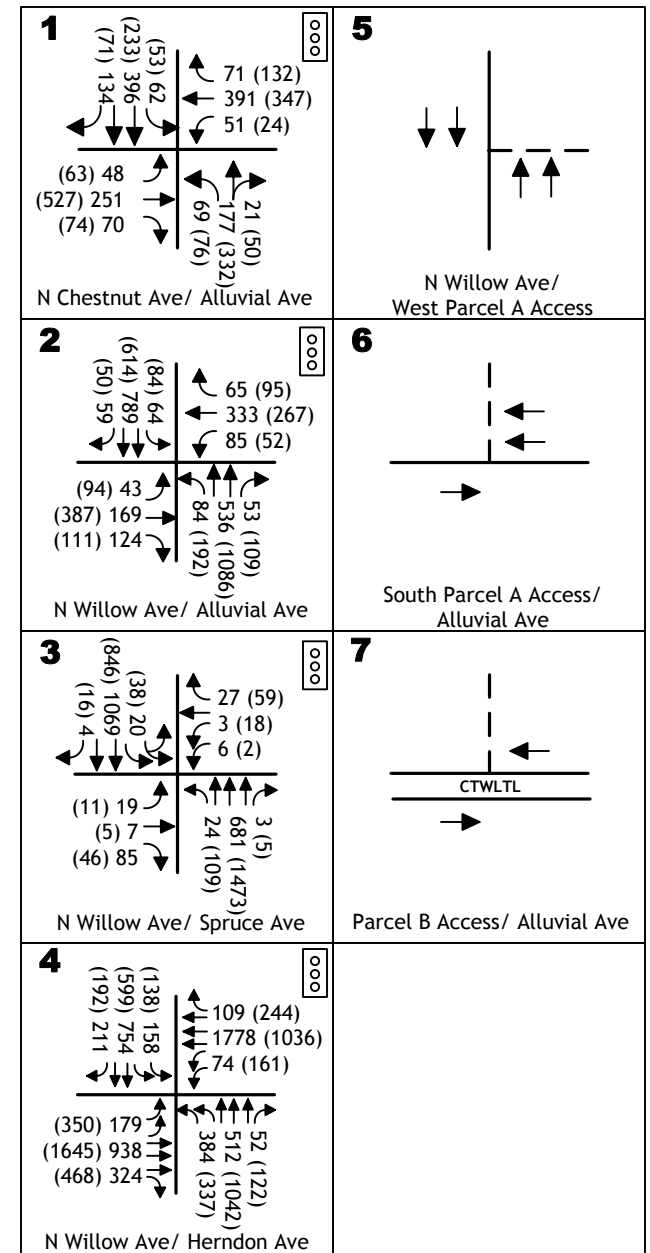
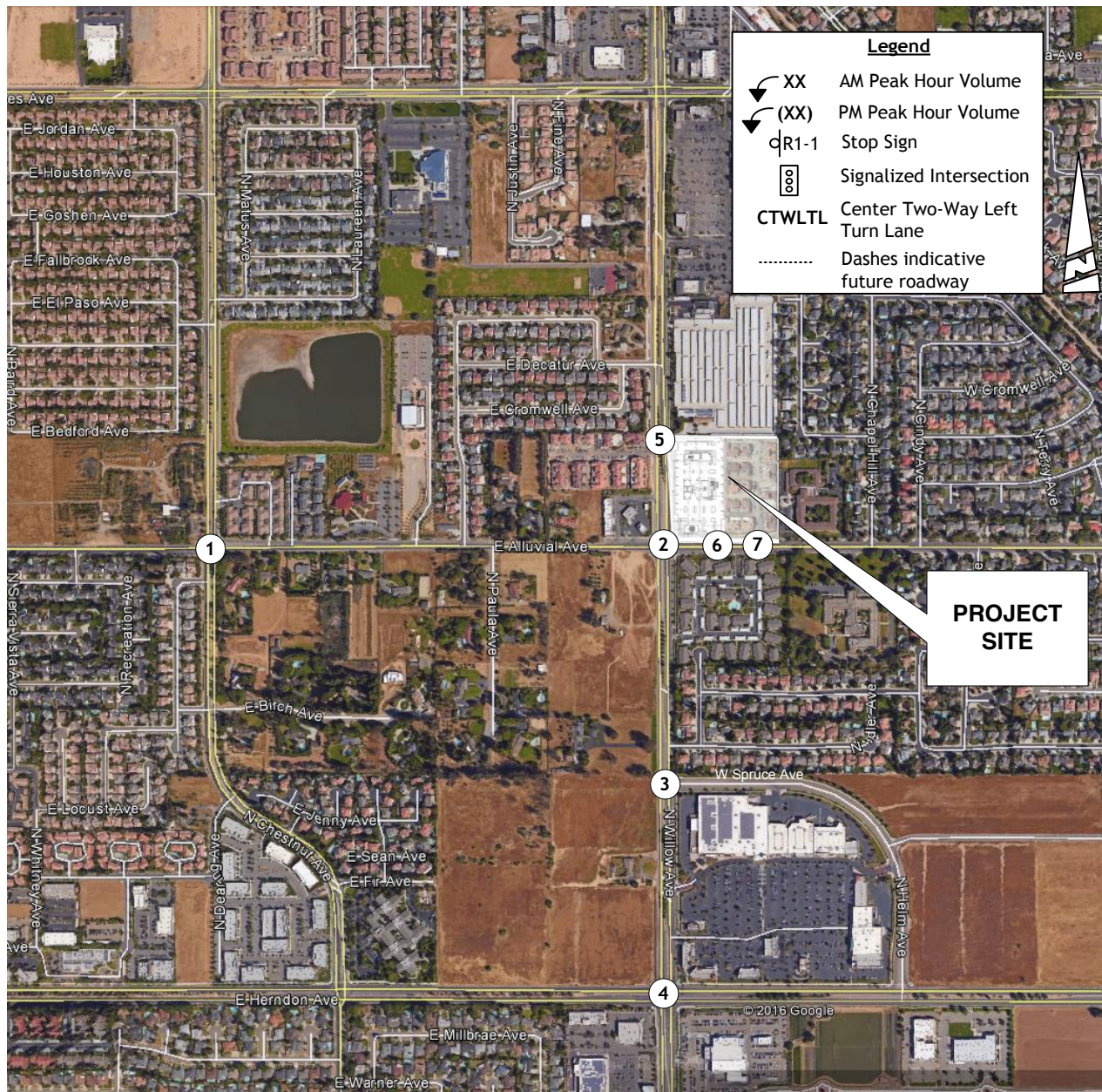
- split the southbound combined through/right-turn lane into an exclusive southbound through lane and an exclusive southbound-to-westbound right-turn lane,

- add a second southbound exclusive through lane,
- split the westbound combined through/left-turn lane into an exclusive westbound through lane and an exclusive westbound-to-southbound left-turn lane, and
- split the eastbound combined through/left-turn lane into an exclusive eastbound through lane and an exclusive eastbound-to-northbound left-turn lane.

Complete the west leg of the intersection of N. Willow Avenue & Spruce Avenue, which is under construction:

- add an exclusive eastbound-to-northbound left-turn lane,
- add an exclusive eastbound through lane,
- add an exclusive eastbound-to-southbound right-turn lane,
- add an exclusive southbound-to-westbound right-turn lane, and
- add an exclusive westbound through lane.

The resulting intersection lane geometrics are shown in **Figure 14**.



LEVELS OF SERVICE

Table 2 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP No Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under EPAP No Project conditions would be generally higher than under Existing conditions and, as a result, vehicle delay at study intersections under EPAP No Project conditions would be generally higher than under Existing conditions.

Under EPAP No Project conditions, LOS at all four study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these intersections to achieve acceptable LOS.

VEHICLE QUEUING

Table 5, **Table 6**, **Table 7**, and **Table 8** present 95th percentile vehicle queuing under EPAP No Project conditions at the following four study intersections, respectively:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue,
- N. Willow Avenue & Spruce Avenue, and
- N. Willow Avenue & Herndon Avenue.

N. Chestnut Avenue & Alluvial Avenue

As shown in **Table 5** vehicle queues at the intersection of N. Chestnut Avenue & Alluvial Avenue under EPAP No Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, no improvements are recommended:

N. Willow Avenue & Alluvial Avenue

As shown in **Table 6** vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue under EPAP No Project conditions would exceed the existing length of the eastbound-to-northbound left-turn lane by more than 25 feet.

Recommended Improvement. To address this deficiency, the eastbound-to-northbound left-turn lane should be lengthened to accommodate a 141 feet vehicle queue.

This improvement would provide adequate vehicle storage under EPAP No Project conditions.

N. Willow Avenue & Spruce Avenue

As shown in **Table 7** vehicle queues at the intersection of N. Willow Avenue & Spruce Avenue under EPAP No Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, no improvements are recommended.

N. Willow Avenue & Herndon Avenue

As shown in **Table 8** vehicle queues at the intersection of N. Willow Avenue & Herndon Avenue under EPAP No Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, no improvements are recommended.

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT IMPACTS

EPAP Plus Project development conditions, also referred to as Near-Term Plus Project conditions, describes near-term traffic operations assuming implementation of both other approved and pending projects, and the proposed N. Willow Avenue & Alluvial Avenue Commercial and Apartments project. Comparing traffic operations under this condition to traffic operations under EPAP No Project conditions allows an identification of the near-term future project-related effects of the proposed project.

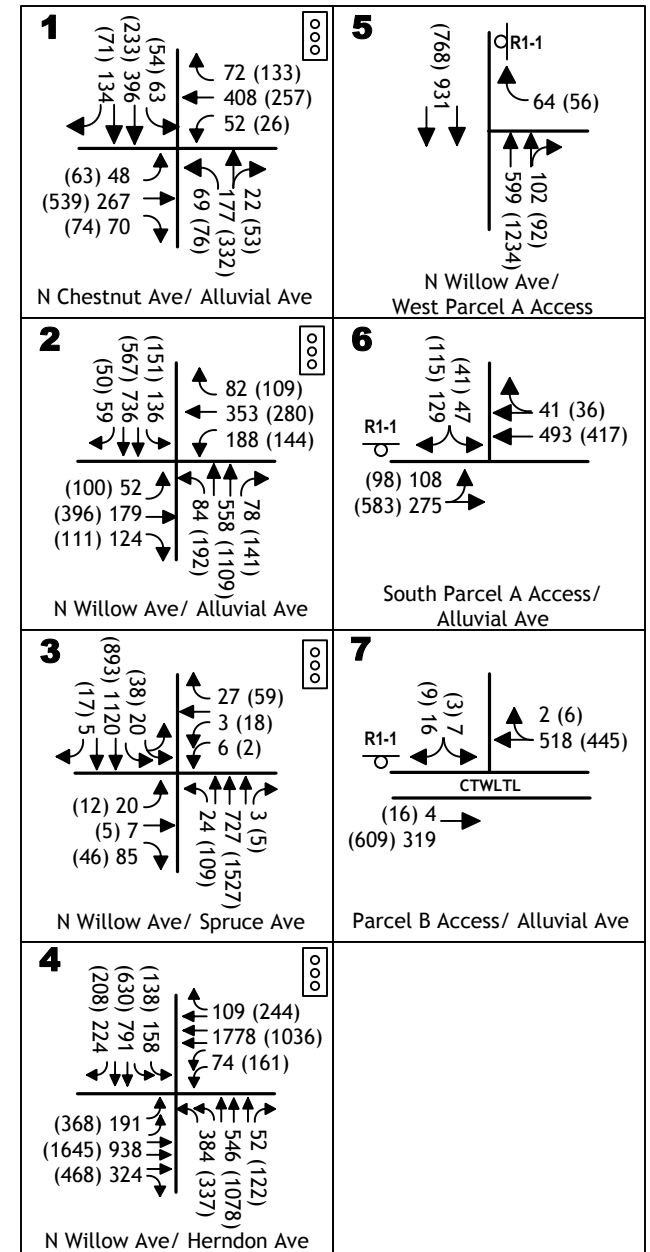
The development of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project would result in vehicle traffic to and from the project site. Methods used to estimate project-related travel have been previously described in the *Existing Plus Project Impacts* section of this traffic impact study. **Figure 15** displays the project-related-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour under near-term EPAP and long-term Cumulative background conditions. **Figure 16** displays the resulting EPAP Plus Project traffic volumes anticipated for each study intersection in the peak hours.

LEVELS OF SERVICE

Table 2 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under EPAP Plus Project conditions would be generally higher than under EPAP No Project conditions and, as a result, vehicle delay at study intersections under EPAP Plus Project conditions would be higher than under EPAP No Project conditions.

Under EPAP Plus Project conditions, LOS at six of the seven study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. The impact at these six intersections is considered to be less than significant. No mitigation measures are required.



N. Willow Avenue & Alluvial Avenue

As shown in **Table 2**, this intersection would operate at LOS D with 52.6 seconds of delay during the a.m. peak hour and LOS E with 64.8 seconds of delay during the p.m. peak hour under EPAP Plus Project Conditions. LOS E is considered unacceptable. This impact is considered to be significant. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure. Optimize the timing of the signal.

As shown in **Table 2**, implementing this mitigation measure would improve operations to LOS D with 37.7 seconds of delay during the p.m. peak hour. LOS D is considered acceptable.

VEHICLE QUEUING

Table 5, Table 6, Table 7, and Table 8 present 95th percentile vehicle queuing under EPAP Plus Project conditions at the following four study intersections, respectively, and shows the project-related change:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue,
- N. Willow Avenue & Spruce Avenue, and
- N. Willow Avenue & Herndon Avenue.

N. Chestnut Avenue & Alluvial Avenue

As shown in **Table 5** vehicle queues at the intersection of N. Chestnut Avenue & Alluvial Avenue under EPAP Plus Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, this impact is considered less than significant and no mitigation measure are required.

N. Willow Avenue & Alluvial Avenue

As shown in **Table 6**, vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue would exceed the existing length of the eastbound-to-northbound left-turn lane by more than 25 feet under EPAP Plus Project conditions. This is the same lane that would experience vehicle queues exceeding the length of turning lane by more than 25 feet under EPAP No Project conditions. The project-related change in the vehicle queue length would not be more than 25 feet in the eastbound-to-northbound left-turn lane. Therefore, the impact on this turning lane would be less than significant and no mitigation measure is required.

As shown in **Table 6**, vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue would exceed the existing length of the westbound-to-southbound left-turn lane by more than 25 feet under EPAP Plus Project conditions. However, a CTWLTL east of the westbound-

to-southbound left-turn lane extends for an additional 875 feet, which would be adequate for containing the queue. Therefore, the impact on this turning lane would be less than significant and no mitigation measure is required.

N. Willow Avenue & Spruce Avenue

As shown in **Table 7**, vehicle queues at the intersection of N. Willow Avenue & Spruce Avenue under EPAP Plus Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, the impact of vehicle queuing at this intersection would be less than significant and no mitigation measure is required.

N. Willow Avenue & Herndon Avenue

As shown in **Table 8**, at the intersection of N. Willow Avenue & Herndon Avenue under EPAP Plus Project conditions, the project would have a significant impact on the northbound-to-westbound left-turn lane. To reduce this impact to a less-than-significant level, the following mitigation measure would be required:

Mitigation Measure. Lengthen the northbound-to-westbound left-turn lane to accommodate a 305 feet vehicle queue.

CUMULATIVE NO PROJECT CONDITIONS

Cumulative No Project conditions represent a long-term future background condition. Development of land uses and roadway improvements in the year 2035 are assumed in this condition. This scenario does not include development of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments. However, it does assume on-site land use development consistent with current General Plan land use designations. The Cumulative No Project condition, therefore, serves as the baseline condition used to assess the significance of long-term future project-related traffic impacts.

TRAFFIC VOLUME FORECASTS

As previously described in the *Travel Forecasting* section of this traffic impact study, data from the FCOG Travel Demand Model (Fresno Council of Governments 2014) were used to forecast background increases in traffic volumes under long-term future Cumulative conditions. The increases in traffic volumes reflect long-term future development throughout the region.

A more detailed description of traffic volume forecasting methods is presented in the *Travel Forecasting* section of this traffic impact study. Application of these methods results in the a.m. peak hour and p.m. peak hour traffic volumes presented in **Figure 17**.

ROADWAY IMPROVEMENTS

In consultation with City of Fresno staff (Gormley pers. comm.), roadway improvements for Cumulative No Project conditions were assumed to be consistent with the following two traffic impact studies:

- *Traffic Impact Study - Proposed Apartment Complex North of Herndon Avenue Between Chestnut and Willow Avenues* (Peters Engineering Group 2015), and
- *Traffic Impact Study - Proposed Villages at the Ranch - Residential Development Northwest of the Intersection of Alluvial and Chestnut Avenues* (Peters Engineering Group 2016).

In addition to those roadway improvements assumed for near-term future EPAP conditions, the improvements for long-term future Cumulative conditions include the following:

- At the intersection of N. Willow Avenue & Spruce Avenue, add a third southbound exclusive through lane.
- At the intersection of N. Willow Avenue & Herndon Avenue, add a third southbound exclusive through lane.

LEVELS OF SERVICE

Table 3 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under Cumulative No Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under Cumulative No Project conditions would be generally higher than under Existing conditions and, as a result, vehicle delay at study intersections under Cumulative No Project conditions would be generally higher than under Existing conditions.

Under Cumulative No Project condition, LOS at three of the four study intersections would be at unacceptable levels during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these intersections to achieve acceptable LOS.

N. Willow Avenue & Alluvial Avenue

Under Cumulative No Project condition, this intersection would operate at LOS D with 42.8 seconds of delay during the a.m. peak hour, and LOS F with 88.4 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. To improve LOS to acceptable operating conditions, the following recommended improvement should be implemented:

Recommended Improvement. Add a northbound exclusive through lane and a southbound exclusive through lane at the intersection of N. Willow Avenue & Alluvial Avenue.

As shown in **Table 3**, implementing this recommended improvement would improve operations to LOS C with 33.8 seconds of delay during the a.m. peak hour and LOS D with 54.8 seconds of delay during the p.m. peak hour. LOS C and D are considered acceptable.

The worksheets presenting the calculation of LOS with recommended improvements are included in the technical appendix.

It should be noted that this recommended improvement is the same as a mitigation measure for Cumulative With Project conditions described in the *Traffic Impact Study - Proposed Villages at the Ranch - Residential Development Northwest of the Intersection of Alluvial and Chestnut Avenues* (Peters Engineering Group 2016). This recommended improvement is also consistent with:

- the number of southbound through lanes on N. Willow Avenue north of Alluvial Avenue,
- the roadway widening construction along the west side of N. Willow Avenue south of Alluvial Avenue,

- the width of pavement in the northbound direction on N. Willow Avenue north of the project site.
- the width of pavement in the northbound direction on N. Willow Avenue south of Alluvial Avenue.

VEHICLE QUEUING

Table 5, Table 6, Table 7, and Table 8 present 95th percentile vehicle queuing under Cumulative No Project conditions at the following four study intersections, respectively:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue,
- N. Willow Avenue & Spruce Avenue, and
- N. Willow Avenue & Herndon Avenue.

N. Chestnut Avenue & Alluvial Avenue

As shown in **Table 5** vehicle queues at the intersection of N. Chestnut Avenue & Alluvial Avenue under Cumulative No Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, no improvements are recommended:

N. Willow Avenue & Alluvial Avenue

As shown in **Table 6** vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue under Cumulative No Project conditions would exceed the existing length of the following turning lanes:

- the eastbound-to-northbound left-turn lane,
- the eastbound-to-southbound right-turn lane, and
- the southbound-to-eastbound left-turn lane.

Recommended Improvement. To address these deficiencies under Cumulative No Project conditions, the following improvements are recommended:

- lengthen the eastbound-to-northbound left-turn lane to accommodate a 213 feet vehicle queue,
- lengthen the eastbound-to-southbound right-turn lane to accommodate a 227 feet vehicle queue, and
- lengthen the southbound-to-eastbound left-turn lane to accommodate a 382 feet vehicle queue.

These improvements would provide adequate vehicle storage under Cumulative No Project conditions.

As shown in **Table 6**, vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue would exceed the existing length of the westbound-to-southbound left-turn lane by more than 25 feet under Cumulative No Project conditions. However, a CTWLTL east of the westbound-to-southbound left-turn lane extends for an additional 875 feet, which would be adequate for containing the queue. Therefore, the length of this turning lane is considered to be adequate and no improvement is recommended.

N. Willow Avenue & Spruce Avenue

As shown in **Table 7** vehicle queues at the intersection of N. Willow Avenue & Spruce Avenue under Cumulative No Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, no improvements are recommended:

N. Willow Avenue & Herndon Avenue

As shown in **Table 8** vehicle queues at the intersection of N. Willow Avenue & Herndon Avenue under Cumulative No Project conditions would exceed the existing length of the following turning lanes:

- the eastbound-to-southbound right-turn lane, and
- the northbound-to-westbound left-turn lane.

Recommended Improvement. To address these deficiencies under Cumulative No Project conditions, the following improvements are recommended:

- lengthen the eastbound-to-southbound right-turn lane to accommodate a 462 feet vehicle queue, and
- lengthen the northbound-to-westbound left-turn lane to accommodate a 394 feet vehicle queue.

These improvements would provide adequate vehicle storage under Cumulative No Project conditions.

CUMULATIVE PLUS PROJECT IMPACTS

The analysis of the Cumulative Plus Project development condition describes long-term traffic operations assuming development of land uses and roadway improvements in the year 2035 and the proposed N. Willow Avenue & Alluvial Avenue Commercial and Apartments project. Comparing traffic operations under this condition to traffic operations under Cumulative No Project conditions allows an identification of the long-term project-related effects of the proposed project.

Development of forecasts of future year background traffic volumes has been previously described in the *Cumulative No Project Conditions* section of this traffic impact study.

The development of the N. Willow Avenue & Alluvial Avenue Commercial and Apartments project would result in vehicle traffic to and from the project site. Methods used to estimate project-related travel have been previously described in the *Existing Plus Project Impacts* section, and the *Existing Plus Approved Projects Plus Project Impacts* section, of this traffic impact study.

Figure 15 displays the project-related-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour under long-term Cumulative background conditions. Project-related traffic volumes were added to Cumulative background traffic volumes to develop Cumulative Plus Project volumes. **Figure 18** displays the resulting Cumulative Plus Project traffic volumes anticipated for each study intersection in the peak hours.

LEVELS OF SERVICE

Table 3 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under Cumulative Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under Cumulative Plus Project conditions would be generally higher than under Cumulative No Project conditions and, as a result, vehicle delay at study intersections under Cumulative Plus Project conditions would be higher than under Cumulative No Project conditions.

Under Cumulative Plus Project conditions, LOS at six of the seven study intersections would be at acceptable LOS during both the a.m. peak hour and the p.m. peak hour. This impact is considered to be less than significant at these intersections. No mitigation measures would be required.

N. Willow Avenue & Alluvial Avenue

As shown in **Table 3**, this intersection would operate at LOS D with 54.4 seconds of delay during the a.m. peak hour and LOS F with 100.7 seconds of delay during the p.m. peak hour under Cumulative Plus Project Conditions. LOS F is considered unacceptable. This impact is considered to be significant. Implementation of the following mitigation measure would reduce this impact to a less than significant level:

Mitigation Measure. Add a northbound exclusive through lane and a southbound exclusive through lane at the intersection of N. Willow Avenue & Alluvial Avenue.

As shown in **Table 3**, implementing this mitigation measure would improve operations to LOS D with 43.8 seconds of delay during the a.m. peak hour and LOS D with 54.3 seconds of delay during the p.m. peak hour. LOS D is considered acceptable. The worksheets presenting the calculation of LOS with mitigation measures are included in the technical appendix.

It should be noted that this mitigation measure is the same as the recommended improvement for Cumulative No Project conditions presented earlier in the *Cumulative No Project Conditions* section of this traffic impact study, and is the same as a mitigation measure for Cumulative With Project conditions described in the *Traffic Impact Study - Proposed Villages at the Ranch - Residential Development Northwest of the Intersection of Alluvial and Chestnut Avenues* (Peters Engineering Group 2016). This mitigation measure is also consistent with:

- the number of southbound through lanes on N. Willow Avenue north of Alluvial Avenue,
- the roadway widening construction along the west side of N. Willow Avenue south of Alluvial Avenue,
- the width of pavement in the northbound direction on N. Willow Avenue north of the project site, and
- the width of pavement in the northbound direction on N. Willow Avenue south of Alluvial Avenue

VEHICLE QUEUING

Table 5, **Table 6**, **Table 7**, and **Table 8** present 95th percentile vehicle queuing under Cumulative Plus Project conditions at the following four study intersections, respectively, and shows the project-related change:

- N. Chestnut Avenue & Alluvial Avenue,
- N. Willow Avenue & Alluvial Avenue,

- N. Willow Avenue & Spruce Avenue, and
- N. Willow Avenue & Herndon Avenue.

N. Chestnut Avenue & Alluvial Avenue

As shown in **Table 5** vehicle queues at the intersection of N. Chestnut Avenue & Alluvial Avenue under Cumulative Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, this impact is considered less than significant and no mitigation measures are required.

N. Willow Avenue & Alluvial Avenue

As shown in **Table 6**, vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue would exceed the existing length of the eastbound-to-northbound left-turn lane and the eastbound-to-southbound right-turn lane by more than 25 feet under Cumulative Plus Project conditions. These are the same lanes that would experience vehicle queues exceeding the length of turning lane by more than 25 feet under Cumulative No Project conditions. The project-related change in the vehicle queue length would not be more than 25 feet in these turning lanes. Therefore, the impact on these turning lanes would be less than significant and no mitigation measures are required.

As shown in **Table 6**, vehicle queues at the intersection of N. Willow Avenue & Alluvial Avenue would exceed the existing length of the westbound-to-southbound left-turn lane by more than 25 feet under Cumulative Plus Project conditions. However, a CTWLTL east of the westbound-to-southbound left-turn lane extends for an additional 875 feet, which would be adequate for containing the queue. Therefore, the impact on this turning lane would be less than significant and no mitigation measure is required.

As shown in **Table 6** at the intersection of N. Willow Avenue & Alluvial Avenue under Cumulative Plus Project conditions, the project would have a significant impact on the southbound-to-eastbound left-turn lane. To reduce this impact to a less-than-significant level, the following mitigation measures would be required.

Mitigation Measure. Lengthen the southbound-to-eastbound left-turn lane to accommodate a 423 feet vehicle queue.

N. Willow Avenue & Spruce Avenue

As shown in **Table 7**, vehicle queues at the intersection of N. Willow Avenue & Spruce Avenue under Cumulative Plus Project conditions would not exceed the existing length of turning lanes by more than 25 feet. Therefore, the impact of vehicle queuing at this intersection would be less than significant and no mitigation measure is required.

N. Willow Avenue & Herndon Avenue

As shown in **Table 8**, vehicle queues at the intersection of N. Willow Avenue & Herndon Avenue would exceed the existing length of the eastbound-to-southbound right-turn lane and the northbound-to-westbound left-turn lane by more than 25 feet under Cumulative Plus Project conditions. These are the same lanes that would experience vehicle queues exceeding the length of turning lane by more than 25 feet under Cumulative No Project conditions. The project-related change in the vehicle queue length would not be more than 25 feet in these turning lanes. Therefore, the impact on these turning lanes would be less than significant and no mitigation measures are required.

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PERSONAL COMMUNICATIONS

Gormley, Jill. City Traffic Engineer / Traffic & Engineering Services Manager. City of Fresno Public Works Department. November 29, 2016 E-mail message to Ken Anderson, KD Anderson & Associates. February 8, 2017 E-mail message to Wayne Shijo, KD Anderson & Associates.

Han, Kai, TE. Senior Regional Planner. Fresno Council of Governments. December 22, 2016 E-mail message to Ken Anderson, KD Anderson & Associates.

Smith, Sean. Interim DRU Manager. City of Clovis. November 28, 2016 E-mail message to Ken Anderson, KD Anderson & Associates; February 10, 2017 E-mail message to Wayne Shijo, KD Anderson & Associates.

APPENDICES

(see Electronic Files)

DRAFT ORDINANCE & RESOLUTIONS

ATTACHMENT 2

**DRAFT
RESOLUTION 18-__**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A MITIGATED
NEGATIVE DECLARATION FOR GENERAL PLAN AMENDMENT GPA2017-01 AND REZONE
R2017-06 PURSUANT TO CEQA GUIDELINES**

WHEREAS, the project proponent, Willows Petroleum, Inc., 2190 Meridian Park Boulevard Suite G, Concord, CA 94520, has applied for various files including General Plan Amendment GPA2017-01 and Rezone R2017-06 for properties located at the northeast corner of Willow and Alluvial Avenues, in the County of Fresno

WHEREAS, the City of Clovis ("City") caused to be prepared an Initial Study (hereinafter incorporated by reference) on October 2017 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 that no mitigation measures would be required for the Project; and

WHEREAS, on the basis of this Initial Study, a Mitigated 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, the City Council has independently reviewed, evaluated, and considered the Initial Study, Mitigated Negative Declaration and all comments, written and oral, received from persons who reviewed the Mitigated 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 Mitigated 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 Mitigated Negative Declaration were presented to the Planning Commission and that the Planning Commission has independently reviewed, evaluated, and considered the Initial Study, Mitigated Negative Declaration and all comments, written and oral, received from persons who reviewed the Initial Study and Mitigated Negative Declaration, or otherwise commented on the Project prior to approving the Project and recommends the adoption of a Mitigated Negative Declaration for this project.
4. Approves and adopts the Mitigation Monitoring Program set forth in Exhibit "B", including the mitigation measures identified therein and as described in the Mitigated Negative Declaration.
5. 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 Deputy City Planner or other person designated by the Planning and Development Services Director.

6. 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 the City of Clovis held on February 5, 2018 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Date: February 5, 2018

Mayor

Attest:

City Clerk

EXHIBIT "B"

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	LS	None required	
b) Scenic Resources	NI	None required	
c) Visual Character and Quality	LS	None required	
d) Light and Glare	LS	None required	
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	
b) Agricultural Zoning and Williamson Act	NI	None required	
c, d) Forest Land Conversion and Zoning	NI	None required	
e) Indirect Conversion of Farmland of Forest Land	NI	None required	
3.3 AIR QUALITY			
a) Air Quality Plan Consistency	LS	None required	
b) Violation of Air Quality Standards	LS	None required	
c) Cumulative Emissions	LS	None required	
d) Exposure of Sensitive Receptors	LS	None required	
e) Odors	LS	None required	
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	LS	None required	LS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
b) Riparian and Other Sensitive Habitats	NI	None required	
c) Wetlands	NI	None required	
d) Fish and Wildlife Movement	NI	None required	
e) Local Biological Requirements	NI	None required	
f) Conflict with Habitat Conservation Plans	NI	None required	

3.5 CULTURAL RESOURCES

a, b) Historical and Archaeological Resources	PS	CULT-1: If any subsurface cultural or paleontological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist or paleontologist, as appropriate, can examine these materials and make a determination of their significance. If the resource is determined to be significant, recommendations shall be made on further mitigation measures needed to reduce potential effects on the resource to a level that would be less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery and curation by qualified professionals. The Clovis Planning Department shall be notified of any find, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report to the CDD, consistent with the requirements of the CEQA Guidelines.	LS
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Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		CULT-2: The developer shall provide cultural resources monitor(s) approved by the consulting tribe(s) to monitor any ground-disturbing activities associated with the project development.	
c) Paleontological Resources and Unique Geological Features	PS	Mitigation Measure CULT-1.	LS
d) Human Burials	LS	None required	
3.6 GEOLOGY AND SOILS			
a-1) Fault Rupture Hazards	NI	None required	
a-2, 3) Seismic Hazards	LS	None required	
a-4) Landslides	LS	None required	
b) Soil Erosion	PS	GEO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project and file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, in compliance with the Fresno Metropolitan Flood Control District (FMFCD) storm water requirements. The SWPPP shall be available on the construction site at all times. The ODS shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The ODS shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading	LS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		plans.	
c) Geologic Instability	NI	None required	
d) Expansive Soils	LS	None required	
e) Adequacy of Soils for Wastewater Disposal	NI	None required	
3.7 GREENHOUSE GAS EMISSIONS			
a,b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	
3.8 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Material Transport, Use, and Storage	LS	None required	
b, c) Hazardous Materials Releases	NI	None required	
d) Hazardous Materials Sites	NI	None required	
e) Public Airport Operations	NI	None required	
f) Private Airstrip Operations	NI	None required	
g) Emergency Response and Evacuations	LS	None required	
h) Wildland Fire Hazards	LS	None required	
3.9 HYDROLOGY AND WATER QUALITY			
a, f) Surface Waters and Water Quality	PS	HYDRO-1: The ODS shall submit a Storm Water Quality Control Criteria Plan that shall include post-construction Best Management Practices as required by Title 13 of the	LS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		SWQCCP. The Storm Water Quality Control Criteria Plan will be reviewed and approved by the Stockton Municipal Utilities Department prior to the Certificate of Occupancy.	
		HYDRO-2: The ODS shall execute a Maintenance Agreement with the City for stormwater BMPs prior to receiving a Certificate of Occupancy. The ODS must remain the responsible party and provide funding for the operation, maintenance and replacement costs of the proposed treatment devices built for the subject property.	
		HYDRO-3: The ODS shall comply with any and all requirements of, and pay all associated fees as required by, the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.	
b) Groundwater Supplies and Recharge	LS	None required	
c, d, e) Drainage Patterns and Runoff	LS	None required	
g, h) Residences and Other Structures in 100-Year Floodplain	NI	None required	
i) Dam and Levee Failure Hazards	NI	None required	
j) Seiche, Tsunami, and Mudflow Hazards	NI	None required	
3.10 LAND USE AND PLANNING			
a) Division of Established Community	LS	None required	
b) Conflicts with Plans, Policies and Regulations Mitigating Environmental Effects	LS	None required	

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
c) Conflict with Habitat Conservation Plans	NI	None required	
3.11 MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	
3.12 NOISE			
a) Exposure to Noise Exceeding Local Standards	LS	None required	
b) Groundborne Vibrations	NI	None required	
c) Permanent Increase in Ambient Noise	LS	None required	
d) Temporary or Periodic Increase in Ambient Noise	LS	None required	
e) Public Airport Operations Noise	NI	None required	
f) Private Airstrip Operations Noise	NI	None required	
3.13 POPULATION AND HOUSING			
a) Population Growth Inducement	LS	None required	
b, c) Displacement of Housing or People	NI	None required	
3.14 PUBLIC SERVICES			
a) Fire Protection	LS	None required	LS
b) Police Protection	LS	None required	LS
c) Schools	LS	None required	

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
d, e) Parks and Other Public Facilities	NI	None required	
3.15 RECREATION			
a, b) Recreational Facilities	NI	None required	
3.16 TRANSPORTATION/TRAFFIC			
a) Conflict with Transportation Plans, Ordinances and Policies	PS	TRANS-1: The ODS shall make a fair-share contribution to City traffic mitigation fees.	LS
b) Conflict With Congestion Management Program	PS	Mitigation Measure TRANS-1.	LS
c) Air Traffic Patterns	NI	None required	
d) Traffic Hazards	LS	None required	LS
e) Emergency Access	NI	None required	
f) Conflict with Non-vehicular Transportation Plans	LS	None required	
3.17 UTILITIES AND SERVICE SYSTEMS			
a, e) Wastewater Systems	PS	UTIL-1: The ODS shall contribute to City wastewater fees in the amount of its fair-share cost, as determined by the City.	LS
b, d) Water Systems and Supply	PS	UTIL-2: The ODS shall contribute water supply fees, to be determined by the City, to make up for the water supply shortfall created by rezoning the project site.	LS
c) Stormwater Systems	LS	None required	

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
f, g) Solid Waste Services	LS	None required	

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Findings on Biological and Cultural Resources	PS	Mitigation measures in Sections 3.4 and 3.5 above.	LS
b) Findings on Individually Limited but Cumulatively Considerable Impacts	PS	<p>CUMUL-1: The project shall contribute its fair share cost, to be determined by the City, to the following intersection improvement:</p> <p>Addition of a northbound exclusive through lane and a southbound exclusive through lane at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>CUMUL-2: The project shall contribute its fair-share cost, to be determined by the City, to the following intersection improvements:</p> <p>Lengthening the eastbound-to-northbound left-turn lane to accommodate a 213 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>Lengthening the eastbound-to-southbound right-turn lane to accommodate a 227 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>Lengthening the southbound-to-eastbound left-turn lane to accommodate a 423 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.</p> <p>CUMUL-3: The project shall construct, or pay full cost to the City, for the following intersection improvement, to be constructed at a time determined by</p>	LS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures the City:	Significance After Mitigation Measures
		Lengthening the southbound-to-eastbound left-turn lane to accommodate a 423 feet vehicle queue at the intersection of N. Willow Avenue and Alluvial Avenue.	
c) Findings on Adverse Effects on Human Beings	PS	Mitigation measures in Sections 3.6 and 3.16 above.	LS

**DRAFT
ORDINANCE 18-__**

**AN ORDINANCE AMENDING AND CHANGING THE OFFICIAL ZONE MAP OF THE CITY
OF CLOVIS IN ACCORDANCE WITH SECTIONS 9.08.020 AND 9.86.010 OF THE CLOVIS
MUNICIPAL CODE TO RECLASSIFY LAND LOCATED AT THE NORTHEAST CORNER
OF ALLUVIAL AND WILLOW AVENUES AND CONFIRMING ENVIRONMENTAL
FINDINGS**

LEGAL DESCRIPTION:

See the attached Exhibit "One."

WHEREAS, Willows Petroleum, Inc., 2190 Meridian Park Boulevard Suite G, Concord, CA 94520, has applied for a Rezone R2017-06; and

WHEREAS, this is a request to rezone approximately 7.85 acres from the R-1-7500 (Single Family Residential-7,500 sq. ft.) Zone District to the C-2 (Community Commercial) Zone District and R-2 (Low Density Multiple Family Residential) Zone District for property located at the northeast corner of Alluvial and Willow Avenues, in the City of Clovis, County of Fresno, California; and

WHEREAS, the Planning Commission held a noticed Public Hearing on November 16, 2017, to consider the Project Approval, at which time interested persons were given opportunity to comment on the Project; and

WHEREAS, the Planning Commission recommended that the Council approve Rezone R2017-06; and

WHEREAS, the Planning Commission's recommendations were forwarded to the City Council for consideration; and

WHEREAS, the City published Notice of a City Council Public Hearing for February 5, 2018, to consider Rezone R2017-06. A copy of the Notice was delivered to interested parties within 800 feet of the project boundaries and published in The Business Journal; and

WHEREAS, the City Council does approve a Mitigated Negative Declaration pursuant to CEQA guidelines; and

WHEREAS, the City Council held a noticed public hearing on February 5, 2018, to consider the approval of Rezone R2017-06; and

WHEREAS, on February 5, 2018, the City Council considered testimony and information received at the public hearing and the oral and written reports from City staff, as well as other documents contained in the record of proceedings relating to Rezone R2017-06, which are maintained at the offices of the City of Clovis Planning and Development Services Department; and

WHEREAS, the City Council has evaluated and considered all comments, written and oral, received from persons who reviewed Rezone R2017-06, or otherwise commented on the Project; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLOVIS DOES ORDAIN AS FOLLOWS:

SECTION 1: FINDINGS. The Council finds as follows:

1. That the proposed amendment is consistent with the goals, policies, and actions of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
3. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designations and anticipated land uses/projects. (§ 2, Ord. 14-13, eff. October 8, 2014)

SECTION 2: The Official Map of the City is amended in accordance with Sections 9.8.020 and 9.86.010 of the Clovis Municipal Code by reclassification of certain land in the City of Clovis, County of Fresno, State of California, to wit:

From Classification R-1-7500 (Single-Family Residential – 7,500 Sq. Ft.) to Classifications C-2 (Community Commercial) and R-2 (Low Density Multiple Family Residential)

The property so reclassified is located at the northeast corner of Alluvial and Willow Avenues in the City of Clovis, County of Fresno, California, and is more particularly described as shown in "Exhibit One."

SECTION 3: This Ordinance shall go into effect and be in full force from and after thirty (30) days after its final passage and adoption.

SECTION 4: The record of proceedings is contained in the Planning and Development Services Department, located at 1033 Fifth Street, Clovis, California 93612, and the custodian of record is the City Planner.

APPROVED: February 5, 2018

Mayor

City Clerk

* * * * *

The foregoing Ordinance was introduced at a regular meeting of the City Council held on February 5, 2018, and was adopted at a regular meeting of said Council held on _____, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

City Clerk

**DRAFT
RESOLUTION 18-_____**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A CONDITIONAL
USE PERMIT FOR A RESTAURANT WITH DRIVE-THROUGH USE AND OUTDOOR DINING FOR
PROPERTY LOCATED AT THE NORTHEAST CORNER OF ALLUVIAL AND WILLOW AVENUES.**

WHEREAS, Willows Petroleum, Inc., 2190 Meridian Park Boulevard Suite G, Concord, CA 94520, has applied for a Conditional Use Permit CUP2017-05; and

WHEREAS, this is a request to approve a conditional use permit for a restaurant with drive-through use and outdoor dining located at the northeast corner of Alluvial and Willow Avenues, in the City of Clovis, County of Fresno; and

WHEREAS, a public notice was sent out to area residents within 800 feet of said property boundaries ten days prior to said hearing; and

WHEREAS, a duly noticed hearing was held on February 5, 2018 and

WHEREAS, the City Council has reviewed and considered the staff report and all written materials submitted in connection with the request including the conditions attached as Exhibit "A-3" to this resolution and incorporated herein by this reference, and hearing and considering the testimony presented during the public hearing; and:

1. The proposed use is conditionally allowed within, and would not impair the integrity and character of the subject zoning district and is in compliance with all of the applicable provisions of this Development Code;
2. The proposed use is consistent with the General Plan and any applicable specific plan;
3. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;
4. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed;
5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety; and
6. That, based upon the Initial Study and comments received, there is no substantial evidence that the project will have a significant effect on the environment.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Clovis City Council does approve CUP2017-05, subject to the attached conditions labeled Exhibit "A-2."

