



CITY *of* CLOVIS

AGENDA • CITY COUNCIL MEETING

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

July 19, 2021

6:00 PM

Council Chamber

In compliance with the Americans with Disabilities Act, if you need special assistance to access the City Council Chamber to participate at this meeting, please contact the City Clerk 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.

The Clovis City Council meetings are open to the public at the physical address listed above. There are numerous ways to participate in the City Council meetings: you are able to attend in person; you may submit written comments as described below; you may participate by calling in by phone (see “Verbal Comments” below); and you may view the meeting which is webcast and accessed at www.cityofclovis.com/agendas.

Written Comments

- Members of the public are encouraged to submit written comments at: <https://cityofclovis.com/agendas> at least two (2) hours before the meeting (4:00 p.m.). You will be prompted to provide:

- Council Meeting Date
- Item Number
- Name
- Email
- Comment



- Please submit a separate form for each item you are commenting on.
- A copy of your written comment will be provided to the City Council noting the item number. If you wish to make a verbal comment, please see instructions below.
- Please be aware that any written comments received that do not specify a particular agenda item will be marked for the general public comment portion of the agenda.
- If a written comment is received after 4:00 p.m. on the day of the meeting, efforts will be made to provide the comment to the City Council during the meeting. However, staff cannot guarantee that written comments received after 4:00 p.m. will be provided to City Council during the meeting. All written comments received prior to the end of the meeting will be made part of the record of proceedings.

Verbal Comments

- If you wish to speak to the Council on an item by telephone, you should contact the City Clerk at (559) 324-2060 no later than 4:00 p.m. the day of the meeting.
- You will be asked to provide your name, phone number, and your email. You will be emailed instructions to log into Webex to participate in the meeting. Staff recommends participants log into the Webex at 5:30 p.m. the day of the meeting to perform an audio check.
- All callers will be placed on mute, and at the appropriate time for your comment your microphone will be unmuted.
- You will be able to speak to the Council for up to three (5) minutes.

Webex Participation

- Reasonable efforts will be made to allow written and verbal comment from a participant communicating with the host of the virtual meeting. To do so, a participant will need to chat with the host and request to make a written or verbal comment. The host will make reasonable efforts to make written and verbal comments available to the City Council. Due to the new untested format of these meetings, the City cannot guarantee that these written and verbal comments initiated via chat will occur. Participants desiring to make a verbal comment via chat will need to ensure that they accessed the meeting with audio transmission capabilities.

CALL TO ORDER

FLAG SALUTE - Councilmember Mouanoutoua

ROLL CALL

Public Comments - This is an opportunity for the members of the public to address the City Council on any matter within the City Council's jurisdiction that is not listed on the Agenda. In order for everyone to be heard, please limit your comments to 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 - Items considered routine in nature are to be placed upon the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Councilmember requests individual consideration. A Councilmember's vote in favor of the Consent Calendar is considered and recorded as a separate affirmative vote in favor of each action listed. Motions in favor of adoption of the Consent Calendar are deemed to include a motion to waive the reading of any ordinance or resolution on the Consent Calendar. For adoption of ordinances, only those that have received a unanimous vote upon introduction are considered Consent items.

- [1.](#) Administration - Approval - Minutes from the July 12, 2021 Council Meeting.
- [2.](#) Administration - Approval – FY 2021-22 Agreement between the City of Clovis and the Economic Development Corporation Serving Fresno County.
- [3.](#) Finance – Receive and File – Investment Report for the Month of April 2021.
- [4.](#) Finance – Receive and File – Treasurer’s Report for the Month of April 2021.
- [5.](#) Finance – Receive and File – Investment Report for the Month of May 2021.
- [6.](#) Finance – Receive and File – Treasurer’s Report for the Month of May 2021.
- [7.](#) Finance – Receive and File – Update to Investment Strategy.
- [8.](#) General Services - Approval – Claim Rejection of the General Liability Claim for Hermandeep Nagra.
- [9.](#) General Services - Approval – Authorize the City Manager to Execute a 36-Month HVAC Service Contract.
- [10.](#) General Services – Approval – Res. 21-____, Authorizing the Use of California Senate Bill 1 (SB1) State Transit Assistance – State of Good Repair (SGR) Funds for Transit Operations
- [11.](#) General Services - Approval – Authorize the City Manager to Execute a 36-Month Janitorial Service Contract.
- [12.](#) Planning and Development Services - Approval – Res. 21-____, Final Map Tract 6182, located on the north side of Shaw Avenue, between Leonard and Highland Avenues (Bonadelle Homes).
- [13.](#) Planning and Development Services – Approval – Res. 21-____, Annexation of Proposed Tract 6182, located on the north side of Shaw Avenue, between Leonard and Highland Avenues (Bonadelle Homes).
- [14.](#) Planning and Development Services - Approval – Res. 21-____, Final Map Tract 6123, located on the north side of Shaw Avenue, west of Highland Avenue (BN 6123 LP (Bonadelle Homes)).
- [15.](#) Planning and Development Services – Approval – Res. 21-____, Annexation of Proposed Tract 6123, located on the north side of Shaw Avenue, west of Highland Avenue, to the Landscape Maintenance District No. 1 of the City of Clovis (BN 6123 LP (Bonadelle Homes)).
- [16.](#) Planning and Development Services - Approval – Res. 21-____, Final Map Tract 6304, located in the southeast area of Leonard and Barstow Avenues (Bonadelle Homes).
- [17.](#) Planning and Development Services – Approval – Res. 21-____, Annexation of Proposed Tract 6304, located in the southeast area of Leonard and Barstow Avenues, to the Landscape Maintenance District No. 1 of the City of Clovis (Bonadelle Homes).

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

- [18.](#) Consider items associated with approximately 2.71 acres of land located near the southeast corner of Sierra Vista Parkway and Shaw Avenue. Triple 7 Hospitality Inc. dba Courtyard by Marriott, owners; Taren Thandi, Triple 7 Hospitality, applicant.
 - a. Consider Approval - Res. 21-____, GPA2021-001, A request to amend the General Plan to re-designate approximately 2.71 acres from the Office (O) planned land use classification to the General Commercial (GC) planned land use classification.

b. Consider Introduction - Ord. 21-____, R2021-004, A request to rezone approximately 2.71 acres from the C-P (Administrative/Professional Office) Zone District to the C-2 (Commercial Community) Zone District.

Staff: Kelsey George, Assistant Planner

Recommendation: Approve

19. Consider items associated with approximately 3.54 acres of land located near the northeast corner of Shaw and Locan Avenues. Clovis Christian Church, property owners; De Young Properties, applicant; Quad Knopf-Scott Zaayer, representative.

a. Consider Approval – Res. 21-____, GPA2021-002, A request to amend the General Plan to re-designate approximately 3.54 acres from the Public/Quasi-Public Facilities classification to the Medium Density Residential (4.1 to 7.0 DU/Ac) classification.

b. Consider Introduction – Ord. 21-____, R2021-005, A request to rezone approximately 3.54 acres from the P-F (Public Facilities) Zone District to the R-1 (Single-Family Residential 6,000 SF) Zone District.

c. Consider Approval – Res. 21-____, TM6349, A request to approve a vesting tentative tract map for a 17-lot single-family subdivision on approximately 3.54 acres of land.

Staff: Dave Merchen, City Planner

Recommendation: Approve

20. Consider items associated with approximately 1.6 acres of property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street. TGP Investments LLC & Flyline Investments, owner/applicant; Dirk Poeschel, Representative.

a. Consider Approval - Res. 21-____, GPA2018-003, A request to amend the General Plan to re-designate from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) classification for future development.

b. Consider Introduction - Ord. 21-____, R2018-009, A request to approve a rezone from the R-1 (Single Family Residential - 6,000 Sq. Ft.) to the R-4 (Very High Density Multiple Family Residential) Zone District.

Staff: George Gonzalez, Senior Planner

Recommendation: Approve

21. Consider Approval – Res. 21-____, Adoption of the City of Clovis 2021-2025 Consolidated Plan and 2021-2022 Annual Action Plan for expenditure of Community Development Block Grant Funds.

Staff: Andrew Haussler, Community and Economic Development Director

Recommendation: Approve

CITY MANAGER COMMENTS

COUNCIL COMMENTS

CLOSED SESSION - A “closed door” (not public) City Council meeting, allowed by State law, for consideration of pending legal matters and certain matters related to personnel and real estate transactions.

22. Government Code Section 54956.9(d)(1)
CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Case Name: Lisa De Gunya v. City of Clovis, et al.

ADJOURNMENT

MEETINGS AND KEY ISSUES

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

Aug. 2, 2021 (Mon.)
Aug. 3 - Sept. 6, 2021 (Summer Recess)
Sep. 7, 2021 (Tue.)
Sep. 13, 2021 (Mon.)
Sep. 20, 2021 (Mon.)

CLOVIS CITY COUNCIL MEETING

July 12, 2021

6:00 P.M.

Council Chamber

Meeting called to order by Mayor Flores
Flag Salute led by Councilmember Bessinger

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

PUBLIC COMMENTS - NONE

CONSENT CALENDAR – 6:05

Motion by Councilmember Bessinger, seconded by Councilmember Whalen, that the items on the Consent Calendar, except Item 4, be approved. Motion carried 4-0-1 with Councilmember Ashbeck absent.

1. Administration - Approved - Minutes from the June 21, 2021 Council Meeting.
2. Administration - Approved – Award the RFP and approve the purchase of Storage Area Network equipment from AMS.net.
3. Administration - Approved – Waive Normal Purchasing Process and approve the purchase of replacement desktop computers and servers using competitively bid contracts with purchasing provisions for California State and Local government agencies.
5. Finance - Approved - **Res. 21-70**, Measure C Extension Local Transportation Pass Through Revenues Certification and Claim Forms for 2021-22.
6. Fire - Approved - Waive the City’s formal bidding requirements and authorize the sole source purchase of one Pierce Triple Combination Pumper Fire Apparatus from Golden State Fire Apparatus in Sacramento, CA for a total purchase price of \$748,277.25.
7. General Services – Approved – **Res. 21-71**, Amending the City’s Classification and Compensation Plan by Converting the Assistant City Manager/City Clerk Classification into Separate Assistant City Manager and City Clerk Classifications.
8. General Services – Approved – Claim Rejection of the General Liability Claim for Nancy Mendez.
9. Planning and Development Services – Approved – Bid Award for CIP 20-06 Shaw Avenue Street Rehabilitation; and Authorize the City Manager to Execute the Contract on behalf of the City.

CONSENT CALENDAR ITEM 4 – 6:06 - FINANCE – RECEIVED AND FILED – FINDINGS & RECOMMENDATIONS FROM COMMUNITY FACILITIES DISTRICT CITIZENS COMMITTEE.

It was the consensus of City Council, with Councilmember Ashbeck absent, to receive and file the report.

PUBLIC HEARINGS

ITEM 10 – 6:28 - CONDUCT A PUBLIC HEARING AND APPROVED - **RES. 21-72**, A RESOLUTION DECLARING THE RESULTS OF THE PROPERTY OWNER PROTEST BALLOTING PROCEEDINGS AND APPROVING THE ENGINEER'S REPORT FOR ASSESSMENT DISTRICT 95-1 (BLACKHORSE ESTATES) CONFIRMING THE ASSESSMENTS FOR THE 2021-22 FISCAL YEAR.

After counting the ballots, City Clerk John Holt reported out that he had tabulated all assessment ballots submitted in favor of and in opposition to the proposed assessment increases for each benefit area within Assessment District 95-1, and certified the following results: Benefit Area I, 18 in favor and 10 opposed to the proposed assessment increase for indicating the proposed increase was approved; and Benefit Area II, 19 in favor and 21 opposed to the proposed assessment increase in indicating the proposed increase failed.

Motion by Whalen, seconded by Councilmember Bessinger, to approve a resolution declaring the results of the property owner protest balloting proceedings and approving the engineer's report for assessment district 95-1 (Blackhorse Estates) confirming the assessments for the 2021-22 fiscal year as reflected in the tabulation above with Area 1 proposed assessment being approved and Area 2 proposed assessment being denied. Motion carried 4-0-1 with Councilmember Ashbeck absent.

ITEM 11 – 7:21 - APPROVED – **RES. 21-73**, A RESOLUTION ADOPTING THE CITY OF CLOVIS 2020 URBAN WATER MANAGEMENT PLAN AND THE WATER SHORTAGE CONTINGENCY PLAN.

Motion by Councilmember Whalen, seconded by Councilmember Mouanoutoua, for the Council to approve a resolution adopting the City of Clovis 2020 Urban Water Management Plan and the Water Shortage Contingency Plan. Motion carried 4-0-1 with Councilmember Ashbeck absent.

ADMINISTRATIVE ITEMS

ITEM 12 – 7:46 - CONSIDERED – STATUS UPDATE REGARDING THE CITY'S ONGOING EFFORTS TO ESTABLISH PROCEDURES FOR REVIEWING AND ANALYZING POTENTIAL VEHICLE MILES TRAVELED (VMT) IMPACTS AND POLICY DIRECTION REGARDING PROPOSED MODIFICATIONS TO THE CIRCULATION ELEMENT OF THE 2014 CLOVIS GENERAL PLAN INCORPORATING VMT-RELATED GOALS AND/OR POLICIES.