* * * * *

The foregoing resolution was adopted by the Clovis City Council at its regular meeting on February 5, 2018 by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: February 5, 2018

Mayor

ATTEST:

City Clerk

**DRAFT
RESOLUTION 18-_____**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A CONDITIONAL
USE PERMIT FOR A 24 HOUR CONVENIENCE STORE WITH FUEL SALES, BEER AND WINE
SALES AND A DRIVE-THROUGH CAR WASH LOCATED AT THE NORTHEAST CORNER OF
ALLUVIAL AND WILLOW AVENUES.**

WHEREAS, Willows Petroleum, Inc., 2190 Meridian Park Boulevard Suite G, Concord, CA 94520, has applied for a Conditional Use Permit CUP2017-06; and

WHEREAS, this is a request to approve a conditional use permit for a 24-hour convenience market with fuel sales, beer and wine sales, and a drive-through car wash located at the northeast corner of Alluvial and Willow Avenues, in the City of Clovis, County of Fresno; and

WHEREAS, a public notice was sent out to area residents within 800 feet of said property boundaries ten days prior to said hearing; and

WHEREAS, a duly noticed hearing was held on February 5, 2018 and

WHEREAS, the City Council, has reviewed and considered the staff report and all written materials submitted in connection with the request including the conditions attached as Exhibit "A-3" to this resolution and incorporated herein by this reference, and hearing and considering the testimony presented during the public hearing; and:

1. The proposed use is conditionally allowed within, and would not impair the integrity and character of the subject zoning district and is in compliance with all of the applicable provisions of this Development Code;
2. The proposed use is consistent with the General Plan and any applicable specific plan;
3. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;
4. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed;
5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety; and
6. That, based upon the Initial Study and comments received, there is no substantial evidence that the project will have a significant effect on the environment.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council does approve CUP2017-06, subject to the attached conditions labeled Exhibit "A-3."

* * * * *

The foregoing resolution was adopted by the Clovis Planning Commission at its regular meeting held on February 5, 2018 by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: February 5, 2018

Mayor

ATTEST:

City Clerk

**DRAFT
RESOLUTION 18-_____**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A CONDITIONAL
USE PERMIT FOR A RESTAURANT WITH DRIVE-THROUGH USE FOR PROPERTY LOCATED AT
THE NORTHEAST CORNER OF ALLUVIAL AND WILLOW AVENUES.**

WHEREAS, Willows Petroleum, Inc., 2190 Meridian Park Boulevard Suite G, Concord, CA 94520, has applied for a Conditional Use Permit CUP2017-06; and

WHEREAS, this is a request to approve a conditional use permit for a restaurant with drive-through use located at the northeast corner of Alluvial and Willow Avenues, in the City of Clovis, County of Fresno; and

WHEREAS, a public notice was sent out to area residents within 800 feet of said property boundaries ten days prior to said hearing; and

WHEREAS, a duly noticed hearing was held on November 16, 2017 and

WHEREAS, the City Council, has reviewed and considered the staff report and all written materials submitted in connection with the request including the conditions attached as Exhibit "A-4" to this resolution and incorporated herein by this reference, and hearing and considering the testimony presented during the public hearing; and:

1. The proposed use is conditionally allowed within, and would not impair the integrity and character of the subject zoning district and is in compliance with all of the applicable provisions of this Development Code;
2. The proposed use is consistent with the General Plan and any applicable specific plan;
3. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;
4. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed;
5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety; and
6. That, based upon the Initial Study and comments received, there is no substantial evidence that the project will have a significant effect on the environment.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council does approve CUP2017-07, subject to the attached conditions labeled Exhibit "A-4."

* * * * *

The foregoing resolution was adopted by the City Council at its regular meeting on February 5, 2018 by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: February 5, 2018

Mayor

ATTEST:

City Clerk

**DRAFT
RESOLUTION 18-_____**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A CONDITIONAL
USE PERMIT FOR THE OVERHEIGHT OF MULTIPLE-FAMILY BUILDINGS WITHIN THE R-2 ZONE
DISTRICT FOR PROPERTY LOCATED AT THE NORTHEAST CORNER OF ALLUVIAL AND WILLOW
AVENUES.**

WHEREAS, Willows Petroleum, Inc., 2190 Meridian Park Boulevard Suite G, Concord, CA 94520, has applied for a Conditional Use Permit CUP2017-14; and

WHEREAS, this is a request to approve a conditional use permit for the over height of multiple-family buildings within the R-2 Zone District for property located at the northeast corner of Alluvial and Willow Avenues, in the City of Clovis, County of Fresno; and

WHEREAS, a public notice was sent out to area residents within 800 feet of said property boundaries ten days prior to said hearing; and

WHEREAS, a duly noticed hearing was held on February 5, 2018 and

WHEREAS, the City Council, has reviewed and considered the staff report and all written materials submitted in connection with the request including the conditions attached as Exhibit "A-5" to this resolution and incorporated herein by this reference, and hearing and considering the testimony presented during the public hearing; and:

1. The proposed use is conditionally allowed within, and would not impair the integrity and character of the subject zoning district and is in compliance with all of the applicable provisions of this Development Code;
2. The proposed use is consistent with the General Plan and any applicable specific plan;
3. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses and would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other allowed uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;
4. The subject parcel is physically suitable in size and shape for the type and density/intensity of use being proposed;
5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety; and
6. That, based upon the Initial Study and comments received, there is no substantial evidence that the project will have a significant effect on the environment.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council does approve CUP2017-14, subject to the attached conditions labeled Exhibit "A-5."

* * * * *

The foregoing resolution was adopted by the Clovis City Council at its regular meeting on February 5, 2018 and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: February 5, 2018

Mayor

ATTEST:

City Clerk

PLANNING COMMISSION MINUTES

ATTACHMENT 3

CLOVIS PLANNING COMMISSION MINUTES
November 16, 2017

- A. Consider items associated with approximately 7.85 acres of property located at the northeast corner of Alluvial and Willow Avenues. Donaghy Sales Inc., owner; Willows Petroleum Inc., applicant; Milestone Associates, representative.
1. Consider Approval Res. 17-___, Approval of a finding of a Mitigated Negative Declaration for GPA2017-01, R2017-06, CUP2017-05, CUP2017-06, CUP2017-07, and CUP2017-14.
 2. Consider Approval Res. 17-___, **GPA2017-01**, A request to amend the General Plan to re-designate from Low Density Residential (2.1 to 4.0 DU/Ac) to Commercial and Medium High Density Residential (7.1 to 15.0 DU/Ac).
 3. Consider Approval Res. 17-___, **R2017-06**, A request to approve the rezone from R-1-7500 (Single-Family Residential 7,500 minimum) to C-2 (Community Commercial) and R-2 (Low Density Multiple Family Residential).
 4. Consider Approval Res. 17-___, **CUP2017-05**, A request to approve a conditional use permit to allow for a restaurant with outdoor dining and associated drive-through.
 5. Consider Approval Res. 17-___, **CUP2017-06**, A request to approve a conditional use permit to allow for a convenience market with beer and wine sales, fuel sales, and a drive-through car wash.
 6. Consider Approval Res. 17-___, **CUP2017-07**, A request to approve a conditional use permit to allow for a restaurant with drive-through use.
 7. Consider Approval Res. 17-___, **CUP2017-14**, A request to approve a conditional use permit to allow for proposed multi-family structures to be greater than 35 feet in height.

Assistant Planner Lily Cha presented the staff report.

Commissioner Cunningham inquired as to the number of ABC liquor licenses already present in the tract, concerned with the Police Department's role. Assistant Planner Cha provided the information.

Commissioner Terrence inquired as to the layout of the gas station from the pumps to the store to the carwash, comparing it to an existing gas station for perspective. City Planner Araki provided information on this.

Chair Hinkle inquired as to the alcohol sales conditions, finding a conflict between them. City Planner Araki stated that they would need to be reconciled.

At this point, the Chair opened the floor to the applicant.

Bill Robinson of 906 M Street, Suite 100, in Fresno, representing the Donaghy family, provided background on the project. (Chair Hinkle noted that he and Mr. Robinson had met recently and did not discuss the project, confirmed by Mr. Robinson.)

Chair Hinkle confirmed that these would be rentals and not condos.

At this point, the Chair opened the floor to those in favor.

There were no comments in support.

At this point, the Chair opened the floor to those in opposition.

Brent Major of 902 N. Cindy Avenue spoke against the residential aspect of the project claiming that it would be stacking people, it could become subsidized housing in the future, and therefore increase crime in the area. He claimed that it would also increase traffic and therefore accidents in the area.

At this point, the Chair closed the public portion.

Chair Hinkle inquired about traffic at a particular portion of the proposed project area and if the street needed to be redesigned. His concerns were possible stacking and head-on collisions. Associate Civil Engineer Smith responded that this could be looked at during the design and work with the applicant to increase safety.

At this point a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve a Mitigated Negative Declaration for GPA217-01, R2017-06, CUP2017-05, CUP2017-06, CUP2017-07, and CUP2017-14. The motion was approved by a vote of 5-0.

At this point a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve GPA2017-01. The motion was approved by a vote of 5-0.

At this point a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve R2017-06. The motion was approved by a vote of 5-0.

At this point a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve CUP2017-05. The motion was approved by a vote of 5-0.

At this point a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve CUP2017-06 with modification to hours allowing alcohol sales per Police conditions. The motion was approved by a vote of 5-0.

At this point a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve CUP2017-07. The motion was approved by a vote of 5-0.

At this point a motion was made by Commissioner Cunningham and seconded by Commissioner Antuna to approve CUP2017-14. The motion was approved by a vote of 5-0.

CORRESPONDENCE FROM AGENCIES



October 5, 2017

Lily Cha
Planning and Development Services Dept.
1033 Fifth St.
Clovis, CA 93612

SUBJECT: GPA2017-01
APN 561-020-50s & 51s

Dear Ms. Cha:

The purpose of this letter is to provide school district information relative to the above-referenced subdivision and to comply with Business and Professions Code section 11010, subdivision (b)(11)(A) regarding the provision of school-related information to the subdivider/owner and the State Department of Real Estate.

In regards to this project with GPA2017-01 the district has concern regarding the re-designation of the land located at the northeast corner of Alluvial and Willow Avenues. Currently this project site has a designation of Low Density Residential (2.1 to 4.0 DU/AC), the district does not feel confident in the ability to accommodate students associated with a re-designation to Medium High Density Residential (7.1 to 15.0 DU/AC). The district would like to bring this concern to the attention of the planning department and owner/sub divider.

1. Elementary School Information:

- (a) The subject land is presently within the attendance area of the elementary school (grades K-6) listed below:

School Name: *Garfield Elementary*
Address: *1315 N Peach Ave Clovis CA 93619-8342*
Telephone: *(559) 327-6800*
Capacity: *720*
Enrollment: *721 (CBEDS enrollment 2016-17 school year)*

- (b) Because of projected growth in the District and the District's plans for construction of new school facilities, it is possible that (1) adjustment of school attendance areas could occur in the future such that students residing in the project area may be required to attend an elementary school other than the school listed above, and (2) students residing in the project area may attend more than one elementary school within the District during their elementary school years.

Governing Board

Sandra A. Budd
Christopher Casado
Steven G. Fogg, M.D.
Brian D. Heryford
Ginny L. Hovsepian
Elizabeth J. Sandoval
Jim Van Volkinburg, D.D.S.

Administration

Elmear O'Farrell, Ed.D.
Superintendent
Don Ulrich, Ed.D.
Deputy Superintendent
Norm Anderson
Associate Superintendent
Barry S. Jager, Jr.
Associate Superintendent
Michael Johnston
Associate Superintendent

2. Intermediate School Information:

School Name: *Alta Sierra Intermediate*
Address: *380 W Teague Ave Clovis CA 93619-8332*
Telephone: *(559) 327-3500*
Capacity: *1500*
Enrollment: *1406 (CBEDS enrollment 2016-17 school year)*

3. High School Information:

School Name: *Buchanan High School*
Address: *1560 N Minnewawa Ave Clovis CA 93619-7600*
Telephone: *(559) 327-3000*
Capacity: *3000*
Enrollment: *2699 (CBEDS enrollment 2016-17 school year)*

3. Bus transportation is currently provided for grades K-6 students residing further than one mile from school and for grades 7-12 students residing further than two and one-half miles from school. Transportation will be available for students attending the above-identified elementary, intermediate and high schools in accordance with District standards in effect at the time of enrollment.
4. The District currently levies a school facilities fee of \$4.63 per square foot (as of July 1, 2017) for residential development. The fee is adjusted periodically in accordance with law. New development on the subject property will be subject to the fee in place at the time fee certificates are obtained.

The District hereby requests that the information in this letter be provided by the owner/subdivider to all prospective purchasers of property within the project.

Thank you for the opportunity to comment on the project. Please contact me if you have any questions regarding this letter.

Sincerely,



Michael Johnston
Associate Superintendent
Administrative Services



County of Fresno

DEPARTMENT OF PUBLIC HEALTH

David Pomaville, Director
Dr. Ken Bird, Health Officer

May 25, 2017

LU0018710
2604

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

Dear Ms. Cha:

PROJECT NUMBER: GPA2017-07, R2017-06, CUP2017-05 through 07, SPR2017-11

GPA2017-07, A request to amend the General Plan to re-designate approximately 8 acres of land located at the northeast corner of Alluvial and Willow Avenues from Low Density Residential (2.1 to 4.0 DU/AC) to General Commercial and Medium High Density Residential (7.1 to 15 DU/AC). **R2017-06**, A request to Rezone approximately 8 acres of property located at the northeast corner of alluvial and willow avenues from R-1-7,500 (Single Family Residential- 7,500) to C-2 (Community Commercial) and R-2 (Low Density Multiple Family Residential). **CUP2017-05**, a Conditional Use Permit request to allow for a 3,462 sq. ft. eating establishment with outdoor dining and a drive-through. **CUP2017-06** a Conditional Use Permit request to allow for a 3,764 sq. ft. convenience store with fuel sales and a drive through carwash. **CUP2017-07** a Conditional Use Permit request to allow for a 3,149 sq. ft. easting establishment with a drive through. **SPR2017-11**, a request for Site Plan Review of a commercial and multifamily development for properties located at the northeast corner of Alluvial and Willow Avenues.

APN: 561-020-50s, 51s

ADDRESS: Northeast corner of Alluvial and Willow Avenues

Recommended Conditions of Approval for Proposed Multiple Family Residential:

- Construction permits for development should be subject to assurance of sewer capacity of the Regional Wastewater Treatment Facility. Concurrence should be obtained from the California Regional Water Quality Control Board (RWQCB). For more information, contact staff at (559) 445-5116.
- Construction permits for the development should be subject to assurance that the City of Clovis community water system has the capacity and quality to serve this project. Concurrence should be obtained from the State Water Resources Control Board, Division of Drinking Water-Southern Branch. For more information call (559) 447-3300.
- Due to the proximity of the proposed residential uses to an existing thoroughfare, consideration should be given to conformance with the Noise Element of the City of Clovis General Plan.
- The proposed project has the potential to expose nearby residents to elevated noise levels during construction. Consideration should be given to your City's municipal code.

Promotion, preservation and protection of the community's health

1221 Fulton Mall / P. O. Box 11867, Fresno, CA 93775

(559) 600-3271 • FAX (559) 600-7629

The County of Fresno is an Equal Opportunity Employer

www.co.fresno.ca.us • www.fcdph.org

- Prior to the issuance of building permits, the applicant shall submit complete pool/spa facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Recreational Health Program at (559) 600-3357 for more information.
- Prior to operation, the applicant shall apply for and obtain a permit to operate a public swimming pool/spa from the Fresno County Department of Public Health, Environmental Health Division. A permit, once issued, is nontransferable. Contact the Recreational Health Program at (559) 600-3357 for more information.
- As a measure to protect ground water, all abandoned water wells and septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.

Prior to destruction of agricultural wells, a sample of the upper most fluid in the water well column should be sampled for lubricating oil. The presence of oil staining around the water well may indicate the use of lubricating oil to maintain the well pump. Should lubricating oil be found in the well, the oil should be removed from the well prior to placement of fill material for destruction. The "oily water" removed from the well must be handled in accordance with federal, state and local government requirements.

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

Recommended Conditions of Approval for Gas Station/Car Wash/Restaurants:

- Prior to issuance of building permits, the applicant shall submit complete food facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Consumer Food Protection Program at (559) 600-3357 for more information.
- Prior to operation, the applicant shall apply for and obtain a permit to operate a food facility from the Fresno County Department of Public Health, Environmental Health Division. A permit, once issued, is nontransferable. Contact the Consumer Food Protection Program at (559) 600-3357 for more information.
- Should alcohol sales be proposed, then prior to sales, the applicant shall obtain their license to sell alcoholic beverages. Contact the California Alcoholic Beverage Control Department at (559) 225-6334 for more information.
- Prior to the issuance of building permits, the applicant shall submit three (3) sets of complete plans and specifications regarding the installation of any underground storage tanks to the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency (CUPA), at (559) 600-3271 for more information.
- Prior to occupancy, the applicant shall apply for and secure a Permit to Operate an Underground Storage Tank System from the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency at (559) 600-3271 for more information.

Lily Cha

May 25, 2017

GPA2017-07, R2017-06, CUP2017-05 through -07, SPR2017-11

Page 2 of 2

- Facilities proposing to use and/or store hazardous materials and/or hazardous wastes shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Any business that handles a hazardous material or hazardous waste may be required to submit a Hazardous Materials Business Plan pursuant to the HSC, Division 20, Chapter 6.95 (<http://cers.calepa.ca.gov/> or <https://www.fresnocupa.com/>). Contact the Certified Unified Program Agency at (559) 600-3271 for more information.
- Appropriate measures should be incorporated into the project to minimize potentially significant short-term localized noise impacts to noise sensitive receivers caused by the operation of the proposed car wash. The project has the potential to expose near by residents to noise levels in excess of standards established in the General Plan Noise Ordinances of the Cities of Clovis and Fresno.

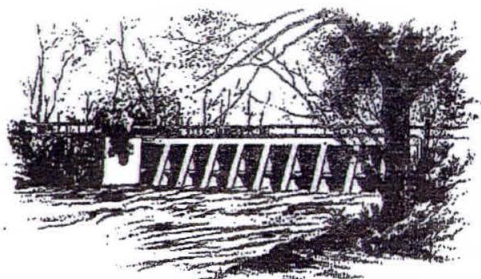
REVIEWED BY:

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II

(559) 600-3271

kt

cc: Rogers, Moreno, Gleghorn, Sauls & Sidhu- Environmental Health Division (CT. 55.14)
Julio Tinajero- Applicant (julio@milestone-ae.com)



YOUR MOST VALUABLE RESOURCE - WATER

OFFICE OF
FRESNO
IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

May 25, 2017

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

RE: Site Plan Review SPR2017-11, GPA2017-01, R201706, CUP2017-05, 06, 07
N/E Alluvial and Willow avenues

Dear Ms. Cha:

The Fresno Irrigation District (FID) has reviewed Site Plan Review SPR2017-11 for which the applicant proposes a commercial and multifamily development for properties located at the northeast corner of Alluvial and Willow avenues, APNs: 561-020-50s, 51s. This request is being processed concurrently with GPA2017-01, R2017-06, CUP2017-05, 06, & 07. FID has the following comments:

1. FID previously reviewed and commented on the subject property on November 1, 2016 as Development Review Application No. 2016-34. Those comments and conditions still apply and a copy has been attached for your reference.

Additional Comments

1. The proposed land use (or change in land use) should be such that the need for water is minimized and/or reduced so that groundwater impacts to the proposed project area and any surrounding areas are eliminated. The "demand" side of water consumed needs to be evaluated or scrutinized as much as the "supply" side of the water supply. FID is concerned that the proposed development may negatively impact local groundwater supplies including those areas adjacent to or neighboring the proposed development area. The area was historically native land with minimal to no water use. Under current circumstances the project area is experiencing a modest but continuing groundwater overdraft. Should the proposed development result in a significant increase in dependence on groundwater, this deficit will increase. FID recommends the City of Clovis require the proposed development balance anticipated groundwater use with sufficient recharge of imported surface water in order to preclude increasing the area's existing groundwater overdraft problem.

G:\Agencies\Clovis\Site Plan Review\SPR2017-11.doc

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

Lily Cha
Re: SPR 2017-11
May 25, 2017
Page 2 of 2

2. California enacted landmark legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. FID and the City of Clovis are members of the North Kings Groundwater Sustainability Agency which will manage the groundwater basin within the FID service area. This area is reliant on groundwater pumping and SGMA will impact all users of groundwater and those who rely on it. The City of Clovis should consider the impacts of the development on the City's ability to comply with requirements of SGMA.

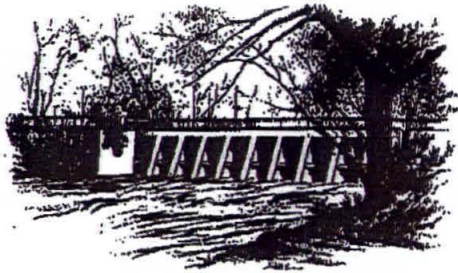
Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Chris Lundeen at (559)233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachments



YOUR MOST VALUABLE RESOURCE - WATER

OFFICE OF
**FRESNO
IRRIGATION DISTRICT**

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

November 1, 2016

Lily Cha
Planning Division
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Development Review Committee Application No. 2016-34
N/E Alluvial and Willow avenues

Dear Ms. Cha:

The Fresno Irrigation District (FID) has reviewed the Development Review Committee Application No. 2016-34 for which the applicant proposes 56 units of 2 story apartments, restaurants with drive through, and a 16 pump gas station and convenience store, APNs: 561-020-50 and 51. FID has the following comments:

1. FID does not own, operate or maintain any facility located on the subject property as shown on the attached FID exhibit map.
2. For informational purposes, FID's active Maupin Pipeline No. 118 runs southerly along the west side of Willow Avenue and crosses Alluvial Avenue approximately 140 feet west of the subject property as shown on the attached FID exhibit map.
3. For informational purposes, FID's active Maupin – W. Br. Pipeline No. 374 runs westerly and crosses Alluvial Avenue approximately 1,400 feet west of the subject property as shown on the attached FID exhibit map.
4. For informational purposes, FID's active Helm Colonial – W. Br. Pipeline No. 116 runs westerly along the west side of Peach Avenue and crosses Alluvial Avenue approximately 2,000 feet east of the subject property as shown on the attached FID exhibit map.
5. Should this project include any street and/or utility improvements along Alluvial Avenue, Willow Avenue, Peach Avenue, or in the vicinity of any for the facilities mentioned above, FID will require it review and approve all plans.

Lily Cha
RE: DRC 2016-34
November 1, 2016
Page 2 of 2

6. For informational purposes, a Private Pipeline known as the Maupin No. 118 runs westerly along the north side of Alluvial Avenue approximately 100 feet west of the subject property as shown on the attached FID exhibit map. FID's records indicate that this pipeline is active and should be treated as such. FID can supply the City of Clovis with a list of known users upon request.

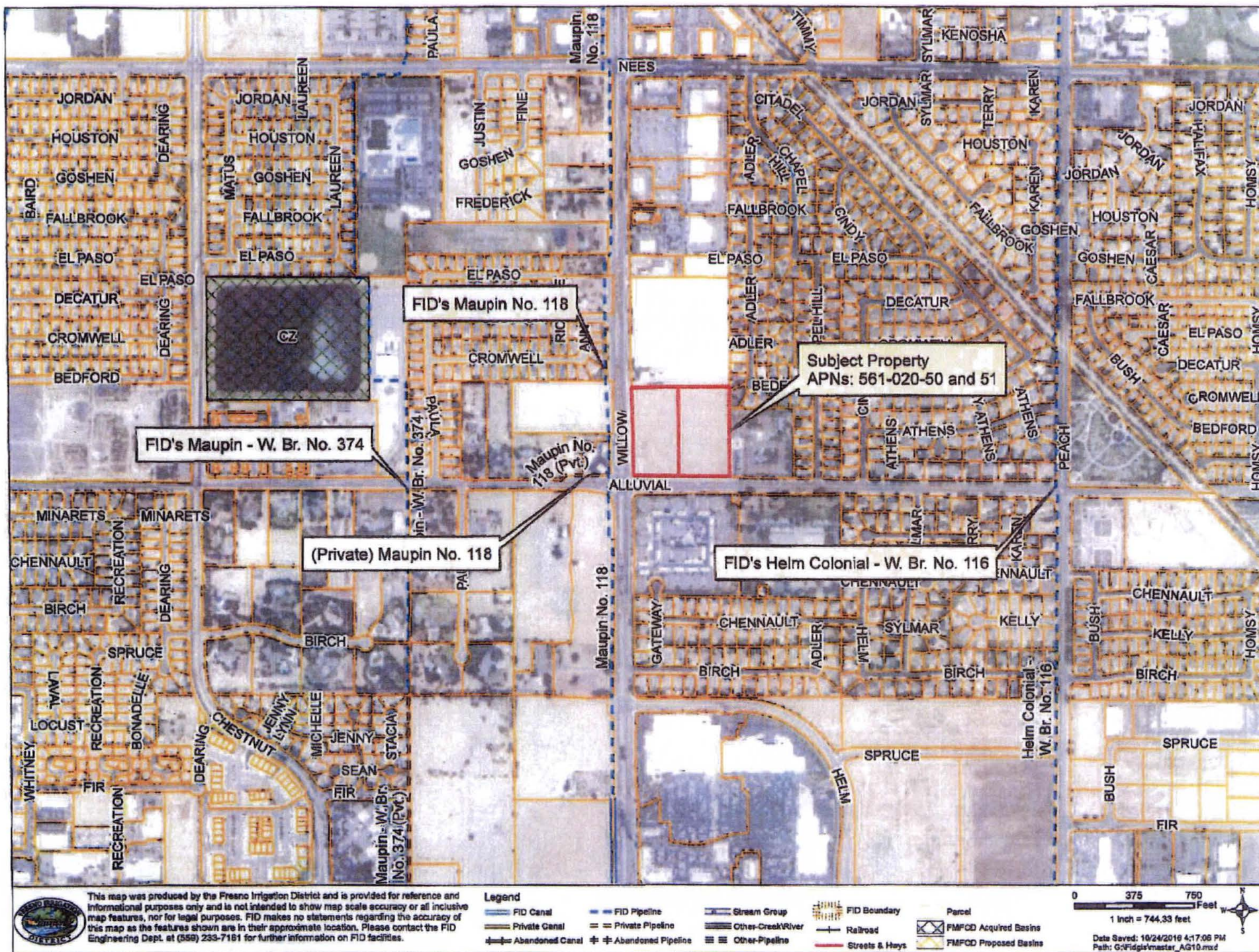
Thank you for submitting the proposed project for our review. We appreciate the opportunity to review and comment on the subject documents for this project. If you have any questions please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachment





City of Clovis DEVELOPMENT REVIEW COMMITTEE (DRC) APPLICATION

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

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

As a general rule, the Development Review Committee meets on Wednesday mornings by appointment only. If you wish to have your proposal reviewed with the Development Review Committee, you should submit three (3) folded copies of your plans, an electronic copy of the plans, and the application form. Your item will be scheduled approximately two weeks from the application date. Please note that the more detailed the submittal the more complete the City's response will be.

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

NAME: Bill Robinson for Willow Petroleum, Inc.

MAILING ADDRESS: 906 "N" Street, Ste 100

CITY: Fresno ST: CA ZIP: 93721

PHONE: 497-1900 E-MAIL: bill@soldevelopment.com

PROPERTY OWNER: Donaghy Sales

PROPOSED USE (be specific - use separate sheet if necessary): GPA+R2 for 56 units of 2 story apartments on eastern 3.91 ac parcel, GPA+R2+CUPs for 3452 sf and 3149 sf restaurants with drive throughs, 3764 sf convenience store and 16 pump gas station on western 3.94 ac parcel.

SIZE OF PROPERTY: 3.91 ac and 3.94 ac

ASSESSOR'S PARCEL NUMBER: 561-020-50 and 51

PROJECT LOCATION: NEC N. Willow & Alluvial Aves.

All submitted plans should try to include the following items:

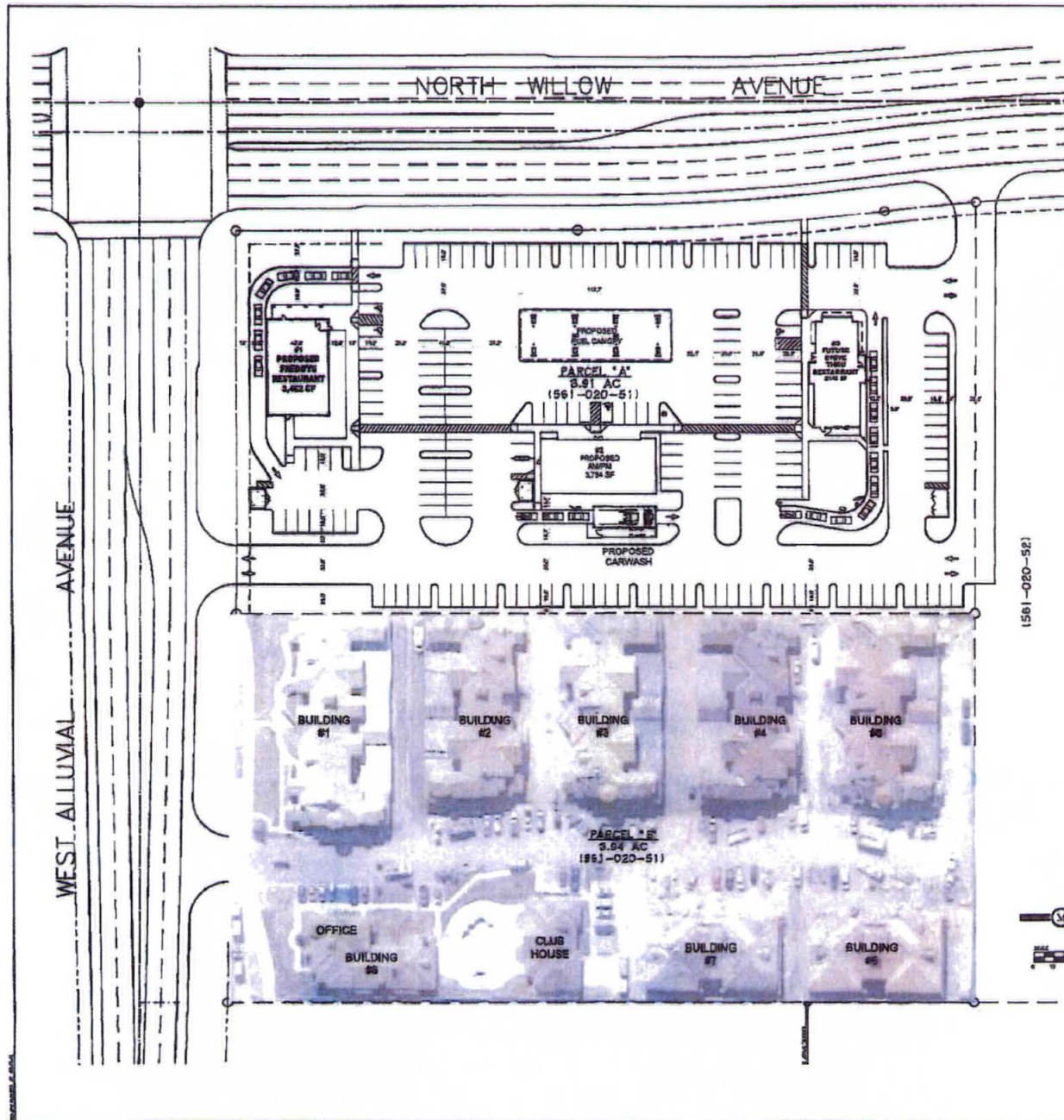
1. Scale of drawing (Engineering or Architectural scale).
2. North arrow (pointing to top of paper).
3. Existing uses and structures on the property.
4. Names of adjacent streets.
5. Correct location of property line.
6. If available, one copy of floor plans and elevations.
7. Any existing off-site improvements (i.e. driveway approaches, fire hydrants, etc.).

File No: DRC 2016-34

Date: 11/2/16 9:30 am

(OFFICE USE ONLY)

Should you have any questions, please feel free to contact the Planning Division at (559) 324-2340.



VICINITY MAP
NOT TO SCALE

LOT DATA:

A.P.N.: 561-020-50 & -51
TOTAL ACREAGE: 341,946 SF (7.85 AC)
EXISTING PARCELS: 2
PROPOSED PARCELS: 2
EXISTING ZONE: R-1-7500 LOW DENSITY RESIDENTIAL
PROPOSED ZONE: COMMERCIAL / HIGH DENSITY RESIDENTIAL
EXISTING USE: VACANT
PROPOSED USE: CONVENIENCE STORE, GASOLINE SALES, AND TWO RESTAURANTS WITH DRIVE-THRU

PARKING DATA:

REQUIRED:
#1 RESTAURANT (3,400 SF/100) 35 SPACES
#1 OUTDOOR SEATING (404 SF/100) 4 SPACES
#2 C-STORE (3,704 SF/100) 20 SPACES
#3 RESTAURANT (2,100 SF/75) 43 SPACES
RECOMMENDED: 101 SPACES
PROVIDED:
STANDARD SPACE (30x20) 181 SPACES
ACCESSIBLE SPACE (8'x20') 4 SPACES
PROVIDED: 185 SPACES

APARTMENT BUILDING DATA:

NOTE: ALL BUILDINGS ARE TWO STORIES.

BUILDING NO.	# OF UNITS
BLDG #1	12
BLDG #2	8
BLDG #3	8
BLDG #4	8
BLDG #5	8
BLDG #6	4
BLDG #7	4
BLDG #8	4
CLUBHOUSE / OFFICE	
TOTAL	56 UNITS

APARTMENT PARKING (2 UNIT) 112 SPACES
GUEST PARKING (25% OF 112) 28 SPACES
TOTAL APARTMENT PARKING 140 SPACES

SITE UTILITIES:
SEWAGE DISPOSAL:
WATER SUPPLY:
DRAINAGE:

PROVIDED BY:
CITY
CITY
CITY

PROPERTY DESCRIPTION

PARCELS "A" AND "B" OF PARCEL MAP 2002-01, RECORDED IN BOOK 62, PAGE 64, FRESNO COUNTY OFFICIAL RECORDS, LOCATED IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA.

A.P.N.: 561-020-50 & -51

APPLICANT

WILLOWS PETROLEUM, INC.
CONTACT: SANDY MANN
2165 MIDWAY PARK BLVD., STE. G
CONCORD, CA 94529
PHONE: (925) 446-6805

DESIGN FIRM

MILESTONE ASSOCIATES
CONTACT: JULIO TRIAJERO
1809 LINCOLN ROAD, STE. H202
YUBA CITY, CA 95991
PHONE: (530) 755-4700



Milestone Associates
Imaging
A California Corporation

1809 LINCOLN ROAD, SUITE 1001
YUBA CITY, CALIFORNIA 95901

TEL: 530-755-4700
FAX: 530-755-4507

JOE A. WILSON
JOE WILSON

STAFF:

SUBMITTAL DATE

PLANNING DEPT: .
BUILDING DEPT: .
ENGINEERING: .
SURVEY: .

REVISIONS

No.	Description	Date

CONCEPTUAL SITE PLAN

CLOVIS COMMERCIAL CENTER
N. WILLOW AVE. AT W. ALLUVIAL AVE.
CLOVIS, CALIFORNIA
APN 561-020-50 & 561-020-51

DATE: 12-05-05

SCALE: 1" = 30'

WORK BY: STAFF

JOE WILSON

DD1



City of Clovis
Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **5/17/2017**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Lily Cha, Assistant Planner

PLEASE ROUTE TO:

(In House)

- ☒ Planning Division
☒ Building Division
☒ Engineering Division
☒ Utilities Division
☒ Solid Waste Division
☒ Fire Department
☒ Police Department
☐ City Landscape Committee
☒ Legal Description Review
☐ Other (Specify)
☐

(Out-of-House)

- ☒ Fresno Irrigation District
☒ Fresno Metropolitan Flood Control Dist.
☒ Pacific Gas & Electric
☒ AT&T
☒ Clovis Unified School District
☒ Cal Trans
☒ SJV Unified Air Pollution Control Dist.
☒ State of California Department of Fish and Game
☐ LAFCO (when annexation is involved)
☐ County of Fresno Development
☒ Fresno County Environmental Health

Item(s): **Site Plan Review SPR2017-11** Location: **Northeast of Alluvial and Willow Avenues**

APN: **561-020-50s & 51s** Zoning: **R-1-7500** General Plan: **Low Density Residential**

Name of Applicant: **Willows Petroleum, Inc. (Rep. Julio Tinajero)** Phone/Email: **(530) 755-4700 / julio@milestone-ae.com**

Applicant Address: **2190 Meridian Park Bl. # G** City: **Concord** State: **CA** Zip: **94520**

Previously Reviewed Under DRC: **DRC2016-34** Or Other Entitlement: _____

Project Description: **SPR2017-11, a request for Site Plan Review of a commercial and multifamily development for properties located at the northeast corner of Alluvial and Willow Avenues. Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates, representative. This request is being processed concurrently with GPA2017-01, R2017-06, CUP2017-05, 06 & 07.**

This item is tentatively scheduled for a public hearing to be considered by the **Planning Commission.**

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **6/2/2017**

Please check one below:

☐ No Comments

☐ Comments Attached

☐ Comments e-mailed or saved on: _____

RECOMMENDED CONDITIONS: Please draft conditions in final form that are acceptable to your department.

They must be legible. Please phrase positively and clearly:

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

POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign): _____

PLEASE RETURN TO:
Lily Cha, Assistant Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2335 Fax: 324-2866



City of Clovis
Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

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- ☒ State of California Department of Fish and Game
- ☐ LAFCO (when annexation is involved)
- ☐ County of Fresno Development
- ☒ Fresno County Environmental Health

Item(s): **General Plan Amendment GPA2017-01** Location: **Northeast of Alluvial and Willow Avenues**

APN: **561-020-50s & 51s** Zoning: **R-1-7500** General Plan: **Low Density Residential**

Name of Applicant: **Willows Petroleum, Inc. (Rep. Julio Tinajero)** Phone/Email: **(530) 755-4700 / julio@milestone-ae.com**

Applicant Address: **2190 Meridian Park Bl. # G** City: **Concord** State: **CA** Zip: **94520**

Previously Reviewed Under DRC: **DRC2016-34** Or Other Entitlement: _____

Project Description: **GPA2017-07, A request to amend the General Plan to redesignate approximately 8 acres of land located at the northeast corner of Alluvial and Willow Avenues from Low Density Residential (2.1 to 4.0 DU/AC) to General Commercial and Medium High Density Residential (7.1 to 15 DU/AC). Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates, representative. This request is being processed concurrently with R2017-06, CUP2017-05, 06 & 07 and SPR2017-11.**

This item is tentatively scheduled for a public hearing to be considered by the **Planning Commission.**

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **6/2/2017**

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- ☒ SJV Unified Air Pollution Control Dist.
- ☒ State of California Department of Fish and Game
- ☐ LAFCO (when annexation is involved)
- ☐ County of Fresno Development
- ☒ Fresno County Environmental Health

Item(s): **Conditional Use Permit CUP2017-05** Location: **Northeast of Alluvial and Willow Avenues**

APN: **561-020-50s & 51s** Zoning: **R-1-7500** General Plan: **Low Density Residential**

Name of Applicant: **Willows Petroleum, Inc. (Rep. Julio Tinajero)** Phone/Email: **(530) 755-4700 / julio@milestone-ae.com**

Applicant Address: **2190 Merudian Park Bl. # G** City: **Concord** State: **CA** Zip: **94520**

Previously Reviewed Under DRC: **DRC2016-34** Or Other Entitlement: _____

Project Description: **CUP2017-05, a Conditional Use Permit request to allow for a 3,462 sq. ft. eating establishment with outdoor dining and a drive-through. Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates, representative. This request is being processed concurrently with GPA2017-01, R2017-06, CUP2017-06 & 07 and SPR2017-11.**

This item is tentatively scheduled for a public hearing to be considered by the **Planning Commission.**

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **6/2/2017**

Please check one below:

- ☐ No Comments ☐ Comments Attached ☐ Comments e-mailed or saved on: _____

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POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign): _____

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City of Clovis
Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **5/17/2017**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Lily Cha, Assistant Planner

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- ☒ State of California Department of Fish and Game
- ☐ LAFCO (when annexation is involved)
- ☐ County of Fresno Development
- ☒ Fresno County Environmental Health

Item(s): Conditional Use Permit CUP2017-07 Location: Northeast of Alluvial and Willow Avenues

APN: 561-020-50s & 51s Zoning: R-1-7500 General Plan: Low Density Residential

Name of Applicant: Willows Petroleum, Inc. (Rep. Julio Tinajero) Phone/Email: (530) 755-4700 / julio@milestone-ae.com

Applicant Address: 2190 Meridian Park Bl. # G City: Concord State: CA Zip: 94520

Previously Reviewed Under DRC: DRC2016-34 Or Other Entitlement: _____

Project Description: CUP2017-07 a Conditional Use Permit request to allow for a 3,149 sq. ft. easting establishment with a drive-through. Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates, representative. This request is being processed concurrently with GPA2017-01, R2017-06, CUP2017-05 & 06 and SPR2017-11.

This item is tentatively scheduled for a public hearing to be considered by the Planning Commission.

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by 6/2/2017

Please check one below:

☐ No Comments ☐ Comments Attached ☐ Comments e-mailed or saved on: _____

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REVIEWED BY (please sign): _____

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Phone: 324-2335 Fax: 324-2866



City of Clovis PLANNING APPLICATION

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

Print clearly in black or blue ink or type.

OFFICE USE ONLY

Date Received: _____

Dept. File No(s): _____

Applicant WILLIAMS PETROLEUM, INC.

Name of Contact SURINA MANN

Email address: SURINA.MANN@NORCALOFFICE.COM

Applicant's Address 2140 MERIDIAN PARK BL., #G

City CONCORD State CA Zip 94500 Day Phone 925 446 6906

Representative (if any) MILESTONE ASSOCIATES

Name of Contact JULIO TINAJERO

Email address: julio@milestone-ae.com

Representative's Address 1000 LINCOLN RD, #H202

City YUBA CITY State CA Zip 95991 Day Phone 530 755 4700

Property Owner (if other than applicant) DONAGHY SERVICES INC

Email address: _____

Owner's Address _____

City _____ State _____ Zip _____ Day Phone _____

Please indicate if all correspondence is to be sent to: ☐ the applicant ☒ the representative ☐ the property owner

Description of Request (please be specific) SEE ATTACHMENT

Please check all for which you are applying:

- ☐ Administrative Use Permit
- ☐ Annexation/ Reorganization
- ☒ Conditional Use Permit
- ☐ Environmental Assessment
- ☒ General Plan Amendment
- ☐ Lot Line Adjustment
- ☐ Minor Adjustment
- ☐ Minor Deviation
- ☐ Ordinance Amendment
- ☐ Parcel Map
- ☐ Planned Residential Development
- ☒ Rezone/ Prezone
- ☐ Second Unit
- ☐ Sign Review
- ☒ Site Plan Review
- ☐ Site Plan Review Amendment
- ☐ Residential Site Plan Review
- ☐ Temporary Use Permit
- ☐ Tract Map
- ☐ Variance

Project Location: WILLIAMS @ ALLUVIAL Current General Plan Designation LDR

Assessor's Parcel Number 561-020-50-5; 51-5 Current Zone District R-1-7500

(ATTACH SEPARATE LEGAL DESCRIPTION)

APPLICANT/REPRESENTATIVE: I have reviewed this completed application and the attached material. The information provided is accurate. I understand the city might not approve this request, or might set conditions of approval.