It was the consensus of City Council, with Councilmember Ashbeck absent, to provide direction to move forward with staff's recommendations regarding procedures for reviewing and analyzing potential Vehicle Miles Traveled (VMT) impacts and policy direction regarding proposed modifications to the Circulation Element of the 2014 Clovis General Plan incorporating VMT-related goals and/or policies.

COUNCIL COMMENTS – 8:08

PRELIMINARY - SUBJECT TO APPROVAL

AGENDA ITEM NO. 1.

Mayor Flores adjourned the meeting of the Council to July 19, 2021

Meeting adjourned: **8:09 p.m.**

Mayor

City Clerk



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Administration

DATE: July 19, 2021

SUBJECT: Administration - Approval – FY 2021-22 Agreement between the City of Clovis and the Economic Development Corporation Serving Fresno County.

ATTACHMENTS: 1. 2021-22 Agreement between the City of Clovis and the Economic Development Corporation Serving Fresno County

CONFLICT OF INTEREST

None

RECOMMENDATION

Approve and authorize the City Manager to execute the fiscal year 2021-22 Agreement between the City of Clovis and the Economic Development Corporation Serving Fresno County (EDC) up to an amount of \$50,000.

EXECUTIVE SUMMARY

The attached agreement is between the City of Clovis and the Economic Development Corporation serving Fresno County up to an amount of \$50,000. The agreement outlines activities and responsibilities that the EDC will provide for the funding.

BACKGROUND

The Agreement continues the formalized relationship between the City and the EDC. Performance standards were adjusted in the previous contract which included pay-for-performance incentives. These changes have been continued in the proposed contract as they have shown to be successful. The deliverables target the EDC efforts on attraction with some support work for business retention as well as building on in-depth research on medical cluster analysis completed in 2019-20 and 2020-21. The effort will now take the next step in targeting potential businesses to expand into Clovis to leverage recent investments in our medical community.

Attraction efforts will include data analysis to determine likely industries and subsequent businesses that are ideal for Clovis to focus on, general marketing efforts, trade show attendance if feasible, outreach to brokers, and an incentive for site tours completed for businesses looking to locate in Clovis. Retention efforts will include utilizing access to economic data the EDC has to ensure Clovis staff is focusing on critical businesses in retention efforts and the EDC acting as a business resource expert. This structure allows for the City and the EDC to leverage their expertise and increase the ability of economic development efforts in Clovis.

To facilitate continued close coordination between the City and EDC, the Community and Economic Development Director sits on the Board of Directors and the Executive Committee of the EDC. The City's Community and Economic Development staff maintains a close working relationship with the EDC's Executive Director and staff.

FISCAL IMPACT

The City of Clovis will pay the EDC up to \$50,000, including performance incentives, in the 2021-22 fiscal year in four quarterly payments contingent on submission of a quarterly report of activities to the City Council. These funds are included in the 2021-22 City budget.

REASON FOR RECOMMENDATION

This agreement is consistent with the adopted budget, policies, goals, and objectives of the City Council. As a regional economic development organization, it is appropriate that the City collaborates with the EDC on the implementation of goals and objectives to facilitate the creation of jobs for Clovis and the region.

Approval of this agreement will allow the City to continue its coordinated approach to enhancing the City's economy and job creation efforts with the County of Fresno and other cities within the County

ACTIONS FOLLOWING APPROVAL

After approval, the City Manager will execute the agreement; and the Community and Economic Development staff will administer the agreement.

Prepared by: Andrew Haussler, Community and Economic Development Director

Reviewed by: City Manager 

**AGREEMENT BETWEEN THE CITY OF CLOVIS AND THE
FRESNO COUNTY ECONOMIC DEVELOPMENT CORPORATION
FOR FISCAL YEAR 2021-2022**

WHEREAS, the City Council of the City of Clovis (City) is committed to a balanced and diversified economy as one of its most important priorities to ensure the future well-being of the citizens of Clovis.

WHEREAS, the City has invested considerable resources to encourage a location for new and expanding businesses and industries and to ensure the economic vitality of commercial areas.

WHEREAS, the Fresno County Economic Development Corporation (EDC) continues to maintain regional, national, and international marketing and promotional efforts to attract the location and expansion of businesses and industries in all of the communities within Fresno County.

WHEREAS, the State of California (State) has designated the EDC as its regional contact and referral point for businesses and industries that contact the State while seeking a location for new or expanded facilities.

WHEREAS, the City desires to secure such services, and allocates funds to the EDC for purposes of aligning additional EDC resources and staff support to assist in implementing and administering certain local economic development activities such as advocacy, marketing and promotion, and technical support for the City by the EDC toward business attraction goals to create ongoing opportunities for the City.

WHEREAS, the City seeks to enhance its support of the EDC in order to utilize the unique position the EDC maintains within the business community, and to promote economic growth in the City.

NOW, THEREFORE, the City and the EDC agree as follows:

1. The EDC agrees to assist the City in promoting the economic growth in the City by providing the following services:
 - (a) Recognize short-term and long-term impacts on businesses by COVID19 and provide informational resources and technical assistance to retain and expand existing Clovis businesses.
 - (b) For the purpose of recruiting new businesses and industries to the City, provide information to industrial and office representatives.
 - (c) Assist in the development of marketing materials to attract new investment to the City.
 - (d) Assist in marketing the City's industrial/commercial properties, including the Research and Technology Park.
 - (e) Market the City to commercial and industrial brokers, developers, site selectors, and businesses.

- (f) Distribute City economic development materials.
 - (g) Assist the City in the implementation of the City's Economic Development Strategy and the Business Retention, Expansion and Attraction Program.
 - (h) The Economic Development team will work towards fostering a closer working relationship with local business associations to enhance the accessibility of EDC's services to City employers. Level of partnership is dependent on willingness and capacity of local business associations to participate.
 - (i) Assist City points-of-contact in fully utilizing social media and online marketing tools to advance economic and community development efforts in the City.
 - (j) The EDC will inform the City of legislation important to the Economic and Community Development of the region and advocate on their behalf.
 - (k) In addition to periodic reports to the Economic Development Director and City Manager, submit quarterly status reports to the City Council, detailing the progress of the EDC and related activities.
 - (l) The EDC shall assist in identifying economic development projects on the City's behalf for inclusion in the County of Fresno's Comprehensive Economic Development Strategy (CEDS) for possible grant funding.
 - (m) The EDC agrees to provide a designated Economic Development Specialist as an EDC staff member to respond to City business attraction and expansion leads and to ensure City participation.
2. For performance of the services described in Section 1, paragraphs (a) through (p) and for measurable outcomes identified in Exhibit A, the City agrees to pay the EDC the sum of \$40,000 to be paid in four (4) quarterly installments, at the end of each quarter, with the quarter commencing July 1, 2021. In addition to the services described in Section 1, the City agrees to pay the EDC ten thousand dollars (\$10,000) in one installment upon completion of the Comparative Healthcare Analysis Marketing Collateral and implementation campaign.
 3. It is understood and agreed that in the performance of this agreement the EDC is an independent contractor. The EDC shall take out and maintain Workers Compensation, State Disability, and other insurance coverage as required by law and shall in all other respects comply with applicable provisions of federal, state, and local laws, rules and regulations.
 4. The EDC shall indemnify, hold harmless, and defend the City, its officers, agents, and employees, from all claims for money, damages, or other relief arising in any form from the performance of this agreement by the EDC, its officers, agents, or employees. The EDC shall take out and maintain for the full term of this agreement liability insurance providing protection for personal injury, wrongful death, and property damage; such

insurance to be in amounts and issued by carriers acceptable to the City. The EDC shall provide the City with a Certificate of Insurance evidencing such coverage.

- 5. The funds provided EDC by the City pursuant to this agreement shall not be directly or indirectly used for any political purpose whatsoever. This prohibition includes, but is not limited to, campaigns, events, promotions, literature, lobbying or other activities for, against or on behalf of any state, local or federal legislation, issue, candidate(s) or action, whether partisan in nature or not.
- 6. As part of the annual financial audit of the books and records of the EDC by the EDC's independent auditor, the audit shall include tests for compliance with this Agreement. These tests shall be performed in conformance with generally accepted auditing standards. The auditor shall prepare a separate written report on the compliance with the provisions of this agreement. The City reserves the right to review, during normal business hours, the books and records of the EDC's expenditures which are related to the programs required by the provisions of this Agreement.

DATED: _____

DATED: _____

CITY OF CLOVIS

FRESNO COUNTY ECONOMIC
DEVELOPMENT CORPORATION

BY: _____

BY: _____

Luke Serpa, City Manager

Lee Ann Eager, CEO

ATTEST:

John Holt, City Clerk

APPROVED AS TO FORM:

City Attorney

| FY 20-21 Overview of Work Product | Deliverables | FY 2021 – 2022 Target Outcomes | |
|--|--|--|--|
| <p>Economic Development Corporation Serving Fresno County</p> <p>Contract: \$40,000</p> <p>Comparative Healthcare Analysis Phase 2: \$10,000</p> <ul style="list-style-type: none"> - Marketing & Recruitment Plan - Healthcare Company Engagement <p>Staff:</p> <p>President & CEO Lee Ann Eager</p> <p>Chief Operations Officer Sherry Neil</p> <p>Vice President of Business Services Will Oliver</p> | <p>Business Retention: Staff will continue to analyze Clovis businesses impacted by COVID-19 and incorporate into the Top 50 Analysis. Targeted businesses will be contacted by a variety of methods to educate Clovis businesses on available retention resources, such as utility rate reductions, rehiring incentives and low-cost emergency relief funding.</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: Facilitate information and conduct tours for company representatives not currently located in Clovis for the purpose of recruiting new businesses to the City of Clovis. Assist the City of Clovis in promoting future industrial areas and existing industrial sites to new clients.</p> <ul style="list-style-type: none"> • Coordinate virtual and in-person site tours for the purpose of business attraction and expansion. • Create and update marketing materials. • Support in-person or virtual commercial and industrial broker events for the City of Clovis. | <p>Top 50 targeted business analysis for expansion/retention</p> | |
| | | <p>Respond to all City of Clovis business inquires and connect them to appropriate resources</p> | |
| | | <p>Comparative Healthcare Analysis (HCA) Enhancement & Recruitment Plan</p> | |
| | | <p>2 Broker Events</p> | |
| | | <p>40 new business leads</p> | |
| | | <p>20 targeted healthcare company engagements from HCA</p> | |
| | | <p>Economic Profile Update</p> | |
| | | <p>Incentive Brochure</p> | |
| | | | |

| | | | |
|--|---|--|--|
| | <ul style="list-style-type: none">• Communicate leads status during monthly EDC - City of Clovis meeting. <p>Comparative Healthcare Analysis:</p> <ul style="list-style-type: none">• Build off of Comparative Healthcare Analysis (CHA) and draft marketing collateral and tailor plans for 20 unique businesses identified by the CHA analysis including City demographics, labor data, available Clovis real estate, anchor assets, clovis4business.com website promotion and other pertinent data and information as approved by the City of Clovis. | | |
|--|---|--|--|

DRAFT



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department

DATE: July 19, 2021

SUBJECT: Finance – Receive and File – Investment Report for the Month of April 2021.

ATTACHMENTS:

1. Distribution of Investments
2. Monthly Investment Transactions
3. Certificates of Deposit
4. Municipal Securities
5. Graph of April 30, 2021 Treasury Rates

Attached is the Investment Report for the month of April 2021. Shown in Attachment 1 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. Attachment 2 reflects the monthly investment transactions for the month of April 2021. Attachment 3 lists the certificates of deposit. Attachment 4 lists the municipal securities. Attachment 5 is a graph of Treasury rates on April 30, 2021.

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 0.09%. The rate of return for the City of Clovis portfolio is 1.10%. The goal for the City of Clovis investment return is 120% of the 90-day Treasury bill rate. The current rate of return is 1,223% 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 April 2021 the average investment life of the City's investment portfolio is 0.70 years.

Current Investment Environment and Philosophy

During the month of April 2021, the federal funds rate remained at 0.00%-0.25%. On April 30, 2021, the Treasury yield curve increased from 3-month to 10-year notes.

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 \$7,000,000 were purchased.
- 1 government security totaling \$2,500,000 matured.
- 0 certificates of deposit were purchased.
- 1 certificate of deposit totaling \$250,000 matured.
- 1 municipal security totaling \$1,000,000 was purchased.

Market Environment

- During April, the federal funds rate remained at 0.00%-0.25%.
- On April 30, the yield curve increased from 3-month to 10-year notes. See Attachment 5, Graph of Treasury Rates on April 30, 2021.