Signed _____

Date 4/12/17

PROPERTY OWNER/AUTHORIZED AGENT: I have read this completed application and consent to its filing.
(Notarized letter of Agency may be required)

Signed _____

Date _____



City of Clovis
Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **5/17/2017**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Lily Cha, Assistant Planner

PLEASE ROUTE TO:

(In House)

- ☒ Planning Division
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- ☒ State of California Department of Fish and Game
- ☐ LAFCO (when annexation is involved)
- ☐ County of Fresno Development
- ☒ Fresno County Environmental Health

Item(s): **Conditional Use Permit CUP2017-06** Location: **Northeast of Alluvial and Willow Avenues**

APN: **561-020-50s & 51s** Zoning: **R-1-7500** General Plan: **Low Density Residential**

Name of Applicant: **Willows Petroleum, Inc. (Rep. Julio Tinajero)** Phone/Email: **(530) 755-4700 / julio@milestone-ae.com**

Applicant Address: **2190 Meridian Park Bl. # G** City: **Concord** State: **CA** Zip: **94520**

Previously Reviewed Under DRC: **DRC2016-34** Or Other Entitlement: _____

Project Description: **CUP2017-06 a Conditional Use Permit request to allow for a 3,764 sq. ft. convenience store with fuel sales and a drive through carwash. Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates, representative. This request is being processed concurrently with GPA2017-01, R2017-06, CUP2017-05 & 07 and SPR2017-11.**

This item is tentatively scheduled for a public hearing to be considered by the **Planning Commission.**

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **6/2/2017**

Please check one below:

☐ No Comments ☐ Comments Attached ☐ Comments e-mailed or saved on: _____

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

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

POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign): _____

PLEASE RETURN TO:
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City of Clovis
Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **5/17/2017**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Lily Cha, Assistant Planner

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- ☐ LAFCO (when annexation is involved)
- ☐ County of Fresno Development
- ☒ Fresno County Environmental Health

Item(s): **Rezone R2017-06** Location: **Northeast of Alluvial and Willow Avenues**

APN: **561-020-50s & 51s** Zoning: **R-1-7500** General Plan: **Low Density Residential**

Name of Applicant: **Willows Petroleum, Inc. (Rep. Julio Tinajero)** Phone/Email: **(530) 755-4700 / julio@milestone-ae.com**

Applicant Address: **2190 Merudian Park Bl. # G** City: **Concord** State: **CA** Zip: **94520**

Previously Reviewed Under DRC: **DRC2016-34** Or Other Entitlement: _____

Project Description: **R2017-06, A request to Rezone approximately 8 acres of property located at the northeast corner of alluvial and willow avenues from R-1-7,500 (Single Family Residential- 7,500) to C-2 (Community Commercial) and R-2 (Low Density Multiple Family Residential). Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates, representative. This request is being processed concurrently with GPA2017-01, CUP2017-05, 06 & 07 and SPR2017-11.**

This item is tentatively scheduled for a public hearing to be considered by the **Planning Commission**.

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **6/2/2017**

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PLEASE RETURN TO:
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Phone: 324-2335 Fax: 324-2866

... NOTE ...
This map is for Assessment purposes only.
It is not to be construed as portraying
legal ownership or divisions of land for
purposes of zoning or subdivision law.

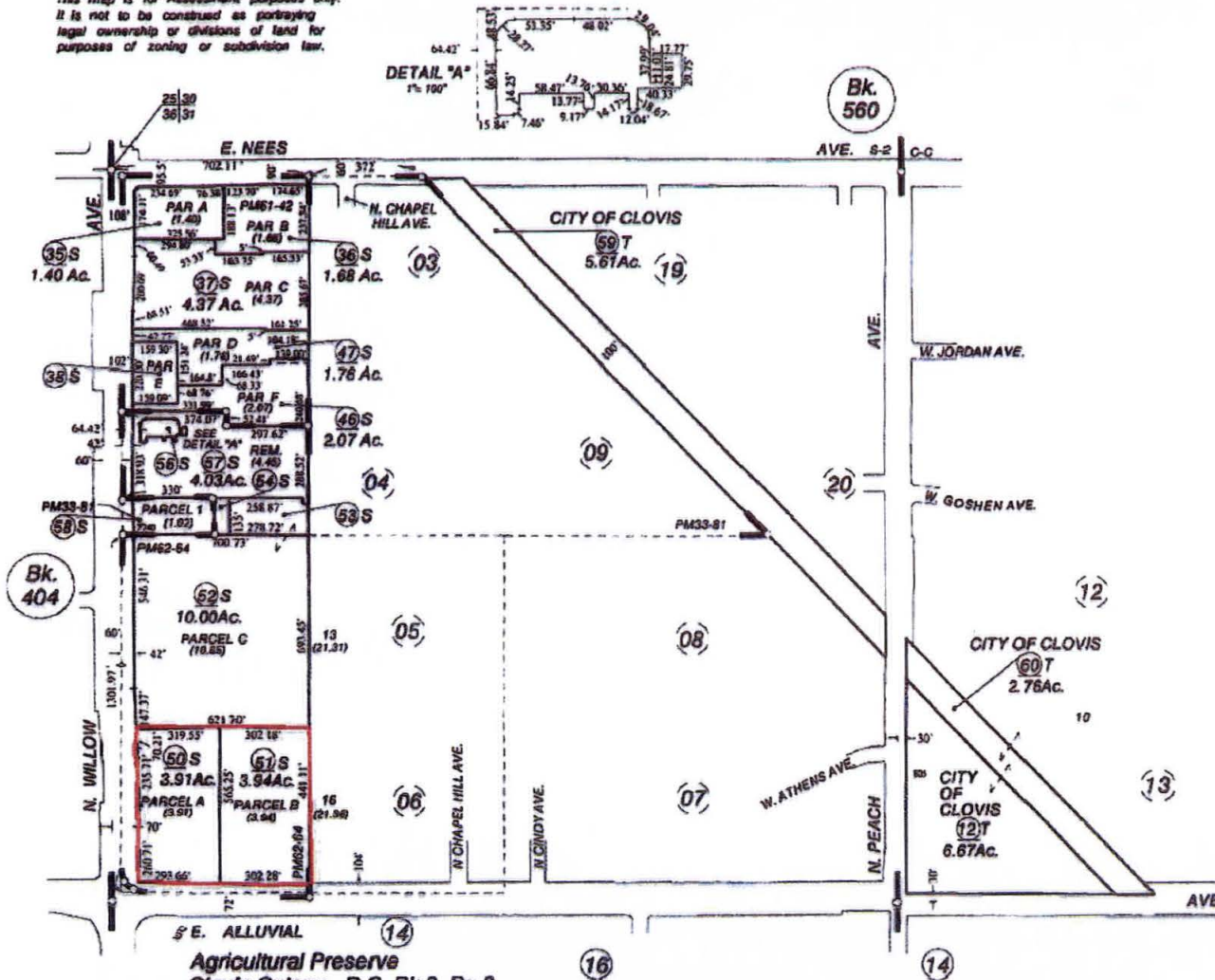
SUBDIVIDED LAND IN POR. SEC. 31, T.12S., R.21E., M.D.B.&M.

Tax Rate Area	
1-035	1-080
1-043	1-104
1-057	1-117
1-059	

561-02



30 29
31 32

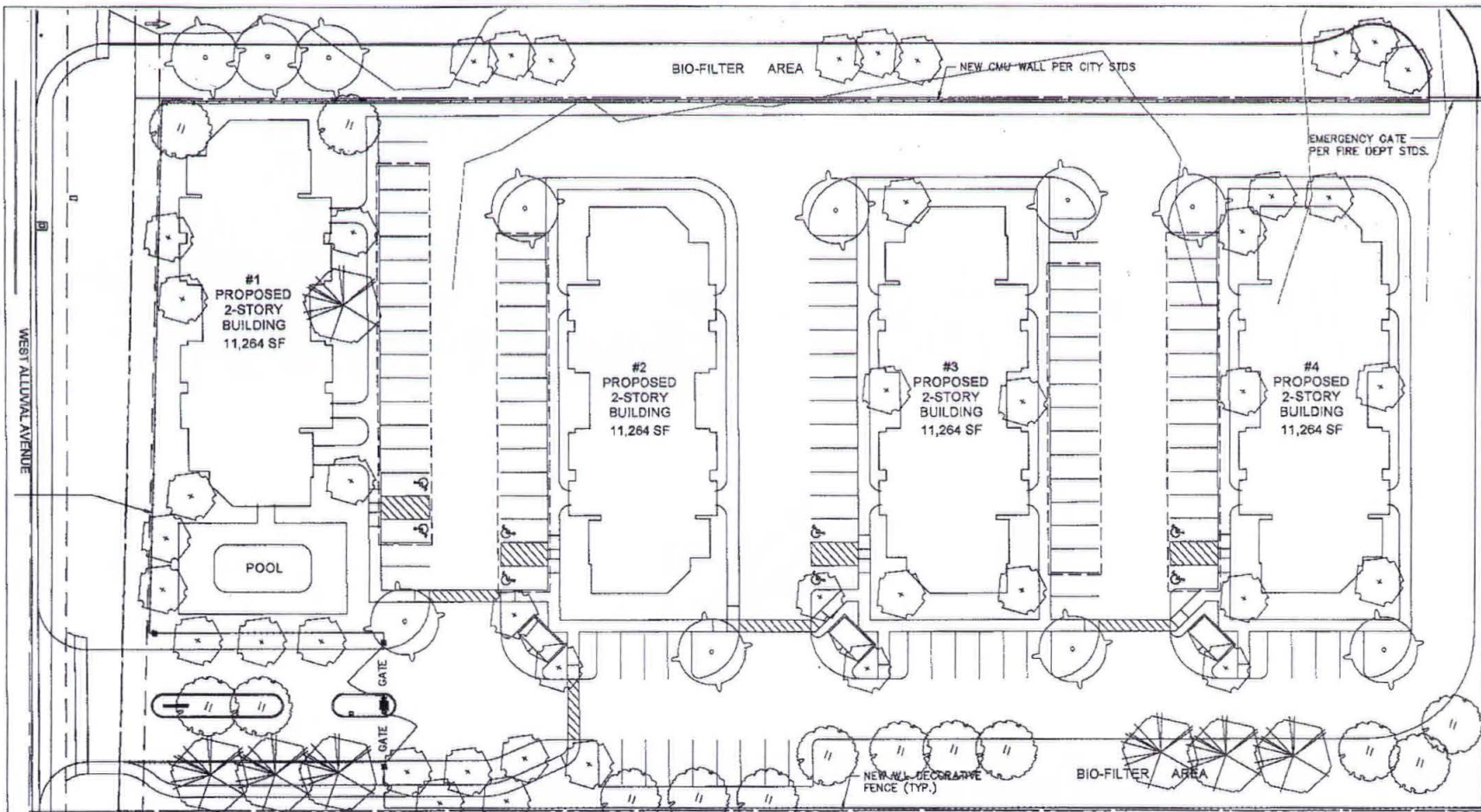


Agricultural Preserve
Clovis Colony - R.S. Bk.2, Pg.6
Shepherd & Teague Alluvial Tract No.2 - R.S. Bk.2, Pg.40
Parcel Map No.5329 - Bk.33, Pg.81
Parcel Map No. 01-03 - Bk. 61, Pgs. 42-43

Parcel Map No. 2002-08 - Bk. 62, Pg. 64-65

Assessor's Map Bk.561 - Pg. 02
County of Fresno, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.



PROPOSED PLANTING LEGEND					
SYM	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
	CELTIS OCCIDENTALIS	COMMON HACKBERRY	24" DOB	14	LOW
	SOPHORA JAPONICA 'REGENCY'	JAPANESE PAGODA TREE	15 GAL	7	LOW
	ARGENTUS UNEDD (STD. TRUNK)	STRAWBERRY TREE	15 GAL	8	LOW
	LAGERSTROEMIA F. 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	15 GAL	33	LOW

HERNDON-SHEPHERD SPECIFIC PLAN GUIDELINES:
 PRELIMINARY LANDSCAPE PLAN COMPLETION WITH CITY OF CLOVIS HERNDON-SHEPHERD SPECIFIC PLAN GUIDELINES ADOPTED JUNE 27, 1998.
 §12.1 RESIDENTIAL DEVELOPMENT - LANDSCAPE DESIGN AND IMPLENTATION WILL COMPLY WITH THIS SECTION.
 §12.2 STREET TREES
 (1) TREE PLANTINGS SHOULD INDICATE STREET HIERARCHY WITH LARGER TREES ALONG ARTERIAL STREETS AND SMALLER TREES ON COLLECTOR AND MEDIAN STREETS.
 (2) TREE PLANTINGS SHOULD BE SYMMETRICAL AND OF THE SAME SPECIES IN THE PARKWAYS ON BOTH SIDES OF THE STREET.
 (3) ONE TREE SPECIES OR PATTERN OF SPECIES SHOULD BE PLANTED CONSISTENTLY AT REGULAR INTERVALS ALONG THE ENTIRE LENGTH OF A STREET. SPACING INTERVAL SHOULD BE NO GREATER THAN 30 FEET ON CENTER.
 (4) WHERE TREES ARE PLANTED IN MEDIANS, THE PLANTINGS SHOULD BE CONTIGUOUS AND AT REGULAR INTERVALS. SPACING INTERVAL SHOULD BE NO GREATER THAN 30 FEET ON CENTER. ADEQUATE LIGHT LINES SHOULD BE MAINTAINED AT INTERSECTIONS.
 (5) DIFFERENT TREE SPECIES SHOULD BE PLANTED ALONG INTERSECTING ARTERIALS OR COLLECTORS.

MUNICIPAL CODE NOTES:
 PRELIMINARY LANDSCAPE PLAN COMPLETION WITH CITY OF CLOVIS SUBSECTION 26 OF THE DEVELOPMENT CODE OF THE CITY OF CLOVIS ZONING CODE
 §12.1. LANDSCAPE STANDARDS
 (1)(A) MIN. DIMENSIONS: LANDSCAPED AREAS SHALL NOT BE LESS THAN FIVE FEET (5') IN ANY DIMENSION IN ORDER TO BE COUNTED AS MEETING THE MINIMUM REQUIREMENTS OF THIS CHAPTER.
 (1)(B) MINIMUM ROW: MINIMUM 10% OF TREES SHALL BE 24" DOB; MINIMUM 70% OF SHRUBS SHALL BE 5-GALLON; 10% ORNAMENTAL WITHIN 2 YEARS.
 (1)(C) DROUGHT-TOLERANT: PLANT MATERIALS SHALL BE SUITABLE DROUGHT-TOLERANT AND/OR CLIMATE APPROPRIATE SPECIES.
 §12.1.68 CERTIFICATION OF SUBSTANTIAL COMPLIANCE: UPON COMPLETION OF THE INSTALLATION OF THE LANDSCAPING AND THE IRRIGATION SYSTEM, AN IRRIGATION AUDIT SHALL BE CONDUCTED BY A CERTIFIED LANDSCAPE IRRIGATION AUDITOR BEFORE THE FINAL FIELD OBSERVATION, IN COMPLIANCE WITH §12.1.65.

LANDSCAPING SHALL BE MAINTAINED PURSUANT TO §12.1.68 AND §12.1.69 AS APPLICABLE.
 LANDSCAPE CONSTRUCTION DOCUMENTS WILL BE PREPARED AND WILL CONTAIN ALL NECESSARY AS 181 AND WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES (CAUCOLE) SPECIFICATIONS. ALL LANDSCAPING SHALL BE IRRIGATED BY AN AUTOMATIC Drip IRRIGATION SYSTEM IN COMPLIANCE WITH CALIFORNIA AB 181. PLANTINGS WILL BE HYDRO-ZONED IN GROUPS OF LIKE WATER USAGE FOR MAXIMUM IRRIGATION EFFICIENCY AND WATER CONSERVATION. ALL LANDSCAPING SHALL BE IRRIGATED BY AN AUTOMATIC Drip IRRIGATION SYSTEM IN COMPLIANCE WITH THE STATE OF CALIFORNIA CODE.
 ETS RATE: CLOVIS, CA (CLOVIS 87-01-1)
 VACCINIA REGION: 40: SUNSET CLIMATE ZONES 1 & 6

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 20'-0"

0 5 10 20 30 40

WPLA
 WATKINS PLANNING & LANDSCAPE ARCHITECTURE
 ERIC WATKINS, AIA
 CL #5753
 2027 BIRCH AVE., SUITE 100
 SACRAMENTO, CA 95811
 (916) 457-4562

STAMP:
 LANDSCAPE ARCHITECT
 STATE OF CALIFORNIA
 JULIO J. TRINIDAD
 DESIGNER
 IAN HOFF, P.E.
 CIVIL ENGINEER

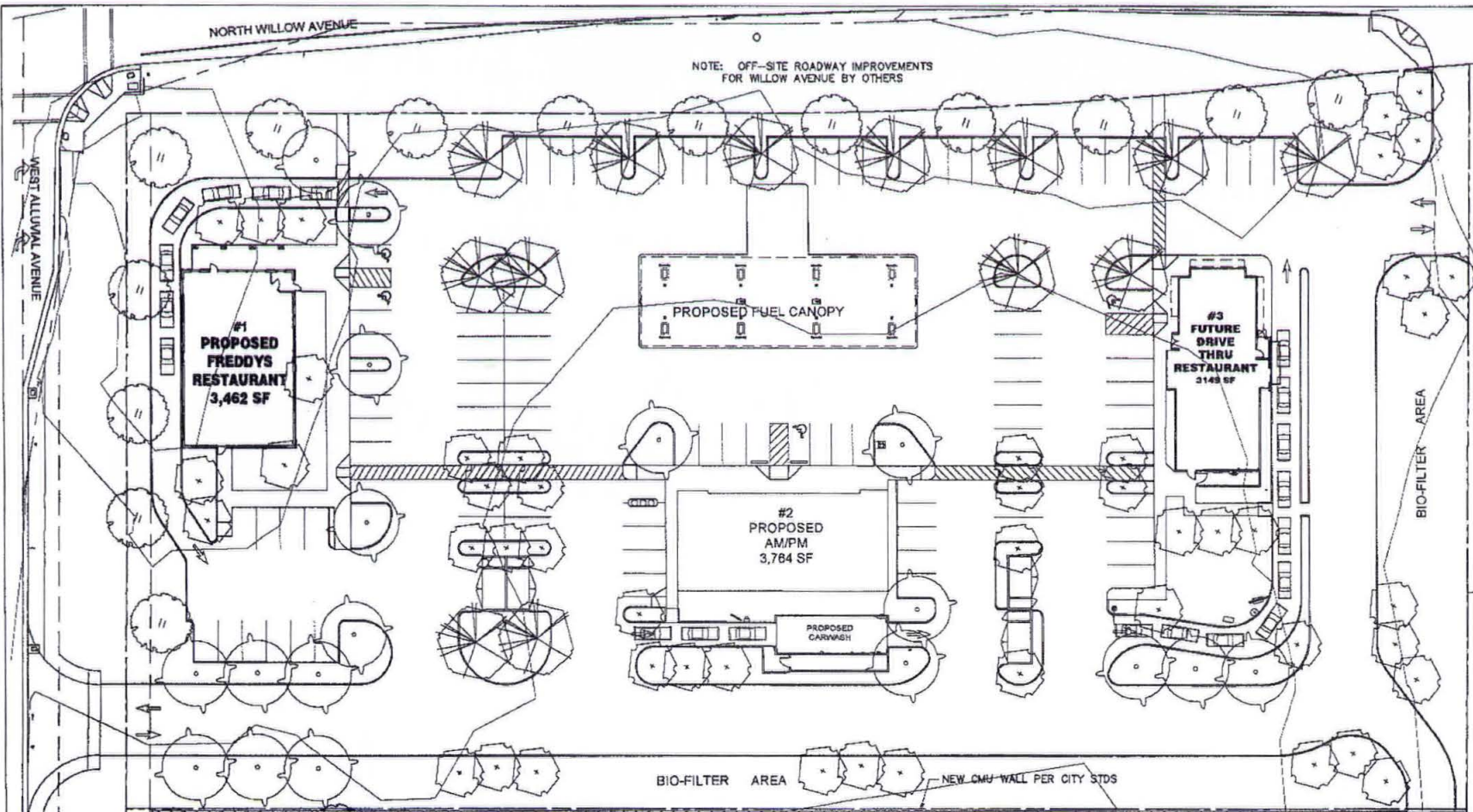
WPLA
 WATKINS PLANNING & LANDSCAPE ARCHITECTURE
 ERIC WATKINS, AIA
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 2027 BIRCH AVE., SUITE 100
 SACRAMENTO, CA 95811
 (916) 457-4562

STAMP:
 LANDSCAPE ARCHITECT
 STATE OF CALIFORNIA
 JULIO J. TRINIDAD
 DESIGNER
 IAN HOFF, P.E.
 CIVIL ENGINEER

SUBMITTAL DATE		
PLANNING DEPT:		
BUILDING DEPT:		
ENGINEERING:		
SURVEY:		
REVISIONS		
No.	Description	Date

PRELIMINARY LANDSCAPE PLAN
 CLOVIS COMMERCIAL CENTER
 N. WILLOW AVE & W. ALLUVIAL AVE
 CLOVIS, CA
 (APN: 361-020-50 & 561-020-51)

DATE: 4-2-17
 SCALE: 1" = 20'-0"
 DRAWN BY: EW / EW
 JOB NUMBER: 1704
 SHEET:
 PRELIMINARY LANDSCAPE PLAN



PROPOSED PLANTING LEGEND					
TREE SPECIES	SYM	BOTANICAL NAME	COMMON NAME	SIZE	QTY
					WATER USAGE
		FRAXINUS OXYCARPA 'RAYWOOD'	RAYWOOD ASH	24" BOX	14
		PLATANUS X. ACERFOLIA 'YARWOOD'	LONDON PLANE	15 GAL	13
		PRUNUS X. YEDOENSIS 'FLOWERING CHERRY 'AKESONG'	FLOWERING CHERRY 'AKESONG'	15 GAL	18
		LAGERSTROEMIA H. 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	15 GAL	48
					LOW

HERNDON-SHEPHERD SPECIFIC PLAN GUIDELINES:

- PRELIMINARY LANDSCAPE PLAN COMPLIES WITH CITY OF CLOVIS HERNDON-SHEPHERD SPECIFIC PLAN GUIDELINES ADOPTED JUNE 27, 1988.
- §12.2 RETAIL AND OFFICE DEVELOPMENT
- (a) BOTH PERIMETER AND INTERIOR LANDSCAPING SHOULD CONSIST OF CANOPY-TYPE TREES. THE LOCATION AND SPACING SHOULD GIVE A CONSISTENT TREE COVER PROVIDING SHADE. GENERALLY, ONE TREE PER FIVE (5) TO EIGHT (8) PARKING SPACES.
- (b) PERIMETER LANDSCAPING SHOULD BE PROVIDED AT PARKING AREAS ADJACENT TO STREET FRONTAGES. PERIMETER LANDSCAPING SHOULD NOT BE LESS THAN 20 IN WIDTH FROM STREET CURB LINE AND SHOULD INCLUDE TREES, SHRUBS, AND GROUND COVERS. LANDSCAPED BENCH UP TO 2 ARE ENCOURAGED TO PROVIDE SEPARATION BETWEEN STREET AND PARKING LOT.
- (c) THE PLANT PALETTE SHOULD BE RELATIVELY LIMITED AND APPLIED IN GROUPINGS OF SIMILAR SPECIES. WATER CONSERVING, DROUGHT TOLERANT, AND CALIFORNIA NATIVE SPECIES ARE ENCOURAGED.
- (d) LIVE PLANT MATERIALS IS REQUIRED FOR ALL LANDSCAPE AREAS. GRAVEL, COLORED ROCK, BARK OR OTHER SIMILAR MATERIALS IS NOT ACCEPTABLE AS A SOLE GROUND COVER.
- (e) AUTOMATIC IRRIGATION REQUIRED FOR ALL LANDSCAPE AREAS. WATER CONSERVING SYSTEMS SUCH AS Drip IRRIGATION FOR SHRUBS AND TREE PLANTINGS IS ENCOURAGED.
- §12.2 STREET TREES
- (a) TREE PLANTINGS SHOULD INDICATE STREET HIERARCHY WITH LARGER TREES ALONG ARTERIAL STREETS AND SMALLER TREES ON COLLECTION AND RESIDENTIAL STREETS.
- (b) TREE PLANTINGS SHOULD BE SYMMETRICAL AND OF THE SAME SPECIES IN THE PARKWAYS ON BOTH SIDES OF THE STREET.
- (c) ONE TREE SPECIES OR PATTERN OF SPECIES SHOULD BE PLANTED CONSISTENTLY AT REGULAR INTERVALS ALONG THE ENTIRE LENGTH OF A STREET. SPACING INTERVAL SHOULD BE NO GREATER THAN 50 FEET ON CENTER.
- (d) WHERE TREES ARE PLANTED IN MEDIANS, THE PLANTINGS SHOULD BE CONTINUOUS AND AT REGULAR INTERVALS. SPACING INTERVAL SHOULD BE NO GREATER THAN 50 FEET ON CENTER. ADEQUATE LIGHT LINES SHOULD BE MAINTAINED AT INTERSECTIONS.
- (e) DIFFERENT TREE SPECIES SHOULD BE PLANTED ALONG INTERSECTING ARTERIALS OR COLLECTIONS.

MUNICIPAL CODE NOTES:

- PRELIMINARY LANDSCAPE PLAN COMPLIES WITH TITLE 8 SUBSECTION 38 OF THE DEVELOPMENT CODE OF THE CITY OF CLOVIS ZONING CODE.
- §8.38.075 LANDSCAPE STANDARDS
- (a) MIN. DIMENSIONS. LANDSCAPED AREAS SHALL NOT BE LESS THAN FIVE FEET (5) IN ANY DIMENSION IN ORDER TO BE COUNTED AS MEETING THE MINIMUM REQUIREMENTS OF THIS CHAPTER.
- (b) MINIMUM NO. MINIMUM 10% OF TREES SHALL BE 24" BOX, MINIMUM 70% OF SHRUBS SHALL BE 8-GALLON, 100% BIRDCOVER WITHIN 3 YEARS.
- (c) DROUGHT-TOLERANT. PLANT MATERIALS SHALL EMPHASIZE DROUGHT-TOLERANT AND/OR CLIMATE APPROPRIATE SPECIES.
- §8.38.080 CERTIFICATION OF SUBSTANTIAL COMPLIANCE. UPON COMPLETION OF THE INSTALLATION OF THE LANDSCAPING AND THE IRRIGATION SYSTEM, AN IRRIGATION AUDIT SHALL BE CONDUCTED BY A CERTIFIED LANDSCAPE IRRIGATION AUDITOR BEFORE THE FINAL FIELD OBSERVATION IN COMPLIANCE WITH §8.38.050.
- LANDSCAPING SHALL BE MAINTAINED PURSUANT TO §§8.38.050 AND §8.38.150 AS APPLICABLE.
- LANDSCAPE CONSTRUCTION DOCUMENTS WILL BE PREPARED AND WILL CONTAIN ALL NECESSARY AND USE AND WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES (SHRUBS) SPECIFICATIONS. ALL LANDSCAPING SHALL BE IRRIGATED BY AN AUTOMATIC Drip IRRIGATION SYSTEM IN COMPLIANCE WITH CALIFORNIA AS 184. PLANTINGS WILL BE HYDRO-ZONED IN GROUPS OF LIKE WATER USAGE FOR MAXIMUM IRRIGATION EFFICIENCY AND WATER CONSERVATION. ALL LANDSCAPING SHALL BE IRRIGATED BY AN AUTOMATIC Drip IRRIGATION SYSTEM IN COMPLIANCE WITH THE STATE OF CALIFORNIA CODE.
- ET & BATE: CLOVIS, CA (CLOVIS ET & BATE)
- WUOLLS REGION: 42 SUNSET CLIMATE ZONE 8 & 9

PRELIMINARY
NOT FOR CONSTRUCTION



WPLA
WATKINS PLANNING & LANDSCAPE ARCHITECTURE
ERIK WATKINS, RLA
CA #27713
100 WILLOW AVE., SUITE 100
CLOVIS, CA 93611
TEL: 409-0001

WPLA
WATKINS PLANNING & LANDSCAPE ARCHITECTURE

ERIK WATKINS, RLA
CA #27713
100 WILLOW AVE., SUITE 100
CLOVIS, CA 93611
TEL: 409-0001



SUBMITTAL DATE

PLANNING DEPT:
BUILDING DEPT:
ENGINEERING:
SURVEY:

REVISIONS

No.	Description	Date

PRELIMINARY
LANDSCAPE PLAN

DATE: 4-2-17
SCALE: 1" = 20'-0"
DRAWN BY: EW / EW
JOB NUMBER: 1704
SHEET:
PRELIMINARY
LANDSCAPE PLAN

CLOVIS COMMERCIAL CENTER
N. WILLOW AVE & W. ALLUVIAL AVE
CLOVIS, CA
(APN: 561-020-50 & 561-020-51)



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

Capturing stormwater since 1956.

File 210.434
400.11

June 9, 2017

Ms. Lily Cha, Assistant Planner
City of Clovis, Planning and Development Services Dept.
1033 Fifth Street
Clovis CA 93612

Dear Ms. Cha,

**Rezone Application R2017-06
General Plan Amendment GPA 2017-01
Drainage Area "CZ"**

The District has reviewed the land use changes proposed through the subject rezone. The District's existing Master Plan drainage system was designed to serve medium density residential uses and the existing Master Plan storm drainage facilities does not have the capacity to accommodate the increased runoff generated by the proposed medium-high density residential and neighborhood commercial land use.

The District requests that as a condition of the rezone, the developer be required to mitigate the impacts of the increased runoff from the proposed medium-high density residential and neighborhood commercial land use to a rate that would be expected if developed to a medium density residential land use. The developer may either make improvements to the existing pipeline system to provide additional capacity or may use some type of permanent peak reducing facility in order to eliminate adverse impacts on the existing system. Implementation of the mitigation measures may be deferred until the time of development.

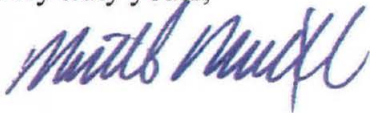
Should the developer choose to construct a permanent peak reducing facility, such a system would be required to reduce runoff from a ten-year storm produced by the medium-high density residential and neighborhood commercial land use development to a two-year discharge, which would be produced by the property if developed at a medium density residential land use. The developer will be required to submit improvement plans to the District for review and approval showing the proposed method of mitigation prior to implementation.

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Ms. Lily Cha
Rezone Application R2017-06
General Plan Amendment GPA 2017-01
Drainage Area "CZ"
June 9, 2017
Page 2

Should you have any questions concerning this matter, please feel free to contact the District.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Michael Maxwell".

Michael Maxwell
Engineering Technician III

MM/lrl



City of Clovis
Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **5/17/2017**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Lily Cha, Assistant Planner

PLEASE ROUTE TO:

(In House)

- | | |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | Planning Division |
| <input checked="" type="checkbox"/> | Building Division |
| <input checked="" type="checkbox"/> | Engineering Division |
| <input checked="" type="checkbox"/> | Utilities Division |
| <input checked="" type="checkbox"/> | Solid Waste Division |
| <input checked="" type="checkbox"/> | Fire Department |
| <input checked="" type="checkbox"/> | Police Department |
| <input type="checkbox"/> | City Landscape Committee |
| <input checked="" type="checkbox"/> | Legal Description Review |
| <input type="checkbox"/> | Other (Specify) |
| <input type="checkbox"/> | |

(Out-of-House)

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Fresno Irrigation District |
| <input checked="" type="checkbox"/> | Fresno Metropolitan Flood Control Dist. |
| <input checked="" type="checkbox"/> | Pacific Gas & Electric |
| <input checked="" type="checkbox"/> | AT&T |
| <input checked="" type="checkbox"/> | Clovis Unified School District |
| <input checked="" type="checkbox"/> | Cal Trans |
| <input checked="" type="checkbox"/> | SJV Unified Air Pollution Control Dist. |
| <input checked="" type="checkbox"/> | State of California Department of Fish and Game |
| <input type="checkbox"/> | LAFCO (when annexation is involved) |
| <input type="checkbox"/> | County of Fresno Development |
| <input checked="" type="checkbox"/> | Fresno County Environmental Health |

Item(s): **General Plan Amendment GPA2017-01** Location: **Northeast of Alluvial and Willow Avenues**

APN: **561-020-50s & 51s** Zoning: **R-1-7500** General Plan: **Low Density Residential**

Name of Applicant: **Willows Petroleum, Inc. (Rep. Julio Tinajero)** Phone/Email: **(530) 755-4700 / julio@milestone-ae.com**

Applicant Address: **2190 Merudian Park Bl. # G** City: **Concord** State: **CA** Zip: **94520**

Previously Reviewed Under DRC: **DRC2016-34** Or Other Entitlement: _____

Project Description: **GPA2017-07: A request to amend the General Plan to redesignate approximately 8 acres of land located at the northeast corner of Alluvial and Willow Avenues from Low Density Residential (2.1 to 4.0 DU/AC) to General Commercial and Medium High Density Residential (7.1 to 15 DU/AC). Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates, representative. This request is being processed concurrently with R2017-06, CUP2017-05, 06 & 07 and SPR2017-11.**

This item is tentatively scheduled for a public hearing to be considered by the **Planning Commission.**

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **6/2/2017**

Please check one below:

☐ No Comments ☒ Comments Attached ☐ Comments e-mailed or saved on: _____

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

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

POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign):

Michael Maxwell

559-456-3292

PLEASE RETURN TO:

Lily Cha, Assistant Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2335 Fax: 324-2866



City of Clovis
Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **5/17/2017**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Lily Cha, Assistant Planner

PLEASE ROUTE TO:

(In House)

- ☒ Planning Division
☒ Building Division
☒ Engineering Division
☒ Utilities Division
☒ Solid Waste Division
☒ Fire Department
☒ Police Department
☐ City Landscape Committee
☒ Legal Description Review
☐ Other (Specify)
☐

(Out-of-House)

- ☒ Fresno Irrigation District
☒ Fresno Metropolitan Flood Control Dist.
☒ Pacific Gas & Electric
☒ AT&T
☒ Clovis Unified School District
☒ Cal Trans
☒ SJV Unified Air Pollution Control Dist.
☒ State of California Department of Fish and Game
☐ LAFCO (when annexation is involved)
☐ County of Fresno Development
☒ Fresno County Environmental Health

Item(s): **Rezone R2017-06**

Location: **Northeast of Alluvial and Willow Avenues**

APN: **561-020-50s & 51s**

Zoning: **R-1-7500**

General Plan: **Low Density Residential**

Name of Applicant: **Willows Petroleum, Inc. (Rep. Julio Tinajero)**

Phone/Email: **(530) 755-4700 / julio@milestone-ae.com**

Applicant Address: **2190 Meridian Park Bl. # G**

City: **Concord**

State: **CA**

Zip: **94520**

Previously Reviewed Under DRC: **DRC2016-34**

Or Other Entitlement: _____

Project Description: **R2017-06, A request to Rezone approximately 8 acres of property located at the northeast corner of alluvial and willow avenues from R-1-7,500 (Single Family Residential- 7,500) to C-2 (Community Commercial) and R-2 (Low Density Multiple Family Residential). Ed Donaghy, owner; Willow Petroleum, Inc., applicant; Julio Tinajero with Milestone Associates representative. This request is being processed concurrently with GPA2017-01, CUP2017-05, 06 & 07 and SPR2017-11.**

This item is tentatively scheduled for a public hearing to be considered by the **Planning Commission.**

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **6/2/2017**

Please check one below:

☐ No Comments

☒ Comments Attached

☐ Comments e-mailed or saved on: _____

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

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

POOR EXAMPLE: "1. Install landscaping."

REVIEWED BY (please sign):

Michael Maxwell

559456-3292

PLEASE RETURN TO:

Lily Cha, Assistant Planner

Planning and Development Services Dept.

1033 Fifth St., Clovis, CA 93612

Phone: 324-2335 Fax: 324-2866



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



October 12, 2017

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

Project: SPR2017-11, CUP2017-05, 06, 07, & 14, GPA2017-01, and R2017-06

District CEQA Reference No: 20171086

Dear Ms. Cha:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a commercial and multi-family development, to include multi-family structures to be greater than 35 feet in height, a 3,764 square foot convenience store with fuel pumps and a carwash, a 3,462 square foot restaurant with drive-through, and a 2,500 square foot restaurant with drive-through, located at the northeast corner of Alluvial and Willow Avenues, in Clovis, CA (Project). The District offers the following comments:

1. Based on information provided to the District, Project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 ton/year ROG, and 15 tons/year PM10. Therefore, the District concludes that Project specific criteria pollutant emissions would have no significant adverse impact on air quality.

The District has reviewed the information provided and has determined that the Project is above the District's applicability threshold of 2,000 square feet for a commercial development, and is therefore subject to District Rule 9510 (Indirect Source Review). Per the District's current records, an Air Impact Assessment (AIA) application was submitted to the District on August 14, 2017 for compliance with District Rule 9510 (C-20170282).

Sayed Sadredin

Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an AIA application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the Project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

2. Particulate Matter 2.5 microns or less in size (PM_{2.5}) from under-fired charbroilers (UFCs) pose immediate health risk. Since the cooking of meat can release carcinogenic PM_{2.5} species like polycyclic aromatic hydrocarbons (PAH), controlling emissions from under-fired charbroilers will have a substantial positive impact on public health.

Charbroiling emissions occur in populated areas, near schools and residential neighborhoods, resulting in high exposure levels for sensitive Valley residents. The air quality impacts on neighborhoods near restaurants with UFCs can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises environmental concerns.

In addition, the cooking emissions source category is one of the largest single contributors of directly emitted PM_{2.5} in the Valley. Photochemical modeling conducted for the 2012 PM_{2.5} Plan showed that reducing commercial charbroiling emissions is critical to achieving PM_{2.5} attainment in the Valley.

The District committed to amend Rule 4692 (Commercial Charbroiling) in 2016, with a 2017 compliance date, to add emission control requirements for UFCs, as committed to in the District's 2012 PM_{2.5} Plan. Installing charbroiler emissions control systems during construction of new facilities is likely to result in substantial economic benefit compared to costly retrofitting.

Therefore, the District strongly recommends that your agency require new restaurants that will operate UFCs to install emission control systems during the construction phase. To ease the financial burden for Valley businesses that wish to install control equipment before it is required, the District is offering incentive funding during the time leading up to the amendment to the rule. Restaurants with UFCs may be eligible to apply for funding to add emission control systems. Please contact the District at (559) 230-5858 for more information.

3. The Project may require District permits. Prior to the start of construction, the Project proponent should contact the District's Small Business Assistance Office at (559) 230-5888 to determine if an Authority to Construct (ATC) is required.
4. The Project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).
5. The District recommends that a copy of the District's comments be provided to the Project proponent.

The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please call Stephanie Pellegrini at (559) 230-5820.

Sincerely,

Arnaud Marjollet
Director of Permit Services



For Brian Clements
Program Manager

AM: sp

STATEMENT OF JUSTIFICATION

Clovis Commercial Center
NEC N. Willow Avenue at E. Alluvial Avenue
Clovis, CA
Statement of Justification for General Plan Amendment

Willow Petroleum, Inc. is proposing to develop a new commercial center and multi-family housing in Clovis at the location listed above. The company currently owns and operates numerous fuel stations, convenience stores, and restaurants throughout California. The intention with the new commercial development is to operate an Arco am/pm fuel station, Popeyes Restaurant, carwash, convenience store (c-store) and another quick service restaurant of which the brand is yet to be determined. Adjacent to this development, the applicant also proposes to develop a 48-unit apartment complex. In order to proceed with these projects, the applicant is requesting an Amendment to the General Plan for Parcel A from Low Density Residential to a Commercial use designation and for Parcel B from Low Density Residential to a Medium High Density Residential use designation.

We feel the General Plan Amendments the applicant is requesting are warranted and will provide commercial business and housing that are beneficial to the community.

This property is located at the north east corner of N. Willow Ave. and E. Alluvial Ave. It was once part of a 40 acre parcel fronting N. Willow Ave. running from E. Alluvial Ave. to N. Nees Ave. The remainder of the old 40 acre parcel has been developed into commercial uses and a mini storage. Willow Ave. has had a number of commercial uses approved throughout recent years and has become a commercial corridor and destination for residents of both Clovis and Fresno. Changing the designation of a portion of this parcel to commercial will only enhance Willow Ave. as a commercial destination and contribute to what it has already become.

Neither of the two parcels seem suitable for their current land use designation of Low Density Residential. The property sits on a very busy arterial intersection and single-family home developers are not likely to want to build single family homes near an intersection as busy as this one. Most home purchasers are looking for a quieter neighborhood and this property would have homes backing up against N. Willow Ave. and E. Alluvial Ave., two very busy streets. The current property owner has owned this property for over twenty years. It has been marketed for single family home development for decades and there has been no interest from the residential development industry to build at this location. This illustrates that this property is better suited being designated for Commercial and Medium High Density Residential given its location and the lack of interest by single family home developers.

In addition, the project does not have any impacts that cannot be mitigated. The development of this project would not be detrimental to the public interest, health, safety, convenience or welfare of the city in any significant way and would in fact be an enhancement to the city and its residents.

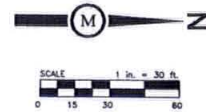
The project will not impact the adjacent elder care facility in any significant way. The multi-family project will actually provide a substantial buffer between the elder care facility and the commercial use. This portion of the project has been designed to provide an 80 foot setback to the property line of the elder care facility to the east and there is actually 160 feet between the new buildings on site and the elder care facility. There is ample distance between the buildings and the new multi-family project will have little impact on the elder care facility given these distances. In addition, the new residential buildings will only be two story, which is the same height as the elder care facility and any of the houses in the area, and will blend in with existing residential uses.