Prepared by: Jeffrey Blanks, Deputy Finance Director

Reviewed by: City Manager *JH*

**City of Clovis
Distribution of Investments
As of April 30, 2021**

AGENDA ITEM NO. 3.

| | <u>COST</u> | <u>NET BOOK VALUE</u> | <u>MARKET VALUE *</u> | <u>YIELD TO MATURITY</u> | <u>STATED INTEREST RATE</u> | <u>INVEST DATE</u> | <u>MATURITY DATE</u> | <u>DAYS TO MATURITY FROM 4/30/2021</u> |
|-----------------------------------|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------------|--------------------|----------------------|--|
| <u>GOV'T SECURITIES</u> | | | | | | | | |
| FHLB | 2,568,983 | 2,504,603 | 2,509,225 | 3.625% | 3.625% | 06/28/18 | 06/11/21 | 42 |
| FAMCMTN | 3,000,000 | 3,000,000 | 3,023,520 | 2.750% | 2.750% | 09/06/18 | 08/17/21 | 109 |
| FFCB | 1,998,520 | 1,999,797 | 2,016,480 | 2.700% | 2.700% | 09/06/18 | 08/27/21 | 119 |
| FFCB | 2,490,878 | 2,498,540 | 2,526,350 | 2.850% | 2.850% | 10/05/18 | 09/20/21 | 143 |
| FFCB | 2,500,200 | 2,500,048 | 2,543,025 | 2.800% | 2.800% | 12/17/18 | 12/17/21 | 231 |
| FAMCMTN | 2,999,400 | 2,999,762 | 3,030,390 | 1.520% | 1.520% | 01/23/20 | 01/10/22 | 255 |
| FHLMCMTN | 6,129,600 | 6,043,051 | 6,097,020 | 2.375% | 2.375% | 08/30/19 | 01/13/22 | 258 |
| FHLB | 12,110,520 | 12,036,279 | 12,250,320 | 2.500% | 2.500% | 04/25/19 | 03/11/22 | 315 |
| FFCB | 5,979,668 | 5,966,496 | 6,078,008 | 2.280% | 2.280% | 03/28/19 | 03/28/22 | 332 |
| FFCB | 6,017,400 | 6,007,069 | 6,120,480 | 1.875% | 1.875% | 06/27/19 | 06/14/22 | 410 |
| FAMCMTN | 6,024,900 | 6,010,481 | 6,125,220 | 1.950% | 1.950% | 07/25/19 | 06/21/22 | 417 |
| FFCB | 3,005,250 | 3,002,675 | 3,058,530 | 1.625% | 1.625% | 11/27/19 | 08/22/22 | 479 |
| FHLB | 6,065,100 | 6,032,862 | 6,151,440 | 2.000% | 2.000% | 10/31/19 | 09/09/22 | 497 |
| FFCB | 2,984,460 | 2,991,719 | 3,052,680 | 1.375% | 1.375% | 11/27/19 | 10/11/22 | 529 |
| FFCB | 5,008,500 | 5,004,797 | 5,106,100 | 1.600% | 1.600% | 01/23/20 | 10/13/22 | 531 |
| FHLB | 8,045,600 | 8,025,949 | 6,678,750 | 1.875% | 1.875% | 12/19/19 | 12/09/22 | 588 |
| FHLB | 5,047,500 | 5,027,931 | 6,678,750 | 1.875% | 1.875% | 01/23/20 | 12/09/22 | 588 |
| FAMCMTN | 8,544,965 | 8,528,636 | 8,677,565 | 1.350% | 1.350% | 02/27/20 | 02/27/23 | 668 |
| FHLB | 5,255,000 | 5,173,175 | 5,197,885 | 2.125% | 2.125% | 03/26/20 | 03/10/23 | 679 |
| FHLB | 13,579,800 | 13,380,981 | 13,444,895 | 2.125% | 2.125% | 04/30/20 | 03/10/23 | 679 |
| FFCB | 5,000,000 | 5,000,000 | 4,979,950 | 0.250% | 0.250% | 03/01/21 | 03/01/24 | 1,036 |
| FFCB | 1,999,000 | 1,999,006 | 1,997,420 | 0.300% | 0.300% | 03/24/21 | 03/18/24 | 1,053 |
| SECURITIES TOTAL | <u>\$ 116,355,243</u> | <u>\$ 115,733,857</u> | <u>\$117,344,003</u> | | | | | |
| LAIF | | <u>\$ 74,304,273</u> | <u>\$ 74,304,273</u> | | | | | |
| Municipal Issuance | | <u>\$ 5,900,000</u> | <u>\$ 5,898,883</u> | | | | | |
| Sweep Account (Union Bank) | | <u>\$ 45,578,631</u> | <u>\$ 45,578,631</u> | | | | | |
| TOTAL CD'S | | <u>\$ 10,485,000</u> | <u>\$ 10,677,177</u> | | | | | |
| TOTAL INVESTMENTS | | <u>\$ 252,001,761</u> | <u>\$ 253,802,967</u> | | | | | |

* Market values for securities obtained from US Bank.

City of Clovis
Monthly Investment Transactions
As of April 30, 2021

AGENDA ITEM NO. 3.

| Institution | Description | Activity | Amount | Market Value | Rate | Activity Date | Maturity Date |
|---------------------------|--------------------|-------------------|-----------|--------------|--------|---------------|---------------|
| Huntington Beach Tax Bond | Municipal Security | Purchase | 1,000,000 | 1,000,000 | 0.381% | 04/01/21 | 06/15/23 |
| Bankunited Natl Assn | CD | Purchase/Adjusted | 245,000 | 245,000 | 0.450% | 03/31/21 | 04/01/24 |
| FAMTCMTN | Gov't Securiry | Maturity | 2,500,000 | 2,500,000 | 2.650% | 04/19/21 | 04/19/21 |
| Towne Bank | CD | Maturity | 250,000 | 250,000 | 2.700% | 04/27/21 | 04/27/21 |

PORTFOLIO DATA

Current Month (04/21)

| | Book | Market |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 10,485,000 | \$ 10,677,177 |
| Gov't Securities* | 115,733,857 | 117,344,003 |
| Municipal Securities | 5,900,000 | 5,898,883 |
| LAIF | 74,304,273 | 74,304,273 |
| Sweep Account (Union Bank) | 45,578,631 | 45,578,631 |
| TOTAL | \$ 252,001,761 | \$ 253,802,967 |

Prior Month (03/21)

| | Book | Market |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 10,740,000 | \$ 10,944,973 |
| Gov't Securities* | 118,233,898 | 120,009,580 |
| Municipal Securities | 4,900,000 | 4,898,515 |
| LAIF | 74,223,185 | 74,223,185 |
| Sweep Account (Union Bank) | 34,616,537 | 34,616,537 |
| TOTAL | \$ 242,713,620 | \$ 244,692,790 |

Three Months Previous (01/21)

| | Book | Market |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 9,990,000 | \$ 10,233,895 |
| Gov't Securities* | 114,096,254 | 115,945,407 |
| Municipal Securities | 4,150,000 | 4,158,932 |
| LAIF | 74,223,185 | 74,223,185 |
| Sweep Account (Union Bank) | 41,240,917 | 41,240,917 |
| TOTAL | \$ 243,700,356 | \$ 245,802,336 |

Six Months Previous (10/20)

| | Book | Market |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 9,990,000 | \$ 10,278,669 |
| Gov't Securities* | 114,096,254 | 116,371,092 |
| Municipal Securities | 2,025,000 | 2,022,630 |
| LAIF | 74,106,014 | 74,106,014 |
| Sweep Account (Union Bank) | 24,081,485 | 24,081,485 |
| TOTAL | \$ 224,298,753 | \$ 226,859,890 |

One Year Previous (04/20)

| | Book | Market |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 11,990,000 | \$ 12,262,225 |
| Gov't Securities* | 119,335,104 | 121,991,370 |
| Municipal Securities | - | - |
| LAIF | 65,702,820 | 65,702,820 |
| Sweep Account (Union Bank) | 31,608,090 | 31,608,090 |
| TOTAL | \$ 228,636,014 | \$ 231,564,505 |

*Adjusted Quarterly for Premium/Discount Amortization

**City of Clovis
Certificates of Deposit
As of April 30, 2021**

AGENDA ITEM NO. 3.

| Negotiable CDs | COST | MARKET PRICE | INTEREST RATE | INVEST DATE | MATURITY DATE | MATURITY FROM 04/30/21 | INTEREST FREQUENCY |
|---------------------------------|----------------------|----------------------|----------------------|--------------------|----------------------|-------------------------------|---------------------------|
| Citibank | 250,000 | 250,480.00 | 2.900% | 05/22/18 | 05/24/21 | 24 | MONTHLY |
| University Of Iowa Cmnty Fcu | 250,000 | 250,560.00 | 2.900% | 05/24/18 | 05/28/21 | 28 | MONTHLY |
| BMW Bank North America | 250,000 | 250,952.50 | 3.000% | 06/15/18 | 06/15/21 | 46 | MONTHLY |
| Connectone Bk Englewood Cliffs | 250,000 | 250,932.50 | 3.000% | 06/15/18 | 06/15/21 | 46 | MONTHLY |
| Bar Harbor Bank Trust | 250,000 | 251,220.00 | 3.000% | 06/29/18 | 06/29/21 | 60 | MONTHLY |
| Keesler Fed Cr Un | 250,000 | 252,515.00 | 3.050% | 02/20/19 | 08/30/21 | 122 | QUARTERLY |
| Ubs Bank Usa | 250,000 | 254,117.50 | 3.200% | 11/07/18 | 11/08/21 | 192 | MONTHLY |
| Mountain America Fd Credit | 250,000 | 254,272.50 | 3.200% | 11/15/18 | 11/15/21 | 199 | MONTHLY |
| Wells Fargo | 250,000 | 255,327.50 | 3.000% | 01/18/19 | 01/18/22 | 263 | MONTHLY |
| Goldman Sachs Bk USA Ny | 245,000 | 250,517.40 | 2.800% | 02/20/19 | 02/22/22 | 298 | QUARTERLY |
| Tiaa FSB Jacksonville Fla | 245,000 | 250,617.85 | 2.850% | 02/28/19 | 02/22/22 | 298 | QUARTERLY |
| Comenity Capital Bank | 250,000 | 256,165.00 | 2.550% | 04/30/19 | 04/29/22 | 364 | QUARTERLY |
| Synchrony Bank | 250,000 | 256,182.50 | 2.450% | 05/17/19 | 05/17/22 | 382 | QUARTERLY |
| First State Bank of Dequeen | 250,000 | 255,120.00 | 2.000% | 07/26/19 | 05/26/22 | 391 | QUARTERLY |
| Flagstar Bank | 250,000 | 256,750.00 | 2.500% | 06/12/19 | 06/13/22 | 409 | QUARTERLY |
| Capital One Bank | 250,000 | 256,437.50 | 2.350% | 06/19/19 | 06/20/22 | 416 | QUARTERLY |
| Morgan Stanley Bk | 250,000 | 256,190.00 | 2.100% | 07/25/19 | 07/25/22 | 451 | QUARTERLY |
| Capital One Bank | 250,000 | 256,535.00 | 2.150% | 08/07/19 | 08/08/22 | 465 | QUARTERLY |
| Everbanke USA Salt Lake City | 250,000 | 256,217.50 | 2.050% | 08/07/19 | 08/08/22 | 465 | QUARTERLY |
| Raymond James Bank | 250,000 | 255,915.00 | 1.900% | 08/23/19 | 08/23/22 | 480 | QUARTERLY |
| Ally Bank | 250,000 | 256,060.00 | 1.850% | 09/19/19 | 09/19/22 | 507 | QUARTERLY |
| Usalliance Federal Credit Union | 250,000 | 256,505.00 | 2.850% | 09/30/19 | 09/30/22 | 518 | QUARTERLY |
| Morgan Stanley Bank | 250,000 | 256,380.00 | 2.100% | 10/17/19 | 10/17/22 | 535 | MONTHLY |
| Lafayette Fed Cr Un | 250,000 | 256,155.00 | 1.700% | 11/22/19 | 11/22/22 | 571 | MONTHLY |
| Live Oak Banking Co. | 250,000 | 256,562.50 | 1.750% | 12/11/19 | 12/12/22 | 591 | QUARTERLY |
| Wells Fargo Natl Bk West | 250,000 | 256,775.00 | 1.800% | 12/13/19 | 12/13/22 | 592 | QUARTERLY |
| Valley Cent Svgs Bk | 250,000 | 256,712.50 | 1.700% | 01/15/20 | 01/17/23 | 627 | QUARTERLY |
| Sallie Mae Bank | 250,000 | 257,647.50 | 1.900% | 01/23/20 | 01/23/23 | 633 | QUARTERLY |
| Servisfirst Bank | 250,000 | 256,602.50 | 1.600% | 02/21/20 | 02/21/23 | 662 | MONTHLY |
| Celtic Bank | 250,000 | 256,575.00 | 1.550% | 03/13/20 | 03/13/23 | 682 | MONTHLY |
| Axos Bank | 250,000 | 256,700.00 | 1.550% | 03/26/20 | 03/27/23 | 696 | MONTHLY |
| Nicolet Natl Bank | 250,000 | 254,317.50 | 0.900% | 03/27/20 | 03/27/23 | 696 | MONTHLY |
| Centerstate Bank | 250,000 | 253,630.00 | 0.900% | 03/30/20 | 03/30/23 | 699 | MONTHLY |
| Bank Leumi | 250,000 | 256,272.50 | 1.450% | 03/31/20 | 03/31/23 | 700 | MONTHLY |
| Discover Bank | 250,000 | 256,295.00 | 1.350% | 04/02/20 | 04/03/23 | 703 | MONTHLY |
| Berkshire Bank | 250,000 | 255,610.00 | 1.300% | 04/08/20 | 04/06/23 | 706 | MONTHLY |
| American Express | 250,000 | 254,710.00 | 1.100% | 04/21/20 | 04/21/23 | 721 | MONTHLY |
| New York Cmnty Bank | 250,000 | 250,962.50 | 0.350% | 12/11/20 | 12/11/23 | 955 | QUARTERLY |
| Transportation Alliance Bk | 250,000 | 250,187.50 | 0.250% | 03/12/21 | 03/12/24 | 1,047 | QUARTERLY |
| Investors Cmnty Bk | 250,000 | 250,142.50 | 0.400% | 03/24/21 | 03/25/24 | 1,060 | QUARTERLY |
| Preferred Bank | 250,000 | 250,170.00 | 0.250% | 03/25/21 | 03/25/24 | 1,060 | QUARTERLY |
| Bankunited Natl Assn | 245,000 | 245,178.85 | 0.450% | 03/31/21 | 04/01/24 | 1,067 | QUARTERLY |
| Negotiable CD TOTAL | \$ 10,485,000 | \$ 10,677,177 | | | | | |
| CD TOTAL | \$ 10,485,000 | \$ 10,677,177 | | | | | |

**City of Clovis
Municipal Securities
As of April 30, 2021**

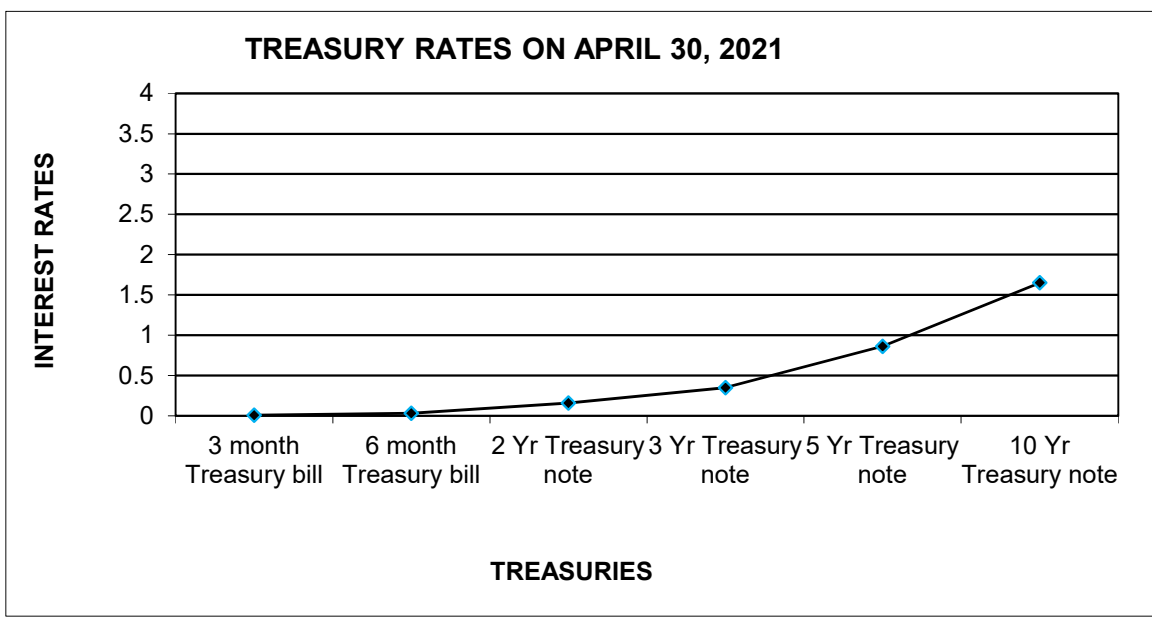
AGENDA ITEM NO. 3.

| <u>Municipal Securities</u> | <u>COST</u> | <u>MARKET PRICE</u> | <u>INTEREST RATE</u> | <u>INVEST DATE</u> | <u>MATURITY DATE</u> | <u>MATURITY FROM 04/30/21</u> | <u>INTEREST FREQUENCY</u> |
|--------------------------------------|----------------------------|----------------------------|----------------------|--------------------|----------------------|-------------------------------|---------------------------|
| Huntington Beach Calif Pension Bond | 1,000,000 | 999,500.00 | 0.381% | 04/01/21 | 06/15/23 | 776 | QUARTERLY |
| Fresno Unified Taxable Go Ref Bond | 500,000 | 500,195.00 | 0.462% | 09/30/20 | 08/01/23 | 823 | QUARTERLY |
| Pomona Cali Uni Sch Dist Go Bond | 815,000 | 815,896.50 | 0.534% | 10/20/20 | 08/01/23 | 823 | QUARTERLY |
| William Hart Cali HS Go Bond | 1,000,000 | 999,810.00 | 0.366% | 12/23/20 | 08/01/23 | 823 | QUARTERLY |
| San Jose CA USD Ref Bond | 775,000 | 773,558.50 | 0.221% | 01/20/21 | 08/01/23 | 823 | QUARTERLY |
| Vista CA USD Ref Bond | 750,000 | 748,207.50 | 0.221% | 01/20/21 | 08/01/23 | 823 | QUARTERLY |
| Jefferson Cali Elem Sch Dist Go Bond | 710,000 | 710,504.10 | 0.399% | 10/27/20 | 09/01/23 | 854 | QUARTERLY |
| Santa Rosa Calif Watr Ref Bond | 350,000 | 351,211.00 | 0.578% | 12/01/20 | 09/01/23 | 854 | QUARTERLY |
| Mun. Securities TOTAL | <u>\$ 5,900,000</u> | <u>\$ 5,898,883</u> | | | | | |
| Municipal Securities TOTAL | <u><u>\$ 5,900,000</u></u> | <u><u>\$ 5,898,883</u></u> | | | | | |

**CITY OF CLOVIS
FINANCE DEPARTMENT
APRIL 30, 2021 TREASURY RATES**

Treasury Rates as of April 30, 2021

| | |
|-----------------------|------|
| 3 month Treasury bill | 0.01 |
| 6 month Treasury bill | 0.03 |
| 2 Yr Treasury note | 0.16 |
| 3 Yr Treasury note | 0.35 |
| 5 Yr Treasury note | 0.86 |
| 10 Yr Treasury note | 1.65 |



As indicated in the above graph, treasuries increase from 3-month to 10-year notes.



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department

DATE: July 19, 2021

SUBJECT: Finance – Receive and File – Treasurer’s Report for the Month of April 2021.

ATTACHMENTS:

1. Summary of Cash Balances
2. Summary of Investment Activity
3. Investments with Original Maturities Exceeding One Year

Attached for the Council’s information is the Treasurer’s Report for the month ended April 30, 2021.

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. Attachment 1 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. Attachment 2 summarizes the investment activity for the month and distribution, by type of investment, held by the City. Attachment 3 lists all investments with original maturities exceeding one year as of the month ended April 30, 2021.

Prepared by: Jeffrey Blanks, Deputy Finance Director

Reviewed by: City Manager *[Signature]*

City of Clovis
Statement of Cash Balances
As of April 30, 2021

| | | |
|-------------------------|----|-----------------|
| Previous Balance | \$ | 5,099,104.26 |
| Deposits | | 33,728,204.26 |
| Disbursements | | (33,083,303.88) |
| Current Balance | \$ | 5,744,004.64 |

| FUNDS | BALANCE |
|---|-------------------|
| 100 General Fund | \$ 15,553,820.01 |
| 201 Local Transportation | 15,933,411.12 |
| 202 Parking and Business Improvements | 165,175.06 |
| 203 Off Highway Use | 70,371.76 |
| 204 Off Highway Use | 27,214.36 |
| 205 Senior Citizen Memorial Trust | 54,116.67 |
| 207 Landscape Assessment District | 4,911,911.36 |
| 208 Blackhorse III (95-1) Assessment District | 127,871.31 |
| 301 Park & Recreation Acquisition | 9,298,094.38 |
| 305 Refuse Equipment Reserve | 1,640,176.69 |
| 310 Special Street Deposit Fund | 28,803,348.19 |
| 313 Successor Agency | 15,744.89 |
| 314 Housing Successor Agency | 2,283,767.33 |
| 402 1976 Fire Bond Redemption | 25,475.23 |
| 404 1976 Sewer Bond Redemption Fund | 406,034.34 |
| 501 Community Sanitation Fund | 15,376,751.30 |
| 502 Sewer Service Fund | 34,476,269.48 |
| 504 Sewer Capital Projects-Users | 1,153,012.06 |
| 506 Sewer Capital Projects-Developer | 2,769,272.76 |
| 507 Water Service Fund | 48,542,271.45 |
| 508 Water Capital Projects-Users | 6,488,580.52 |
| 509 Water Capital Projects-Developer | 7,343,310.69 |
| 515 Transit Fund | 3,654,910.01 |
| 540 Planning & Development Services | 16,429,537.43 |
| 601 Property & Liability Insurance | 1,610,635.23 |
| 602 Fleet Maintenance | 13,352,590.78 |
| 603 Employee Benefit Fund | 9,874,398.35 |
| 604 General Government Services | 15,978,108.32 |
| 701 Curb & Gutter Fund | 160,525.62 |
| 703 Payroll Tax & Withholding Fund | 879,990.14 |
| 712 Temperance/Barstow Assmt Dist (98-1) | 75,759.48 |
| 713 Shepherd/Temperance Assmt Dist (2000-1) | 5,731.28 |
| 715 Supp Law Enforcement Serv | 259,570.72 |
| 716 Asset Forfeiture | 142,570.49 |
| 720 Measure A-Public Safety Facility Tax | 412.89 |
| 736 SA Admin Trust Fund | 1,421.40 |
| 741 SA Debt Service Trust Fund | (147,536.41) |
| 747 Housing Successor Trust Fund | 1,137.98 |
| SUBTOTALS | \$ 257,745,764.67 |
| 999 Invested Funds | (252,001,760.03) |
| TOTAL | \$ 5,744,004.64 |

**City of Clovis
Summary of Investment Activity
For the month of April 30, 2021**

| | |
|--|--------------------------|
| <hr/> <hr/> | |
| <u>Balance of Investments Previous Month End</u> | <u>\$242,713,618.78</u> |
| <u>Time Certificates of Deposit Transactions</u> | |
| Investments | 0.00 |
| Withdrawals | <u>(255,000.00)</u> |
| Total CD Changes | (255,000.00) |
| <u>Other Changes</u> | |
| Government Securities | (2,500,041.00) |
| Local Agency Investment Fund | 81,088.07 |
| Municipal Securities | 1,000,000.00 |
| Sweep Account | <u>10,962,094.18</u> |
| Total Other Changes | <u>9,543,141.25</u> |
| Balance of Investments Current Month End | <u>\$ 252,001,760.03</u> |

**City of Clovis
Distribution of Investments
As of April 30, 2021**

| | |
|------------------------------|--------------------------|
| <hr/> <hr/> | |
| Insured CD's | 10,485,000.00 |
| Government Securities | 115,733,856.25 |
| US Treasury Notes | 0.00 |
| Local Agency Investment Fund | 74,304,272.64 |
| Municipal Securities | 5,900,000.00 |
| Sweep Account | <u>45,578,631.14</u> |
| Investment Total | <u>\$ 252,001,760.03</u> |

**City of Clovis
Original Maturities Exceeding One Year
As of April 30, 2021**

| Institution | Face Value | Investment Balance At Amortized Cost | Maturity | Stated Rate |
|--------------------|-------------------|---|-----------------|------------------------|
| FHLB | 2,500,000.00 | 2,504,603.00 | 6/11/2021 | 3.625% |
| FAMCMTN | 3,000,000.00 | 3,000,000.00 | 8/17/2021 | 2.750% |
| FFCB | 2,000,000.00 | 1,999,797.00 | 8/27/2021 | 2.700% |
| FFCB | 2,500,000.00 | 2,498,540.00 | 9/20/2021 | 2.850% |
| FFCB | 2,500,000.00 | 2,500,048.00 | 12/17/2021 | 2.800% |
| FAMCMTN | 3,000,000.00 | 2,999,762.00 | 1/10/2022 | 1.520% |
| FHLMCMTN | 6,000,000.00 | 6,043,051.00 | 1/13/2022 | 2.375% |
| FHLB | 12,000,000.00 | 12,036,279.00 | 3/11/2022 | 2.500% |
| FFCB | 5,960,000.00 | 5,966,496.00 | 3/28/2022 | 2.280% |
| FFCB | 6,000,000.00 | 6,007,069.00 | 6/14/2022 | 1.875% |
| FAMCMTN | 6,000,000.00 | 6,010,481.00 | 6/21/2022 | 1.950% |
| FFCB | 3,000,000.00 | 3,002,675.00 | 8/22/2022 | 1.625% |
| FHLB | 6,000,000.00 | 6,032,862.00 | 9/9/2022 | 2.000% |
| FFCB | 3,000,000.00 | 2,991,719.00 | 10/11/2022 | 1.375% |
| FFCB | 5,000,000.00 | 5,004,797.00 | 10/13/2022 | 1.600% |
| FHLB | 8,000,000.00 | 8,025,949.00 | 12/9/2022 | 1.875% |
| FHLB | 5,000,000.00 | 5,027,931.00 | 12/9/2022 | 1.875% |
| FAMCMTN | 8,500,000.00 | 8,528,636.00 | 2/27/2023 | 1.350% |
| FHLB | 5,000,000.00 | 5,173,175.00 | 3/10/2023 | 2.125% |
| FHLB | 13,000,000.00 | 13,380,981.00 | 3/10/2023 | 2.125% |
| FFCB | 5,000,000.00 | 5,000,000.00 | 3/1/2024 | 0.250% |
| FFCB | 2,000,000.00 | 1,999,006.00 | 3/18/2024 | 0.300% |



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department

DATE: July 19, 2021

SUBJECT: Finance – Receive and File – Investment Report for the Month of May 2021.