There are also only two single family residential homes adjacent to the multifamily site at the north east corner of Parcel B and the closest building on site therefore this project should not affect those homes in any way. The closest new multi-family residential building will have an 80 foot set back from these existing residences with approximately 110 feet between the new and existing residential buildings. Additionally, there is a 30 foot wide landscape area located adjacent to the area closest to these two single-family residences adding an additional buffer from the new residential units. Given these distances, we feel this new project will have no impact to these existing homes.

We also feel that the project offers something unique to the City of Clovis and its residents. The Arco gas station will provide residents with a low cost gas option to choose from. There are no Arco gas stations in the near vicinity of this site and the residents of Clovis will greatly benefit from having the option to purchase gas at a lower cost to them. In addition, the convenience store and the quick service restaurants will give residents a full-service experience when they come to the center. It will offer them the convenience of pouring gas, shopping for quick snacks or convenience items at AmPm and picking up food at the quick service restaurants. Lastly, the apartment complex is much needed and will provide residential options to the residents of Clovis and add to the variety of housing types in the area. This site is already designated for a residential use – the residential use on Parcel B would be consistent with the overall concept the General Plan has envisioned for this parcel.

The project would also be a great addition to the City of Clovis both aesthetically and from a financial perspective. Aesthetically, the applicant has designed the architecture to be cohesive and architecturally interesting and the landscaping contributes to the enhancement of the site as well. From a financial perspective, the project will provide approximately ???_ jobs for residents and contribute significantly to the tax revenue stream of the city. For Parcel A, we estimate the value of the parcel will increase from its current value of approximately \$250,000 to about \$8 million generating about \$96,000 in property tax per year. For Parcel B, we estimate the value of the parcel will increase from its current value of approximately \$250,000 to about \$6.7 million generating about \$80,400 in property tax per year. The applicant is estimating this project will generate about \$19.5 million in sales per year which would generate about \$1,555,125 in sales tax to the city per year. In addition, developing these parcels would also help increase values of surrounding properties.

Based on the above, we firmly believe the General Plan Amendments being requested are warranted and would benefit the City of Clovis if approved.



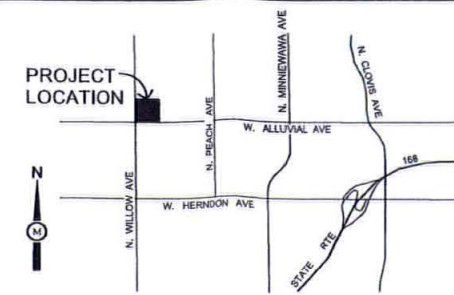
SITE UTILITIES:
SEWAGE DISPOSAL:
WATER SUPPLY:
DRAINAGE:

PROVIDED BY:
CITY
CITY
CITY

APPLICANT
WILLOWS PETROLEUM, INC
CONTACT: SANDY MANN
2190 MERIDIAN PARK BLVD, STE. G
CONCORD, CA 94520
PHONE: (925) 446-6806

DESIGN FIRM
MILESTONE ASSOCIATES
CONTACT: JULIO TINAJERO
1000 LINCOLN ROAD, STE. H202
YUBA CITY, CA 95991
PHONE: (530) 755-4700

PROPERTY DESCRIPTION
PARCEL "A" AND "B" OF PARCEL MAP 2002-08, RECORDED IN BOOK
62, PAGE 64, FRESNO COUNTY OFFICIAL RECORDS. LOCATED IN
THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA.
APN: 561-020-50 & -51



VICINITY MAP
NOT TO SCALE

LOT DATA:

PARCEL "A"

A.P.N.: 561-020-50
TOTAL ACREAGE: 159,865 SF (3.67 AC - ADJUSTED)
EXISTING PARCELS: 1
PROPOSED PARCELS: 1
EXISTING ZONE: R-1-7500 LOW DENSITY RESIDENTIAL
PROPOSED ZONE: C-2 COMMERCIAL
EXISTING USE: VACANT
PROPOSED USE: CONVENIENCE STORE,
GASOLINE SALES,
AND TWO RESTAURANTS
WITH DRIVE-THRU

PARKING DATA:

REQUIRED:
#1 RESTAURANT (2,500 SF/100): 25 SPACES
#2 C-STORE (3,764 SF/200): 19 SPACES
#3 RESTAURANT (3,462 SF/100): 35 SPACES
#3 OUTDOOR SEATING (434 SF/100): 4 SPACES
REQUIRED: 83 SPACES

PROVIDED:
STANDARD SPACE (10'x20'): 111 SPACES
ACCESSIBLE SPACE (10'x20'): 4 SPACES
PROVIDED: 115 SPACES

PARCEL "B"

A.P.N.: 561-020-51
TOTAL ACREAGE: 182,080 SF (4.18 AC - ADJUSTED)
EXISTING PARCELS: 1
PROPOSED PARCELS: 1
EXISTING ZONE: R-1-7500 LOW DENSITY RESIDENTIAL
PROPOSED ZONE: R-2 MEDIUM HIGH DENSITY RESIDENTIAL
EXISTING USE: VACANT
PROPOSED USE: MULTI-FAMILY APARTMENT COMPLEX

BUILDING DATA:

NOTE: BUILDINGS 1 & 4 (2-STORY)
BUILDINGS 2 & 3 (3-STORY)

BUILDING NO.	SQ. FT.	# OF UNITS
BLDG #1	11,264 SF	
1-BEDROOM	795	8
2-BEDROOM	1,226	4
BLDG #2	18,896 SF	
1-BEDROOM	795	12
2-BEDROOM	1,226	6
BLDG #3	18,896 SF	
1-BEDROOM	795	12
2-BEDROOM	1,226	6
BLDG #4	11,264 SF	
1-BEDROOM	795	8
2-BEDROOM	1,226	4
SUBTOTAL	SQ. FT.	# OF UNITS
1-BEDROOM	31,800	40
2-BEDROOM	24,520	20
APARTMENTS	56,320	60

PARKING DATA:

REQUIRED:
1 BEDROOMS (40 UNITS): 80 SPACES
2 BEDROOMS (20 UNITS): 40 SPACES
(50% COVERED)

REQUIRED: 120 SPACES

PROVIDED:
STANDARD SPACE (10'x20'): 55 SPACES
COVERED SPACE (10'x20'): 57 SPACES
ACCESSIBLE SPACE (10'x20'): 8 SPACES
PROVIDED: 120 SPACES



JULIO J. TINAJERO
LEAD DESIGNER

STAMP:

SUBMITTAL DATE

PLANNING DEPT: .
BUILDING DEPT: .
ENGINEERING: .
SURVEY: .

REVISIONS		
No.	Description	Date
1	REMOVED FREDDYS	4/8/11

CONCEPTUAL SITE PLAN

CLOVIS COMMERCIAL CENTER
N. WILLOW AVE. at W. ALLUVIAL AVE.
CLOVIS, CALIFORNIA
(APN 561-020-50 & 561-020-51)

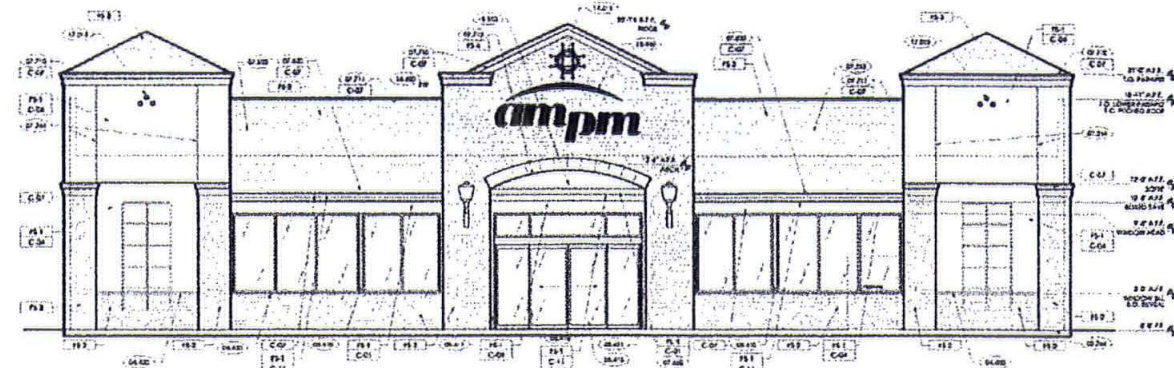
DATE: 10-08-10
SCALE: 1" = 80'
DRAWN BY: STAFF
JOB NUMBER:
SHEET:

DD1

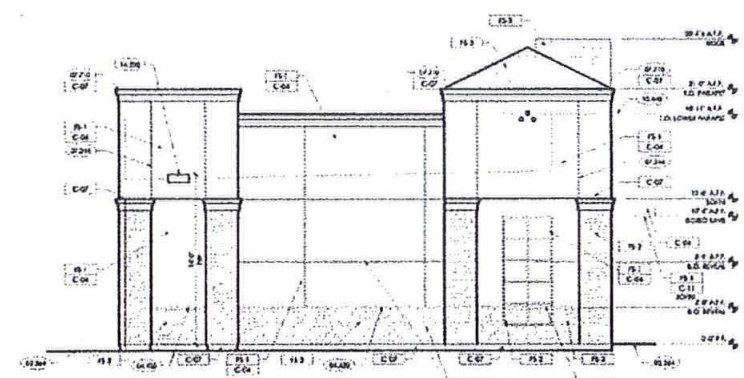
EXHIBIT B

COMMERCIAL ELEVATIONS AND FLOOR PLANS

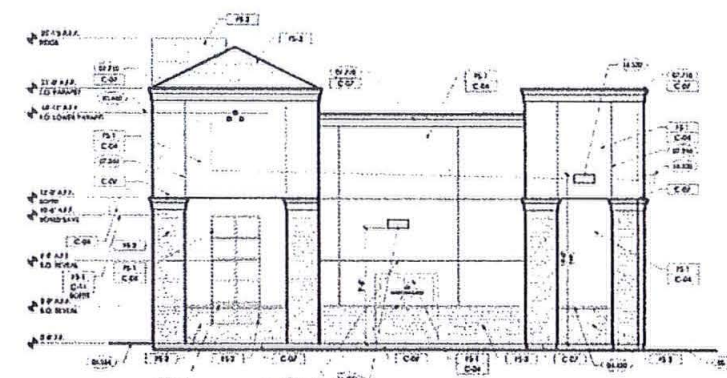
EXHIBIT "C"



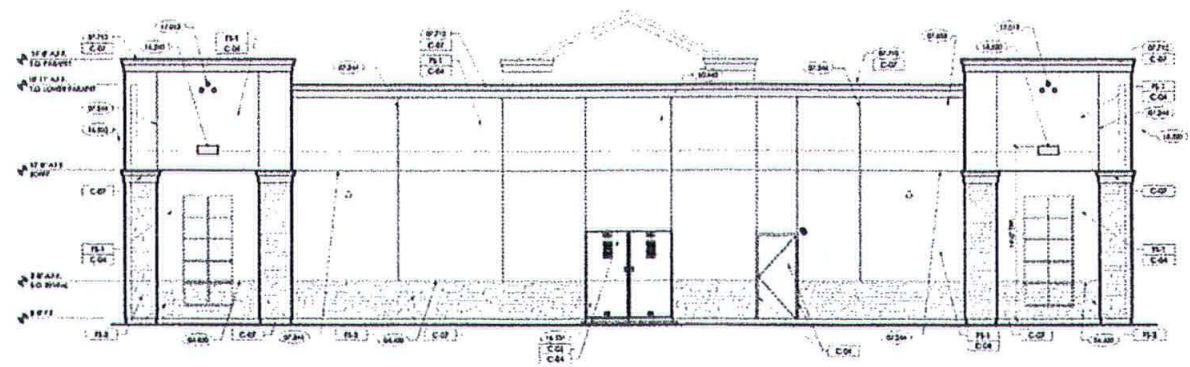
1 FRONT ELEVATION (WEST)
3/16"=1'-0"



2 LEFT ELEVATION (NORTH)
3/16"=1'-0"



3 RIGHT ELEVATION (SOUTH)
3/16"=1'-0"



4 REAR ELEVATION (EAST)
3/16"=1'-0"

GENERAL NOTES:

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE.

B. DIMENSIONS ARE TO THE CENTERLINE OF REVEAL.

KEYED NOTES:

02.244 GRADE, REFER TO CIVIL PLAN.

04.430 STONE WEAPSCOT MTL.

07.243 REVISIONS REFER TO DETAIL.

7/A.S.1

07.244 1" REVEAL IN FINISH REFER DETAIL.

8/A.S.1

07.244 CONTROL JOINT IN FINISH SYSTEM.

MAXIMUM 24" O.C.

07.430 ACM PANEL.

07.333 APPROXIMATE ROOF LINE.

07.430 4" PRE-FINISHED 21 GA. METAL.

OUTER.

07.431 21" X 28" GA. GALVANIZED.

PRE-FINISHED METAL DOWNSPOUT.

07.310 SHOP FORMED POLYETHYLENE.

CORNER.

07.311 SHOP FORMED PRE-FINISHED METAL.

CORNER CAP.

07.312 PRE-FINISHED 22 GA. METAL FLASHING.

07.313 STONE MASONRY.

07.314 ELECTRICAL BOX STONE.

TYPE: CUSTOM STONE OR EQUAL.

MODEL: CITY-4370X COLOR: MOCHA.

07.315 METAL PIPE FALSE DRAIN.

07.316 1/2" DIA. MEDIUM RATED ANCHOR.

08.410 ALUMINUM ENTRANCE AND.

STOREFRONT SYSTEM. REFER TO.

AS.3 & SFC.

08.411 ALUMINUM CLADDING JOINT @ 24".

08.413 AUTOMATIC REPAIRING.

ENTRANCE DOORS. REFER TO DETAIL.

17/A.S.3

16.440 VERTICAL ALUMINUM SIDING BY.

SHAWNEE CONTRACTOR.

10.443 6" W/STAIN FOR POSE, BY SIGNAGE.

CONTRACTOR.

10.443 6" W/STAIN FOR POSE, BY SIGNAGE.

CONTRACTOR.

10.443 VINYL DECAL APPLIED TO ACM PANEL.

10.447 ALUMINUM FRAME FABRIC ANCHOR.

SUNSHINE ORANGE - 405-025.

13.734 300# MECHANICAL UNITS.

13.739 PRE-FINISHED HOT DIP GALVANIZED.

STEEL TRUSS. REFER TO DETAIL 4/A.S.1.

16.500 EXTERIOR LIGHT. REFER TO LIGHTING.

PLAN SHEET 11.3.

16.521 GOODRICH LIGHTING FIXTURES.

16.522 LED LIGHT FIX. SURFACE MOUNTED.

TO FACE OF ACM PANEL.

EXTERIOR FINISHES:

FL-1 ALUMINUM ACM PANEL.

FL-1 TRUCOOL.

FL-2 MANUFACTURED STONE VENEER.

TYPE: CUSTOM STONE.

PRODUCT: PRE-CAST LUDGESTONE.

COLOR: "AUTUMN".

FL-3 SLATE ROOF.

TYPE: MICHIGAN LUTITE.

PRODUCT: BAYVIEW 400.

COLOR: HILLSIDE BLACK/333.

FL-4 STONE UNIT.

COLOR: NATURAL.

MP-4 METAL ANCHOR.

TYPE: BOWDOCK HOOKING.

COLOR: SUNSHINE ORANGE.

4029 0300.

EXTERIOR PAINTS:

C-01 COLOR: SP PEARL - RAL 1013.

CO # 40001 "MAGNIFICENT".

C-02 COLOR: SP DARK PEARL.

CO # 40001 "DESERT VALLEY".

C-04 COLOR: ampm TAN.

CO # 40112 "DESIGN CONCEPT".

C-06 COLOR: ampm DARK TAN.

CO # 40111 "CONCRETE TAN".

C-04 COLOR: ampm YELLOW.

PAINT 1142.

C-07 COLOR: SP MOUNTAIN GREY.

CO # 40111 "GREY MOUNTAIN".

C-08 COLOR: ampm RED.

PAINT 0332.

C-09 COLOR: ampm PURPLE.

PANTONE PURPLE.

C-10 COLOR: ampm BLUE.

PAINT 0720.

C-11 COLOR: SP HIGH MOUNTAIN WHITE.

CO # 40111 "HIGH MOUNTAIN WHITE (CUSTOM)".

C-12 COLOR: ARCO BLUE.

PAINT 381.

C-13 COLOR: ARCO LIGHT BLUE.

PAINT 2913.

C-14 COLOR: ARCO YELLOW.

CO # 40111.



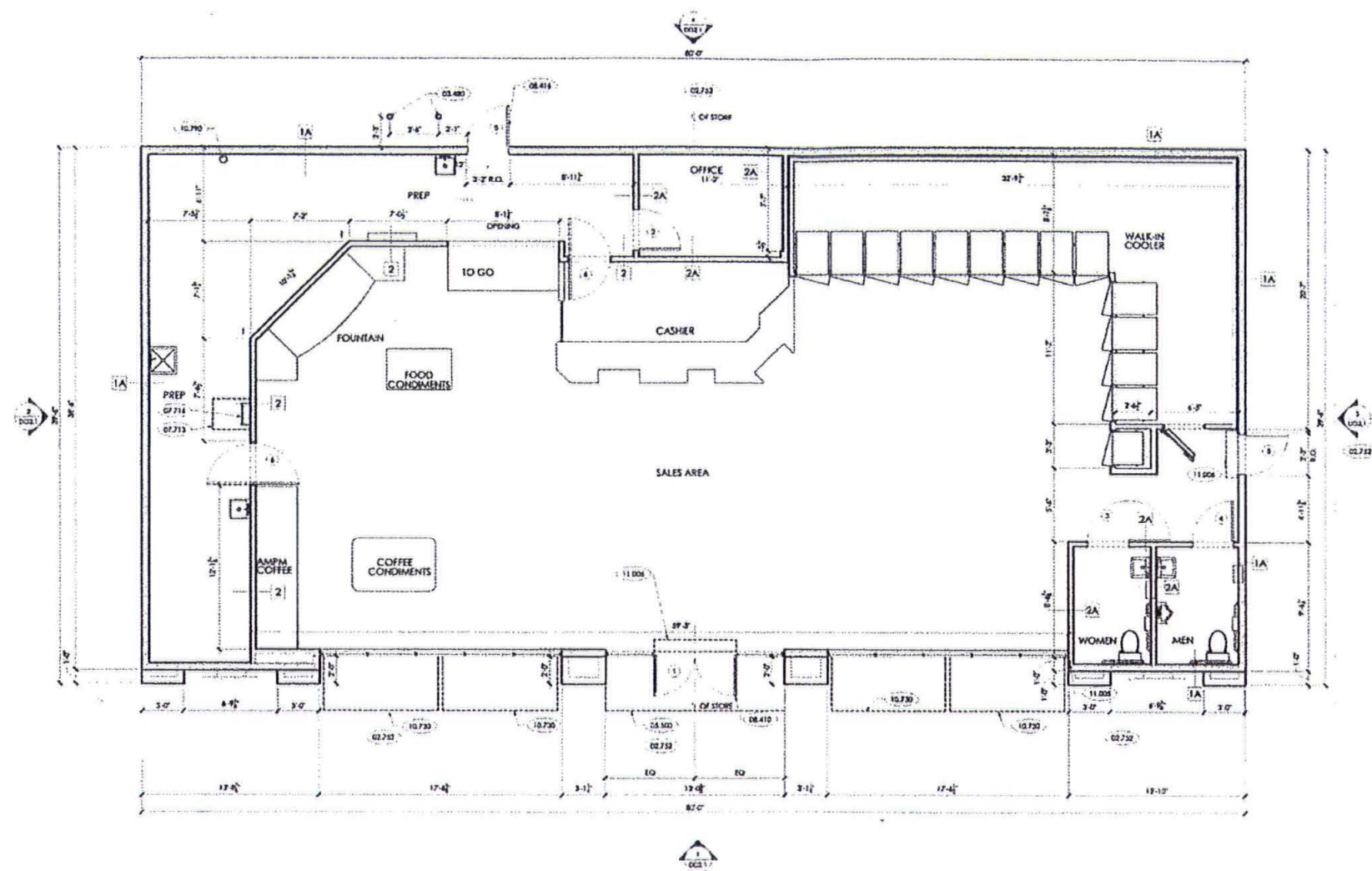
ARCO / SONICRESTAURANT
WILLOWS PETROLEUM, INC.
WILLOWS AVE & ALPINE AVE
CLAYTON, CALIFORNIA
ARCO 947-450-0500 & 051

PROJECT NO: 1810

DD2.1

ARCO
WILLOWS PETROLEUM, INC.
WILLOWS AVE & ALPINE AVE
CLAYTON, CALIFORNIA
ARCO 947-450-0500 & 051

ARCO
WILLOWS PETROLEUM, INC.
WILLOWS AVE & ALPINE AVE
CLAYTON, CALIFORNIA
ARCO 947-450-0500 & 051



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

KEYED NOTES:

- 02.732 SLOPE SIDEWALK AWAY FROM DOOR/BUILDING E / FOOT.
- 03.450 STEEL BOLARDS
- 03.500 CANOPY ASOBY
- 07.713 ROOF LADDER HATCH
- 07.718 ROOF LADDER
- 08.410 ALUMINUM ENTRANCE AND STORMDOOR 8'x10'x4'
- 08.418 ALTERNATE EXIT DOOR
- 10.842 8'x10'x4' POP POSTER BY SIGNAGE CONTRACTOR
- 10.843 10'x12'x4' POP POSTER BY SIGNAGE CONTRACTOR
- 10.730 ALUMINUM FRAME FABRIC Awning - SUNBrella ORANGE - 400'x200'
- 10.730 FIRE SPRINKLER RISER
- 11.200 RECESSED INCH BOX
- 11.208 INSTALL SIX EACH PER MANUFACTURER'S RECOMMENDATIONS.

WALL LEGEND

- WOOD FRAMED WALL
- 1A 2x4 STUDS @ 16" O.C. w/ THERMAL INSULATION
- 2 2x4 STUDS @ 16" O.C.
- 2A 2x4 STUDS @ 16" O.C. w/ SOUND BATT INSULATION
- 3 2x4 STUDS @ 16" O.C.
- 11.200 INSULATED WALL
- 11.208 PREFABRICATED COOLER UNIT



REV	DESCRIPTION	DATE
01	ISSUED FOR PERMIT	01/15/2020
02	REVISIONS	
03		
04		
05		
06		
07		
08		
09		
10		
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ARCO / SONICRESTAURANT
WILLOWS PETROLEUM, INC.
WILLOWS AVE & ALLIANCE AVE
CLOVIS, CALIFORNIA
A.P.N. 561-020-050 & 051



BY WEST COAST PRODUCTS, LLC
SHEET TITLE
AM / PM
FLOOR PLAN

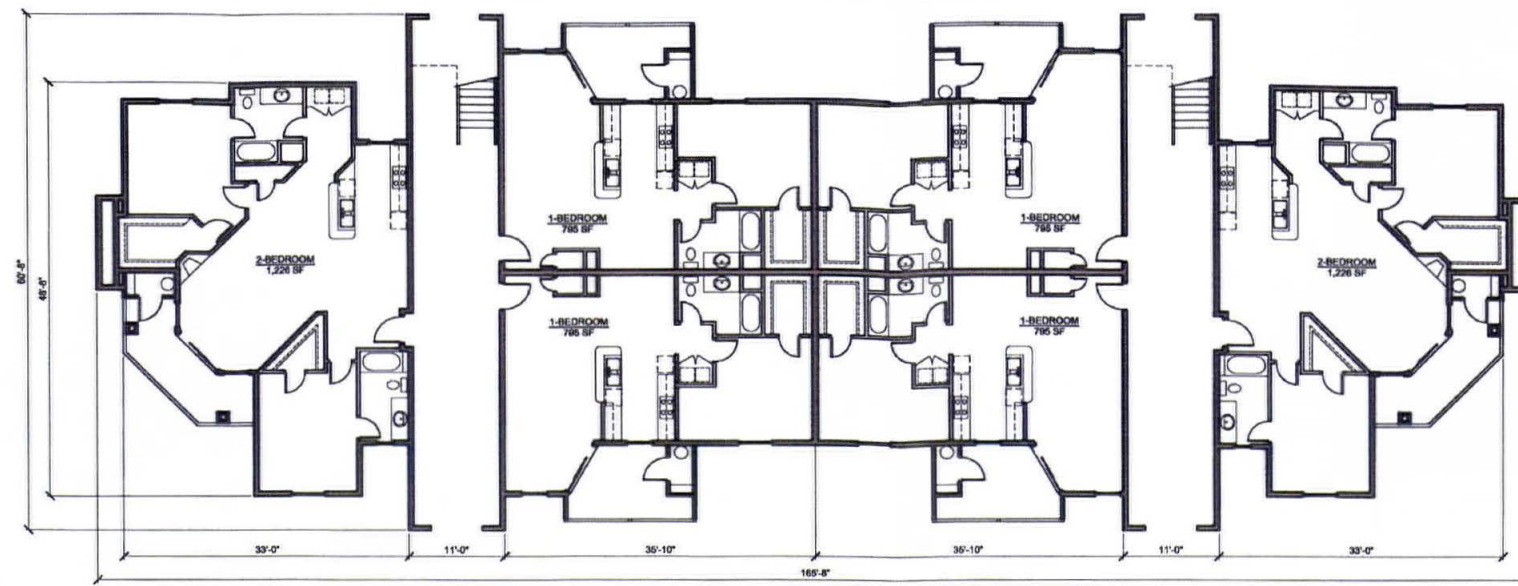
PROJECT NO: 16440

DD2

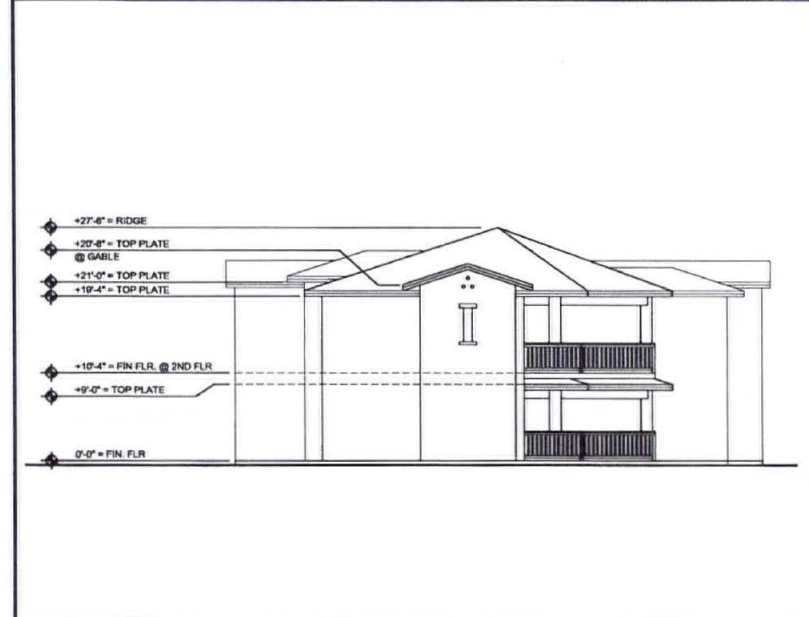


**MULTI-FAMILY ELEVATIONS AND FLOOR
PLANS**

Exhibit "D"



FLOOR PLAN (11,264 SF PER FLOOR x 2 FLOORS = 22,528 SF) 1/8" = 1'-0" 1



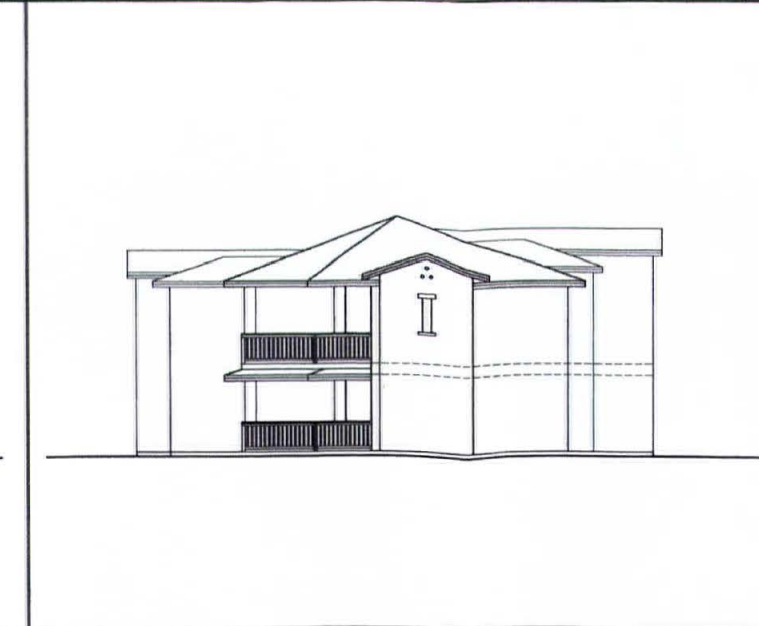
LEFT ELEVATION 1/8" = 1'-0" 2



FRONT ELEVATION 1/8" = 1'-0" 3



REAR ELEVATION 1/8" = 1'-0" 4



RIGHT ELEVATION 1/8" = 1'-0" 5

M
Milestone Associates
Imagineering
 A California Corporation
 1000 LINCOLN ROAD, SUITE H202
 YUBA CITY, CALIFORNIA 95991
 TEL: 530-755-4700
 FAX: 530-755-4567

JULIO J. TINAJERO
 LEAD DESIGNER

STAMP:

SUBMITTAL DATE

PLANNING DEPT:	.
BUILDING DEPT:	.
ENGINEERING:	.
SURVEY:	.

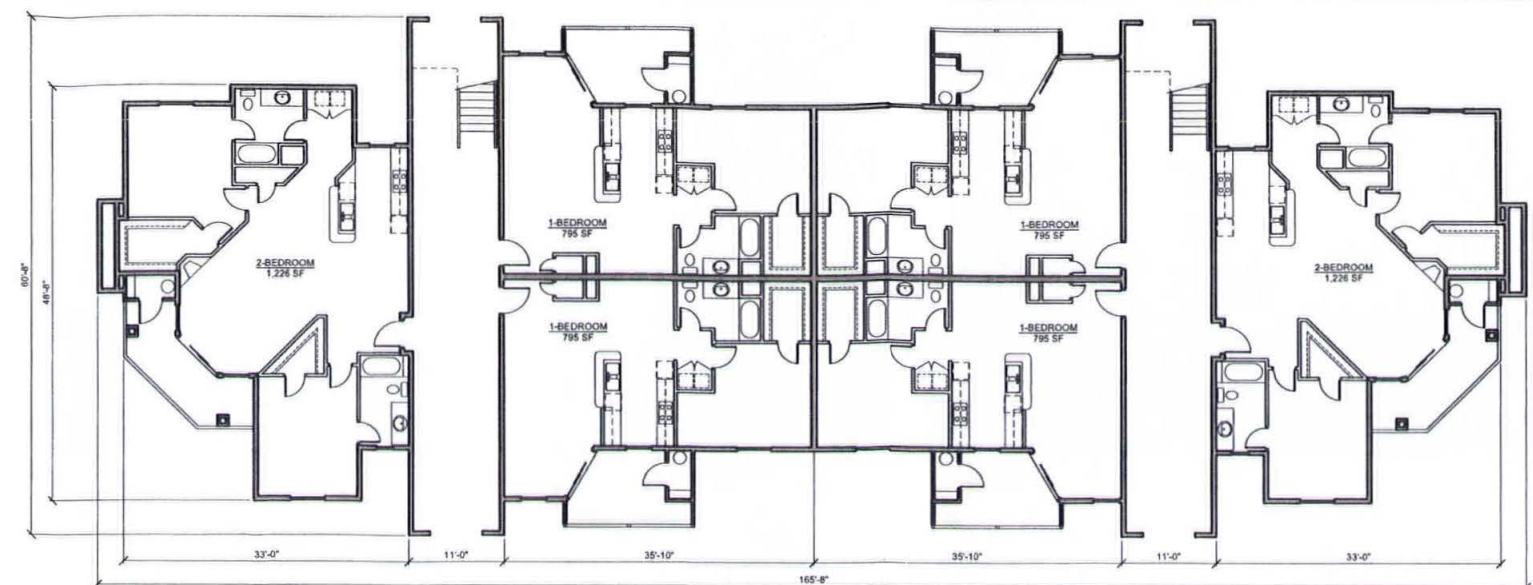
REVISIONS

No.	Description	Date

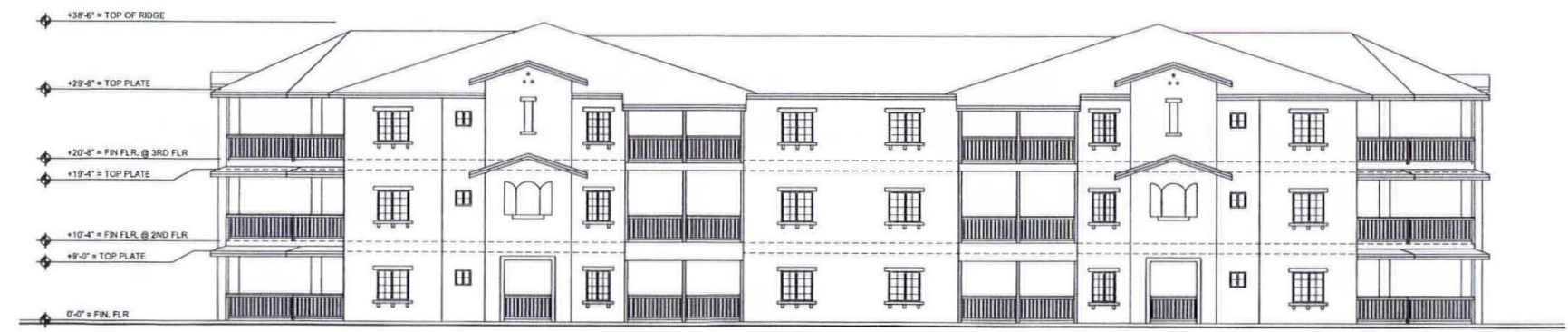
**FLOOR PLAN & ELEVATIONS OF
 PROPOSED APARTMENT BUILDING**
CLOVIS COMMERCIAL CENTER
N. WILLOW AVE. at W. ALLUVIAL AVE.
CLOVIS, CALIFORNIA
(APN 561-020-50 & 561-020-51)

DATE: 10-06-16
 SCALE: 1/8" = 1'-0"
 DRAWN BY: STAFF
 JOB NUMBER:

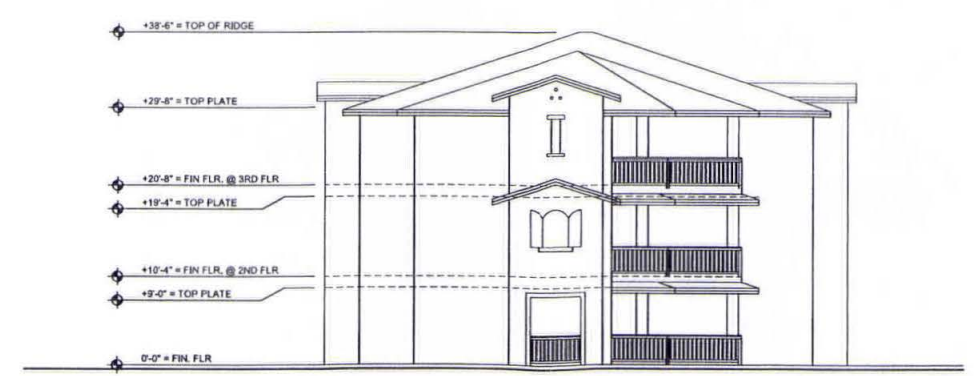
SHEET: **DD7**




FLOOR PLAN (3 FLOORS = 16,896 SF) 1/8" = 1'-0" 1



FRONT ELEVATION (REAR ELEVATION SIMILAR) 1/8" = 1'-0" 3



SIDE ELEVATION 1/8" = 1'-0" 5



Milestone Associates
Imagineering
 A California Corporation

1000 LINCOLN ROAD, SUITE H202
 YUBA CITY, CALIFORNIA 95991

TEL: 530-755-4700
 FAX: 530-755-4567

JJAY J. TINAERO
 LEAD DESIGNER

STAMP:

SUBMITTAL DATE

PLANNING DEPT: _____
 BUILDING DEPT: _____
 ENGINEERING: _____
 SURVEY: _____

REVISIONS		
No.	Description	Date
1	REMOVED FREDDYS	6/8/17

**FLOOR PLAN & ELEVATIONS OF
 3-STORY APARTMENT BUILDING**

**CLOVIS COMMERCIAL CENTER
 N. WILLOW AVE. at W. ALLUVIAL AVE.
 CLOVIS, CALIFORNIA
 (APN 561-020-50 & 561-020-51)**

DATE: **10-08-16**
 SCALE: **1/8" = 1'-0"**
 DRAWN BY: **STAFF**
 JOB NUMBER: _____
 SHEET: **DD7.1**



AGENDA ITEM NO: 1-D

City Manager: AA

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: February 5, 2018

SUBJECT: Consider Approval - Res. 18-____, A resolution confirming the votes for five amendments to the Land Use Element of the General Plan as part of the First General Plan Amendment Cycle for 2018. Proposals include GPA2017-01, GPA2017-02, GPA2017-03, GPA2017-05, and GPA2017-06.

Project Item Descriptions

- A. **GPA2017-01**, A request to amend the General Plan to re-designate approximately 7.85 acres of land located at the northeast corner of Alluvial and Willow Avenues, from Low Density Residential (2.1-4.0 du/ac) to Commercial and Medium High Density Residential (7.1-15.0 du/ac).
- B. **GPA2017-02**, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate approximately 20.78 acres of land located on the west side of Locan Avenue, between Teague and Nees Avenues, from Very Low Density Residential (0.6 to 2.0 DU/AC) classification to Low Density Residential (2.1 to 4.0 DU/AC) classification.
- C. **GPA2017-03**, A request to amend the General Plan and Loma Vista Specific Plan to re-designate approximately 38.65 acres of land located at the southwest corner of Ashlan and Highland Avenues, from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium Density Residential (4.1 to 7.0 DU/AC) classification.
- D. **GPA2017-05**, A request to amend the General Plan and Loma Vista Specific Plan to re-designate approximately 35.43 acres of property located at the southeast corner of Bullard and Leonard Avenues, from Low Density Residential (2.1 to 4.0 DU/AC) to Medium Density Residential (4.1 to 7.0 DU/AC).
- E. **GPA2017-06**, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate approximately 9.6 acres of

land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues, from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium High Density Residential (7.1 to 15.0 DU/AC) classification.

ATTACHMENTS:

Attachment 1: Draft Resolution

CONFLICT OF INTEREST

None

RECOMMENDATION

Planning Commission and staff recommend that the City Council:

1. Consider and vote on each General Plan Amendment individually with their associated applications; and
2. Adopt a resolution approving the First General Plan Amendment Cycle of 2018, confirming actions on each General Plan Amendment.

EXECUTIVE SUMMARY

The First General Plan Amendment Cycle of 2018 consists of five proposals, each seeking to amend the Land Use Element. The approval of this resolution is to confirm the Council's action on each item. Three of the five items were considered by the Council at the January 16, 2018 meeting. The final two items will be considered by the Council at the February 5, 2018 meeting. Staff recommends that the Council review and consider each separate General Plan Amendment and vote by consensus to approve or deny. At the conclusion of the February 5, 2018, meeting, the Council will be asked to approve the Resolution for the First General Plan Amendment Cycle of 2018, confirming its votes for the five items.

BACKGROUND

California State Law requires that all cities and counties have a comprehensive General Plan to guide the development of their communities. All General Plans are required to consist of the following elements: land use, circulation, housing, conservation, open space, noise, and safety. Occasionally, the desire or need arises to change a portion of the General Plan, such as the land use designation for a particular area. In accordance with State Law, the City can amend a mandatory element no more than four times during the year. Often, several proposed changes are grouped in a quarterly "plan amendment cycle" and are considered at one time as

one amendment, as permitted by state law.¹ The First General Plan Amendment Cycle of 2018 considers five separate amendments.

PROPOSAL AND ANALYSIS

The Clovis General Plan Vision

The Clovis General Plan provides comprehensive land use planning for the future by estimating future population, household types and the employment base, so that plans for land use, circulation, urban services and facilities can be made to meet future needs. In addition to its role as a technical document, the General Plan also represents an agreement shared by the residents and the business community of Clovis on the fundamental values and a vision of the City. The values and vision provide the City Council, the Planning Commission, the public, the business community, staff and other governmental agencies with direction to navigate future decision-making.

The General Plan is a Living Document

Once adopted, the General Plan does not remain static. It may be necessary to re-evaluate the General Plan's goals, policies and standards and consider modifying them in response to changes in the environment, regional considerations, and the economy. As noted, State law permits each mandatory General Plan element to be modified or updated up to four times per year to evolve based upon the above mentioned circumstances.

The Plan Vision Creates a Context to Consider Change

When projects are proposed that seek amendment of land use, density, or other policy-based component of the Plan, it is necessary to perform a conformity analysis to examine the project, its rationale as provided by the applicant, and compare these to the adopted General Plan and/or Specific Plan Vision principles, policies, and development standards. The conclusion of this analysis is considered by staff as it develops a recommendation for the Planning Commission and City Council.

Clovis General Plan Housing Element Issues

Government Code Section 65863 et seq., prohibits the City from reducing the residential density for any parcel unless the local government makes written findings that the reduction is consistent with the adopted General Plan, including the Housing Element. None of the amendments seek to reduce density.

¹ California Government Code section 65358(b).

FISCAL IMPACT

None

REASONS FOR RECOMMENDATION

Staff has analyzed each project on its own merit and has made a recommendation based on consistency with the plans and policies of the Clovis General Plan and Specific Plans. Planning Commission and staff recommend that the City Council consider each General Plan Amendment, and at the conclusion, adopt a resolution approving the First General Plan Amendment Cycle of 2018. The approval of the Resolution does not approve each General Plan Amendment, rather confirm the approval or denial vote for each item.

ACTIONS FOLLOWING APPROVAL

None

NOTICE OF HEARING

Public notice for each proposal was mailed and published in accordance with the law.