ATTACHMENTS:

1. Distribution of Investments
2. Monthly Investment Transactions
3. Certificates of Deposit
4. Municipal Securities
5. Graph of May 31, 2021 Treasury Rates

Attached is the Investment Report for the month of May 2021. Shown in Attachment 1 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. Attachment 2 reflects the monthly investment transactions for the month of May 2021. Attachment 3 lists the certificates of deposit. Attachment 4 lists the municipal securities. Attachment 5 is a graph of Treasury rates on May 31, 2021.

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 0.08%. The rate of return for the City of Clovis portfolio is 1.06%. The goal for the City of Clovis investment return is 120% of the 90-day Treasury bill rate. The current rate of return is 1,321% 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 May 2021 the average investment life of the City's investment portfolio is 0.65 years.

Current Investment Environment and Philosophy

During the month of May 2021, the federal funds rate remained at 0.00%-0.25%. On May 31, 2021, the Treasury yield curve increased from 3-month to 10-year notes.

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

- 0 government securities were purchased.
- 0 government securities were called or matured.
- 0 certificates of deposit were purchased.
- 2 certificates of deposit totaling \$500,000 matured.
- 0 municipal securities were purchased.

Market Environment

- During May, the federal funds rate remained at 0.00%-0.25%.
- On May 31, the yield curve increased from 3-month to 10-year notes. See Attachment 5, Graph of Treasury Rates on May 31, 2021.

Prepared by: Jeffrey Blanks, Deputy Finance Director

Reviewed by: City Manager *JH*

**City of Clovis
Distribution of Investments
As of May 31, 2021**

AGENDA ITEM NO. 5.

| | <u>COST</u> | <u>NET BOOK VALUE</u> | <u>MARKET VALUE *</u> | <u>YIELD TO MATURITY</u> | <u>STATED INTEREST RATE</u> | <u>INVEST DATE</u> | <u>MATURITY DATE</u> | <u>DAYS TO MATURITY FROM 5/31/2021</u> |
|-----------------------------------|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------------|--------------------|----------------------|--|
| <u>GOV'T SECURITIES</u> | | | | | | | | |
| FHLB | 2,568,983 | 2,504,603 | 2,502,525 | 3.625% | 3.625% | 06/28/18 | 06/11/21 | 11 |
| FAMCMTN | 3,000,000 | 3,000,000 | 3,017,280 | 2.750% | 2.750% | 09/06/18 | 08/17/21 | 78 |
| FFCB | 1,998,520 | 1,999,797 | 2,012,440 | 2.700% | 2.700% | 09/06/18 | 08/27/21 | 88 |
| FFCB | 2,490,878 | 2,498,540 | 2,521,600 | 2.850% | 2.850% | 10/05/18 | 09/20/21 | 112 |
| FFCB | 2,500,200 | 2,500,048 | 2,537,525 | 2.800% | 2.800% | 12/17/18 | 12/17/21 | 200 |
| FAMCMTN | 2,999,400 | 2,999,762 | 3,026,730 | 1.520% | 1.520% | 01/23/20 | 01/10/22 | 224 |
| FHLMCMTN | 6,129,600 | 6,043,051 | 6,086,460 | 2.375% | 2.375% | 08/30/19 | 01/13/22 | 227 |
| FHLB | 12,110,520 | 12,036,279 | 12,228,480 | 2.500% | 2.500% | 04/25/19 | 03/11/22 | 284 |
| FFCB | 5,979,668 | 5,966,496 | 6,067,816 | 2.280% | 2.280% | 03/28/19 | 03/28/22 | 301 |
| FFCB | 6,017,400 | 6,007,069 | 6,112,920 | 1.875% | 1.875% | 06/27/19 | 06/14/22 | 379 |
| FAMCMTN | 6,024,900 | 6,010,481 | 6,116,880 | 1.950% | 1.950% | 07/25/19 | 06/21/22 | 386 |
| FFCB | 3,005,250 | 3,002,675 | 3,055,380 | 1.625% | 1.625% | 11/27/19 | 08/22/22 | 448 |
| FHLB | 6,065,100 | 6,032,862 | 6,144,600 | 2.000% | 2.000% | 10/31/19 | 09/09/22 | 466 |
| FFCB | 2,984,460 | 2,991,719 | 3,051,540 | 1.375% | 1.375% | 11/27/19 | 10/11/22 | 498 |
| FFCB | 5,008,500 | 5,004,797 | 5,101,600 | 1.600% | 1.600% | 01/23/20 | 10/13/22 | 500 |
| FHLB | 8,045,600 | 8,025,949 | 6,673,355 | 1.875% | 1.875% | 12/19/19 | 12/09/22 | 557 |
| FHLB | 5,047,500 | 5,027,931 | 6,673,355 | 1.875% | 1.875% | 01/23/20 | 12/09/22 | 557 |
| FAMCMTN | 8,544,965 | 8,528,636 | 8,673,315 | 1.350% | 1.350% | 02/27/20 | 02/27/23 | 637 |
| FHLB | 5,255,000 | 5,173,175 | 5,194,121 | 2.125% | 2.125% | 03/26/20 | 03/10/23 | 648 |
| FHLB | 13,579,800 | 13,380,981 | 13,435,159 | 2.125% | 2.125% | 04/30/20 | 03/10/23 | 648 |
| FFCB | 5,000,000 | 5,000,000 | 4,981,100 | 0.250% | 0.250% | 03/01/21 | 03/01/24 | 1,005 |
| FFCB | 1,999,000 | 1,999,006 | 1,998,520 | 0.300% | 0.300% | 03/24/21 | 03/18/24 | 1,022 |
| SECURITIES TOTAL | <u>\$ 116,355,243</u> | <u>\$ 115,733,857</u> | <u>\$117,212,701</u> | | | | | |
| LAIF | | <u>\$ 74,304,273</u> | <u>\$ 74,304,273</u> | | | | | |
| Municipal Issuance | | <u>\$ 5,900,000</u> | <u>\$ 5,903,008</u> | | | | | |
| Sweep Account (Union Bank) | | <u>\$ 66,702,687</u> | <u>\$ 66,702,687</u> | | | | | |
| TOTAL CD'S | | <u>\$ 9,985,000</u> | <u>\$ 10,165,327</u> | | | | | |
| TOTAL INVESTMENTS | | <u>\$ 272,625,817</u> | <u>\$ 274,287,996</u> | | | | | |

* Market values for securities obtained from US Bank.

City of Clovis
Monthly Investment Transactions
As of May 31, 2021

AGENDA ITEM NO. 5.

| Institution | Description | Activity | Amount | Market Value | Rate | Activity Date | Maturity Date |
|---------------------------|-------------|----------|---------|--------------|--------|---------------|---------------|
| Citibank NA | CD | Maturity | 250,000 | 250,000 | 2.900% | 05/24/21 | 05/24/21 |
| University Iowa Cmnty FCU | CD | Maturity | 250,000 | 250,000 | 2.900% | 05/28/21 | 05/28/21 |

PORTFOLIO DATA

Current Month (05/21)

| | <u>Book</u> | <u>Market</u> |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 9,985,000 | \$ 10,165,327 |
| Gov't Securities* | 115,733,857 | 117,212,701 |
| Municipal Securities | 5,900,000 | 5,903,008 |
| LAIF | 74,304,273 | 74,304,273 |
| Sweep Account (Union Bank) | 66,702,687 | 66,702,687 |
| TOTAL | \$ 272,625,817 | \$ 274,287,996 |

Prior Month (04/21)

| | <u>Book</u> | <u>Market</u> |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 10,485,000 | \$ 10,677,177 |
| Gov't Securities* | 115,733,857 | 117,344,003 |
| Municipal Securities | 5,900,000 | 5,898,883 |
| LAIF | 74,304,273 | 74,304,273 |
| Sweep Account (Union Bank) | 45,578,631 | 45,578,631 |
| TOTAL | \$ 252,001,761 | \$ 253,802,967 |

Three Months Previous (02/21)

| | <u>Book</u> | <u>Market</u> |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 9,990,000 | \$ 10,215,200 |
| Gov't Securities* | 111,601,755 | 113,219,589 |
| Municipal Securities | 4,900,000 | 4,902,632 |
| LAIF | 74,223,185 | 74,223,185 |
| Sweep Account (Union Bank) | 42,086,591 | 42,086,591 |
| TOTAL | \$ 242,801,531 | \$ 244,647,197 |

Six Months Previous (11/20)

| | <u>Book</u> | <u>Market</u> |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 9,740,000 | \$ 10,008,943 |
| Gov't Securities* | 114,096,254 | 116,209,420 |
| Municipal Securities | 2,025,000 | 2,025,783 |
| LAIF | 74,106,014 | 74,106,014 |
| Sweep Account (Union Bank) | 27,611,021 | 27,611,021 |
| TOTAL | \$ 227,578,289 | \$ 229,961,181 |

One Year Previous (05/20)

| | <u>Book</u> | <u>Market</u> |
|----------------------------|-----------------------|-----------------------|
| CD'S | \$ 11,740,000 | \$ 12,085,812 |
| Gov't Securities* | 116,836,354 | 119,604,833 |
| Municipal Securities | - | - |
| LAIF | 65,702,820 | 65,702,820 |
| Sweep Account (Union Bank) | 41,958,882 | 41,958,882 |
| TOTAL | \$ 236,238,056 | \$ 239,352,347 |

*Adjusted Quarterly for Premium/Discount Amortization

**City of Clovis
Certificates of Deposit
As of May 31, 2021**

AGENDA ITEM NO. 5.

| <u>Negotiable CDs</u> | <u>COST</u> | <u>MARKET PRICE</u> | <u>INTEREST RATE</u> | <u>INVEST DATE</u> | <u>MATURITY DATE</u> | <u>MATURITY FROM 05/31/21</u> | <u>INTEREST FREQUENCY</u> |
|---------------------------------|----------------------------|-----------------------------|----------------------|--------------------|----------------------|-------------------------------|---------------------------|
| BMW Bank North America | 250,000 | 250,370.00 | 3.000% | 06/15/18 | 06/15/21 | 15 | MONTHLY |
| Connectone Bk Englewood Cliffs | 250,000 | 250,370.00 | 3.000% | 06/15/18 | 06/15/21 | 15 | MONTHLY |
| Bar Harbor Bank Trust | 250,000 | 250,637.50 | 3.000% | 06/29/18 | 06/29/21 | 29 | MONTHLY |
| Keesler Fed Cr Un | 250,000 | 251,945.00 | 3.050% | 02/20/19 | 08/30/21 | 91 | QUARTERLY |
| Ubs Bank Usa | 250,000 | 253,530.00 | 3.200% | 11/07/18 | 11/08/21 | 161 | MONTHLY |
| Mountain America Fd Credit | 250,000 | 253,682.50 | 3.200% | 11/15/18 | 11/15/21 | 168 | MONTHLY |
| Wells Fargo | 250,000 | 254,745.00 | 3.000% | 01/18/19 | 01/18/22 | 232 | MONTHLY |
| Goldman Sachs Bk USA Ny | 245,000 | 249,993.10 | 2.800% | 02/20/19 | 02/22/22 | 267 | QUARTERLY |
| Tiaa FSB Jacksonville Fla | 245,000 | 250,083.75 | 2.850% | 02/28/19 | 02/22/22 | 267 | QUARTERLY |
| Comenity Capital Bank | 250,000 | 255,717.50 | 2.550% | 04/30/19 | 04/29/22 | 333 | QUARTERLY |
| Synchrony Bank | 250,000 | 255,812.50 | 2.450% | 05/17/19 | 05/17/22 | 351 | QUARTERLY |
| First State Bank of Dequeen | 250,000 | 254,782.50 | 2.000% | 07/26/19 | 05/26/22 | 360 | QUARTERLY |
| Flagstar Bank | 250,000 | 256,305.00 | 2.500% | 06/12/19 | 06/13/22 | 378 | QUARTERLY |
| Capital One Bank | 250,000 | 256,022.50 | 2.350% | 06/19/19 | 06/20/22 | 385 | QUARTERLY |
| Morgan Stanley Bk | 250,000 | 255,837.50 | 2.100% | 07/25/19 | 07/25/22 | 420 | QUARTERLY |
| Capital One Bank | 250,000 | 256,180.00 | 2.150% | 08/07/19 | 08/08/22 | 434 | QUARTERLY |
| Everbanke USA Salt Lake City | 250,000 | 255,880.00 | 2.050% | 08/07/19 | 08/08/22 | 434 | QUARTERLY |
| Raymond James Bank | 250,000 | 255,615.00 | 1.900% | 08/23/19 | 08/23/22 | 449 | QUARTERLY |
| Ally Bank | 250,000 | 255,780.00 | 1.850% | 09/19/19 | 09/19/22 | 476 | QUARTERLY |
| Usalliance Federal Credit Union | 250,000 | 256,210.00 | 2.850% | 09/30/19 | 09/30/22 | 487 | QUARTERLY |
| Morgan Stanley Bank | 250,000 | 256,112.50 | 2.100% | 10/17/19 | 10/17/22 | 504 | MONTHLY |
| Lafayette Fed Cr Un | 250,000 | 255,947.50 | 1.700% | 11/22/19 | 11/22/22 | 540 | MONTHLY |
| Live Oak Banking Co. | 250,000 | 256,355.00 | 1.750% | 12/11/19 | 12/12/22 | 560 | QUARTERLY |
| Wells Fargo Natl Bk West | 250,000 | 256,557.50 | 1.800% | 12/13/19 | 12/13/22 | 561 | QUARTERLY |
| Valley Cent Svgs Bk | 250,000 | 256,537.50 | 1.700% | 01/15/20 | 01/17/23 | 596 | QUARTERLY |
| Sallie Mae Bank | 250,000 | 257,427.50 | 1.900% | 01/23/20 | 01/23/23 | 602 | QUARTERLY |
| Servisfirst Bank | 250,000 | 256,467.50 | 1.600% | 02/21/20 | 02/21/23 | 631 | MONTHLY |
| Celtic Bank | 250,000 | 256,462.50 | 1.550% | 03/13/20 | 03/13/23 | 651 | MONTHLY |
| Axos Bank | 250,000 | 256,595.00 | 1.550% | 03/26/20 | 03/27/23 | 665 | MONTHLY |
| Nicolet Natl Bank | 250,000 | 254,307.50 | 0.900% | 03/27/20 | 03/27/23 | 665 | MONTHLY |
| Centerstate Bank | 250,000 | 253,645.00 | 0.900% | 03/30/20 | 03/30/23 | 668 | MONTHLY |
| Bank Leumi | 250,000 | 256,182.50 | 1.450% | 03/31/20 | 03/31/23 | 669 | MONTHLY |
| Discover Bank | 250,000 | 256,207.50 | 1.350% | 04/02/20 | 04/03/23 | 672 | MONTHLY |
| Berkshire Bank | 250,000 | 255,552.50 | 1.300% | 04/08/20 | 04/06/23 | 675 | MONTHLY |
| American Express | 250,000 | 254,702.50 | 1.100% | 04/21/20 | 04/21/23 | 690 | MONTHLY |
| New York Cmnty Bank | 250,000 | 251,077.50 | 0.350% | 12/11/20 | 12/11/23 | 924 | QUARTERLY |
| Transportation Alliance Bk | 250,000 | 250,280.00 | 0.250% | 03/12/21 | 03/12/24 | 1,016 | QUARTERLY |
| Investors Cmnty Bk | 250,000 | 250,065.00 | 0.400% | 03/24/21 | 03/25/24 | 1,029 | QUARTERLY |
| Preferred Bank | 250,000 | 250,252.50 | 0.250% | 03/25/21 | 03/25/24 | 1,029 | QUARTERLY |
| Bankunited Natl Assn | 245,000 | 245,093.10 | 0.450% | 03/31/21 | 04/01/24 | 1,036 | QUARTERLY |
| Negotiable CD TOTAL | <u>\$ 9,985,000</u> | <u>\$ 10,165,327</u> | | | | | |
| CD TOTAL | <u><u>\$ 9,985,000</u></u> | <u><u>\$ 10,165,327</u></u> | | | | | |

**City of Clovis
Municipal Securities
As of May 31, 2021**

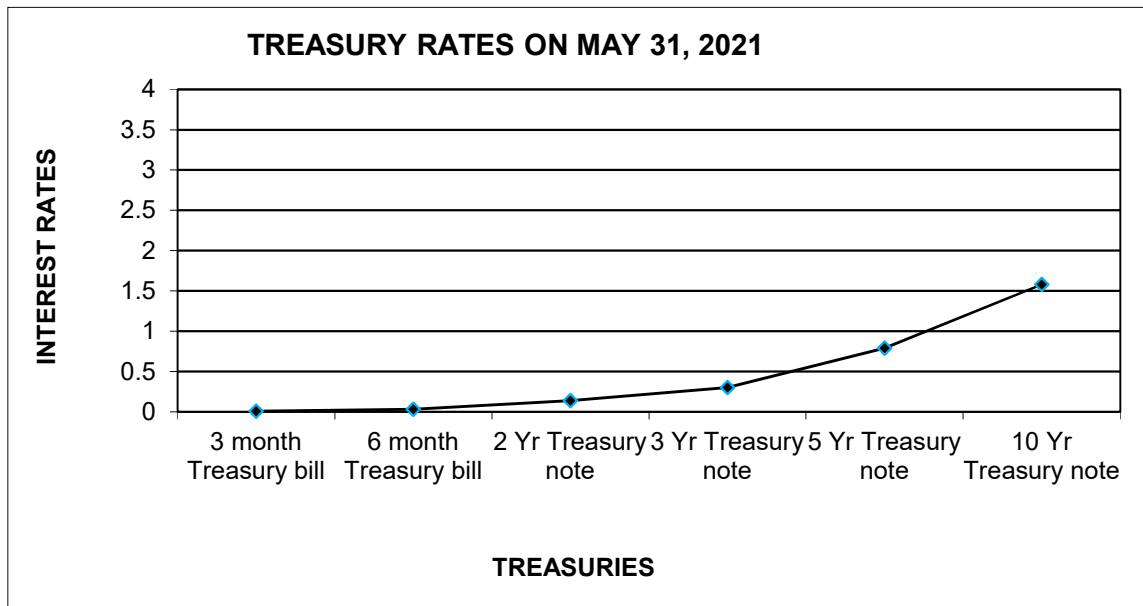
AGENDA ITEM NO. 5.

| <u>Municipal Securities</u> | <u>COST</u> | <u>MARKET PRICE</u> | <u>INTEREST RATE</u> | <u>INVEST DATE</u> | <u>MATURITY DATE</u> | <u>MATURITY FROM 05/31/21</u> | <u>INTEREST FREQUENCY</u> |
|--------------------------------------|----------------------------|----------------------------|----------------------|--------------------|----------------------|-------------------------------|---------------------------|
| Huntington Beach Calif Pension Bond | 1,000,000 | 1,000,040.00 | 0.381% | 04/01/21 | 06/15/23 | 745 | QUARTERLY |
| Fresno Unified Taxable Go Ref Bond | 500,000 | 501,030.00 | 0.462% | 09/30/20 | 08/01/23 | 792 | QUARTERLY |
| Pomona Cali Uni Sch Dist Go Bond | 815,000 | 816,361.05 | 0.534% | 10/20/20 | 08/01/23 | 792 | QUARTERLY |
| San Jose CA USD Ref Bond | 775,000 | 774,070.00 | 0.221% | 01/20/21 | 08/01/23 | 792 | QUARTERLY |
| Vista CA USD Ref Bond | 750,000 | 748,717.50 | 0.221% | 01/20/21 | 08/01/23 | 792 | QUARTERLY |
| William Hart Cali HS Go Bond | 1,000,000 | 1,000,420.00 | 0.366% | 12/23/20 | 08/01/23 | 792 | QUARTERLY |
| Jefferson Cali Elem Sch Dist Go Bond | 710,000 | 710,965.60 | 0.399% | 10/27/20 | 09/01/23 | 823 | QUARTERLY |
| Santa Rosa Calif Watr Ref Bond | 350,000 | 351,403.50 | 0.578% | 12/01/20 | 09/01/23 | 823 | QUARTERLY |
| Mun. Securities TOTAL | <u>\$ 5,900,000</u> | <u>\$ 5,903,008</u> | | | | | |
| Municipal Securities TOTAL | <u><u>\$ 5,900,000</u></u> | <u><u>\$ 5,903,008</u></u> | | | | | |

**CITY OF CLOVIS
FINANCE DEPARTMENT
MAY 31, 2021 TREASURY RATES**

Treasury Rates as of May 30, 2021

| | |
|-----------------------|------|
| 3 month Treasury bill | 0.01 |
| 6 month Treasury bill | 0.03 |
| 2 Yr Treasury note | 0.14 |
| 3 Yr Treasury note | 0.30 |
| 5 Yr Treasury note | 0.79 |
| 10 Yr Treasury note | 1.58 |



As indicated in the above graph, treasuries increase from 3-month to 10-year notes.



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department

DATE: July 19, 2021

SUBJECT: Finance – Receive and File – Treasurer’s Report for the Month of May 2021.

ATTACHMENTS:

1. Summary of Cash Balances
2. Summary of Investment Activity
3. Investments with Original Maturities Exceeding One Year

Attached for the Council’s information is the Treasurer’s Report for the month ended May 31, 2021.

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. Attachment 1 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. Attachment 2 summarizes the investment activity for the month and distribution, by type of investment, held by the City. Attachment 3 lists all investments with original maturities exceeding one year as of the month ended May 31, 2021.

Prepared by: Jeffrey Blanks, Deputy Finance Director

Reviewed by: City Manager *JH*

City of Clovis
Statement of Cash Balances
As of May 31, 2021

| | | |
|-------------------------|----|-----------------|
| Previous Balance | \$ | 5,744,004.64 |
| Deposits | | 34,786,452.91 |
| Disbursements | | (35,672,355.45) |
| Current Balance | \$ | 4,858,102.10 |

| FUNDS | BALANCE |
|---|-------------------|
| 100 General Fund | \$ 29,556,239.82 |
| 201 Local Transportation | 15,390,710.64 |
| 202 Parking and Business Improvements | 166,669.95 |
| 203 Off Highway Use | 70,373.09 |
| 204 Off Highway Use | 27,214.88 |
| 205 Senior Citizen Memorial Trust | 54,117.70 |
| 207 Landscape Assessment District | 6,691,191.68 |
| 208 Blackhorse III (95-1) Assessment District | 132,331.32 |
| 301 Park & Recreation Acquisition | 9,395,005.39 |
| 305 Refuse Equipment Reserve | 1,665,102.28 |
| 310 Special Street Deposit Fund | 29,365,641.12 |
| 313 Successor Agency | (97,608.63) |
| 314 Housing Successor Agency | 2,247,643.27 |
| 402 1976 Fire Bond Redemption | 25,475.23 |
| 404 1976 Sewer Bond Redemption Fund | 406,042.15 |
| 501 Community Sanitation Fund | 15,653,558.43 |
| 502 Sewer Service Fund | 34,605,655.27 |
| 504 Sewer Capital Projects-Users | 1,162,657.60 |
| 506 Sewer Capital Projects-Developer | 3,491,267.85 |
| 507 Water Service Fund | 48,662,881.43 |
| 508 Water Capital Projects-Users | 6,561,718.66 |
| 509 Water Capital Projects-Developer | 7,890,072.43 |
| 515 Transit Fund | 2,804,192.68 |
| 540 Planning & Development Services | 16,880,607.88 |
| 601 Property & Liability Insurance | 1,802,579.38 |
| 602 Fleet Maintenance | 13,800,744.08 |
| 603 Employee Benefit Fund | 11,907,313.28 |
| 604 General Government Services | 15,183,435.72 |
| 701 Curb & Gutter Fund | 160,528.70 |
| 703 Payroll Tax & Withholding Fund | 1,349,524.49 |
| 712 Temperance/Barstow Assmt Dist (98-1) | 75,760.92 |
| 713 Shepherd/Temperance Assmt Dist (2000-1) | 5,731.38 |
| 715 Supp Law Enforcement Serv | 280,289.95 |
| 716 Asset Forfeiture | 142,121.21 |
| 720 Measure A-Public Safety Facility Tax | 412.89 |
| 736 SA Admin Trust Fund | 1,421.40 |
| 741 SA Debt Service Trust Fund | (35,845.41) |
| 747 Housing Successor Trust Fund | 1,137.98 |
| SUBTOTALS | \$ 277,483,918.09 |
| 999 Invested Funds | (272,625,815.99) |
| TOTAL | \$ 4,858,102.10 |