Prepared by: Bryan Araki
City Planner

Submitted by:


Dwight Kroll, AICP
Director of Planning and
Development Services

**DRAFT
RESOLUTION 18-**

**A RESOLUTION OF THE CITY COUNCIL APPROVING THE FIRST GENERAL PLAN
AMENDMENT CYCLE OF 2018 AS SET FORTH HEREAFTER**

WHEREAS, the City of Clovis Council did hold two duly noticed public hearings on this matter on January 16, 2018, and February 5, 2018; and

WHEREAS, the City Council considered the following requests for an amendment to the General Plan Land Use Element, and the testimony from persons in favor or in opposition to said amendment, as follows:

- A. GPA2017-01**, A request to amend the General Plan to re-designate approximately 7.85 acres of land located at the northeast corner of Alluvial and Willow Avenues, from Low Density Residential (2.1-4.0 du/ac) to Commercial and Medium High Density Residential (7.1-15.0 du/ac).
- B. GPA2017-02**, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate approximately 20.78 acres of land located on the west side of Locan Avenue, between Teague and Nees Avenues, from Very Low Density Residential (0.6 to 2.0 DU/AC) classification to Low Density Residential (2.1 to 4.0 DU/AC) classification.
- C. GPA2017-03**, A request to amend the General Plan and Loma Vista Specific Plan to re-designate approximately 38.65 acres of land located at the southwest corner of Ashlan and Highland Avenues, from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium Density Residential (4.1 to 7.0 DU/AC) classification.
- D. GPA2017-05**, A request to amend the General Plan and Loma Vista Specific Plan to re-designate approximately 35.43 acres of property located at the southeast corner of Bullard and Leonard Avenues, from Low Density Residential (2.1 to 4.0 DU/AC) to Medium Density Residential (4.1 to 7.0 DU/AC).
- E. GPA2017-06**, A request to amend the General Plan and Herndon-Shepherd Specific Plan to re-designate approximately 9.6 acres of land located on the south side of Alluvial Avenue, between Fowler and Armstrong Avenues, from Low Density Residential (2.1 to 4.0 DU/AC) classification to Medium High Density Residential (7.1 to 15.0 DU/AC) classification.

WHEREAS, the proposed amendments were assessed under the provisions of the California Environmental Quality Act (CEQA) and the potential effects on the environment were considered by the Council, together with comments received and public comments, and the entire public record was reviewed; and

WHEREAS, the Council Commission does recommend approval of a Mitigated Negative Declaration for General Plan Amendments GPA2017-01, GPA2017-02, GPA2017-03, GPA2017-05, and GPA2017-06; and

WHEREAS, the Planning Commission considered all items associated with the First General Plan Cycle of 2018 at their October 26, 2017, November 16, 2017, and December 21,

2017, meetings and recommended to the City Council the following actions on the proposed amendments to the General Plan:

- Approval of Proposal A (GPA2017-01)
- Approval of Proposal B (GPA2017-02)
- Approval of Proposal C (GPA2017-03)
- Approval of Proposal D (GPA2017-05)
- Denial of Proposal E (GPA2017-06)

NOW, THEREFORE, BE IT RESOLVED that the Council does acknowledge and approve the following actions on the proposed amendments to the General Plan and approve the First General Plan Amendment Cycle of 2018 per the following actions:

- Approve GPA2017-01
- Approve GPA2017-02
- Approve GPA2017-03
- Approve GPA2017-05
- Approve GPA2017-06

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on February 5, 2018, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: February 5, 2018

Mayor

City Clerk



AGENDA ITEM NO: 1-E-1-2

City Manager: *[Signature]*

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services Department

DATE: February 5, 2018

SUBJECT: Consider actions pertaining to the Establishment, Reestablishment and Modification of Speed Zones and Limits.

1. Consider Introduction - Ord. 18-____, An Ordinance of the City Council of the City of Clovis Amending Section 4.5.1600, of Chapter 4.5, of Title 4 of the Clovis Municipal Code pertaining to the Establishment, Reestablishment and Modification of Speed Zones and Limits.
2. Consider Approval – Res. 18-____, A Resolution of the City Council of the City of Clovis Approving and Adopting Traffic and Engineering Studies and Establishing and Reestablishing the Official List of Designated Special Speed Zones.

ATTACHMENTS:

Attachment 1: Proposed Ordinance
Attachment 2: Draft Resolution with Exhibit A and B

CONFLICT OF INTEREST

None

RECOMMENDATION

Staff recommends that the Council approve the attached Special Speed Zone Ordinance upon second reading and related resolution adopting the Engineering and Traffic Surveys conducted by the Department and establish the "Official List of Designated Special Speed Zones" to become effective simultaneous with the passage of the Ordinance.

EXECUTIVE SUMMARY

There is a need to update the current Speed Zone Ordinance and establish the "Official List of Designated Special Speed Zones" pursuant to a revised Clovis Municipal Code Chapter 4.5, Article 16, Section 4.5.1600. The update will reflect speed changes and additions which are necessitated by new development, increased traffic volumes, annexations, locations left off of the previous ordinance, and construction of new streets in the City of Clovis.

BACKGROUND

The California Vehicle Code ("CVC") authorizes local authorities to determine and regulate speed limits on streets under local jurisdiction, subject to certain requirements. Pursuant to CVC Sections 22357 and 22358, speed limits may be adopted in 5 mph increments ranging from 25 mph to 65 mph, and must be justified on the basis of engineering and traffic surveys. At the local level, Clovis Municipal Code Chapter 4.5, Article 16, Section 4.5.1600 provides for an Official List of Special Speed Zones.

An initial speed zone ordinance was adopted by Council on December 1, 1965. It required that all modifications to the list of speed zones be done through amendments to the ordinance. Because that process is slow to respond to public safety concerns that might arise from rapidly changing conditions, this ordinance changes that process to allow the City Council to establish, reestablish or modify the special speed zones by resolution. (Attachment 1)

Engineering and traffic surveys ("E&TS") in compliance with CVC requirements were completed for each zone listed. Those E&TS will be available in the City Clerk's Office for public viewing until the Council acts on the ordinance, at which time they will be returned to the Planning and Development Services Department, where they may also be viewed by appointment. A summary of the E&TS results is attached to this report.

Staff is submitting a draft resolution to (1) allow the City Council to adopt the findings of the E&TS as its own, and (2) establish the "Official List of Special Speed Zones" for the City of Clovis. The list of proposed speed zones is attached as an exhibit to the draft resolution. (Attachment 2)

FISCAL IMPACT

No fiscal impact will occur as a result of updating the Municipal Code section governing Special Speed Zones. Maintenance and replacement of traffic signs is a regular budgeted expense which will not change as a result of this update. Any modifications to current speed zones will become effective once the signage reflects those changes.

REASON FOR RECOMMENDATION

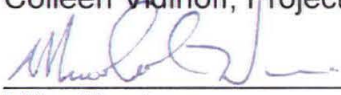
Engineering and traffic surveys have been completed for each speed zone listed in order to determine speed limits which are "reasonable and safe" as defined in accordance with the requirements of the CVC and should therefore be declared prima facie reasonable and safe.

ACTIONS FOLLOWING APPROVAL

Adopt the attached amended speed zone ordinance.

Prepared by: Colleen Vidinoff, Project Engineer

Submitted by:


Mike Harrison
City Engineer

Recommended by:


Dwight Kroll, AICP
Director of Planning
And Development Services

ORDINANCE NO. 18-____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLOVIS AMENDING
SECTION 4.5.1600, OF CHAPTER 4.5, OF TITLE 4 OF THE CLOVIS MUNICIPAL
CODE PERTAINING TO THE ESTABLISHMENT, REESTABLISHMENT AND
MODIFICATION OF SPEED ZONES AND LIMITS**

THE CITY COUNCIL OF THE CITY OF CLOVIS does ordain as follows:

SECTION 1. FINDINGS.

WHEREAS, Section 4.5.1600 of Chapter 4.5, Article 16, Title 4, the Clovis Municipal Code sets forth the list of established prima facie speed limits in the City of Clovis;

WHEREAS, the official list of designated special speed zones needs to be updated to reflect speed changes and additions, which have been made due to development, increased traffic volumes, annexations, locations left off of the previous ordinance, and construction of new streets at various locations in the City; and

WHEREAS, the City Council finds that establishing, reestablishing and modifying designated special speed zones to reflect speed changes and additions by ordinance is a cumbersome and inefficient process, and that approving such changes and additions by resolution would better protect the public safety.

SECTION 2. AMENDMENT OF SECTION 4.5.1600, OF CHAPTER 4.5, OF TITLE 4.

Section 4.5.1600, of Chapter 4.5, of Title 4 of the Clovis Municipal Code is hereby amended to read as follows:

TITLE 4

Chapter 4.5 Traffic

Article 16 Special Speed Zones

4.5.1600 Establishing State speed limits in certain zones.

(a) The Council may by resolution establish increased speed zones when, on the basis of an engineering and traffic survey, it determines that a speed of 30, 35, 40, 45, 50, 55, 60, or 65 miles per hour facilitates the orderly movement of vehicular traffic and would be reasonable and safe upon a street or highway otherwise subject to a prima facie limit of 25 miles per hour applicable under the California Vehicle Code.

(b) The Council may by resolution establish limited speed zones when, on the basis of an engineering and traffic survey, it determines that a speed limit of 65 miles per hour is more than is reasonable or safe on any part of a street or highway when such speed limit is 65 miles per hour under the California Vehicle Code and further determines that a speed of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour is more appropriate to facilitate the orderly movement of vehicular traffic.

(c) When the Council by resolution has designated a prima facie speed limit other than applicable under the California Vehicle Code, the City Engineer is authorized and directed to erect, post, and maintain appropriate signs on these streets or portions thereof designating the prima facie speed limit pursuant to the provisions of this article. All signs shall be as specified in, and erected and placed pursuant to, the California Vehicle Code.

(d) There is hereby established an official "City of Clovis List of Speed Zones and Limits." The City Engineer shall cause the prima facie limits adopted pursuant to this article to be placed on the Official List of Speed Zones and Limits. The City Engineer shall keep a record of all resolutions establishing, reestablishing or modifying the special speed zones and shall cause notation of such records and such streets or portions thereof to be made on said list which is to be maintained in his or her office. Said list and the notation and the contents therein, as they may from time to time be kept and amended pursuant to this section, shall be prima facie evidence of the existence and legality of the special speed zones and the legality of the placing of the appropriate signing as provided in this article. Said list as amended shall be deemed to be incorporated herein.

SECTION 3: EFFECTIVE DATE.

This ordinance shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

APPROVED:

Mayor

City Clerk

* * * *

The forgoing Ordinance was introduced at a regular meeting of the City Council held on _____, 2018, and was adopted at a regular meeting of said Council held on _____, 2018 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: _____, 2018

City Clerk

RESOLUTION 18- ____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING AND ADOPTING TRAFFIC AND ENGINEERING STUDIES AND ESTABLISHING AND REESTABLISHING THE OFFICIAL LIST OF DESIGNATED SPECIAL SPEED ZONES

WHEREAS, the California Vehicle Code (CVC) authorizes local authorities to determine and regulate speed limits on streets under local jurisdiction, subject to certain limitations, and requires that an Engineering and Traffic Survey (E&TS) be conducted every five (5) to seven (7) years to justify the prima facie speed limits;

WHEREAS, Title 4, Chapter 4.5, Article 16, Section 4.5.1600 of the Clovis Municipal Code provides for an Official List of Special Speed Zones;

WHEREAS, the official list of designated special speed zones needs to be updated to reflect speed changes and additions which have been made due to development, increased traffic volumes, annexations, locations left off of the previous ordinance, and construction of new streets and various locations in the City of Clovis;

WHEREAS, an E&TS has been completed for each speed zone in the City to determine speed limits which are "reasonable and safe" as defined in accordance with the CVC, the California Manual of Uniform Traffic Control Devices (MUTCD), and established traffic engineering practices, a summary of which E&TS reports is attached as Exhibit A hereto;

WHEREAS, based on the E&TS for each speed zone, Staff recommends that the City Council adopt a resolution establishing, reestablishing and modifying speed limits in 82 speed zones throughout the City;

WHEREAS, the Council, has reviewed and considered the Staff report on this matter, all written materials submitted in connection with it, and all public comment, testimony and evidence presented; and

WHEREAS, pursuant to Ordinance 18-____, adopted on this date and to become effective _____, 2018, a list of recommended citywide speed zones to be adopted is attached as Exhibit B.

NOW, THEREFORE BE IT RESOLVED, that:

1. The City Council of the City of Clovis does hereby approve and adopt as its own findings the Engineering and Traffic Surveys summarized in Exhibit A, attached hereto and incorporated herein as part of this Resolution.

2. The Council, pursuant to Ordinance 18-____ and consistent with California Vehicle Code sections 32 ("Actions Local Authorities May Take by Resolution"), 627 ("Engineering and Traffic Survey"), 22352 ("Prima Facie Speed Limits"), 22354.5 ("Speed Limit Change: Consultation and Consideration Requirements"), 22357

("Increase of Local Speed Limits to 65 miles per hour"), and 22358 ("Decrease of Local Speed Limits"), does find that the list of recommended citywide speed limits presented in Exhibit B, attached hereto and incorporated herein by reference, have been established by the Engineering and Traffic Surveys summarized in Exhibit A and is, therefore, adopted as the "Official List of Clovis Speed Zones and Limits."

Exhibit A: Summary of Engineering and Traffic Surveys and Proposed Speed Limits

Exhibit B: Official List of Clovis Speed Zones and Limits

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on _____, 2018, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

Mayor

City Clerk

Exhibit A: Summary of Engineering and Traffic Surveys and Proposed Speed Limits

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Alluvial Avenue	Willow Avenue/Peach Avenue	45	40	P, Road
Alluvial Avenue	Peach Avenue/Minnewawa Avenue	47	40	P
Alluvial Avenue	Minnewawa Avenue/Clovis Avenue	48	45	
Alluvial Avenue	Clovis Avenue/Sunnyside Avenue	50	45	P, SC
Alluvial Avenue	Sunnyside Avenue/Fowler Avenue	49	45	P, Road, SC
Alluvial Avenue	Fowler Avenue/Armstrong Avenue	44	40	
Alluvial Avenue	Armstrong Avenue/Temperance Avenue	46	40	NR
Armstrong Avenue	Teague Avenue/Nees Avenue	41	35	SC
Armstrong Avenue	Nees Avenue/Alluvial Avenue	46	40	Road, SC
Armstrong Avenue	Alluvial Avenue/Herndon Avenue	48	40	
Armstrong Avenue	Herndon Avenue/Sierra Avenue	43	40	
Armstrong Avenue	Sierra Avenue/Bullard Avenue	46	40	Road, SC
Armstrong Avenue	Bullard Avenue/Barstow Avenue	46	40	Road, SC
Armstrong Avenue	Barstow Avenue/Shaw Avenue	46	40	Road, SC
Armstrong Avenue	Shaw Avenue/Gettysburg Avenue	44	40	
Armstrong Avenue	Gettysburg Avenue/Ashlan Avenue	46	40	Road, SC
Ashlan Avenue	Winery Avenue/Willow Avenue	46	45	
Ashlan Avenue	Willow Avenue/Peach Avenue	47	45	
Ashlan Avenue	Peach Avenue/Villa Avenue	48	45	

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Ashlan Avenue	Villa Avenue/Minnewawa Avenue	45	45	
Ashlan Avenue	Minnewawa Avenue/Clovis Avenue	45	40	NSW, Road
Ashlan Avenue	Clovis Avenue/Sunnyside Avenue	45	40	Road
Ashlan Avenue	Sunnyside Avenue/Fowler Avenue	47	45	
Ashlan Avenue	Fowler Avenue/Armstrong Avenue	53	50	
Ashlan Avenue	Armstrong Avenue/Temperance Avenue	52	50	
Ashlan Avenue	Temperance Avenue/Locan Avenue	52	50	
Ashlan Avenue	Locan Avenue/De Wolf Avenue	52	50	
Ashlan Avenue	De Wolf Avenue/Leonard Avenue	53	45	SC
Barstow Avenue	Willow Avenue/Villa Avenue	45	40	
Barstow Avenue	Villa Avenue/Minnewawa Avenue	42	40	
Barstow Avenue	Minnewawa Avenue/Clovis Avenue	41	35	Road, SC
Barstow Avenue	Brookhaven Avenue/Sunnyside Avenue	41	35	
Barstow Avenue	Sunnyside Avenue/Fowler Avenue	44	40	Road, SC
Barstow Avenue	Fowler Avenue/Armstrong Avenue	46	40	Road, SC
Barstow Avenue	Armstrong Avenue/Temperance Avenue	46	40	Road, SC
Barstow Avenue	Temperance Avenue/Locan Avenue	46	40	Road, SC
Barstow Avenue	Locan Avenue/De Wolf Avenue	48	45	
Bullard Avenue	Willow Avenue/Villa Avenue	52	45	Road, SC

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Bullard Avenue	Villa Avenue/Minnewawa Avenue	40	40	
Bullard Avenue	Minnewawa Avenue/DeWitt Avenue	37	30	Road
Bullard Avenue	Sunnyside Avenue/Fowler Avenue	46	40	Road
Bullard Avenue	Fowler Avenue/Armstrong Avenue	48	45	
Bullard Avenue	Armstrong Avenue/Temperance Avenue	48	45	
Bullard Avenue	Temperance Avenue/Locan Avenue	50	45	
Clovis Avenue	Shepherd Avenue/Teague Avenue	50	45	Road, SC
Clovis Avenue	Teague Avenue/Nees Avenue	47	45	
Clovis Avenue	Nees Avenue/Alluvial Avenue	49	45	P
Clovis Avenue	Alluvial Avenue/Herndon Avenue	48	45	
Clovis Avenue	Herndon Avenue/Sierra Avenue	44	40	
Clovis Avenue	Sierra Avenue/Third Street	42	35	P
Clovis Avenue	Fifth Street/Barstow Avenue	42	35	
Clovis Avenue	Barstow Avenue/Shaw Avenue	46	40	
Clovis Avenue	Shaw Avenue/Gettysburg Avenue	45	45	
Cole Avenue	Shaw Avenue/Hoblitt Avenue	37	30	
De Wolf Avenue	Shepherd Avenue/Owens Mountain Parkway	50	40	Road
De Wolf Avenue	Bullard Avenue/Barstow Avenue	51	50	
Fifth Street	Clovis Avenue/Sunnyside Avenue	37	25	

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Fowler Avenue	Shepherd Avenue/Enterprise Canal	48	45	
Fowler Avenue	Nees Avenue/Alluvial Avenue	44	45	
Fowler Avenue	Alluvial Avenue/State Route 168	45	45	
Fowler Avenue	State Route 168/Herndon Avenue	40	40	
Fowler Avenue	Herndon Avenue/Tollhouse Avenue	43	40	HC
Fowler Avenue	Tollhouse Avenue/Bullard Avenue	47	45	
Fowler Avenue	Bullard Avenue/Barstow Avenue	44	40	SC
Fowler Avenue	Barstow Avenue/Shaw Avenue	46	40	SC
Fowler Avenue	Shaw Avenue/Gettysburg Avenue	46	45	
Fowler Avenue	Gettysburg Avenue/Ashlan Avenue	48	45	
Fowler Avenue	Ashlan Avenue/Dakota Avenue	51	45	SC
Gettysburg Avenue	Winery Avenue/Willow Avenue	42	40	
Gettysburg Avenue	Willow Avenue/Helm Avenue	41	40	
Gettysburg Avenue	Helm Avenue/Peach Avenue	42	40	
Gettysburg Avenue	Peach Avenue/Villa Avenue	42	40	
Gettysburg Avenue	Villa Avenue/Minnewawa Avenue	40	35	
Gettysburg Avenue	Minnewawa Avenue/Crescent Avenue	36	30	NSW, Road, SC
Gettysburg Avenue	Clovis Avenue/Sunnyside Avenue	44	40	
Gettysburg Avenue	Sunnyside Avenue/Fowler Avenue	46	40	

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Gettysburg Avenue	Fowler Avenue/Armstrong Avenue	46	40	SC
Gettysburg Avenue	Armstrong Avenue/Temperance Avenue	44	40	
Gettysburg Avenue	Temperance Avenue/Locan Avenue	48	40	SC
Gettysburg Avenue	Locan Avenue/De Wolf Avenue	50	45	SC
Harlan Ranch Boulevard	Dara Avenue/Leonard Avenue	36	30	P
Harlan Ranch Boulevard	De Wolf Avenue/Dara Avenue	39	35	
Herndon Avenue	Willow Avenue/Peach Avenue	53	50	
Herndon Avenue	Peach Avenue/Villa Avenue	51	50	
Herndon Avenue	Villa Avenue/Clovis Avenue	50	45	
Herndon Avenue	Clovis Avenue/Sunnyside Avenue	50	45	
Herndon Avenue	Sunnyside Avenue/Fowler Avenue	49	45	
Herndon Avenue	Fowler Avenue/Armstrong Avenue	50	45	SC
Herndon Avenue	Armstrong Avenue/Temperance Avenue	50	45	
Highland Avenue	Shepherd Avenue/Harlan Ranch Boulevard	33	25	HC, P
Hoblitt Avenue	Railroad Avenue/Sunnyside Avenue	40	35	
Jefferson Avenue	Clovis Avenue/Sunnyside Avenue	40	35	NSW, Road, SC
Leonard Avenue	Shepherd Avenue/Powers Avenue	35	30	P
Locan Avenue	Shepherd Avenue/Nees Avenue	51	45	NL, Road
Locan Avenue	Herndon Avenue/Bullard Avenue	52	45	

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Locan Avenue	Bullard Avenue/Barstow Avenue	49	45	
Locan Avenue	Barstow Avenue/Shaw Avenue	46	40	Road, SC
Locan Avenue	Shaw Avenue/Gettysburg Avenue	42	40	
Locan Avenue	Gettysburg Avenue/Ashlan Avenue	49	45	
Magill Avenue	Willow Avenue/Peach Avenue	36	30	P
Minnewawa Avenue	Shepherd Avenue/Teague Avenue	52	45	Road, SC
Minnewawa Avenue	Teague Avenue/Nees Avenue	51	45	SC
Minnewawa Avenue	Nees Avenue/Alluvial Avenue	51	45	SC
Minnewawa/Villa Avenue	Alluvial Avenue/Herndon Avenue	46	40	HC
Minnewawa Avenue	Bullard Avenue/Barstow Avenue	45	40	
Minnewawa Avenue	Barstow Avenue/Shaw Avenue	44	40	
Minnewawa Avenue	Shaw Avenue/Santa Ana Avenue	40	35	
Minnewawa Avenue	Santa Ana Avenue/Gettysburg Avenue	34	35	
Minnewawa Avenue	Gettysburg Avenue/Ashlan Avenue	40	35	
Nees Avenue	Willow Avenue/Peach Avenue	52	45	
Nees Avenue	Peach Avenue/Minnewawa Avenue	47	45	
Nees Avenue	Minnewawa Avenue/Clovis Avenue	50	45	NR
Nees Avenue	Fowler Avenue/Armstrong Avenue	51	45	SC
Nees Avenue	Armstrong Avenue/Temperance Avenue	46	40	SC

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Nees Avenue	Temperance Avenue/Locan Avenue	50	45	SC, SH
Peach Avenue	Shepherd Avenue/Teague Avenue	48	45	
Peach Avenue	Teague Avenue/Nees Avenue	45	40	SC
Peach Avenue	Nees Avenue/Alluvial Avenue	46	40	P, SC
Peach Avenue	Alluvial Avenue/Herndon Avenue	46	40	P
Peach Avenue	Herndon Avenue/Sierra Avenue	46	40	NSW, Road
Peach Avenue	Shaw Avenue/Gettysburg Avenue	46	40	
Peach Avenue	Gettysburg Avenue/Ashlan Avenue	46	40	Road
Peach Avenue	Ashlan Avenue/Dakota Avenue	46	45	
Pollasky Avenue	Eighth Street/Barstow Avenue	40	35	NSW, Road, SC
Pollasky Avenue	Barstow Avenue/Shaw Avenue	40	35	NSW, Road, SC
Powers Avenue	DeWolf Avenue/Sanders Avenue	38	35	
Santa Ana Avenue	Clovis Avenue/Sierra Vista Avenue	43	40	
Shaw Avenue	Willow Avenue/Peach Avenue	46	40	C
Shaw Avenue	Peach Avenue/Minnewawa Avenue	42	40	
Shaw Avenue	Minnewawa Avenue/Clovis Avenue	46	40	
Shaw Avenue	Clovis Avenue/Cole Avenue	48	45	
Shaw Avenue	Cole Avenue/Sunnyside Avenue	48	45	
Shaw Avenue	Sunnyside Avenue/Fowler Avenue	50	45	SC

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Shaw Avenue	Fowler Avenue/Armstrong Avenue	51	50	
Shaw Avenue	Armstrong Avenue/Temperance Avenue	54	50	
Shaw Avenue	Temperance Avenue/Locan Avenue	52	50	
Shaw Avenue	Locan Avenue/De Wolf Avenue	52	50	
Shepherd Avenue	Willow Avenue/Peach Avenue	56	50	NL
Shepherd Avenue	Peach Avenue/Minnewawa Avenue	57	50	NL
Shepherd Avenue	Minnewawa Avenue/Clovis Avenue	54	50	
Shepherd Avenue	Clovis Avenue/Sunnyside Avenue	54	50	
Shepherd Avenue	Fowler Avenue/Temperance Avenue	54	50	
Shepherd Avenue	Temperance Avenue/Locan Avenue	55	50	SH
Shepherd Avenue	Locan Avenue/De Wolf Avenue	56	50	SH
Shepherd Avenue	De Wolf Avenue/Leonard Avenue	56	50	SC
Shepherd Avenue	Leonard Avenue/SR 168	56	50	SC
Sierra Avenue	Willow Avenue/Peach Avenue	46	40	Road
Sierra Avenue	Peach Avenue/Villa Avenue	44	40	
Sierra Avenue	Villa Avenue/Clovis Avenue	47	40	Road, SC
Sierra Avenue	Fowler Avenue/Armstrong Avenue	46	40	SC
Sierra Avenue	Armstrong Avenue/Temperance Avenue	46	40	Road, SC
Sierra Vista Parkway	Shaw Avenue/Gettysburg Avenue	48	45	

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Spruce/Helm Avenue	Willow Avenue/Herndon Avenue	41	35	
Spruce Avenue	Helm Avenue/Peach Avenue	38	35	
Sunnyside Avenue	Shepherd Avenue/Nees Avenue	52	45	
Sunnyside Avenue	Nees Avenue/Alluvial Avenue	48	45	
Sunnyside Avenue	Alluvial Avenue/Herndon Avenue	46	40	HC, SC
Sunnyside Avenue	Herndon Avenue/Third Street	46	40	P, SC
Sunnyside Avenue	Third Street/Barstow Avenue	45	40	Road
Sunnyside Avenue	Barstow Avenue/Shaw Avenue	48	40	C
Teague Avenue	Willow Avenue/Peach Avenue	52	45	SC
Teague Avenue	Peachy Avenue/Minnewawa Avenue	44	40	
Teague Avenue	Minnewawa Avenue/Clovis Avenue	43	40	
Temperance Avenue	Shepherd Avenue/Nees Avenue	54	50	
Temperance Avenue	Nees Avenue/SR 168	54	50	
Temperance Avenue	SR 168/Herndon Avenue	49	50	
Temperance Avenue	Herndon Avenue/Sierra Avenue	54	50	
Temperance Avenue	Sierra Avenue/Bullard Avenue	56	50	P, SC
Temperance Avenue	Bullard Avenue/Barstow Avenue	55	50	
Temperance Avenue	Barstow Avenue/Shaw Avenue	49	50	
Temperance Avenue	Shaw Avenue/Gettysburg Avenue	54	50	

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Temperance Avenue	Gettysburg Avenue/Ashlan Avenue	54	50	
Temperance Avenue	Ashlan Avenue/Gould Canal	54	50	
Third Street	Clovis Avenue/Sunnyside Avenue	43	40	
Tollhouse Avenue	Sunnyside Avenue/Fowler Avenue	47	45	
Tollhouse Avenue	Fowler Avenue/Armstrong Avenue	48	45	
Villa Avenue	Herndon Avenue/Sierra Avenue	49	45	SC
Villa Avenue	Sierra Avenue/Bullard Avenue	47	45	
Villa Avenue	Bullard Avenue/Barstow Avenue	46	40	P, Road
Villa Avenue	Barstow Avenue/Shaw Avenue	46	40	C, P
Villa Avenue	Shaw Avenue/Santa Ana Avenue	40	35	
Willow Avenue	Shepherd Avenue/Teague Avenue	51	50	
Willow Avenue	Teague Avenue/Nees Avenue	50	50	
Willow Avenue	Nees Avenue/Alluvial Avenue	50	50	
Willow Avenue	Alluvial Avenue/Herndon Avenue	49	50	
Willow Avenue	Herndon Avenue/Sierra Avenue	53	50	
Willow Avenue	Sierra Avenue/Bullard Avenue	52	50	
Willow Avenue	Bullard Avenue/Barstow Avenue	49	50	
Willow Avenue	Barstow Avenue/Shaw Avenue	52	50	
Willow Avenue	Shaw Avenue/Gettysburg Avenue	48	45	

Surveyed Street	Segment Bounded by these Streets	Ave. 85% Speed (mph)	Proposed Speed Limit (mph)	Justification
Willow Avenue	Gettysburg Avenue/Ashlan Avenue	51	45	Road
Winery Avenue	Fairmont Avenue/Gettysburg Avenue	32	30	
Winery Avenue	Gettysburg Avenue/Ashlan Avenue	30	30	

Justification Key			
Symbol	Meaning	Symbol	Meaning
SC	School	NL	Narrow Lanes
HC	Horizontal Curve	NR	Narrow Roadways
P	Park	NSW	No Sidewalk on all/some of the road
C	Collisions	Road	Residential Density/Driveways
SH	No Shoulder/Narrow Shoulder		

Exhibit B
CITY OF CLOVIS
List of Speed Zones and Limits

SECTION 1. The prima facie speed limit for the following streets, or portions thereof, designated in this subsection is hereby determined and declared to be *thirty (30) miles per hour*:

<u>STREET NAME</u>	<u>SEGMENT</u>
BULLARD	MINNEWAWA TO DE WITT
COLE	SHAW TO HOBLITT
GETTYSBURG	MINNEWAWA TO CRESCENT
HARLAN RANCH	DARA TO LEONARD
LEONARD	POWERS TO SHEPHERD
MAGILL	WILLOW TO PEACH
WINERY	ASHLAN TO FAIRMONT

SECTION 2. The prima facie speed limit for the following streets, or portions thereof, designated in this subsection is hereby determined and declared to be *thirty-five (35) miles per hour*:

<u>STREET NAME</u>	<u>SEGMENT</u>
ARMSTRONG	TEAGUE TO NEES
BARSTOW	MINNEWAWA TO CLOVIS
BARSTOW	BROOKHAVEN TO SUNNYSIDE
CLOVIS	THIRD TO SIERRA
CLOVIS	BARSTOW TO FIFTH
GETTYSBURG	VILLA TO MINNEWAWA
HARLAN RANCH	DE WOLF TO DARA
HOBLITT	RAILROAD TO SUNNYSIDE
JEFFERSON	CLOVIS TO SUNNYSIDE
MINNEWAWA	ASHLAN TO SHAW
POLLASKY	SHAW TO EIGHTH
POWERS	DE WOLF TO SANDERS
SPRUCE/HELM	WILLOW TO HERNDON
SPRUCE	HELM TO PEACH
VILLA	SANTA ANA TO SHAW

SECTION 3. The prima facie speed limit for the following streets, or portions thereof, designated in this subsection is hereby determined and declared to be *forty (40) miles per hour*:

<u>STREET NAME</u>	<u>SEGMENT</u>
ALLUVIAL	WILLOW TO MINNEWAWA
ALLUVIAL	FOWLER TO TEMPERANCE
ARMSTRONG	ASHLAN TO NEES

ASHLAN	MINNEWAWA TO CLOVIS
BARSTOW	WILLOW TO MINNEWAWA
BARSTOW	SUNNYSIDE TO LOCAN
BULLARD	VILLA TO MINNEWAWA
BULLARD	SUNNYSIDE TO FOWLER
CLOVIS	SHAW TO BARSTOW
CLOVIS	SIERRA TO HERNDON
DE WOLF	SHEPHERD TO OWENS MOUNTAIN
FOWLER	SHAW TO BULLARD
FOWLER	TOLLHOUSE TO SR 168
GETTYSBURG	WINERY TO VILLA
GETTYSBURG	CLOVIS TO LOCAN
LOCAN	GETTYSBURG TO BARSTOW
MINNEWAWA	SHAW TO BULLARD
MINNEWAWA/VILLA	HERNDON TO ALLUVIAL
NEES	ARMSTRONG TO TEMPERANCE
PEACH	ASHLAN TO SHAW
PEACH	SIERRA TO TEAGUE
SANTA ANA	CLOVIS TO SIERRA VISTA
SHAW	WILLOW TO CLOVIS
SIERRA	WILLOW TO CLOVIS
SIERRA	FOWLER TO TEMPERANCE
SUNNYSIDE	SHAW TO ALLUVIAL
TEAGUE	PEACH TO CLOVIS
THIRD	CLOVIS TO SUNNYSIDE
VILLA	SHAW TO BULLARD

SECTION 4. The prima facie speed limit for the following streets, or portions thereof, designated in this subsection is hereby determined and declared to be *forty-five (45) miles per hour*:

<u>STREET NAME</u>	<u>SEGMENT</u>
ALLUVIAL	MINNEWAWA TO FOWLER
ARMSTRONG	GOULD CANAL TO ASHLAN
ARMSTRONG	HERNDON TO ALLUVIAL
ASHLAN	WINERY TO MINNEWAWA
ASHLAN	SUNNYSIDE TO FOWLER
ASHLAN	DE WOLF TO LEONARD
BARSTOW	LOCAN TO DE WOLF

BULLARD
BULLARD
CLOVIS
CLOVIS
FOWLER
FOWLER
FOWLER
FOWLER
GETTYSBURG
HERNDON
LOCAN
LOCAN
LOCAN
MINNEWAWA
NEES
NEES
NEES
PEACH
PEACH
SHAW
SIERRA VISTA
SUNNYSIDE
TEAGUE
TOLLHOUSE
VILLA
WILLOW

WILLOW TO VILLA
FOWLER TO LOCAN
GETTYSBURG TO SHAW
HERNDON TO SHEPHERD
DAKOTA TO SHAW
BULLARD TO TOLLHOUSE
SR 168 TO NEES
ENTERPRISE CANAL TO SHEPHERD
LOCAN TO DE WOLF
VILLA TO TEMPERANCE
ASHLAN TO GETTYSBURG
BARSTOW TO HERNDON
NEES TO SHEPHERD
ALLUVIAL TO SHEPHERD
WILLOW TO CLOVIS
FOWLER TO ARMSTRONG
TEMPERANCE TO LOCAN
DAKOTA TO ASHLAN
TEAGUE TO SHEPHERD
CLOVIS TO FOWLER
GETTYSBURG TO SHAW
ALLUVIAL TO SHEPHERD
WILLOW TO PEACH
SUNNYSIDE TO ARMSTRONG
BULLARD TO HERNDON
ASHLAN TO SHAW

SECTION 5. The prima facie speed limit for the following streets, or portions thereof, designated in this subsection is hereby determined and declared to be *fifty (50) miles per hour*:

STREET NAME
ASHLAN
DE WOLF
HERNDON
SHAW
SHEPHERD
SHEPHERD
TEMPERANCE
WILLOW

SEGMENT
FOWLER TO DE WOLF
BARSTOW TO BULLARD
WILLOW TO VILLA
FOWLER TO DE WOLF
WILLOW TO SUNNYSIDE
FOWLER TO SR 168
GOULD CANAL TO SHEPHERD
SHAW TO SHEPHERD



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Administration

DATE: February 5, 2018

SUBJECT: Consider Adoption - Ord. 18-03, R2017-08, A request to approve a rezone from the R-1-AH (Single Family Residential - 18,000 Sq. Ft.) Zone District to the R-1 (Single Family Residential) Zone District. (Vote: 3-0-2 with Councilmember Bessinger and Mayor Whalen absent)

Consider Adoption - Ord. 18-04, R2017-10, A request to approve a prezone from the County AE-20 Zone District to the Clovis R-1-PRD (Planned Residential Development) Zone District. (Vote: 3-0-2 with Councilmember Bessinger and Mayor Whalen absent)

Please direct questions to the City Manager's office at 559-324-2060.



AGENDA ITEM NO: 2 - A - 3

City Manager: 

CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Public Utilities Department

DATE: February 5, 2018

SUBJECT: Consider various actions associated with Landscape Maintenance District No. 1 to include discussion of assessment increases and property owner survey.

- a. Approval - Authorize City staff to proceed with an assessment increase election; and
- b. Approval - Authorize the City Manager to enter into an agreement with Francisco & Associates, Inc. to administrator the Landscape Maintenance District assessment increase election.

ATTACHMENTS: (A) Election Diagram Map
(B) 2016 Assessment Increase Support Survey
(C) Proposal – Francisco & Associates, Inc.

CONFLICT OF INTEREST

None

RECOMMENDATION

1. For the City Council to authorize City staff to proceed with the Landscape Maintenance District assessment increase election.
2. For the City Council to authorize the City Manager to enter into an agreement with Francisco & Associates, Inc. to administer the Landscape Maintenance District assessment increase election.

EXECUTIVE SUMMARY

Clovis' Landscape Maintenance District (LMD) No. 1 is comprised of 37 Benefit Zones that consist of parks, street-side landscaping, neighborhood monuments, lighting and neighborhood roundabouts that benefit the properties within each of the zones. The properties in each zone are assessed to provide funding for landscape maintenance and the repair and replacement of monuments, lights, irrigation systems and park amenities. Annually, staff analyzes the revenues, expenses and reserves of each Landscape Benefit Zone to determine assessment rates.

Staff is proposing an election in Benefit Zone 2 only at this time. Benefit Zone 2 includes the street-side and street median landscaping south of Herndon Avenue, between Locan Avenue and Sunnyside Avenue. A map showing the properties assessed in Zone 2 is included as Attachment A.

Expenditures exceeded revenue in Zone 2 in FY14-15. In FY15-16 an assessment increase election was held and it failed by an equivalent of 171 single family residential votes. It then became necessary to decrease expenditures in Zone 2. Staff negotiated with the Zone 2 landscape contractor for a cost reduction. This resulted in revenues exceeding expenditures in FY16-17. However, in FY18-19, contractor cost will not be able to be maintained at the current level and expenses are projected to again exceed revenue. Therefore, an assessment rate election is needed.

Francisco & Associates, Inc. is an engineering firm that specializes in the administration of LMD's. Joe Francisco has served as Clovis' LMD Engineer since 1995, and has contracted with Clovis previously on three LMD elections. Staff is recommending contracting with Francisco & Associates, Inc. for services associated with the election.

BACKGROUND

There are currently 37 Benefit Zones within Landscape Maintenance District No. 1. These Benefit Zones were established to provide funding for specific landscape and lighting benefits throughout the City. The properties that receive a specific benefit from those improvements are assessed in proportion to the benefit they receive. The first six zones cover the City's LMD street and LMD park landscaping. Benefit Zones 1, 2 & 3 fund the City's LMD Street-side and street median landscaping. Benefit Zones 4, 5 & 6 fund the City's LMD parks. Benefit Zones 7 through 37 are neighborhood specific, and include decorative neighborhood entries and/or decorative street lighting. Benefit Zone 11 is no longer used, and Benefit Zone 37 (SE Zone) is the Loma Vista Area. Loma Vista includes all landscaping, parks and lighting throughout the Loma Vista area. All landscape features throughout Loma Vista are similar and therefore the Loma Vista area is assessed as one zone.

The assessments for LMD Benefit Zones 1 through 6 do not have an annual escalation factor, because not all of the properties within these zones include an escalation authority in their property covenants. The assessments for LMD Benefit Zones 7 through SE include an annual escalation factor equal to the Consumer Price Index Increase (CPII) plus 2%. If assessments need to increase in Zones 1 through 6, or if they need to increase more than CPII plus 2% in the other zones, it is necessary to hold an election of the affected property owners. The balloting is conducted per Position 218; election results are determined by a simple majority of returned ballots. Benefit zones are tabulated separately, and each benefit zone stands on its own.

In 2016, staff consulted with Strategy Research Institute to conduct property owner surveys prior to the assessment elections. This allowed for an understanding of potential assessment rate thresholds. Since a survey was conducted in Zone 2 in FY15-16, staff is not recommending another survey for this election.

Property Owner Survey – FY15-16

In late 2015, staff contracted with Strategy Research Institute to conduct a telephone survey of property owners within Benefit Zones 2, 4, and 5 to determine the level of support for increasing the LMD assessments. A copy of the survey results is included in this report as Attachment B. The Zone 2 portion of the survey is summarized as follows:

Support for Increase in assessment:

- Zone 2 (LMD Street Landscapes South of Herndon Ave, between Locan Ave. and Sunnyside Ave.)
 - o Increase Assessment \$18.96/year (\$1.58/month) – 31% Definitely in Favor, and 33% Probably in Favor
 - o Strategy Research Institute – Conclusion: 50.5% Likely Support

Election Recommendations:

Based on the results of the 2016 survey, analysis of revenue verses expenditures, and current landscape contract negotiations, staff recommends proceeding with an election to increase the assessments in Benefit Zone 2.

In 2016, survey results showed a Zone 2 favorability of 50.5% for an assessment increase of \$1.58/month. That election failed by 171 single-family residential equivalent votes (commercial and industrial votes are equal to 4.00 Equivalent Dwelling Units (EDUs)/net acre; multi-family facilities are equivalent to 1.00 EDU/unit). Revenue/expense calculations show \$1.07/month increase maintains positive revenue through 4 years with positive reserves maintained for 7 years. The \$1.07 proposed rate increase keeps the annual assessment below \$100.00 (\$99.94), and provides time to seek a future assessment increase election.

In 2016, the City held an election to increase assessments in Benefit Zones 2, 4, and 5 in order to maintain the level of service that was being provided. The 2016 election was successful in increasing the assessment in Zone 4, but failed in Zones 2 and 5. (Zone 2 failed with 54.00% of returned ballots not in favor; Zone 5 failed by 50.12% of ballots not in favor). Reductions to service were implemented in Zone 5 and those measures have postponed the need for an assessment rate increase election for two years. In Zone 2 staff renegotiated contracts; however, those cost-saving measures will expire in FY18-19, and it will be necessary to reduce service if the assessment increase election is not successful.