**City of Clovis
Summary of Investment Activity
For the month of May 31, 2021**

| | |
|--|---------------------------------|
| <hr/> <hr/> | |
| <u>Balance of Investments Previous Month End</u> | <u>\$252,001,760.03</u> |
| <u>Time Certificates of Deposit Transactions</u> | |
| Investments | 0.00 |
| Withdrawals | <u>(500,000.00)</u> |
| Total CD Changes | (500,000.00) |
| <u>Other Changes</u> | |
| Government Securities | 0.00 |
| Local Agency Investment Fund | 0.00 |
| Municipal Securities | 0.00 |
| Sweep Account | <u>21,124,055.96</u> |
| Total Other Changes | <u>21,124,055.96</u> |
| Balance of Investments Current Month End | <u>\$ 272,625,815.99</u> |

**City of Clovis
Distribution of Investments
As of May 31, 2021**

| | |
|------------------------------|---------------------------------|
| <hr/> <hr/> | |
| Insured CD's | 9,985,000.00 |
| Government Securities | 115,733,856.25 |
| US Treasury Notes | 0.00 |
| Local Agency Investment Fund | 74,304,272.64 |
| Municipal Securities | 5,900,000.00 |
| Sweep Account | <u>66,702,687.10</u> |
| Investment Total | <u>\$ 272,625,815.99</u> |

**City of Clovis
Original Maturities Exceeding One Year
As of May 31, 2021**

| Institution | Face Value | Investment Balance At Amortized Cost | Maturity | Stated Rate |
|--------------------|-------------------|---|-----------------|------------------------|
| FHLB | 2,500,000.00 | 2,504,603.00 | 6/11/2021 | 3.625% |
| FAMCMTN | 3,000,000.00 | 3,000,000.00 | 8/17/2021 | 2.750% |
| FFCB | 2,000,000.00 | 1,999,797.00 | 8/27/2021 | 2.700% |
| FFCB | 2,500,000.00 | 2,498,540.00 | 9/20/2021 | 2.850% |
| FFCB | 2,500,000.00 | 2,500,048.00 | 12/17/2021 | 2.800% |
| FAMCMTN | 3,000,000.00 | 2,999,762.00 | 1/10/2022 | 1.520% |
| FHLMCMTN | 6,000,000.00 | 6,043,051.00 | 1/13/2022 | 2.375% |
| FHLB | 12,000,000.00 | 12,036,279.00 | 3/11/2022 | 2.500% |
| FFCB | 5,960,000.00 | 5,966,496.00 | 3/28/2022 | 2.280% |
| FFCB | 6,000,000.00 | 6,007,069.00 | 6/14/2022 | 1.875% |
| FAMCMTN | 6,000,000.00 | 6,010,481.00 | 6/21/2022 | 1.950% |
| FFCB | 3,000,000.00 | 3,002,675.00 | 8/22/2022 | 1.625% |
| FHLB | 6,000,000.00 | 6,032,862.00 | 9/9/2022 | 2.000% |
| FFCB | 3,000,000.00 | 2,991,719.00 | 10/11/2022 | 1.375% |
| FFCB | 5,000,000.00 | 5,004,797.00 | 10/13/2022 | 1.600% |
| FHLB | 8,000,000.00 | 8,025,949.00 | 12/9/2022 | 1.875% |
| FHLB | 5,000,000.00 | 5,027,931.00 | 12/9/2022 | 1.875% |
| FAMCMTN | 8,500,000.00 | 8,528,636.00 | 2/27/2023 | 1.350% |
| FHLB | 5,000,000.00 | 5,173,175.00 | 3/10/2023 | 2.125% |
| FHLB | 13,000,000.00 | 13,380,981.00 | 3/10/2023 | 2.125% |
| FFCB | 5,000,000.00 | 5,000,000.00 | 3/1/2024 | 0.250% |
| FFCB | 2,000,000.00 | 1,999,006.00 | 3/18/2024 | 0.300% |



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Finance Department

DATE: July 19, 2021

SUBJECT: Finance – Receive and File – Update to Investment Strategy.

ATTACHMENTS: 1. Schedule of Treasury Rates 2020-2021

CONFLICT OF INTEREST

None.

RECOMMENDATION

That the Council receive and file an update to the City's investment strategy, specifically in regards to extending the investment ladder out to five years.

EXECUTIVE SUMMARY

In accordance with the City's investment policy, as well as California Government Code sections 53601 and 53601.6, the City may invest its excess cash in a variety of investment instruments. The City currently invests in U.S. agency securities, certificates of deposit, municipal securities, and deposits with the California Local Agency Investment Fund, as well as an overnight sweep account with Union Bank. Due to the current interest rate environment, and in the interest of seeking greater yield (without sacrificing significant safety or liquidity), the City is seeking to invest in longer-term securities (specifically four- and five-year agency securities and certificates of deposit), which are allowable per the investment policy and the California Government Code. This change in strategy requires City Manager approval, which has been granted, and this report is being submitted to Council for transparency.

BACKGROUND

Per California Government Code section 53601, local agencies "having moneys in a sinking fund or moneys in its treasury not required for the immediate needs of the local agency may invest any portion of the moneys that it deems wise or expedient in those investments set forth" within the section. The City currently invests in U.S. agency securities, certificates of deposit, municipal securities, and deposits with the California Local Agency Investment Fund, as well as an overnight sweep account with Union Bank. Each of these investment types

abide by both the City's investment policy as well as the California Government Code. The City's investment strategy also conforms to the investment philosophy that emphasizes safety of the principal first, followed by liquidity needs, and finally achieving the best possible yield.

Before the impacts of the COVID-19 pandemic (for these purposes, the end of February 2020), rates for 90-day U.S. Treasuries (used as a benchmark for gauging the investment portfolio's yield) were trading at 1.27%, or 127 basis points. By the end of March 2020, those same securities were trading at 0.11%, or 11 basis points, a full 116 basis points lower than the end of February. That trend has held, as those securities were trading at 0.05% at the end of June 2021 and continue to hold steady. It is estimated that these rates will continue to hold at that level (or lower) for the foreseeable future.

The City currently invests in three-year securities; the three-year Treasury yield as of June 30, 2021 is 0.46%. The five-year Treasury yield on the same date was 0.87%, or a full 41 basis points higher. See Attachment 1 for yield trends for three- and five-year U.S. Treasury securities.

As such, the City is looking at continued diversification of its portfolio in an effort to, without sacrificing the safety and liquidity of the portfolio, achieve some substantially higher yields on a section of its investment capital. Longer term agency securities and certificates of deposit provide the opportunity to achieve higher returns without adding significant risk to the portfolio. They also provide the opportunity to smooth out major shifts in the market, so as to reduce potential short-term volatility.

FISCAL IMPACT

Investing in longer-term securities will allow for greater diversification of the portfolio, which should allow the City to achieve greater yield without sacrificing the safety and liquidity that drive the investment philosophy of the City.

REASON FOR RECOMMENDATION

This item will allow the City to move forward in investing in longer-term securities where prudent, and this report serves to notify Council of the change in the investment strategy.

ACTIONS FOLLOWING APPROVAL

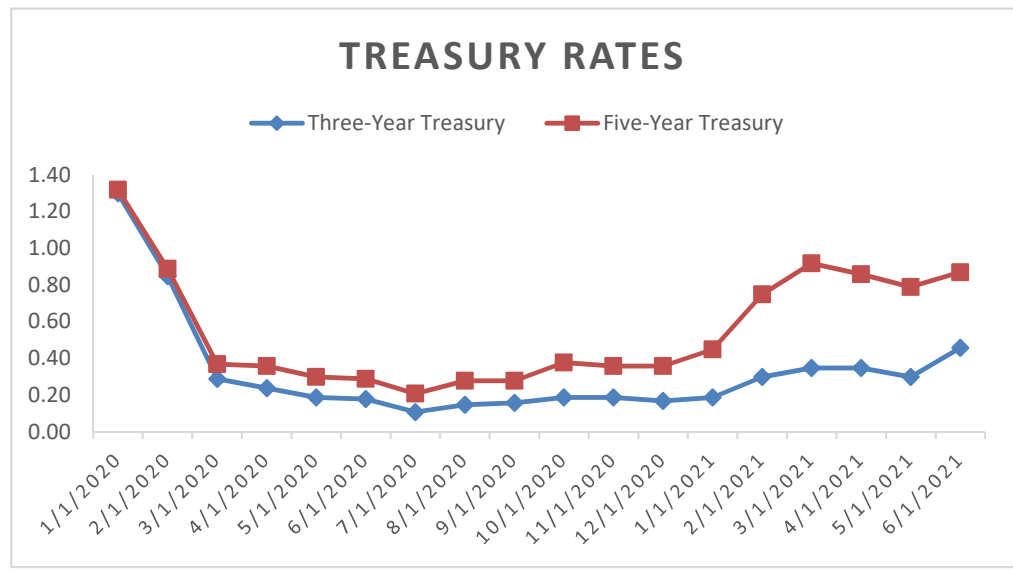
The City will include longer-term securities in its prospective investment strategy, investing where prudent. The focus of the investment strategy will continue to put the safety of the principal funds first, followed by liquidity and yield.

Prepared by: Jeff Blanks, Deputy Finance Director

Reviewed by: City Manager LS

**CITY OF CLOVIS
FINANCE DEPARTMENT
SCHEDULE OF TREASURY RATES 2020-2021
JANUARY 31, 2020 - JUNE 30, 2021**

| Date | Three-Year Treasury | Five-Year Treasury |
|-------------|----------------------------|---------------------------|
| 1/31/2020 | 1.30 | 1.32 |
| 2/29/2020 | 0.85 | 0.89 |
| 3/31/2020 | 0.29 | 0.37 |
| 4/30/2020 | 0.24 | 0.36 |
| 5/31/2020 | 0.19 | 0.30 |
| 6/30/2020 | 0.18 | 0.29 |
| 7/31/2020 | 0.11 | 0.21 |
| 8/31/2020 | 0.15 | 0.28 |
| 9/30/2020 | 0.16 | 0.28 |
| 10/31/2020 | 0.19 | 0.38 |
| 11/30/2020 | 0.19 | 0.36 |
| 12/31/2020 | 0.17 | 0.36 |
| 1/31/2021 | 0.19 | 0.45 |
| 2/28/2021 | 0.30 | 0.75 |
| 3/31/2021 | 0.35 | 0.92 |
| 4/30/2021 | 0.35 | 0.86 |
| 5/31/2021 | 0.30 | 0.79 |
| 6/30/2021 | 0.46 | 0.87 |





CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: General Services Department

DATE: July 19, 2021

SUBJECT: General Services - Approval – Claim Rejection of the General Liability Claim for Hermandeep Nagra.
None

ATTACHMENTS:

CONFLICT OF INTEREST

Councilmember Mouanoutoua was the reporting party and alleged victim of the underlying incident that led to the arrest of the claimant, Hermandeep Nagra. Because Mr. Nagra's claim includes allegations of false arrest, it is recommended that Councilmember Mouanoutoua recuse himself from participating in any discussion and decision regarding Mr. Nagra's claim.

RECOMMENDATION

Reject the General Liability Claim filed by Hermandeep Nagra.

EXECUTIVE SUMMARY

Hermandeep Nagra (claimant) filed a General Liability Claim against the City of Clovis on June 28, 2021, for defamation, excessive force caused by an officer, and a politically motivated false arrest. Mr. Nagra claims that officers within Clovis Police Department and City Council caused intentional emotional distress and discrimination against him. It is recommended that the claim is rejected at this time.

BACKGROUND

On June 28, 2021, a General Liability Claim was filed against the City of Clovis by Hermandeep Nagra. The claim was considered legally sufficient and timely. Mr. Nagra alleged that on January 28, 2021, the Clovis Police Department responded to his residence and falsely arrested him based on politically motivated bias and discrimination. Mr. Nagra further alleges that officers used excessive force during the arrest and accused the City Council of defamation of character.

Mr. Nagra filed his claim as a “civil unlimited case” and is seeking compensation for damages, and punitive damages.

FISCAL IMPACT

Rejection of the claim does not result in any fiscal impact.

REASON FOR RECOMMENDATION

It is recommended that the claim be rejected. The City is not liable for this claim. In addition, by rejecting this claim the time in which lawsuits may be filed against the City will begin to run.

ACTIONS FOLLOWING APPROVAL

A letter will be sent to the claimant informing him that the claim has been rejected.

Prepared by: Charles W. Johnson, Management Analyst

Reviewed by: City Manager *[Signature]*



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: General Services Department

DATE: July 19, 2021

SUBJECT: General Services - Approval – Authorize the City Manager to Execute a 36-Month HVAC Service Contract.

ATTACHMENTS: 1. HVAC Service Agreement

CONFLICT OF INTEREST

None

RECOMMENDATION

Approve the proposal submitted by EMCOR Services – Mesa Energy Systems for provisions of providing city-wide preventative maintenance services on the City's heating, ventilation and air-conditioning (HVAC) equipment.