In order to complete the election in time to increase assessments in the upcoming fiscal year, staff intends to prepare and mail the ballots April 2, 2018, hold a public hearing and close balloting at the Council meeting on May 21, 2018, tabulate the ballots May 22, 2018, and continue the public hearing to confirm the election and assessments at the Council meeting on June 4, 2018.

Contract with Francisco and Associates, Inc. to administer the election

Joseph Francisco, the principal of Francisco & Associates, Inc. has administered the LMD for the City since 1995. Mr. Francisco has consistently provided excellent service to the City. Mr. Francisco administered the LMD elections in 2004, 2013 and 2016 in a competent and efficient manner.

Francisco & Associates, Inc. has submitted a proposal (Included as Attachment C) for services associated with the administration of the recommended LMD election, including assisting the City with preparing and mailing the notices and ballots, and the subsequent tabulation of the ballots. Staff has reviewed the proposal and has found the costs for the services to be reasonable. Francisco & Associates, Inc. specializes in the administration of LMD's, has expertise in the legislative and judicial issues associated with LMD's, and is very familiar with Clovis' LMD. For these reasons, staff recommends that Council authorize the City Manager to enter into an agreement with Francisco & Associates, Inc. for these services.

FISCAL IMPACT

Preparation of the notices and ballots and tabulation of the ballots will cost approximately \$14,400.00 (\$2.40/ballot). Postage for mailing out the notices and ballots, and postage for returning of the ballots will cost approximately \$6,780. Sufficient funds are available in the LMD reserve to pay these costs. If the election is successful, revenues will be adequate to maintain the current level of services for at least another 5 years. If the election is not held, or is unsuccessful, revenue in Zone 2 will not be adequate to support the current level of service, and staff will reduce service to fit available revenue beginning in FY18-19.

REASON FOR RECOMMENDATION

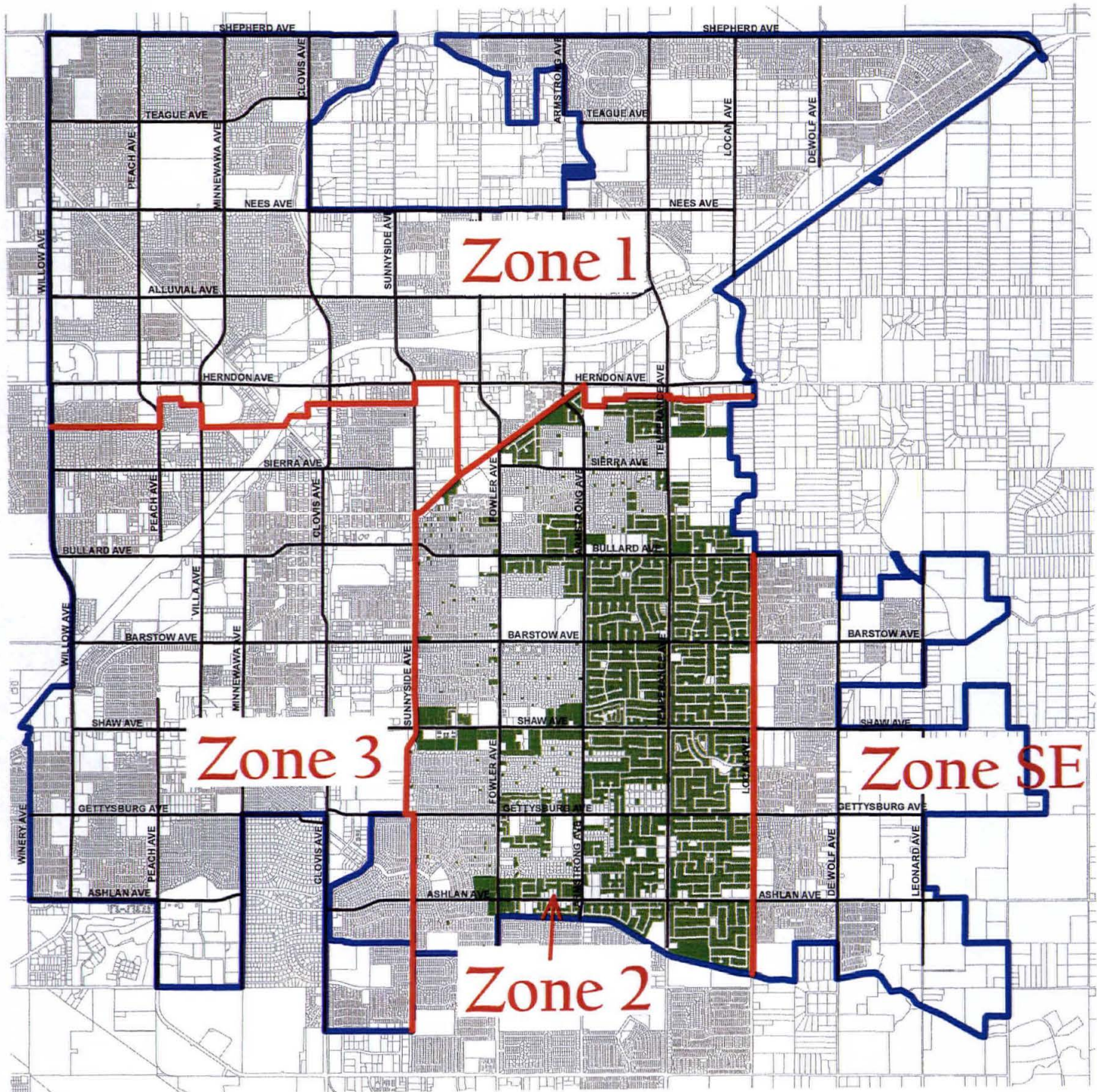
Expenditures in Benefit Zones 2 will exceed revenues in 1 year. It is necessary to either reduce service or increase assessments in Zone 2. Property owners in this zone were surveyed in late 2015 and the survey showed support for increasing the assessment in Zone 2. Francisco & Associates, Inc. is the most qualified to provide certain services associated with the election, and submitted a proposal for those services. Staff has reviewed the proposal and found the costs to be reasonable.

ACTIONS FOLLOWING APPROVAL

The City Manager will execute a contract with Francisco & Associates, Inc. Notices and Ballots will be prepared and mailed to approximately 6,000 property owners within LMD Benefit Zone 2. A public hearing will be held on May 22, 2018 and balloting will be closed. The election results will be tabulated and will be presented to Council on June 4, 2018. A public hearing will be continued on that same day to confirm the LMD assessments.

Prepared by: Eric Aller, Parks Manager 
Reviewed by: Glenn Eastes, Assistant Public Utilities Director 
Submitted by: Scott Redelfs, Public Utilities Director 

ASSESSMENT DIAGRAM
CITY OF CLOVIS
LANDSCAPE MAINTENANCE DISTRICT No. 1
GENERAL ZONES: 1, 2, 3 & SE
COUNTY OF FRESNO, STATE OF CALIFORNIA



LEGEND

- Clovis City Limit
- Zones 1, 2, 3 & SE Boundaries
- General Zone 2 Parcels

THE LINES AND DIMENSIONS OF EACH LOT OR PARCEL WITHIN THE PROPOSED LANDSCAPE MAINTENANCE DISTRICT ARE THOSE LINES AND DIMENSIONS SHOWN ON THE MAPS OF THE ASSESSOR OF THE COUNTY OF FRESNO, CALIFORNIA.

Likely Support for Increasing Assessments...

Neighborhood Parks & Landscape Maintenance

A Scientific Survey of Clovis Property Owners

Prepared Expressly for the City of...



January 2016

Prepared by...

Strategy Research Institute

An Institute for CONSENSUS BUILDING

www.sri-consulting.org

800-224-7608



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Section 1.0 Situation Analysis

The City of Clovis provides and maintains public landscapes (medians, slope areas, entrance-ways, dedicated easements, public parks, et.al.) along major streets and roadways throughout the City. Since 1985, the City has funded the installation, operations, maintenance, and servicing of specified improvements involving these public landscapes through a **Special Benefits Assessment District** specifically designed to address such needs. To control for funding needed to provide services that differ based upon where one resides in the City, the District is divided into what is called “zones of benefits”.

However, the cost of operating and maintaining certain aspects of these public landscaped areas has exceeded (or soon will exceed) the amount of revenue being generated through the existing annual assessments in several of the these Zones of Benefit. As a result, City officials must determine whether or not property owners would be willing to authorize an increase in these annual assessments in order to generate the funds needed to:

- (a) Maintain status quo BOTH now, and into the future;
- (b) To provide enhancements to existing public landscape-related services made available by and/or through local government.

Assuming that local property owners are willing to pay an additional assessment, there’s also a need to determine their **THRESHOLD of willingness to pay**. Finally, in order to control for ever-increasing costs due to inflation, which is unavoidable, the present study asked property owners whether or not they would authorize incorporating a CPI (Consumer Price Index) in their annual assessment.¹

The present scientific survey of property owners was designed to address these questions.

¹ A CPI is a standardized measure designed to control for normal inflation

Section 2.0

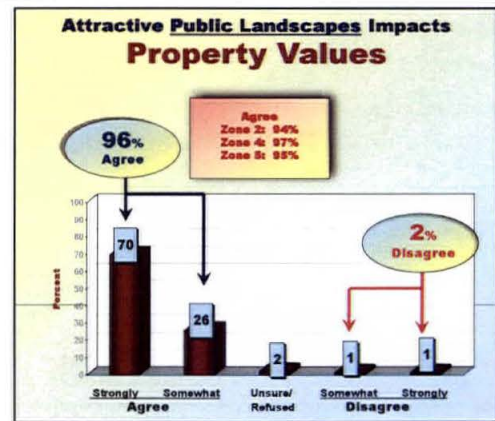
Executive Summary

The first three (3) *findings* from the present scientific survey drive the outcome of the present scientific survey of Clovis property owners.

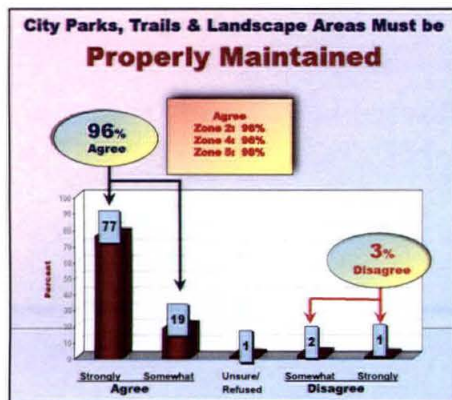
Finding #1: Nearly all property owners in the Zones of Benefit believe that attractive public landscapes impacts property values.

As can be seen in the graphic at right (also refer to Figure 1B in Addendum A), nearly all (96%) of property owners in the Zones of Benefit surveyed agree with the following statement:

Attractive public landscapes, such as medians and areas along major roadways, streets, and thoroughfares, and well-groomed City-owned community and neighborhood parks and trails significantly impact property values in Clovis.



In fact, 70% of respondents "strongly" agree with this statement.



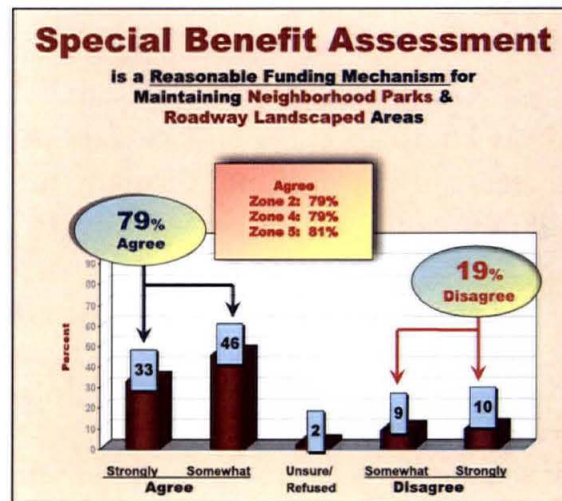
Finding #2: Nearly every property owner believes that City parks, trails and landscape areas **MUST** be properly maintained.

Most property owners (96%) agree that, "It is absolutely essential for local government to properly maintain City-owned parks, trails, and landscape areas throughout the City"; indeed, 77% **STRONGLY AGREE** with this notion (refer to graphic at left and Figure 1C).

Finding #3: Nearly eighty percent (79%) of property owners think that a Special Benefit Assessment is a **REASONABLE** funding mechanism for maintaining neighborhood parks & roadway landscaped areas.

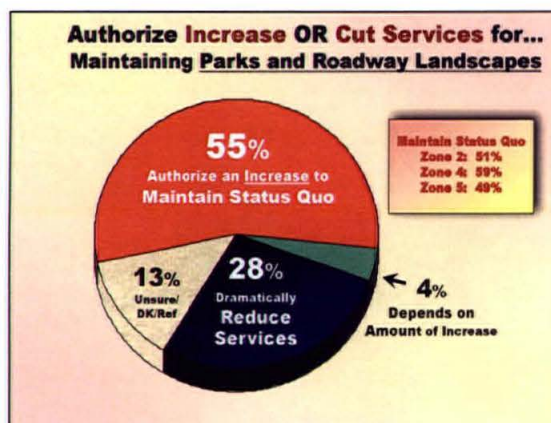
As seen in the graphic below (also refer to figure 2A), nearly eighty percent (79%) of property owners surveyed agree with the following statement:

Do you agree or disagree with the notion that an annual **Special Benefit Assessment** is a reasonable funding mechanism to pay for maintaining neighborhood parks and roadway landscaped areas located within each Zone of Benefit throughout the City, thereby making certain that each parcel of property is only assessed for the specific amenities from which their property benefits?



However, it is instructive to make note of the fact that only a third (33%) of the respondents "strongly agree" with this notion; indeed, nearly half (46%) only "somewhat agree"...AND, nearly twenty percent (19%) DISAGREE. This *finding* will become relevant when discussing the willingness to have a CPI (annual index of change, based upon the CONSUMER PRICE INDEX) imposed to control for inflation.

Finding #4: Property owners prefer increasing their annual assessment, rather than having services cut back.



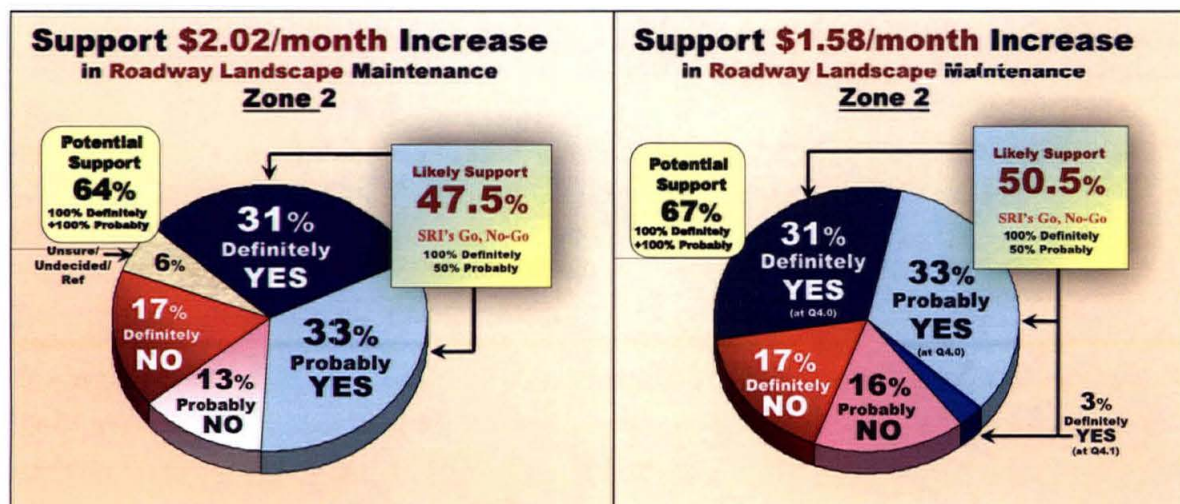
In order to maintain status quo, as can be seen in the graphic at left (also refer to Figure 2B), a majority (55%) of property owners would prefer authorizing an increase in their annual assessment, rather than having their services cut back, dramatically.

Four percent said it would depend on the amount of the increase in annual assessment.

Finding #5: In Zone 2, the **THRESHOLD** of *Willingness to Pay* for roadway landscaping, to replace trees, and to rehabilitate landscaped areas is an increase of \$1.58 per month; more than that (in all likelihood) would result in the funding Measure failing to secure simple-majority support.

As can be seen in the two graphics below (also refer to Figures 3A ad 3B), the **THRESHOLD** of *willingness to pay* an increase in assessment in order to provide routine maintenance of **roadway landscaping**, to **replace trees**, and **rehabilitate landscaped areas**, where needed, in Zone 2 is **\$1.58 per month**.² This would result in the annual assessment in Zone 2 increasing from \$87.10 to \$106.11 per year, per parcel of property owned, in order to maintain status quo.

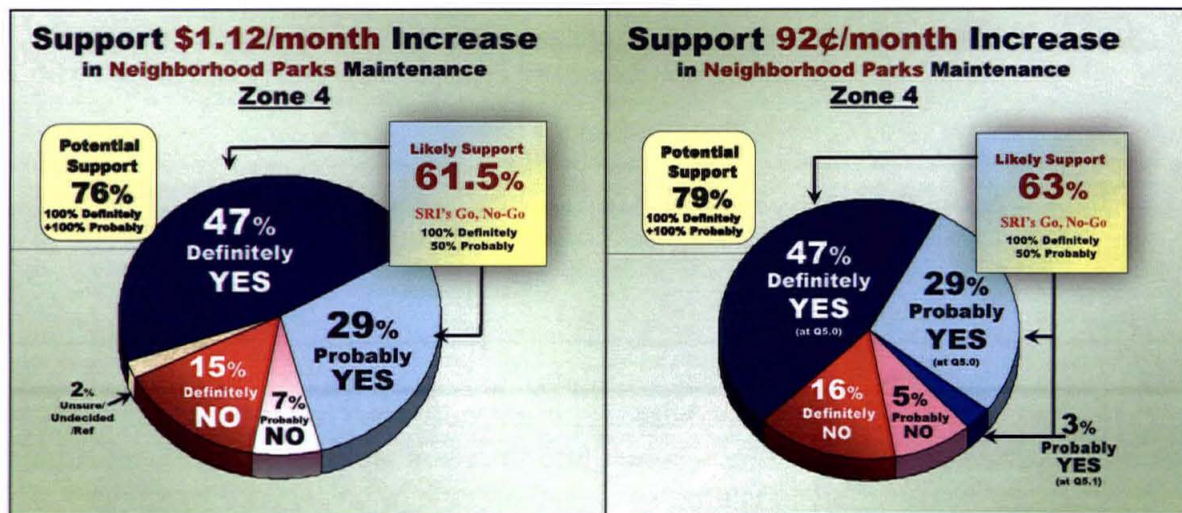
However, since support for this level of increase is barely above simple-majority support (50.5% YES), which is requisite for passage, if the increase were to amount to \$2.02 per month, increasing the monthly assessment from \$87.10 to \$111.34, the funding Measure would, in all likelihood, go down to defeat (47.5% YES, as seen in the graphic at left).



² SRI's prediction of *likely voting behavior* is predicated upon a proven 'Go, No-Go Model' where we add 100% of those respondents who said they will **DEFINITELY** support the funding Measure being studied, to 50% of those respondents who said they would **PROBABLY** support such a funding Measure. For more than the past two decades, this model has predicted actual voting behavior; more specifically, SRI's predictions routinely turn out to be either "spot on", or within 1% to 2% of reality...when sampling error ranges between ±4.5 to 5.8% (which is the case with the present scientific survey). Potential support is calculated by adding 100% of DEFINITE support with 100% of PROBABLE support.

Finding #6: In Zone 4, the **THRESHOLD** of *Willingness to Pay* for neighborhood park maintenance is an increase of \$1.12 per month

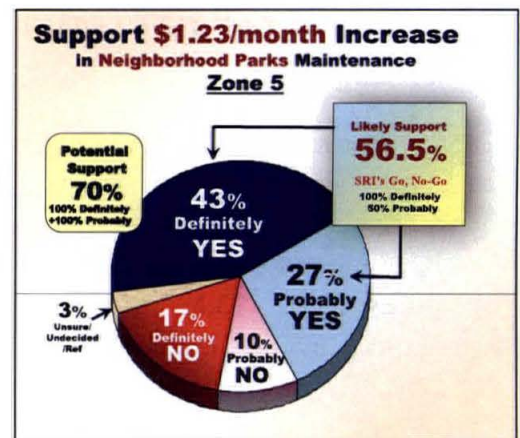
As can be seen in the two graphics below (also refer to Figures 4A and 4B), in order to maintain status quo, property owners in Zone 4 are willing to pay an additional assessment of \$1.12 per month for **neighborhood park maintenance**. This would result in the annual assessment in Zone 4 increasing from \$36.42 to \$49.96 per year, per parcel of property owned. Likely support for this level of increase is 61.5%, significantly above simple-majority support that is required for passage.



What the above graphic (at left) does NOT show is what the true **THRESHOLD** of *willingness to pay* is...since, no higher increase was tested in the present survey.

Finding #7: In Zone 5, property owners are willing to pay an increase of \$1.23 per month to keep the level of maintenance in their neighborhood parks where they are, today.

As can be seen in the graphic at right (also refer to Figure 5A), Property owners in Zone 5 are willing to pay an increase of \$1.23 per month to keep the level of maintenance in their neighborhood parks where they are today. This would increase their annual assessment from \$50.10 to \$64.87. Likely support for this level of increase is 56.5%, well above simple-majority support that is required for passage.



Finding #8: There are three (3) factors that underlie property owners' willingness to pay an increased assessment to maintain status quo (see below)

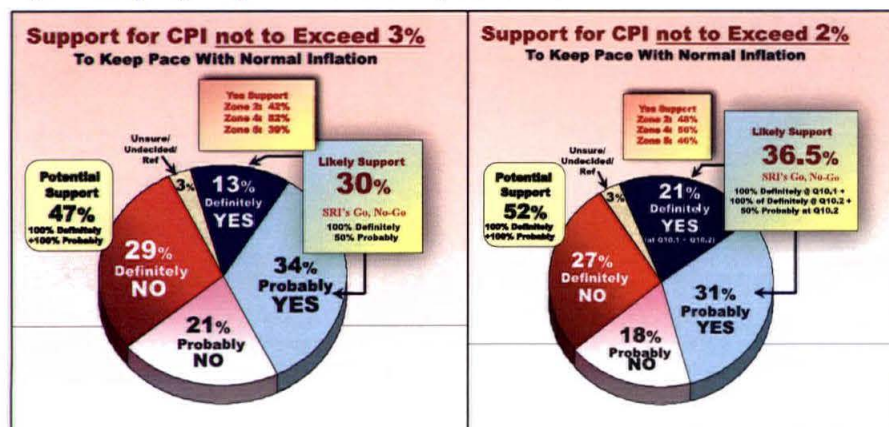
There are three (3) factors that underlie property owners' willingness to pay an increased assessment in order to maintain status quo. They are (rank-ordered):

- (i) To ensure **public safety** within neighborhood parks.
- (ii) Proper maintenance of parks and roadways is necessary in order to maintain the present **quality of life** for Clovis residents.
- (iii) Without the increase, **services** (presently being provided by/through the City) **will be reduced**...meaning more weeds, dead plants, more trash, and the turf will be mowed less.

Finding #9: Incorporating a CPI (Consumer Price Index) to control for normal Inflation is NOT an option

Regardless of the willingness of Clovis property owners to pay an increase in their annual assessment in order to maintain status quo for the proper maintenance of neighborhood parks and roadway landscapes throughout the City, they are NOT willing to support the notion of having a CPI built into their annual assessment to control for normal inflation. This *finding* can be seen in the graphics below AND by referring to Figures 7 thru 7E).

Likely support for a 3% CPI is less than one third (30%); if this were to be reduced to 2% CPI, likely support only climbs to 36.5%. In fact, support among property owners who are already paying a CPI for other City services is about the same; far below the requisite needed for passage. The bottom line is that a CPI simply WILL NOT be embraced by Clovis property owners at the present time.



Section 3.0

Recommendations

The *findings* from the present survey of Clovis property owners in Benefit Zones 2, 4, and 5 have led SRI to the following four recommendations.

Recommendation #1:

Ask property owners in Zone 2 to authorize an increase in their annual assessment from \$87.10 to \$106.11, which amounts to a \$1.58 per month increase, to keep in place the current level of routine maintenance of **roadway landscaping**, to **replace trees**, and **rehabilitate landscaped areas**, where needed.

Recommendation #2:

Ask property owners in Zone 4 to authorize an increase in their annual assessment from \$36.42 to \$49.96 per year, per parcel of property owned, in order to keep in place proper maintenance for **neighborhood parks** in the section of Clovis where they reside. This will amount to a modest increase of \$1.12 per month.

Recommendation #3:

Ask property owners in Zone 5 to authorize an increase in their annual assessment from \$50.10 to \$64.87 to keep the level of maintenance in their neighborhood parks where they are today. This will amount to an increase of \$1.23 per month.

Recommendation #4:

DO NOT seek authorization from property owners in any of the three Zones of Benefit surveyed to incorporate a CPI (Consumer Price Index) in order to control for normal inflation.

Section 4.0

Summary Conclusion

It has been a pleasure to once again partner with the City of Clovis and with Francisco and Associates on this important project. We trust this is the continuation of a lasting and mutually-beneficial relationship among our respective organizations.

Should you wish additional input regarding the interpretation of the *findings* from the present scientific survey of Clovis property owners, please know that we are telephone close and that we monitor our e-mails quite closely.

The present report concludes with three (3) Addenda.

Addendum A contains a set of graphs through which the empirical *findings* from the present survey of Clovis property owners are presented in a *user-friendly* fashion.

Addendum B contains a copy of the Research Instrument (questionnaire) showing percentages for each question asked in the telephone survey.

Addendum C is the Research Design and Methodology employed in the present scientific survey.

We've also provided the City with a **Book of Crosstabs** where you can find voluminous breakouts such as support by age, income, education, and other demographics, plus a host of other dimensions that may be of interest to City officials, going forward.



Addendum 'A'

Figure 1A
City of Clovis Landscape Maintenance Assessments
January 2016

Clovis Is a Great Community

Question 1.1 Clovis is a great community; I'm pleased to own property in Clovis.

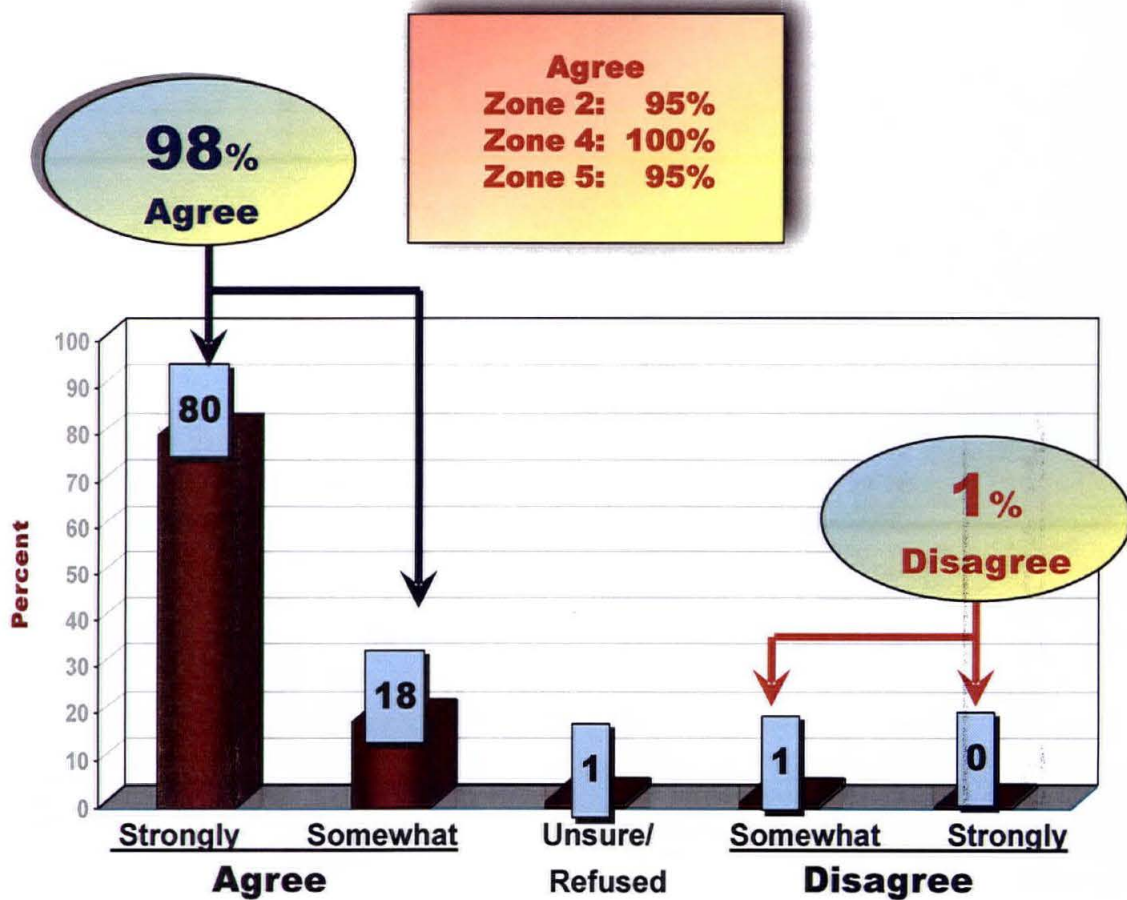


Figure 1B
City of Clovis Landscape Maintenance Assessments
January 2016

Attractive Public Landscapes Impacts **Property Values**

Question 1.2 Attractive public landscapes, such as medians and areas along major roadways, streets and thoroughfares, and well-groomed City-owned community and neighborhood parks and trails **SIGNIFICANTLY IMPACTS PROPERTY VALUES** in Clovis.

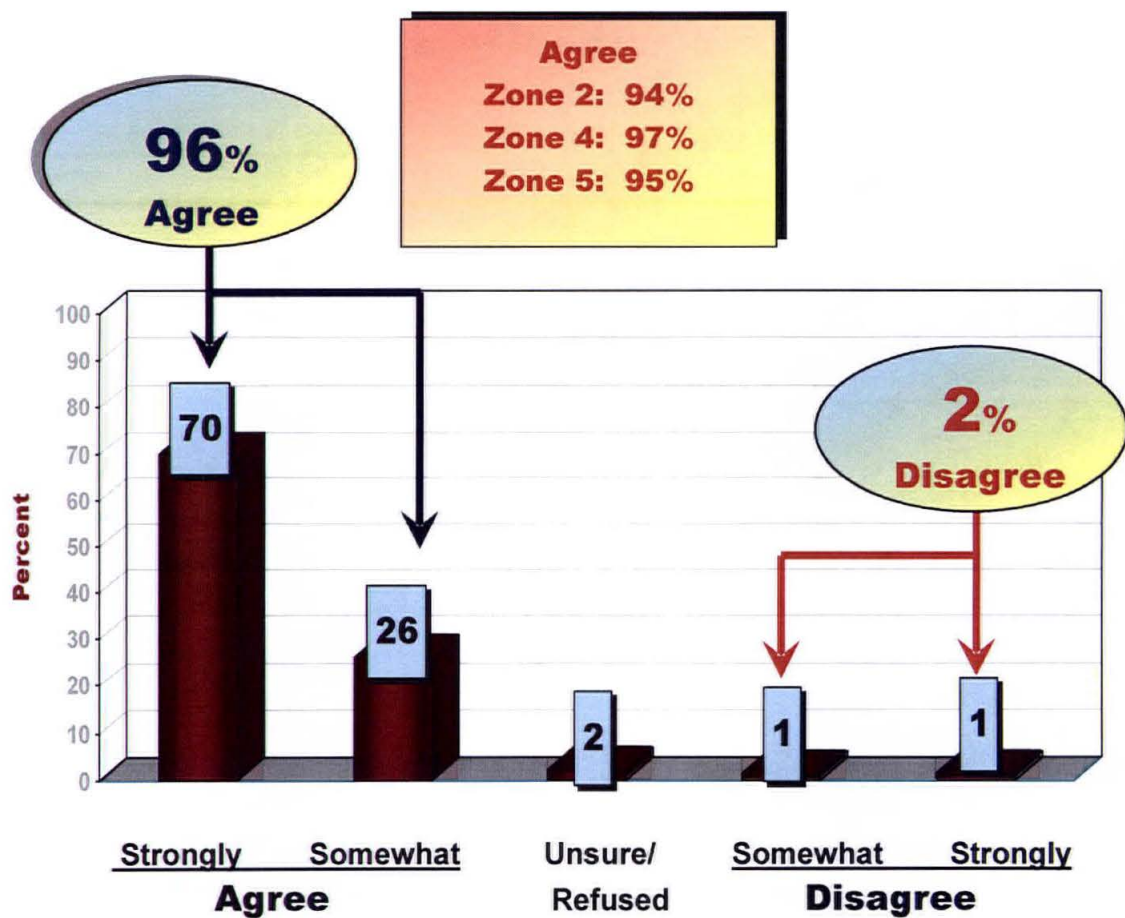


Figure 1C
City of Clovis Landscape Maintenance Assessments
January 2016

City Parks, Trails & Landscape Areas Must be Properly Maintained

Question 1.3 It is absolutely essential for local government to properly maintain City-owned parks, trails, and landscape areas throughout the City's jurisdiction.

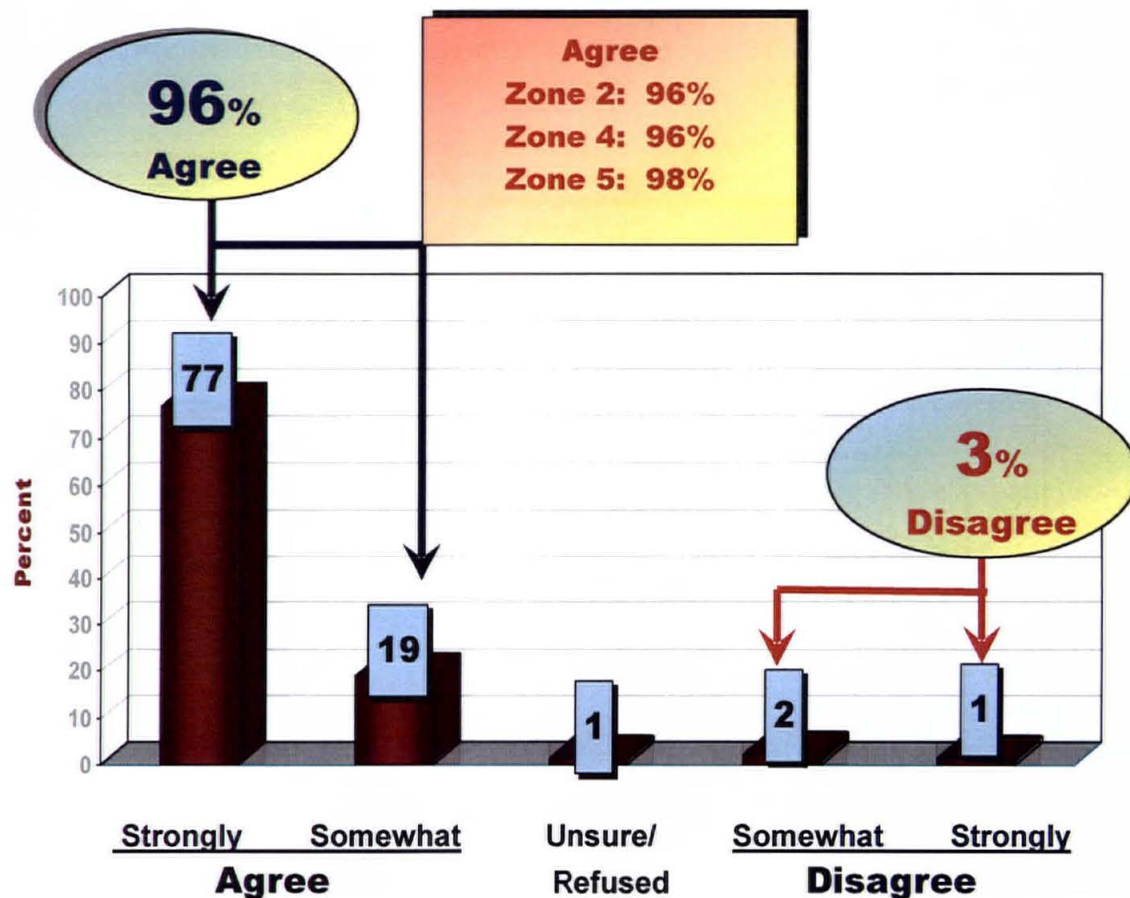


Figure 2A
City of Clovis Landscape Maintenance Assessments
January 2016

Special Benefit Assessment

is a Reasonable Funding Mechanism for Maintaining **Neighborhood Parks &** **Roadway Landscaped Areas**

Question 3.1 Do you agree or disagree with the notion that an annual **Special Benefit Assessment** is a reasonable funding mechanism to pay for maintaining neighborhood parks and roadway landscaped areas located within each Zone of Benefit throughout the City, thereby making certain that each parcel of property is only assessed for the specific amenities from which their property benefits?

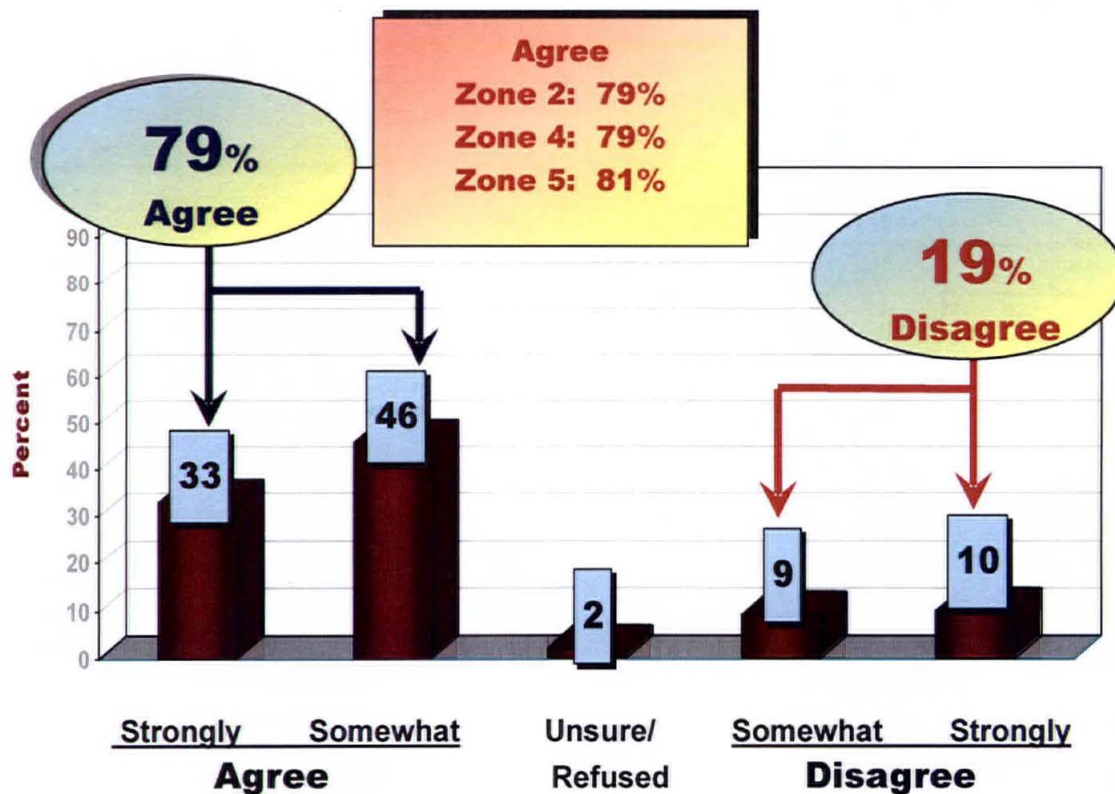


Figure 2B
City of Clovis Landscape Maintenance Assessments
January 2016

Authorize Increase OR Cut Services for... Maintaining Parks and Roadway Landscapes

Question 3.2 The cost of maintaining neighborhood parks and roadway landscape maintenance continues to increase each and every year; however, the City cannot authorize an increase in the annual assessment to cover these types of expenditures without securing permission from property owners who benefit from these facilities and services. The City has done everything possible to cut back on expenses without negatively impacting the services being provided; however, the costs have risen to the point where there are only two alternatives: (1) **DRAMATICALLY** cut back on the level of services presently being provided through the City, or...(2) Ask property owners to authorize the City to increase annual assessments for these services in order to keep them at their present level. Which alternative do you prefer...

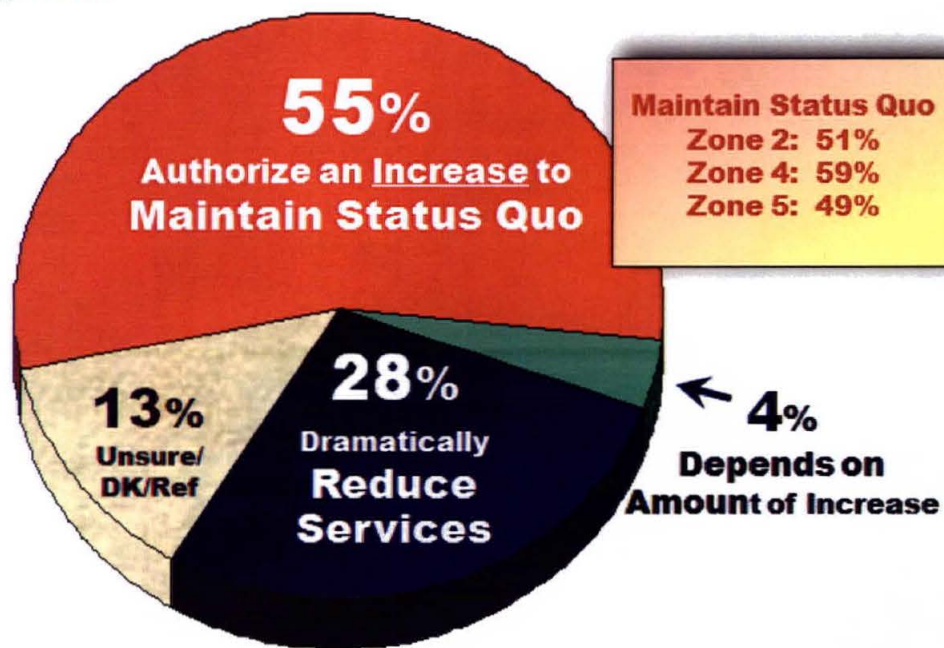


Figure 3A
City of Clovis Landscape Maintenance Assessments
January 2016

Support **\$2.02/month** Increase in **Roadway Landscape Maintenance** Zone 2

Question 4.0 At the present time, the annual Assessment for roadway landscape maintenance on the property you own in Benefit Zone 2 is: \$87.10 per year; or \$7.26 a month; your new rate would increase to \$111.34 per year, about \$9.28 per month...this is an increase of \$2.02 per month. Would you vote YES or NO if asked to authorize the above increase in the annual Roadway Landscape Maintenance assessment in Benefit Zone 2?

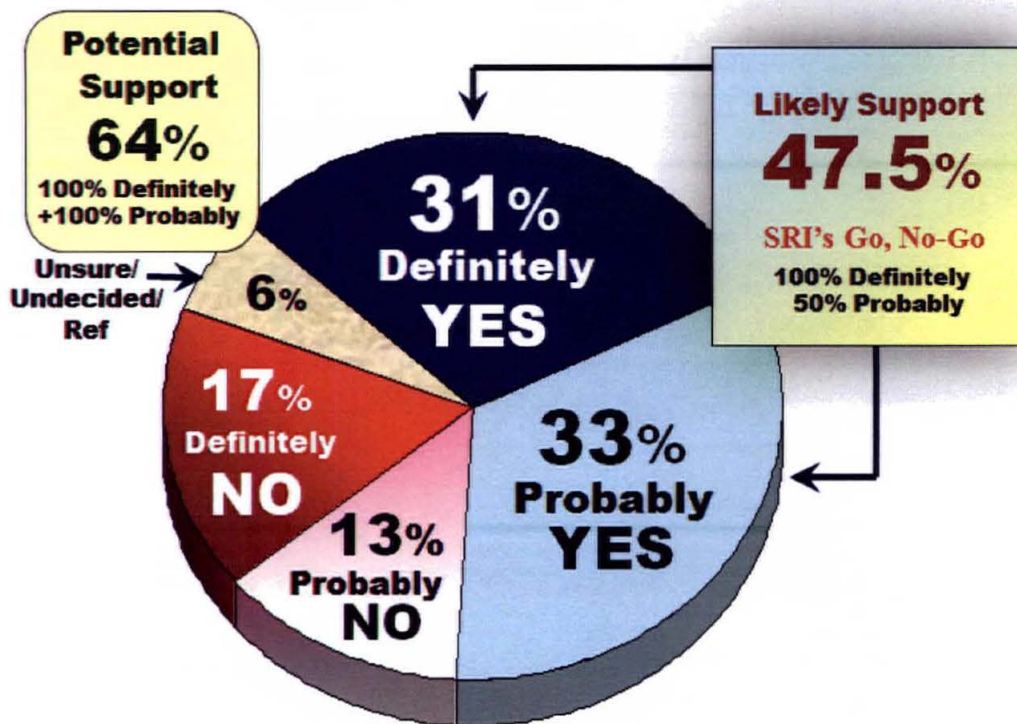


Figure 3B
City of Clovis Landscape Maintenance Assessments
January 2016

Support **\$1.58/month** Increase in **Roadway Landscape Maintenance** **Zone 2**

Question 4.1: Since you are NOT willing to pay \$111.34 per year in order to provide routine maintenance of roadway landscaping; to replace trees; and rehabilitate landscaped areas, where needed (which is about \$9.28 per month)...would you be willing to pay \$106.11 per year to maintain status quo, which is about \$8.83 per month...or \$1.58 per month increase from what you are presently paying? Specifically, this would result in your annual assessment increasing from: \$87.10 per year to \$106.11 per year; an increase of \$1.58 per month.

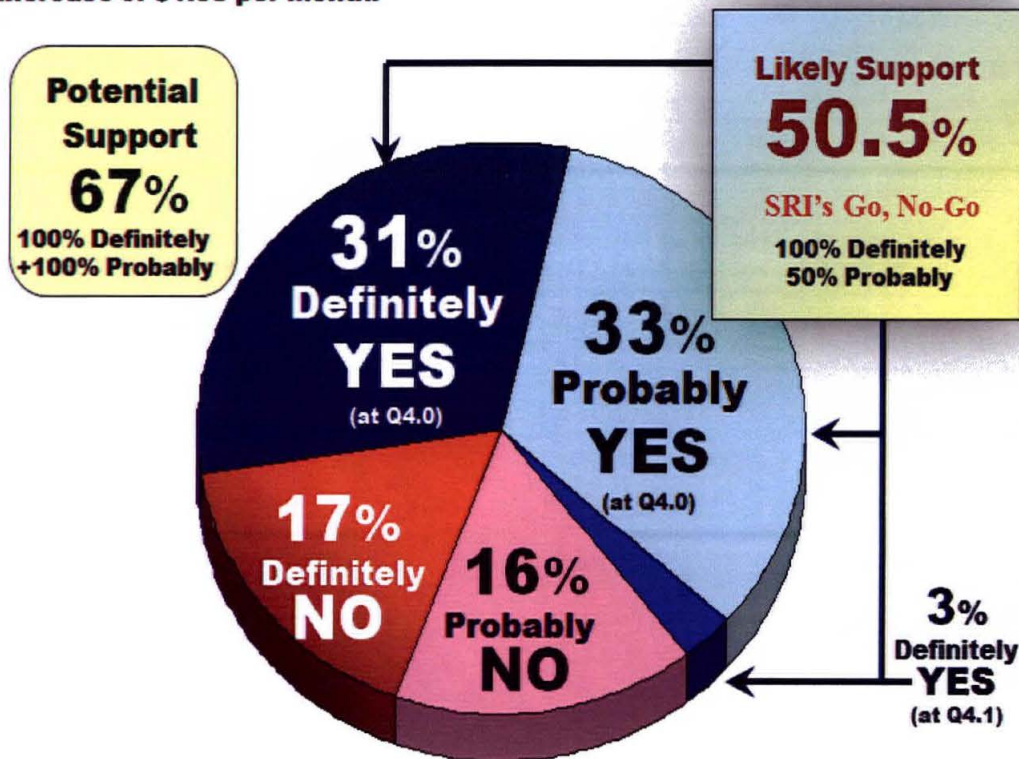


Figure 4A
City of Clovis Landscape Maintenance Assessments
January 2016

Support **\$1.12/month** Increase in **Neighborhood Parks Maintenance** Zone 4

Question 5.0: At the present time, the annual Assessment for neighborhood park maintenance on the property you own in Benefit Zone 4 is: \$36.42 per year; or \$3.04 a month; your new rate would increase to \$49.96 per year, about \$4.16 per month...this is an increase of \$1.12 per month. Would you vote YES or NO if asked to authorize the above increase in the annual Neighborhood Park Maintenance assessment in Benefit Zone 4?

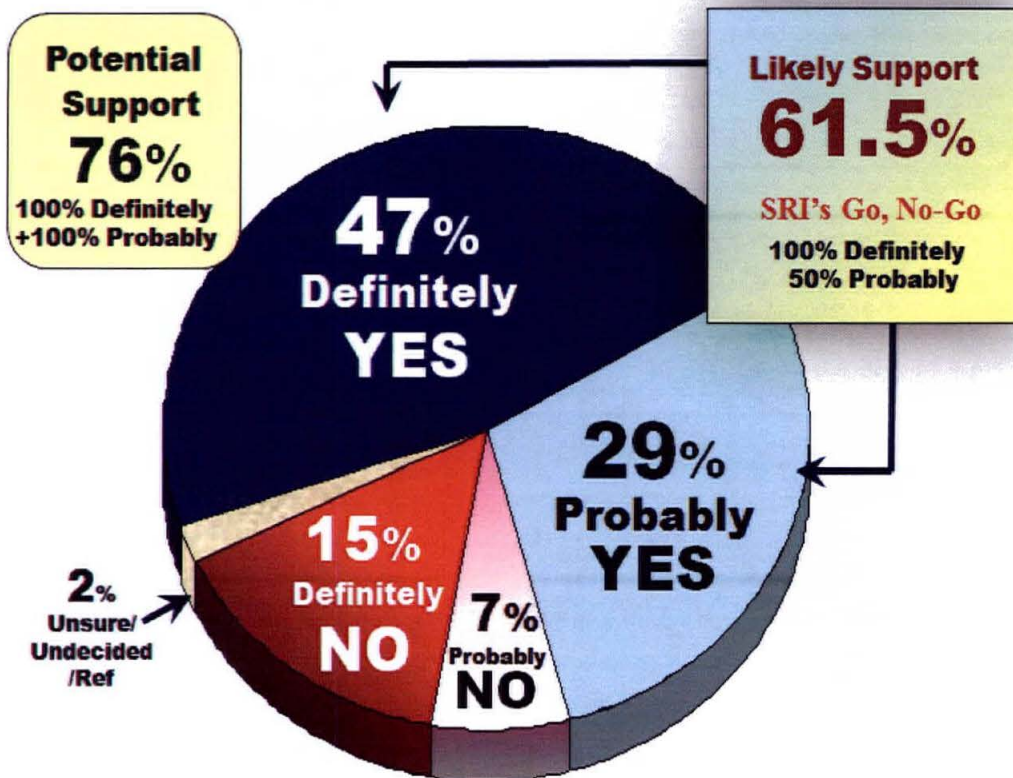


Figure 4B
City of Clovis Landscape Maintenance Assessments
January 2016

Support **92¢/month** Increase in **Neighborhood Parks Maintenance** **Zone 4**

Question 5.1: Since you are NOT willing to pay \$49.96 per year in order to maintain current services and to replace playground equipment and amenities, as needed (which is about \$4.16 per month), would you be willing to pay \$47.58 per year to maintain status quo, which is about \$3.97 per month...or 92 cents per month increase from what you are presently paying?

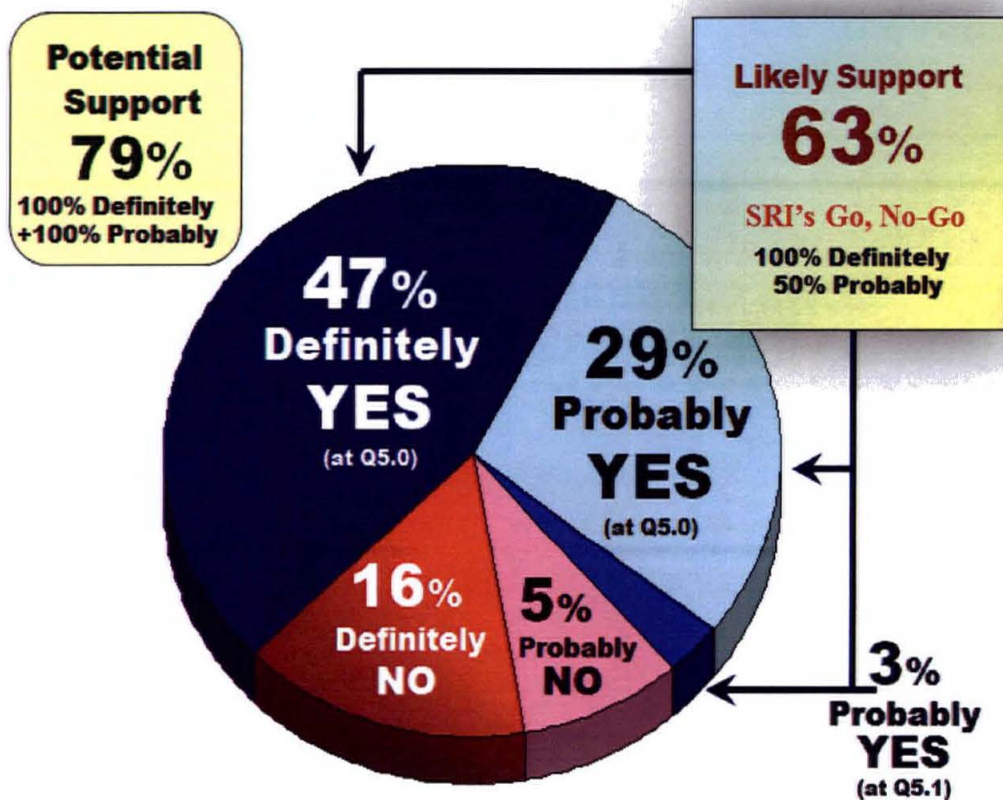


Figure 5A
City of Clovis Landscape Maintenance Assessments
January 2016

Support **\$1.23/month** Increase in **Neighborhood Parks Maintenance** **Zone 5**

Question 7.0: At the present time, the annual Assessment for park maintenance on the property you own in Clovis is: \$50.10 per year; or \$4.18 a month; your new rate would increase to \$64.87 per year, about \$5.41 per month...this is an increase of \$1.23 per month. Would you vote YES or NO if asked to authorize the above increase in the annual Park Maintenance assessment in Benefit Zone 5?

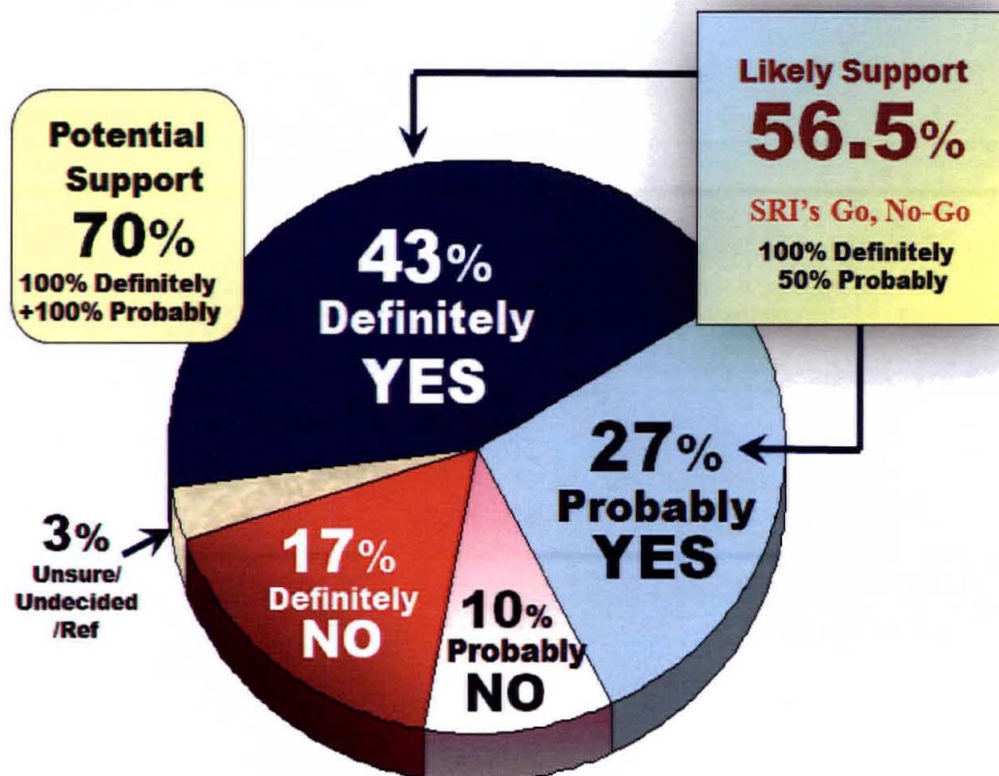


Figure 5B
City of Clovis Landscape Maintenance Assessments
January 2016

Support **86¢/month** Increase in **Neighborhood Parks Maintenance** **Zone 5**

Question 7.1: Since you are **NOT** willing to pay \$64.87 per year in order to maintain current services and to replace playground equipment and amenities, as needed (which is about \$5.29 per month), would you be willing to pay \$60.53 per year to maintain status quo, which about \$5.04 per month...or 86 cents per month increase from what you are presently paying?

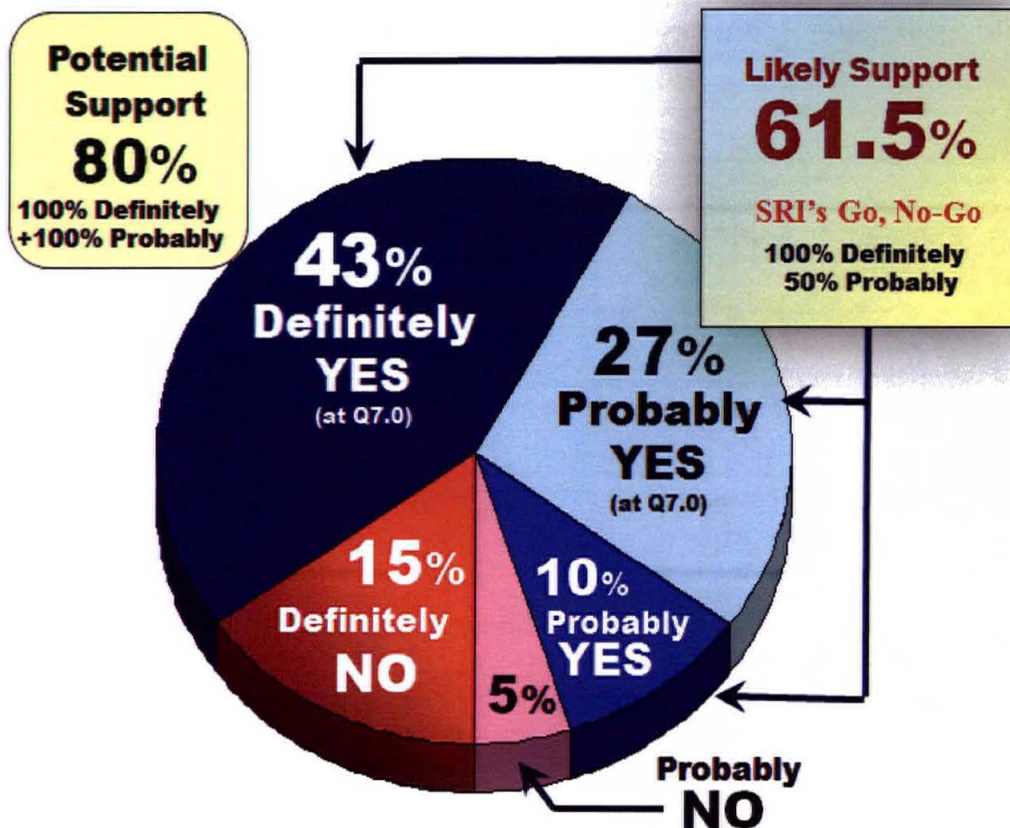


Figure 6A
City of Clovis Landscape Maintenance Assessments
January 2016

Argument...

To Ensure Public Safety

In City's Neighborhood Parks

Question 8.3 Public Safety is a top priority to Clovis residents. If the City's neighborhood parks aren't properly maintained, then they could soon become a danger zone; therefore, we need to provide the funds needed for keeping the City's neighborhood parks well maintained.

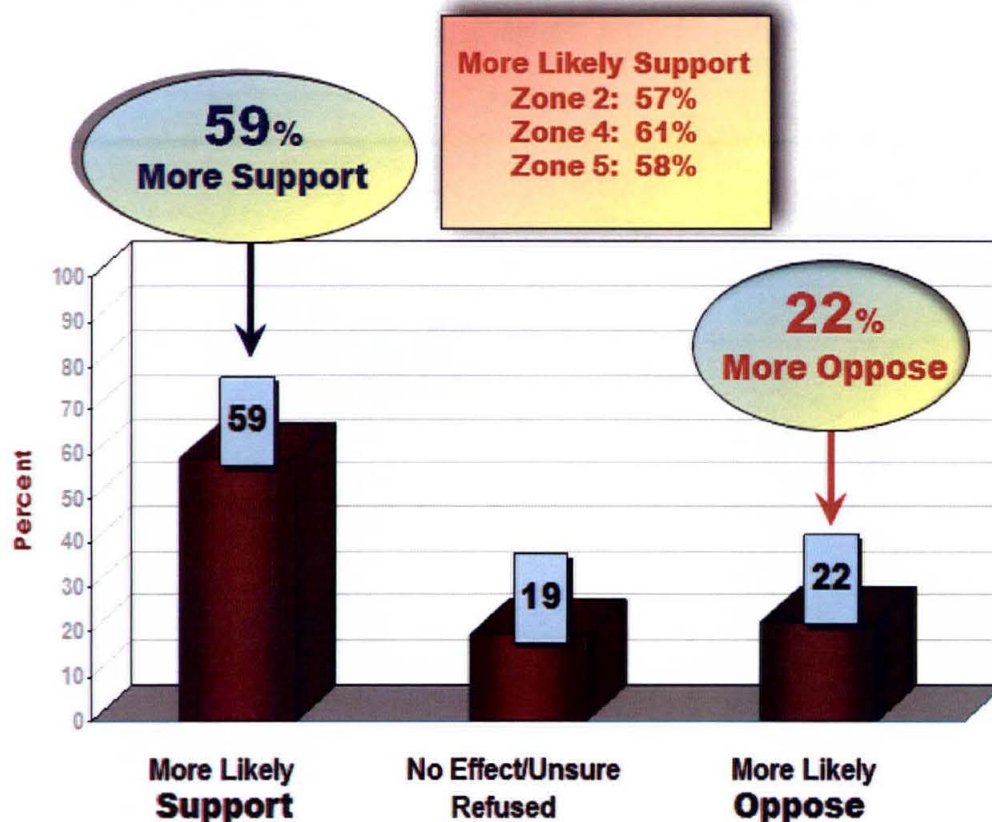


Figure 6B
City of Clovis Landscape Maintenance Assessments
January 2016

Argument...

Park & Roadway Maintenance Is Necessary for Maintaining *Quality of Life*

Question 8.5 Parks and roadway maintenance is necessary in order to maintain our *quality of life* in Clovis; therefore, it is essential that this increase in the annual assessment is authorized.

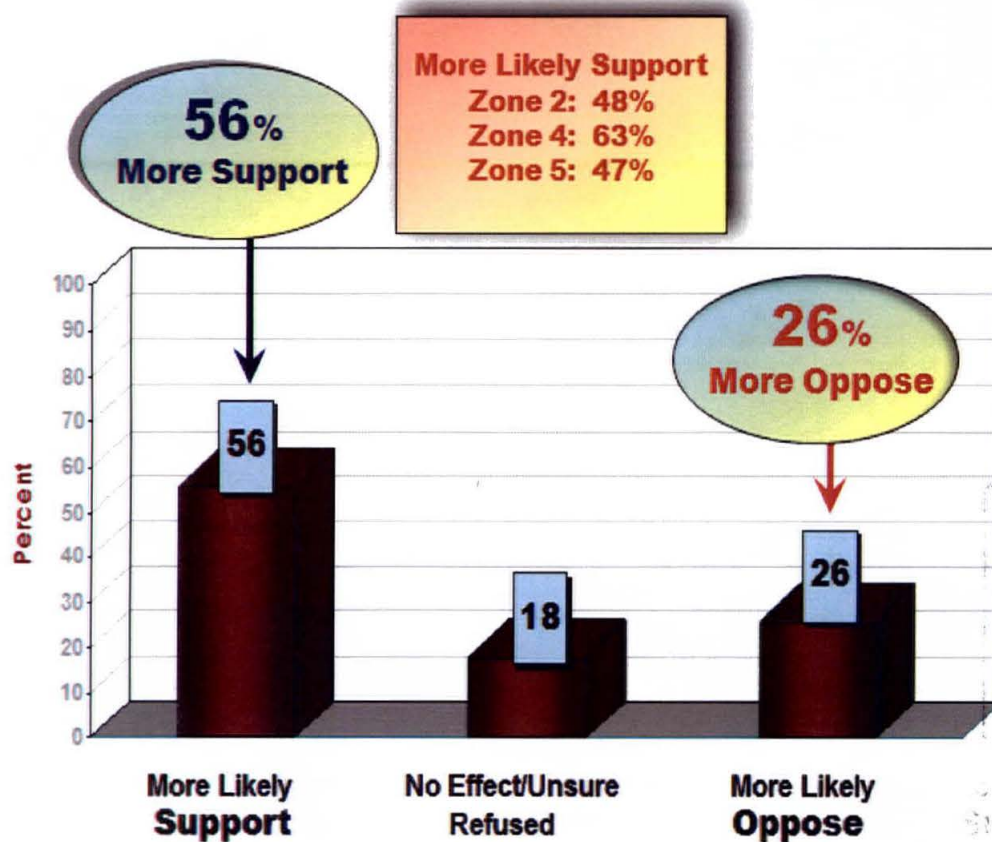


Figure 6C
City of Clovis Landscape Maintenance Assessments
January 2016

Argument... **Without the Increase in Assessment** **Services will be Reduced**

Question 8.1 Without the increase in the assessment, there will be reduced services, meaning more weeds, dead plants, more trash, and the turf will be mowed less.

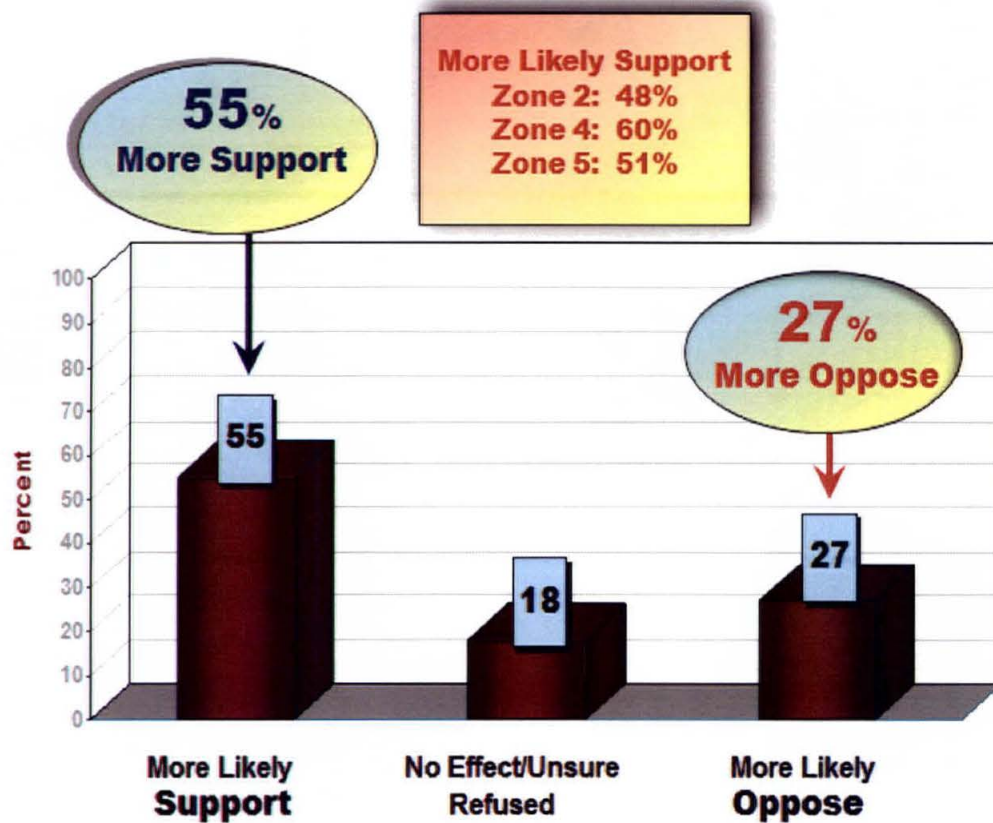


Figure 6D
City of Clovis Landscape Maintenance Assessments
January 2016

Argument...

Taxes are Already Too High

Question 8.4 Taxes and assessments in Clovis are already too high. I would never vote for an increase on taxes.

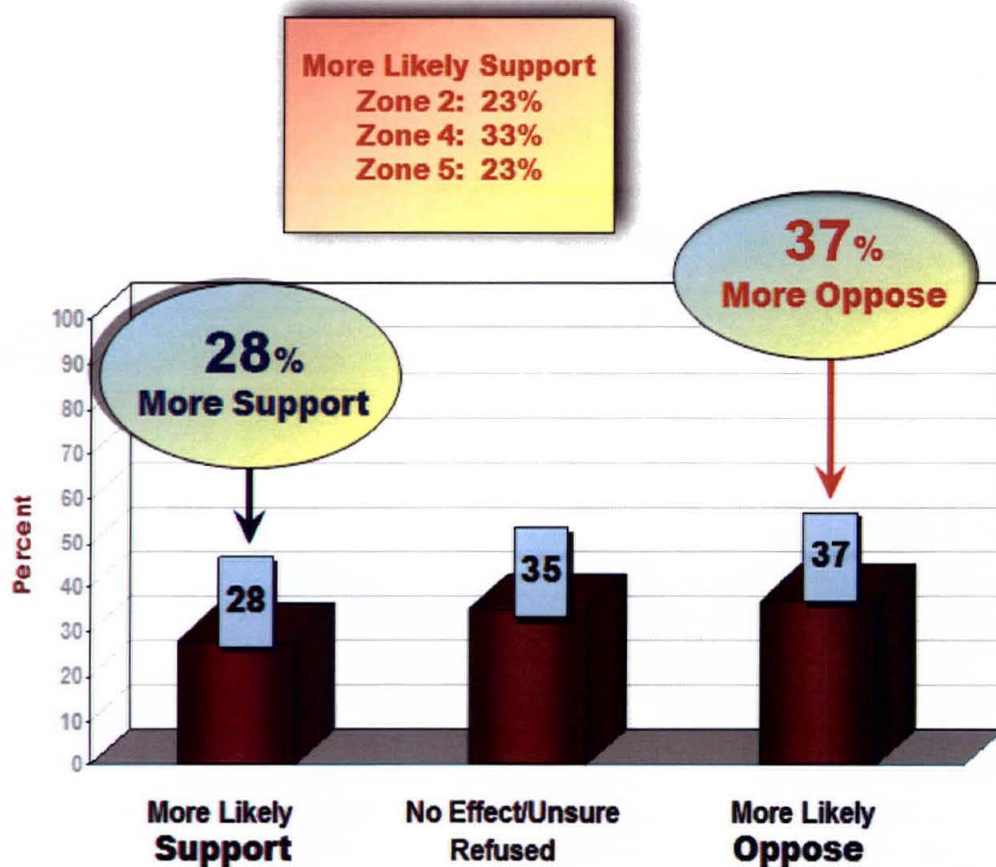


Figure 7A
City of Clovis Landscape Maintenance Assessments
January 2016

CPI is Necessary **to Properly Maintain** **Parks and Roadway Landscapes**

Question 8.2 Proper maintenance of parks and roadway landscapes is an on-going process; furthermore, due to normal inflation, the cost of maintaining these facilities increases each and every year. Therefore, property owners need to authorize an automatic annual increase in the amount of their assessment (based upon the standardized Consumer Price Index for your area) to control for normal inflation.

More Likely Support
Zone 2: 36%
Zone 4: 39%
Zone 5: 41%

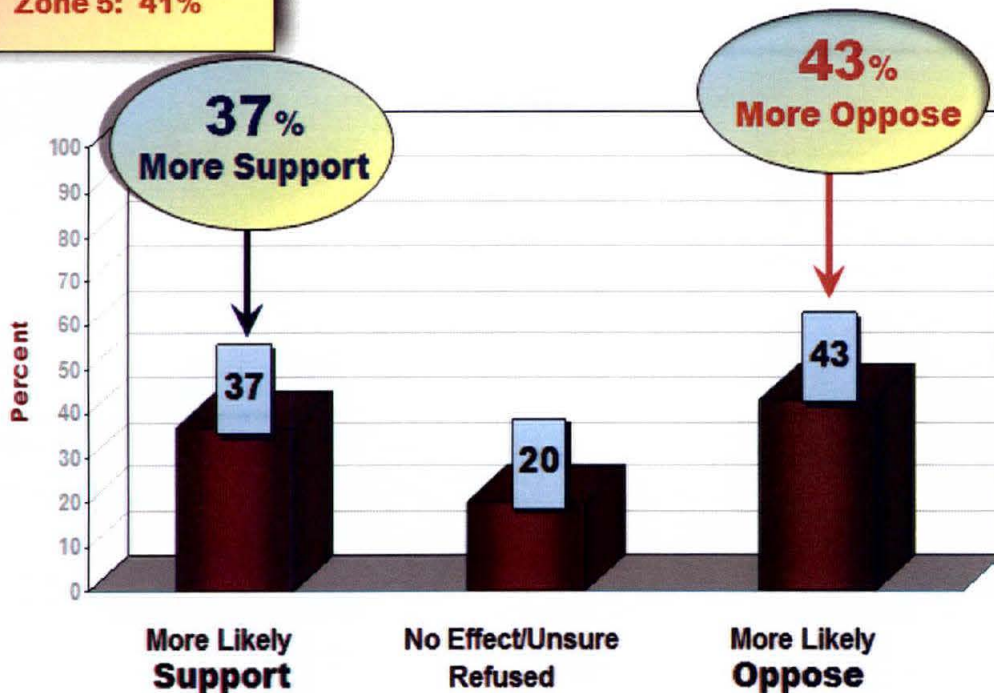


Figure 7B
City of Clovis Landscape Maintenance Assessments
January 2016

Support for CPI not to Exceed 3% To Keep Pace With Normal Inflation

Question 10.1 In order to control for normal inflation, would you support authorizing an increase in your annual assessment, based upon a CPI (not to exceed 3%), in order to **KEEP PACE** with the increased cost of providing these services from year-to-year.

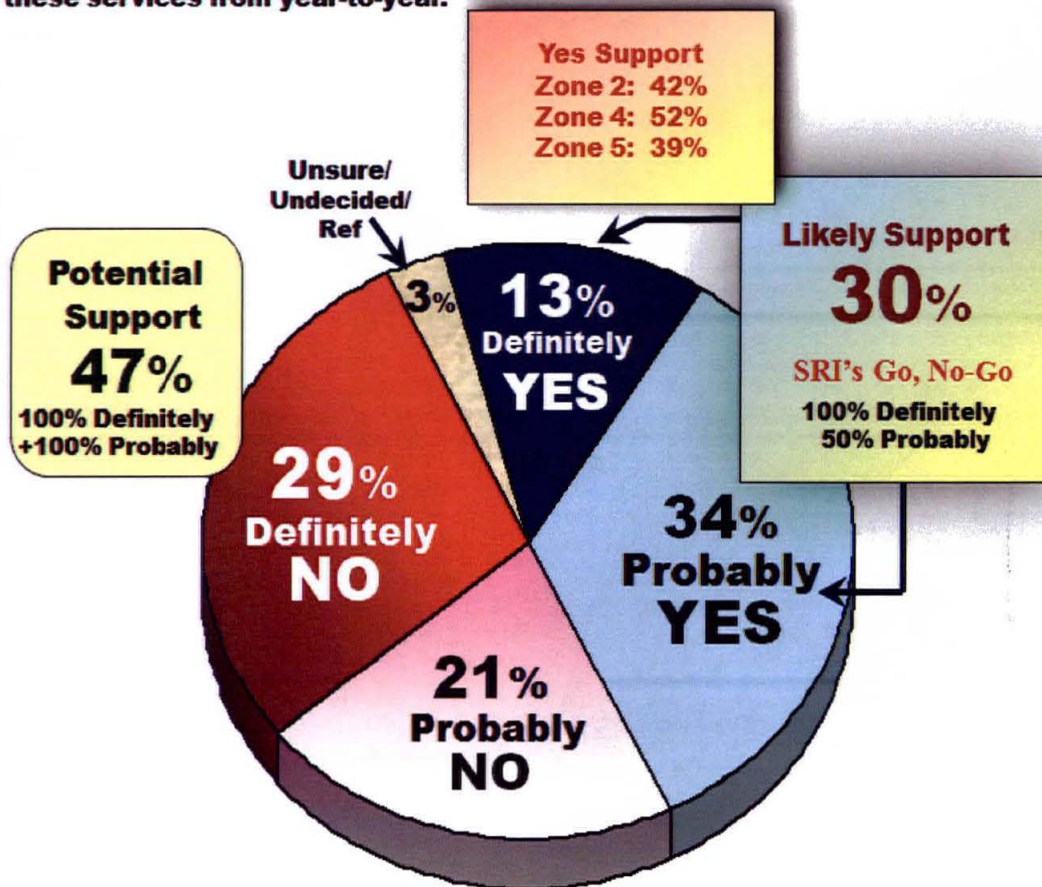


Figure 7C
City of Clovis Landscape Maintenance Assessments
January 2016

Support for CPI not to Exceed 2% To Keep Pace With Normal Inflation

Question 10.2 Would you be willing to authorize an annual CPI, not to exceed 2%, to keep these neighborhood parks and roadway landscape services in place.

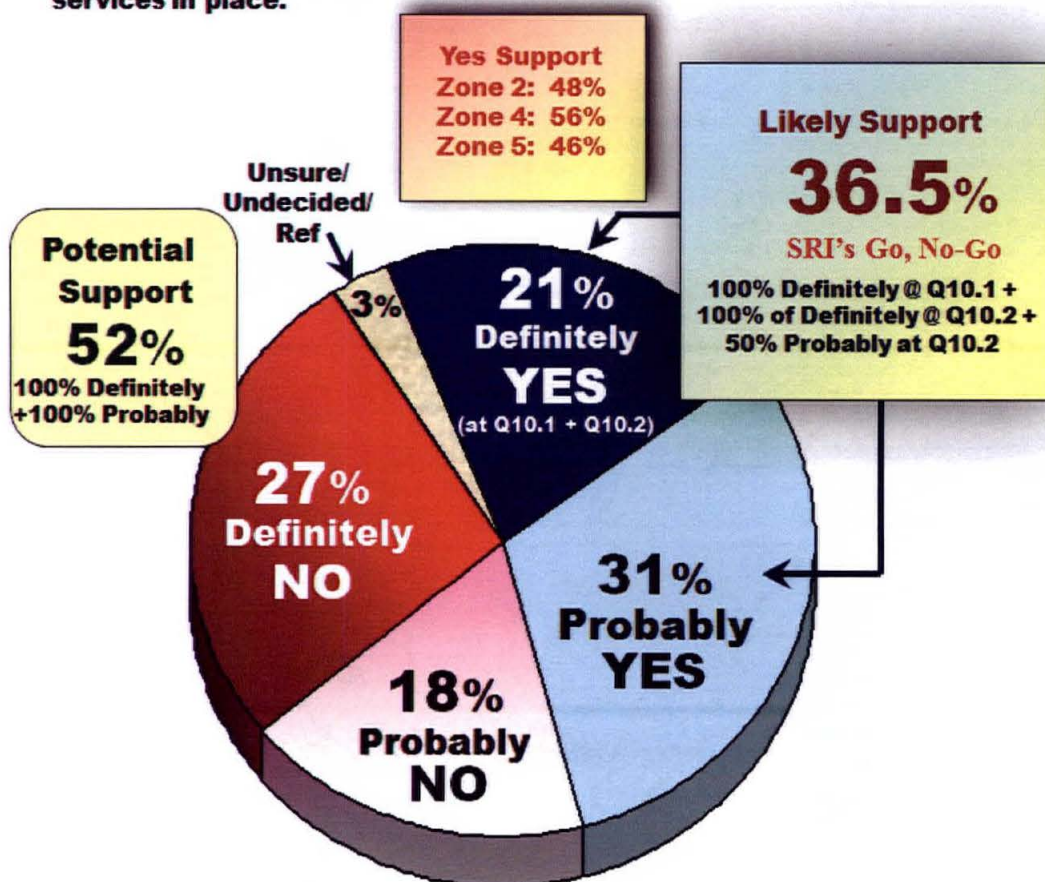


Figure 7D
City of Clovis Landscape Maintenance Assessments
January 2016

**If Automatic Increase in CPI were
Deferred for 4 years
Would This Make You More Likely to Support?**

Question 10.3 If the automatic increase to the annual assessment (based upon the CPI for our area) were to be DEFERRED (meaning POSTPONED) for four years, would you be more likely to support or more likely to oppose an increase in your assessment...or would you say the argument would have no impact on your decision of how to vote?

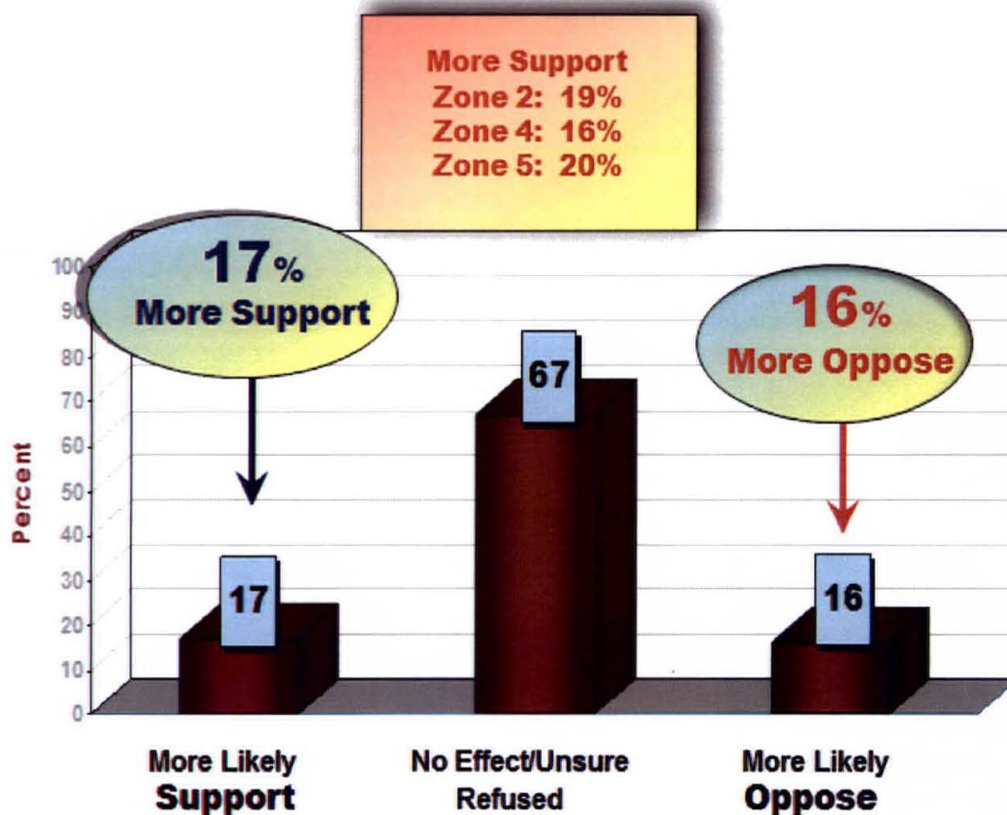


Figure 7E
City of Clovis Landscape Maintenance Assessments
January 2016

Without CPI... Another Funding Measure Will be Needed in Four to Five Years

Question 10.4 Assuming the proposed assessment increase is authorized, but without an automatic annual increase to control for normal inflation, the City will be forced to place another funding Measure on the local ballot in four or five years...asking property owners to authorize another increase in order to maintain status quo. Placing a tax measure on the local ballot is expensive; this would be a complete waste of our local tax dollars.

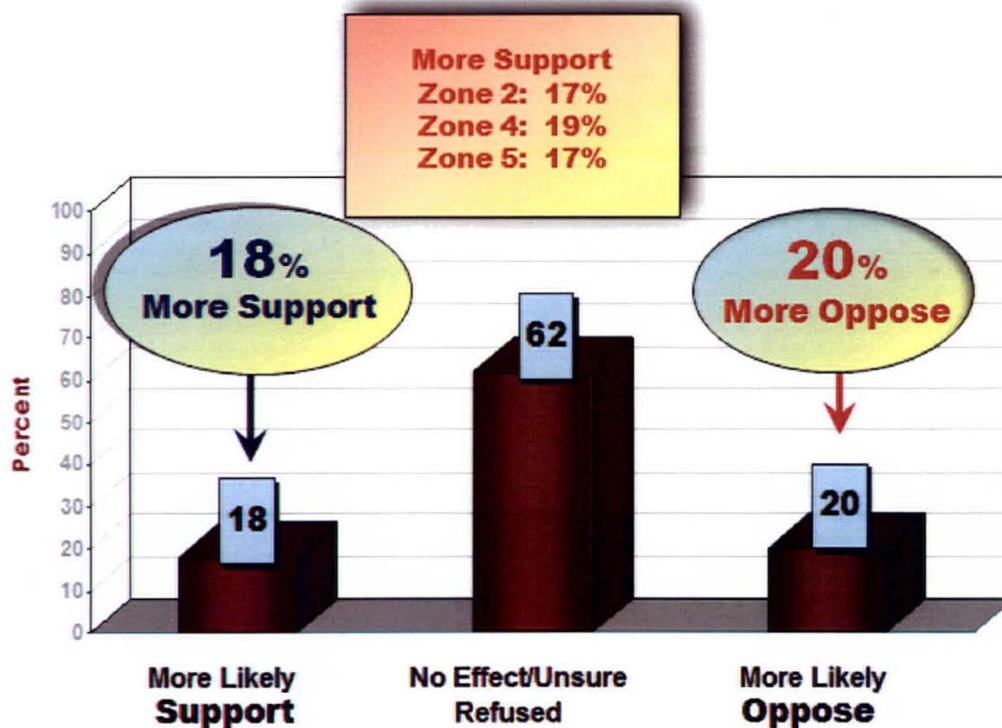


Figure 8
City of Clovis Landscape Maintenance Assessments
January 2016

Securing Information Regarding Clovis

Question 2 Series There are several different communication channels property owners might use to get information regarding City services, City-sponsored activities, proposals, and local public issues. I will read a list of several communication outlets. After I read the list, please tell me your most preferred, then your second most preferred, method of securing this type of information.

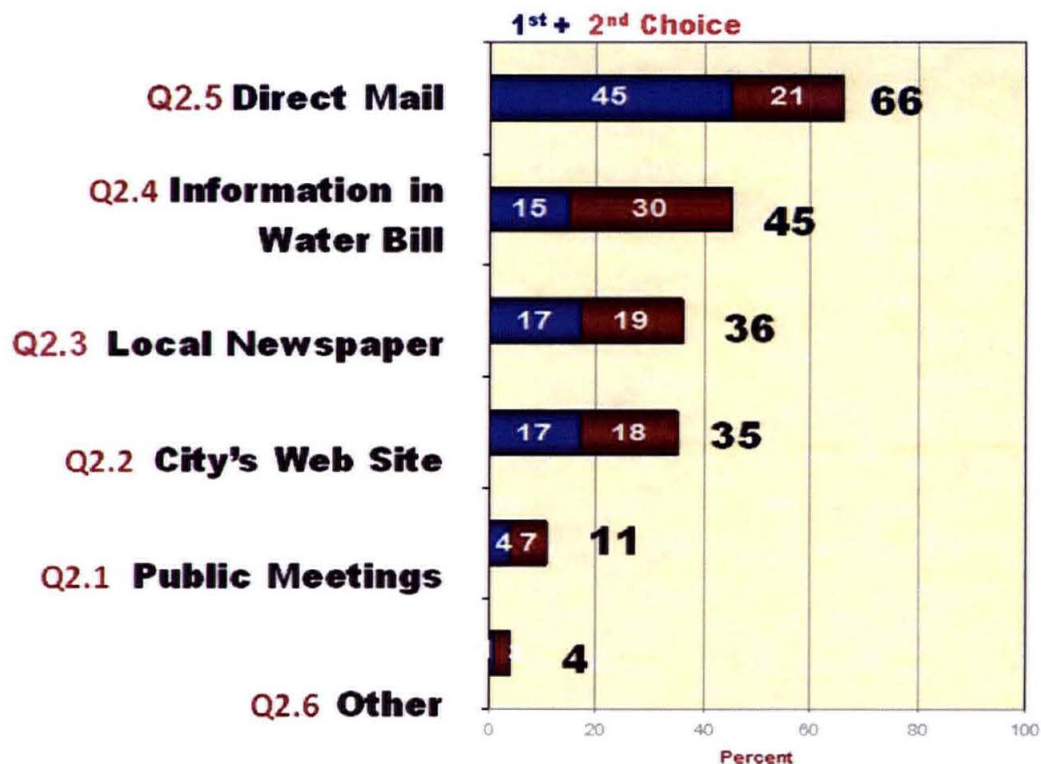


Figure 9A
City of Clovis Landscape Maintenance Assessments
January 2016

Demographics of Survey Respondents

Length of Residency

0 to 5 years	8%
6 to 10	15%
11 to 25	47%
Over 25 years	27%
Refused	3%

Age

18 to 25	1%
26 to 35	1%
36 to 50	17%
51 to 65	37%
Over 65 years	41%
Refused	3%

Household Income

Under \$25,000	3%
\$25,001 to \$50,000	12%
\$50,001 to \$75,000	14%
\$75,001 to \$100,000	17%
Over \$100,000	31%
Refused	23%

Ideology

Liberal	11%
Moderate	25%
Conservative	54%
Refused	10%

Home Ownership

Own	95%
Rent	2%
Refused	3%

Education

Less than High School	0%
High School/Trade School	9%
Some College	27%
College Graduate	30%
Graduate/Prof. School	32%
Refused	2%

Ethnicity

Caucasian	72%
Hispanic/Latino	7%
African American/Black	1%
Native American/Alaskan	2%
Native Hawaiian & other Pacific Islander	1%
Asian	3%
Other	3%
Refused	11%

Gender

Male	49%
Female	51%



Figure 9B
City of Clovis Landscape Maintenance Assessments
January 2016

Demographics of Survey Respondents

School Aged Children

None	75%
One	10%
Two	8%
Three or more	4%
Refused	3%

#Adults Under 18 Living in Household

1	13%
2	55%
3	22%
4	6%
5 or more	1%
Refused	3%



Addendum 'B'

CITY OF CLOVIS

PARK MAINTENANCE ASSESSMENT SURVEY IN ZONES 4 & 5 AND ROADWAY LANDSCAPE MAINTENANCE ASSESSMENT IN ZONE 2

TOTAL N=300

Zone 2: N=147

Zone 4: N=153

Zone 5: N= 99

(Zone 5 is a subset of Zone 2, thus included in N=147)

Hello. My name is _____ and I am with the **SURVEY RESEARCH INSTITUTE**. We are conducting a survey for the City of Clovis regarding local issues, including current City services. City officials would like to learn more about the concerns, needs and interests of property owners within the City of Clovis with respect to local public services being provided by or through the City. This survey is not part of any political campaign. Would you kindly take a few minutes to respond to our questionnaire?

NOTE TO INTERVIEWER: If respondent asks "How long will the survey take?" Answer, "About 15 minutes"

1.0 First, I would like to ask whether you agree or disagree with several statements related to specific issues of concern to City officials. Please use the following scale:

- 5 = Strongly Agree
- 4 = Somewhat Agree
- 3 = Don't really agree or disagree
- 2 = Somewhat Disagree
- 1 = Strongly Disagree

1.1 Clovis is a great community; I'm pleased to own property in Clovis. Do you Strongly Agree, Somewhat Agree, Somewhat Disagree, or Strongly Disagree with this statement?

Strongly Agree	Somewhat Agree	Neutral Unsure	Somewhat Disagree	Strongly Disagree	Refused	
80%	18%	1%	1%	0%	0%	All
78%	17%	3%	2%	0%	0%	Zone 2
81%	19%	0%	0%	0%	0%	Zone 4
82%	13%	3%	2%	0%	0%	Zone 5

1.2 Attractive public landscapes, such as medians and areas along major roadways, streets and thoroughfares, and well-groomed City-owned community and neighborhood parks and trails **SIGNIFICANTLY IMPACTS PROPERTY VALUES** in Clovis.

Strongly Agree	Somewhat Agree	Neutral Unsure	Somewhat Disagree	Strongly Disagree	Refused	
70%	26%	2%	1%	1%	0%	All
64%	30%	3%	1%	2%	0%	Zone 2
76%	21%	2%	1%	0%	0%	Zone 4
64%	31%	3%	0%	2%	0%	Zone 5

- 1.3 It is absolutely essential for local government to **properly maintain** City-owned parks, trails, and landscape areas throughout the City's jurisdiction.

Strongly Agree	Somewhat Agree	Neutral Unsure	Somewhat Disagree	Strongly Disagree	Refused	
77%	19%	1%	2%	1%	0%	All
74%	22%	1%	1%	2%	0%	Zone 2
81%	15%	1%	3%	0%	0%	Zone 4
73%	25%	0%	0%	2%	0%	Zone 5

Source of Information about the City of Clovis

- 2.0 On a slightly different topic, there are several different **communication channels** property owners might use to get information regarding City services, City-sponsored activities, proposals, and local public issues. I will read a list of several communication outlets. After I read the list, please tell me your most preferred, then your second most preferred, method of securing this type of information.

(%s represent 1st + 2nd choice)

Public Meetings	City Web Site	Local Paper	Water Bill	Direct Mail	Other	Unsure/Ref	
11%	35%	36%	45%	66%	4%	1%	All
11%	36%	33%	43%	67%	5%	1%	Zone 2
10%	34%	39%	47%	64%	2%	0%	Zone 4
9%	32%	30%	51%	66%	6%	2%	Zone 5

Establishing Benchmark Attitudes Involving Existing Zones of Benefit

- 3.0 The next series of questions have to do with how the City secures the funds needed to pay for the on-going maintenance of public landscaped areas throughout the community; in particular, neighborhood parks and landscapes adjacent to public roadways.

In 1985, local property owners authorized the creation of a Special Benefit Assessment District, which made it possible for the City to annually administer a modest assessment to pay for these amenities. This funding mechanism is called a "**Special Benefit Assessment**". However, in order to remain equitable to everyone who purchased property in Clovis after 1985, multiple **ZONES OF BENEFIT** were created to make certain that each parcel of property would only be assessed for the specific amenities from which their property benefits.

My first question is this...

- 3.1 Do you agree or disagree with the notion that an annual **Special Benefit Assessment** is a reasonable funding mechanism to pay for maintaining neighborhood parks and roadway landscaped areas located within each Zone of Benefit throughout the City, thereby making certain that each parcel of property is only assessed for the specific amenities from which their property benefits? Specifically, do you Strongly Agree, Somewhat Agree, Somewhat Disagree, or Strongly Disagree with this method of funding?

Strongly Agree	Somewhat Agree	Neutral Unsure	Somewhat Disagree	Strongly Disagree	Refused	
33%	46%	2%	9%	10%	0%	All
33%	46%	3%	7%	11%	0%	Zone 2
33%	46%	1%	11%	9%	0%	Zone 4
32%	49%	3%	5%	11%	0%	Zone 5

3.2 At the present time, City officials are facing a very difficult dilemma.

On the one hand, the cost of maintaining neighborhood parks and roadway landscape maintenance continues to increase each and every year; on the other hand, the City cannot authorize an increase in the annual assessment to cover these types of expenditures without securing permission from property owners who benefit from these facilities and services. The City has done everything possible to cut back on expenses, but without negatively impacting the services being provided; however, the **costs** have risen to the point where there are only two alternatives:

- (1) **DRAMATICALLY** cut back on the level of services presently being provided through the City, or...
- (2) Ask property owners to authorize the City to increase annual assessments for these services in order to keep them at their present level.

Given these two alternatives, would you prefer that the City:

All	Zone 2	Zone 4	Zone 5	
28%	33%	23%	35%	Dramatically reduce the level of services being provided today, or would you prefer that...
55%	51%	59%	49%	In order to maintain status quo , property owners need to authorize a modest increase in the annual assessment in order to keep the park maintenance and roadway landscape maintenance services presently being provided at the same level as they are today?
4%	5%	3%	5%	Depends on the amount of the increase in my annual benefit assessment (<u>DO NOT read this option</u>)
13%	11%	15%	11%	Unsure/DK/Refused

The questions in the Q4.0 series was asked ONLY of those who reside in Zone 2

4.0 In order to keep the level of maintenance of the **ROADWAY LANDSCAPES** at their present levels within Benefit Zone 2, where you own property, it is essential that the annual assessment be **INCREASED**. If this does NOT happen, the landscape maintenance services being provided today will have to be cut back, dramatically.

However, as noted a moment ago, increasing the annual rate of assessment in any Zone of Benefit requires the authorization of property owners in that Zone. This authorization is secured through a mail ballot that is sent to every property owner within the Zone of Benefit; authorization requires **simply-majority support** from those who return their mail ballot to the City.

The specific services that are in jeopardy of being cut back at the present time within Benefit Zone 2 include routine maintenance of **roadway landscaping** throughout Zone 2; the ability to **replace trees** lost during the 4-year drought; and to **rehabilitate landscaped areas**, where needed.

I will now read to you the amount of your current annual assessment for maintaining the roadway landscape maintenance in your Zone of Benefit. I will then tell you what the amount of the assessment would be if property owners within Zone 2 were to authorize an increase in the annual assessment that would be sufficient in order to **AVOID** dramatic cutbacks.

At the present time, the annual Assessment for **roadway landscape maintenance** on the property you own in

Benefit Zone 2 is:

\$87.10 per year; or \$7.26 a month; your new rate would increase to **\$111.34** per year, about **\$9.28 per month**...this is an increase of **\$2.02 per month**.

My question is this, would you vote YES or NO if asked to authorize the above increase in the annual Roadway Landscape Maintenance assessment in Benefit Zone 2; and, would that be:

Likely Support:
47.5%
SRI's Go/No-Go Model:
 100% Definitely Yes +
 50% of Probably Yes
Potential Support 64%

Definitely Yes Skip to 8.0 31%	Probably Yes Skip to 8.0 33%	Unsure Ref Skip to 8.0 6%	Probably No Ask 4.1 13%	Definitely No Ask 4.1 17%	Zone 2
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- 4.1 Since you are NOT willing to pay **\$111.34** per year in order to provide routine maintenance of **roadway landscaping**; to **replace trees**; and **rehabilitate landscaped areas**, where needed (which is about \$9.28 per month)...would you be willing to pay **\$106.11 per year** to maintain status quo, which is about \$8.83 per month...or **\$1.58 per month increase** from what you are presently paying? Specifically, this would result in your annual assessment increasing from:

\$87.10 per year to **\$106.11** per year; an increase of \$1.58 per month. And, would that be...

Likely Support:
50.5%
SRI's Go/No-Go Model:
 100% Definitely Yes +
 50% of Probably Yes
Potential Support 67%

Definitely Yes at Q4.0 31%	Probably Yes at Q4.0 33%	Definitely Yes Skip to 8.0 3%	Probably Yes Skip to 8.0 0%	Unsure Ref Skip to 8.0 0%	Probably No Skip to 8.0 16%	Definitely No Skip to 8.0 17%	Zone 2
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The questions in the Q5.0 series will be asked ONLY of respondents who reside in Zone 4

5.0 In order to keep the level of **NEIGHBORHOOD PARK MAINTENANCE** at present levels within Zone 4, where you own property, it is essential that the annual assessment be INCREASED. If this does NOT happen, the park maintenance services being provided today will have to be cut back, dramatically.

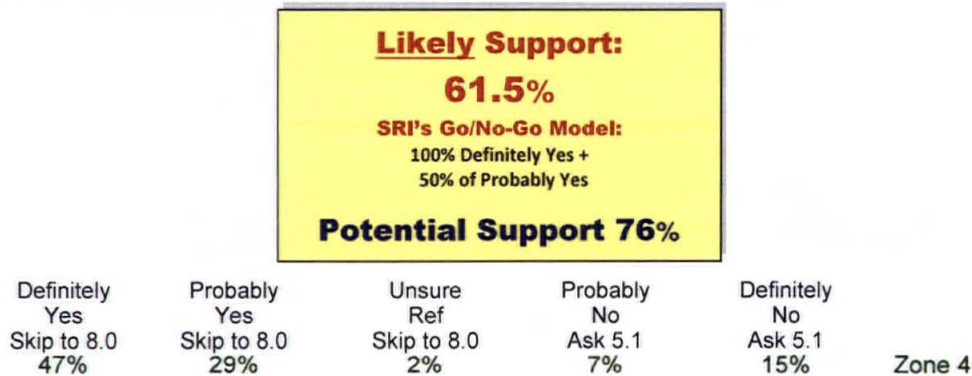
However, as noted a moment ago, increasing the annual rate of assessment in any Zone of Benefit requires the authorization of property owners in that Zone. This authorization is secured through a mail ballot that is sent to every property owner within the Zone of Benefit; authorization requires simple-majority support from those who return their mail ballot to the City.

I will now read to you the amount of your current annual assessment in the Zone of Benefit where you reside. I will then tell you what the amount of the assessment would be if property owners in Zone 4 were to authorize an increase that would be sufficient in order to maintain current services and replace playground equipment and amenities, as needed.

At the present time, the annual Assessment for park maintenance on the property you own in Clovis is:

\$36.42 per year; or \$3.04 a month; your new rate would increase to **\$49.96 per year, about \$4.16 per month...**this is an increase of **\$1.12 per month.**

My question is this, would you vote YES or NO if asked to authorize the above increase in the annual Park Maintenance assessment in Benefit Zone 4; and, would that be:



5.1 Since you are NOT willing to pay **\$49.96** per year in order to maintain current services and to replace playground equipment and amenities, as needed (which is about \$4.16 per month), would you be willing to pay **\$47.58 per year** to maintain status quo, which is about \$3.97 per month...**or 92 cents per month increase** from what you are presently paying? Specifically, this would result in your annual assessment increasing from:

\$36.42 per year to \$47.58 per year; an increase of 92 cents per month. And, would that be...



Definitely Yes at Q5.0 47%	Probably Yes at Q5.0 29%	Definitely Yes Skip to 8.0 0%	Probably Yes Skip to 8.0 3%	Unsure Ref Skip to 8.0 0%	Probably No Skip to 8.0 5%	Definitely No Skip to 8.0 16%	Zone 4
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The questions in the Q6 and Q7 series was asked ONLY of those who reside in Zone 5

6.0 The zone where you own property includes TWO Benefit Zones; the first, Zone 2, was created in order to provide funding needed for maintaining ROADWAY LANDSCAPES; the second is Zone 5, which was created in order to properly maintain neighborhood parks. The next set of questions deal with each of these two Benefit Zones, separately.

6.1 In order to keep the level of maintenance of the **ROADWAY LANDSCAPES** at their present levels within Benefit Zone 2, where you own property, it is essential that the annual assessment be **INCREASED**. If this does NOT happen, the landscape maintenance services being provided today will have to be cut back, dramatically.

However, as noted a moment ago, increasing the annual rate of assessment in any Zone of Benefit requires the authorization of property owners in that Zone. This authorization is secured through a mail ballot that is sent to every property owner within the Zone of Benefit; authorization requires **simple-majority support** from those who return their mail ballot to the City.

The specific services that are in jeopardy of being cut back at the present time within Benefit Zone 2 include routine maintenance of **roadway landscaping** throughout Zone 2; the ability to **replace trees** lost during the 4-year drought; and to **rehabilitate landscaped areas**, where needed.

I will now read to you the amount of your current annual assessment for maintaining the roadway landscape maintenance in your Zone of Benefit. I will then tell you what the amount of the assessment would be if property owners within Zone 2 were to authorize an increase in the annual assessment that would be sufficient in order to **AVOID** dramatic cutbacks.

At the present time, the annual Assessment for **roadway landscape maintenance** on the property you own in Benefit Zone 2 is:

\$87.10 per year; or \$7.26 a month; your new rate would increase to **\$111.34** per year, about **\$9.28 per month**...this is an increase of **\$2.02 per month**.

My question is this, would you vote YES or NO if asked to authorize the above increase in the annual Roadway Landscape Maintenance assessment in Benefit Zone 2; and, would that be:

Likely Support:

51.5%

SRI's Go/No-Go Model:

100% Definitely Yes +

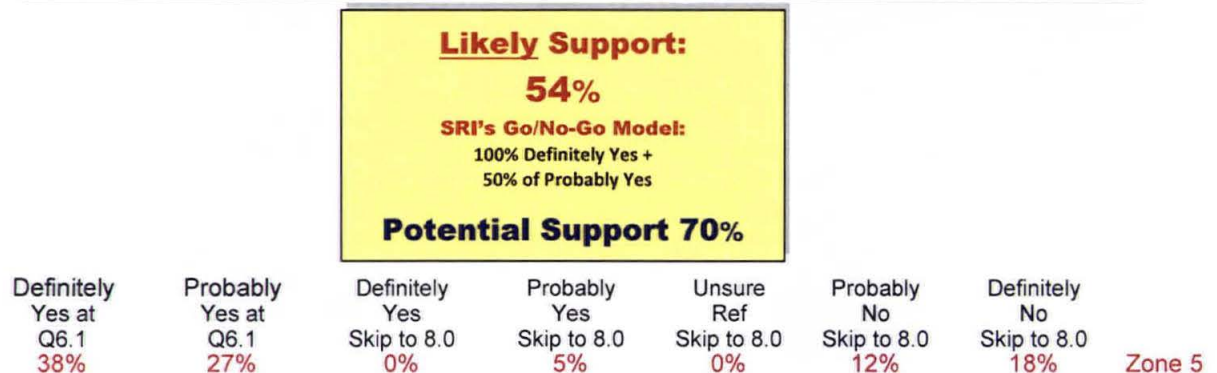
50% of Probably Yes

Potential Support 65%

Definitely Yes Skip to 8.0 38%	Probably Yes Skip to 8.0 27%	Unsure Ref Skip to 8.0 4%	Probably No Skip to 6.2 14%	Definitely No Skip to 6.2 17%	Zone 5
---	---------------------------------------	------------------------------------	--------------------------------------	--	--------

- 6.2 Since you are NOT willing to pay **\$111.34** per year in order to provide routine maintenance of **roadway landscaping**; to **replace trees**; and **rehabilitate landscaped areas**, where needed (which is about \$9.28 per month)...would you be willing to pay **\$106.11 per year** to maintain status quo, which is about \$8.83 per month...or **\$1.58 per month increase** from what you are presently paying? Specifically, this would result in your annual assessment increasing from:

\$87.10 per year to **\$106.11** per year; an increase of \$1.58 per month. And, would that be...



- 7.0 I would now like to ask you about maintaining the parks in your neighborhood. In order to keep the level of **NEIGHBORHOOD PARK MAINTENANCE** at their present levels within Zone 5, where you own property, it is essential that the annual assessment be INCREASED. If this does NOT happen, the park maintenance services being provided today will have to be cut back, dramatically.

However, as noted a moment ago, increasing the annual rate of assessment in any Zone of Benefit requires the authorization of property owners in that Zone. This authorization is secured through a mail ballot that is sent to every property owner within the Zone of Benefit; authorization requires simple-majority support from those who return their mail ballot to the City.

I will now read to you the amount of your current annual assessment in the Zone of Benefit where you reside. I will then tell you what the amount of the assessment would be if property owners in Zone 5 were to authorize an increase that would be sufficient in order to maintain current services and to replace the oldest playgrounds, as well as replace older components in a majority of playgrounds within the Zone of Benefit.

At the present time, the annual Assessment for park maintenance on the property you own in Clovis is:

\$50.10 per year; or \$4.18 a month; your new rate would increase to \$64.87 per year, about \$5.41 per month...this is an increase of \$1.23 per month.

My question is this, would you vote YES or NO is asked to authorize the above increase in the annual Park Maintenance assessment in Benefit Zone 5; and, would that be:



- 7.1 Since you are NOT willing to pay **\$64.87** per year in order to maintain current services and to replace playground equipment and amenities, as needed (which is about \$5.29 per month), would you be willing to pay **\$60.53 per year** to maintain status quo, which about \$5.04 per month...**or 86 cents per month increase** from what you are presently paying? Specifically, this would result in your annual assessment increasing from:

\$50.10 per year to **\$60.53** per year; an increase of 86 cents per month. And, would that be...

Likely Support:
61.5%
SRI's Go/No-Go Model:
 100% Definitely Yes +
 50% of Probably Yes
Potential Support 80%

Definitely Yes at Q6.1 43%	Probably Yes at Q6.1 27%	Definitely Yes Skip to 8.0 0%	Probably Yes Skip to 8.0 10%	Unsure Ref Skip to 8.0 0%	Probably No Skip to 8.0 5%	Definitely No Skip to 8.0 15%	Zone 5
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Test ARGUMENTS

8.0 I am now going to read several arguments that might be offered either **for** or **against** authorizing an increase in your annual Assessment within the Zone of Benefit where you reside. After I read each one, please tell me, if you heard the statement from a trusted source, would you be **more likely** to **support** or **more likely** to **oppose** authorizing such an increase...**or** would you say the argument would have **no impact** on your decision of how to vote?

Here is the first argument:

NOTE TO INTERVIEWER: ROTATE questions 8.1 to 8.5

- 8.1 Without the **increase in the assessment**, there will be reduced services, meaning more weeds, dead plants, more trash, and the turf will be mowed less.

If you heard this from a credible source would you be **more likely** to **support** or **more likely** to **oppose** an increase in your assessment?

I would be more likely to support the Increase	no effect on me doesn't matter	would be more likely to oppose the Increase	Unsure/DK Refused	All
55%	15%	27%	3%	
48%	19%	30%	3%	Zone 2
60%	12%	25%	3%	Zone 4
51%	19%	27%	3%	Zone 5

- 8.2 Proper maintenance of parks and roadway landscapes is an on-going process; furthermore, due to normal inflation, the cost of maintaining these facilities increases each and every year. Therefore, property owners need to authorize an **automatic annual increase** in the amount of their assessment (based upon the standardized Consumer Price Index for your area) to control for normal inflation.

If you heard this from a credible source would you be more likely to **support** or more likely to **oppose** an increase in your assessment?

I would be more likely to support the Increase	no effect on me doesn't matter	would be more likely to oppose the Increase	Unsure/DK Refused	
37%	16%	43%	4%	All
36%	18%	43%	3%	Zone 2
39%	14%	43%	4%	Zone 4
41%	18%	38%	3%	Zone 5

- 8.3 **Public Safety** is a top priority to Clovis residents. If the City's neighborhood parks aren't properly maintained, then they could soon become a danger zone; therefore, we need to provide the funds needed for keeping the City's neighborhood parks well maintained.

If you heard this from a credible source would you be more likely to **support** or more likely to **oppose** a measure to keep the level of maintenance of these public facilities at their present levels?

I would be more likely to support the Increase	no effect on me doesn't matter	would be more likely to oppose the Increase	Unsure/DK Refused	
59%	16%	22%	3%	All
57%	19%	22%	2%	Zone 2
61%	14%	22%	3%	Zone 4
58%	21%	18%	3%	Zone 5

- 8.4 Taxes and assessments in Clovis **are already too high**. I would never vote for an increase on taxes.

If you heard this from a credible source would you be more likely to **support** or more likely to **oppose** an increase in your assessment?

I would be more likely to support the Increase	no effect on me doesn't matter	would be more likely to oppose the Increase	Unsure/DK Refused	
28%	31%	37%	4%	All
23%	33%	41%	3%	Zone 2
33%	29%	34%	4%	Zone 4
23%	34%	40%	3%	Zone 5

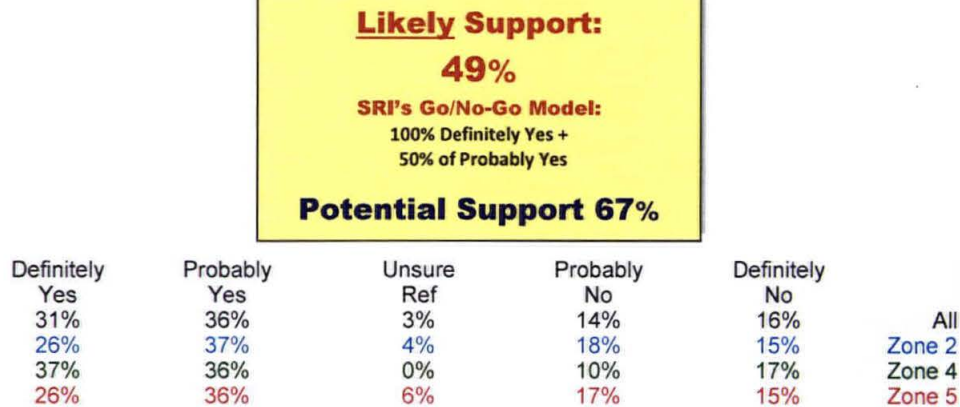
- 8.5 Parks and roadway maintenance is necessary in order to maintain our *quality of life* in Clovis; therefore, it is essential that this increase in the annual assessment is authorized.

If you heard this from a credible source would you be more likely to **support** or more likely to **oppose** an increase in your assessment?

I would be more likely to support the Increase	no effect on me doesn't matter	would be more likely to oppose the Increase	Unsure/DK Refused	
56%	16%	26%	2%	All
48%	20%	31%	1%	Zone 2
63%	12%	23%	2%	Zone 4
47%	21%	30%	2%	Zone 5

Voter Support AFTER Arguments

9.0 Now that you have heard several arguments FOR and AGAINST increasing the assessment in your Zone of Benefit; would you **vote YES or NO**, and would that be...

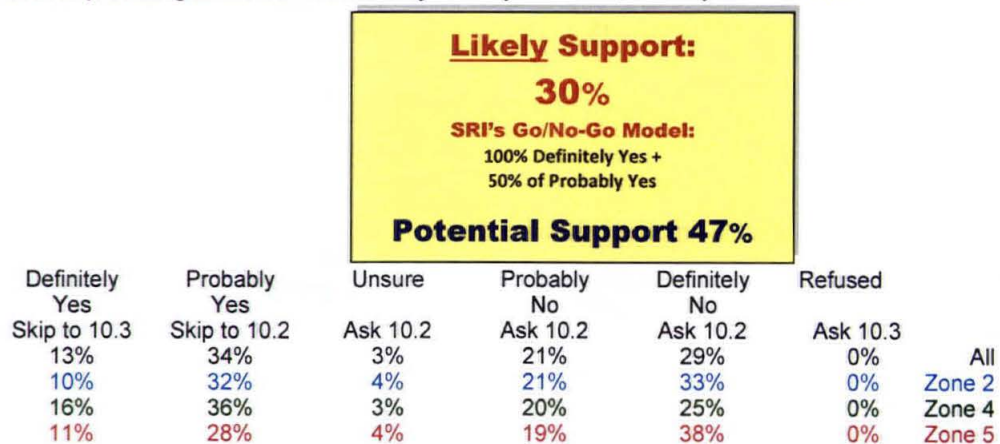


Testing feasibility of incorporating a CPI

10.0 Proper maintenance of neighborhood parks and roadway landscapes is an on-going process; furthermore, due to normal inflation, the cost of maintenance for these facilities increases each and every year. Unless there is a mechanism in place to provide additional income as maintenance costs continue to rise, the City may be faced with making additional cutbacks in the relatively near future.

The most common way to address this reality is to ask property owners to authorize an annual index of change, which is based upon the CONSUMER PRICE INDEX, or CPI that exists in other Zones of Benefit throughout Clovis; unfortunately, there is NO CPI in place, today, in your Benefit Zone. So, my question is this...

10.1 In order to control for normal inflation, would you support authorizing an increase in your annual assessment, based upon a CPI (not to exceed 3%), in order to KEEP PACE with the increased cost of providing these services from year-to-year. And, would your answer be...



- 10.2 Would you be willing to authorize an annual CPI, not to exceed 2%, to keep these neighborhood parks and roadway landscape services in place. And, would your answer be...



Definitely Yes at Q10.1	Definitely Yes	Probably Yes	Unsure	Probably No	Definitely No	Refused	
13%	8%	31%	3%	18%	27%	0%	All
10%	7%	31%	2%	21%	29%	0%	Zone 2
16%	9%	31%	3%	15%	25%	1%	Zone 4
11%	7%	28%	3%	17%	34%	0%	Zone 5

- 10.3 If the automatic increase to the annual assessment (based upon the CPI for our area) were to be DEFERRED (meaning POSTPONED) for four years, would you be more likely to **support** or more likely to **oppose** an increase in your assessment...or would you say the argument would have no impact on your decision of how to vote?

I would be more likely to support the Increase	no effect on me doesn't matter	would be more likely to oppose the Increase	Unsure/DK (Refused)	
17%	63%	16%	4%	All
19%	60%	16%	5%	Zone 2
16%	66%	16%	2%	Zone 4
20%	63%	14%	3%	Zone 5

- 10.4 Assuming the proposed assessment increase is authorized, but without an automatic annual increase to control for normal inflation, the City will be **forced to place another funding Measure on the local ballot** in four or five years...asking property owners to authorize another increase in order to maintain status quo. Placing a tax measure on the local ballot is expensive; this would be a complete waste of our local tax dollars.

If you heard this from a credible source would you be more likely to **support** or more likely to **oppose** an increase in your assessment...or would you say the argument would have no impact on your decision of how to vote?

I would be more likely to support the Increase	no effect on me doesn't matter	would be more likely to oppose the Increase	Unsure/DK (Refused)	
18%	57%	20%	5%	All
17%	56%	22%	5%	Zone 2
19%	58%	19%	4%	Zone 4
17%	54%	23%	6%	Zone 5

Demographics

Finally, I have a few questions about you.

11.0 How long have you lived in Clovis?

- 8% 0 to 5 years
- 15% 6 to 10 years
- 47% 11 to 25 years
- 27% over 25 years
- 3% Refused (**DO NOT READ** this option)

12.0 Do you own or rent your home?

- 2% Rent
- 95% Own
- 3% Refused (**DO NOT READ** this option)

13.0 How many adults (18 years or older) do you have living in your household?

- 13% One
- 55% Two
- 22% Three
- 6% Four
- 1% Five or more
- 3% Refused (**DO NOT READ** this option)

14.0 How many children do you have living at home under the age of 18?

- 75% None
- 10% One
- 8% Two
- 4% Three or more
- 3% Refused (**DO NOT READ** this option)

15.0 Into what age range do you fall?

- 1% 18 to 25 years
- 1% 26 to 35 years
- 17% 36 to 50 years
- 37% 51 to 65 years
- 41% Over 65 years
- 3% Refused (**DO NOT READ** this option)

16.0 How many years of school have you completed?

- 0% Less than High School
- 9% High School graduate (or Trade School)
- 27% Some college
- 30% College graduate
- 32% Graduate school, Professional school
- 2% Refused (**DO NOT READ** this option)

17.0 Into what range does your annual household income fall?

- 3% under \$25,000
- 12% between \$25,000 and \$50,000
- 14% between \$50,000 and \$75,000
- 17% between \$75,000 and \$100,000
- 31% Over \$100,000
- 23% Refused (**DO NOT READ** this option)

18.0 Using the traditional political labels would you describe yourself as **liberal**, **moderate**, or **conservative**?

- 11% Liberal
- 25% Moderate
- 54% Conservative
- 10% Refused (**DO NOT READ** this option)

19.0 How would you describe your ethnic background?

- 72% White or Caucasian
- 7% Hispanic/Latino
- 1% African American or Black
- 2% Native American/Alaskan Native
- 1% Native Hawaiian & other Pacific Islander
- 3% Asian
- 3% Other
- 11% Refused

This concludes our survey questions. Thank you for sharing your thoughts and opinions with the District. If you would like more information about programs and activities being offered through the **Southgate Recreation & Park District**, please visit the District's website at www.southgaterecandpark.net or contact the District office at: (916) 428-1171.

Politely say "Good-bye."

**DO NOT READ THE FOLLOWING QUESTION; SIMPLY RECORD THE CORRESPONDING
INFORMATION FOR Q26.0
BEFORE MOVING ON TO NEXT INTERVIEW.**

20.0 Gender of respondent?

49% Male
51% Female

21.0 Zone of benefit

49% Zone 2 & 5
51% Zone 4
33% Zone 5 (subset of Zone 2)

January 2016

Addendum 'C'

Research Design and Methodology

The present research effort strictly adheres to "**The Scientific Method**," as do all SRI studies.

The telephone survey was comprised of a random sample of N=300 completed interviews with property owners in Zones 2, 4 and 5 in the City of Clovis. At 95% confidence level, an N=300 yields *sampling error* of $\pm 4.5\%$ to 5.8% .

Thus, the *findings* from the present research effort are highly "representative" of the population(s) from which the sample was drawn.

By working closely with the City of Clovis Parks Manager, Eric Aller, and consultant Joe Francisco of Francisco and associates, we were able to create a research instrument (questionnaire) tailored to the needs and expectations of City officials. The research instrument was then "pre-tested"; appropriate adjustments were made; and the survey was entered into the field, full force. Of course, special care was taken to ensure that appropriate measurement scales were employed in order to maximize both the *reliability* and *validity* of the responses.

Data collection continued from January 12-20, 2016. After the data were gathered, they were analyzed using a statistical package called SPSS, which accommodates the application of both **descriptive** and **advanced** statistical analyses. We then created the appropriate graphs, charts, and tables; finally, we prepared the present document for use by the Client.

Should additional analysis and/or interpretation of the "*findings*" be desired by the Client, SRI will happily do so and in a timely fashion.





January 22, 2018

Scott Redelfs, P. E.
Public Utilities Director
Public Utilities Department
City of Clovis
155 N. Sunnyside
Clovis, CA 93611

Subject: Proposal to Assist the City of Clovis to Conduct the Proposition 218 Notice and Ballot Mailing and Subsequent Ballot Tabulation for Benefit Zone No. 2 in the City's Landscape Maintenance District No. 1

Dear Scott:

Francisco & Associates, Inc. appreciates the opportunity to submit this proposal to the City of Clovis to conduct the Proposition 218 notice and ballot mailing and subsequent ballot tabulation for Benefit Zone 2.

SCOPE OF SERVICES

The scope of work will consist of updating the notice and balloting database to include the most current parcel information (e.g. property owner names, mailing addresses, etc.), duplication of approximately 6,000 notices, ballots and outgoing and return envelopes, mailing of the notices and ballots, preparation of replacement notices and ballots if requested by property owners and subsequent tabulation of ballots for Benefit Zone 2.

Task 1 – Develop updated Notice and Ballot Database

Coordinate with the County to obtain the most current property owner database and update the property owner names and mailing address information for the parcels located within Benefit Zone 2.

Task 2 –Mail Merge and Duplicate Approximately 6,000 Notices, Ballots, Outgoing Envelopes and Return Envelopes

Coordinate with City staff and the mail house s to mail merge and duplicate approximately 6,000 notices, ballots, outgoing and incoming envelopes. The outgoing envelopes will be white No. 10 windowed envelopes with the City's logo, return address, stamp and statement that the envelopes contain an assessment ballot inside. The No. 9 return envelopes will be a light pastel color and contain the City's logo and return address on them along with a

130 Market Place, Suite 160 ~ San Ramon, CA 94583
(925) 867-3400 ~ fax (925) 867-3415

prepaid postage stamp. The notice will be 11" x 17" and contain the information associated with the proposed assessment increase and the ballot will be colored card stock.

Task 3 – Mailing of Notices and Ballots

Fold, stuff, apply postage to outgoing and incoming envelopes and deliver approximately 6,000 notices and ballots to the post office to ensure they are delivered by the legal deadline. The ballots will be mailed no less than 45 days prior to the public hearing.

Task 4 – Duplicate Notices and Ballots

If requested by the City or property owner, Francisco & Associates will prepare and mail duplicate notices and ballots in the event they are lost, misplaced, if the property owner wishes to change their vote, etc. These ballots will be printed on a different colored card stock than the original ballots to ensure ballots are not counted twice.

Task 5 – Tabulation of Ballots

After the close of the Public Hearing, open, sort, and tabulate all returned ballots and prepare the ballot tabulation reports for each Benefit Zone. The tabulation reports shall include, but are not limited to; the number of returned ballot votes in favor of the assessment increase, number of ballot votes opposed to the assessment increase, number ballot votes considered invalid, and number of ballots not returned.

Responsibilities of the City

- 1) Provide qualified legal counsel to review and approve the Proposition 218 documents and proceedings;
- 2) Determine the assessment increases for Benefit Zone 2;
- 3) Prepare and publish all notices;
- 4) Prepare all staff reports and resolutions; and
- 5) Schedule and agendize required City Council meetings.

FEE SCHEDULE

The following is a listing of our lump sum fee schedule.

Preparation, Mailing of Notices/Ballots and Tabulation	\$2.40 per balloted zone
--	--------------------------

All mail house costs for duplication and mailing the notices and ballots are included in the lump sum fee per parcel shown above. Based upon conducting a Proposition 218 election for 6,000 parcels within Benefit Zone No. 2 the estimated fee would be \$14,400.00.

Francisco & Associates, Inc.

Scott Redelfs, P. E.
January 22, 2018
Page 3 of 3

City to pay outgoing and incoming postage prior to mailing which is estimated to be \$6,780.00.

TERMS

Francisco & Associates will invoice the City on a monthly basis for services performed during the previous month. The City will pay undisputed invoices within 30 days of receipt of invoice.

If you have any questions or comments regarding our proposal, please call me at 925-867-3400.

Sincerely
FRANCISCO & ASSOCIATES, INC.

A handwritten signature in blue ink, reading "Joseph A. Francisco". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Joseph A. Francisco, P.E.
Principal

Francisco & Associates, Inc.