EXECUTIVE SUMMARY

Staff developed a Request for Proposal (RFP) for HVAC maintenance services and posted the RFP to the City's web-based bid management system (PlanetBids), which distributed the invitation to fifty-nine (59) registered vendors interested in providing HVAC maintenance services. As a result of this process, five (5) vendors submitted proposals to the City. One vendor failed to attend the mandatory pre-bid meeting which eliminates that vendor from submitting a proposal.

After analyzing the proposals, EMCOR Services – Mesa Energy Systems (EMCOR) was determined to have submitted the proposal with the best overall value to the City. Therefore, staff recommends that Council approve the proposal submitted by EMCOR for the provision of City HVAC maintenance services from August 1, 2021, through July 31, 2024.

BACKGROUND

The City has contracted for HVAC preventative maintenance services on its mechanical equipment for many years. The City's current contract with EMCOR will expire on July 31, 2021.

The Facilities Maintenance Section is currently responsible for maintaining over 300 separate pieces of mechanical equipment and hundreds of associated components such as thermostats, control modules, sensors, pumps, and motors.

Staff developed a Request for Proposals (RFP) for HVAC maintenance services and posted the RFP to the City’s web-based bid management system, which distributed the invitation to registered vendors interested in HVAC maintenance services. A public notice for the RFP was also published in Fresno’s *Business Journal*.

The City’s web-based bid management system electronically distributed the RFP invitation to fifty-nine (59) vendors, of which nineteen (19) vendors downloaded RFP documents for review. Six (6) HVAC vendors were represented at the mandatory pre-proposal meeting, four (4) of which submitted proposals to the City. One other vendor submitted a proposal but had failed to attend the mandatory pre-bid meeting which eliminates that vendor. The four locally based vendors who submitted eligible proposals to the City are highly qualified and all provide HVAC maintenance services to high profile facilities within Fresno County.

The totals shown below represent a summary of proposal costs, itemized by 1st, 2nd, and 3rd year and the total 36-month contract price.

| VENDOR | EMCOR SERVICES | TRANE | ACCO | CARRIER |
|--|---------------------|---------------------|-----------------------|-----------------------|
| 1st Year Maintenance Services Total | \$213,626.00 | \$261,105.85 | \$734,424.00 | \$775,719.00 |
| 2nd Year Cost w/ Projected Price Increase | \$220,034.78 | \$268,939.02 | \$756,432.00 | \$783,498.00 |
| 3rd Year Cost w/ Projected Price Increase | \$226,635.82 | \$277,007.19 | \$779,136.00 | \$791,313.59 |
| Total 3-Year Projected Total Price | \$660,296.60 | \$807,052.06 | \$2,269,992.00 | \$2,350,530.59 |

This year’s RFP clearly explained the selection process would be based on performance and not weighted solely on the cost of the proposal. It is the City’s intent through this RFP process to obtain the highest quality of service at the most reasonable price.

EMCOR submitted the lowest cost proposal. The company is headquartered in Irvine, CA, with nine (9) offices located within California, including Fresno. The Fresno office has been established since 2006, with their main focus geared only to providing commercial HVAC maintenance services. EMCOR is currently servicing large local profile accounts such as County of San Luis Obispo, Manchester Center, Rabobank-AAA Properties, County of Kings,

City of Clovis and State of California offices. Their Central California offices have 214 customers under maintenance agreements at 275 individual sites. EMCOR employs thirty-eight (38) local technicians within the central valley region, of which eight (8) will be dedicated to providing services to Clovis facilities.

FISCAL IMPACT

The proposed pricing for this acquisition is within the FY21/22 budget allocation for this service.

REASON FOR RECOMMENDATION

The proposal submitted by EMCOR meets all of the City's criteria for the provisions of HVAC preventative maintenance services. In addition, the proposal submitted by EMCOR is the lowest cost proposal. Staff conducted a thorough reference check of EMCOR's current local accounts. Their feedback was very favorable in terms of customer service and quality of workmanship, with none of the references providing negative feedback. EMCOR has experience servicing large public agency accounts and is currently servicing the City of Clovis HVAC units. Their HVAC maintenance service performance during the current five year contract with the City of Clovis is rated as very good. EMCOR is an established firm with an excellent professional reputation. They have offices providing HVAC maintenance services in Northern, Central, and Southern California, with additional offices in Nevada and Arizona.

ACTIONS FOLLOWING APPROVAL

Staff will prepare a three-year agreement for the City Manager's approval with EMCOR Services for HVAC maintenance services. The contract will begin on August 1, 2021 and will expire on July 31, 2024.

Prepared by: Stephen Frankian, Facilities Maintenance and Purchasing Manager

Reviewed by: City Manager *DF*

**CITY OF CLOVIS
CONTRACT SERVICES AGREEMENT**

This Contract Services Agreement ("Agreement") is entered into between the City of Clovis, a California general law city ("City") and the individual or entity identified below ("Contractor") with respect to the following recitals, which are a substantive part of this Agreement. This Agreement shall be effective on the date signed by City, which shall occur after execution by Contractor ("Effective Date").

RECITALS

- A. City desires to obtain HVAC maintenance services ("Services") as described in the Request for Proposals No. 02-21, set forth in **Exhibit A** and incorporated herein by reference ("Request for Proposals").
- B. Contractor is engaged in the business of furnishing the Services and hereby warrants and represents that it is qualified, licensed, and professionally capable of performing the Services.
- C. Contractor submitted a complete proposal, including all required forms, bonds, certificates, and other documents, attached as **Exhibit B** ("Contractor's Proposal") and incorporated herein by reference, that was approved by City for award of contract for the Services.
- D. City desires to retain Contractor, and Contractor desires to provide the City with the Services, on the terms and conditions as set forth in this Agreement.

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

AGREEMENT

- 1. Scope of Services. Contractor shall perform the Services described in the Request for Proposals set forth in **Exhibit A**. Contractor shall comply with all standards, specification, and other requirements expressed in the Request for Proposals. If there is a conflict between the Request for Proposals or the Contractor's Proposal and this Agreement, this Agreement shall control. Any contractual terms or conditions detailed in Contractor's Proposal shall have no force or effect with respect to this Agreement and the Services performed by Contractor.
- 2. Commencement of Services; Term of Agreement. The term of this Agreement shall commence on August 1, 2021 and shall terminate on July 31, 2024. Contractor shall commence the Services upon City's issuance of a written "Notice to Proceed" and shall continue with the Services until the expiration of the term, or until such time as the Agreement is terminated by either party pursuant to Section 16 herein, whichever is earlier.
- 3. Payment for Services. City shall pay Contractor for the Services performed pursuant to this Agreement according to the rates stated in Contractor's Proposal set forth in **Exhibit B**, as follow:

| | |
|----------------------------------|----------------------|
| <u>Year One (2021-22)</u> | |
| Total Monthly Billing | \$ 18,636.49 |
| Annual Billing | \$ 213,626.00 |
| Total Annual Billing | \$ 213,626.00 |

| | |
|----------------------------------|----------------------|
| <u>Year Two (2022-23)</u> | |
| Total Monthly Billing | \$ 19,194.57 |
| Annual Billing | \$ 220,034.78 |
| Total Annual Billing | \$ 220,034.78 |

| | |
|------------------------------------|--------------------------|
| <u>Year Three (2023-24)</u> | |
| Total Monthly Billing | \$ 19,770.40 |
| Annual Billing | \$ 226,635.82 |
| Total Annual Billing | \$ 226,635.82 |
| 3 Year Contract Total | \$ 660,296.60 |

Contractor shall submit monthly invoices to City containing detailed billing information regarding the Services provided and unless otherwise specified in **Exhibit A**, City shall tender payment to Contractor within fifteen (15) days after receipt of invoice.

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

5. Standard of Care. Contractor expressly represents it is qualified in the field for which Services are being provided under this Agreement and that to the extent Contractor utilizes subcontractors, such subcontractors are, and will be, qualified in their fields. Contractor also expressly represents that both Contractor and its subcontractors, if any, are now, and will be throughout their performance of the Services under this Agreement, properly licensed, bonded, and/or otherwise qualified and authorized to perform the Services required and contemplated by this Agreement, as may be required by law. Contractor and its subcontractors, if any, shall utilize the standard of care and skill customarily exercised by members of their profession, shall use reasonable diligence and best judgment while performing the Services, and shall comply with all applicable laws and regulations.

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

7. Subcontractor Provisions. Contractor shall include in its written agreements with its subcontractors, if any, provisions which: (a) impose upon the subcontractors the obligation to provide to City the same insurance and indemnity obligations that Contractor owes to City; and (b) entitle City to impose upon subcontractors the assignment rights found elsewhere in this Agreement.

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

9. Record Keeping; Reports. Contractor shall keep complete records showing the type of Services performed. Contractor shall be responsible and shall require its subcontractors to keep similar records. City shall be given reasonable access to the records of Contractor and its subcontractors for inspection and audit purposes. Contractor shall provide City with a working draft of all reports and five (5) copies of all final reports prepared by Contractor under this Agreement.

10. Delay Damages. Time is of the essence with respect to this Agreement and the Services provided by Contractor. Contractor's failure to timely and satisfactorily perform under this Agreement shall result in the assessment of delay damages at the rate of \$50.00 per day for each calendar day that Contractor fails or refuses to perform the Services, fails to timely perform the Services, or performs the Services in an unsatisfactory manner and fails to correct. Contractor shall be provided written notice of any deficiency in performance and afforded forty-eight (48) hours, not including weekends, to correct the work. The actual occurrence of damages and the actual amount of the damages which City would suffer for such delayed performance of the Services are impracticable and extremely difficult to calculate. Damages which City would suffer in the event of such delay include, but are not limited to, loss of the use of the facilities, disruption of activities, costs of administration and supervision, and the incalculable inconvenience and loss suffered by the public. Accordingly, the parties agree that the amount set forth herein shall be presumed to be the amount of damages which City shall directly incur for each calendar day that satisfactory performance of the Services is delayed because of Contractor.

11. Reserved.

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

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

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

15. Termination of Agreement. This Agreement shall terminate upon completion of term or any extension thereto, or earlier pursuant to the following.

a. Termination by City: Without Cause. This Agreement may be terminated by City at its discretion upon thirty (30) days prior written notice to Contractor.

b. Termination by City or Contractor: For Cause. Either party may terminate this Agreement upon seven (7) days prior written notice to the other party of a material breach, and a failure to cure within that time period. Contractor's failure or refusal to satisfactorily perform shall constitute a material breach.

c. Compensation to Contractor Upon Termination. In the event termination is not due to fault attributable to Contractor, and provided all other conditions for payment have been met, Contractor shall be paid compensation for services satisfactorily performed prior to notice of termination. In the event termination is due to fault attributable to Contractor, Contractor shall be paid the reasonable value of its services provided.

However, in no event shall such payment when added to any other payment due exceed the total compensation as specified in Section 3 herein. In the event of termination due to Contractor's failure to perform in accordance with the terms of this Agreement through no fault of City, City may withhold an amount that would otherwise be payable as an offset to City's damages caused by such failure.

d. Effect of Termination. Upon receipt of a termination notice (or completion of this Agreement), Contractor shall: (i) promptly discontinue all Services affected (unless the notice directs otherwise); and (ii) deliver or otherwise make available to the City, without additional compensation, all data, documents, procedures, reports, estimates, summaries, and such other information and materials as may have been accumulated by the Contractor in performing this Agreement, whether completed or in process. Contractor may not refuse to provide such writings or materials for any reason whatsoever.

17. Insurance. Contractor shall satisfy the insurance requirements set forth in **Exhibit C**.

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

19. Taxes. Contractor agrees to pay all taxes, licenses, and fees levied or assessed by any governmental agency on Contractor incident to the performance of Services under this Agreement, and unemployment compensation insurance, social security, or any other taxes upon the wages of Contractor, its employees, agents, and representatives. Contractor agrees to obtain and renew an annual business tax certificate from City and pay the applicable annual business license fee to City during the term of this Agreement.

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

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

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

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

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

d. Delivery by deposit in the United States mail, first class, postage prepaid. Service shall be deemed delivered seventy-two (72) hours after deposit.

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

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

24. Authority. The signatories to this Agreement warrant and represent that they have the legal right, power, and authority to execute this Agreement and bind their respective entities.

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

26. Applicable Law and Interpretation and Venue. This Agreement shall be interpreted in accordance with the laws of the State of California. The language of all parts of this Agreement shall, in all cases, be construed as a whole, according to its fair meaning, and not strictly for or against either party. This Agreement is entered into by City and Contractor in the County of Fresno, California. Contractor shall perform the Services required under this Agreement in the County of Fresno, California. Thus, in the event of litigation, venue shall only lie with the appropriate state or federal court in Fresno County.

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

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

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

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

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

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

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

CONTRACTOR

CITY OF CLOVIS

By: _____

By: _____
Luke Serpa, City Manager

Date: _____

Date: _____

Party Identification and Contact Information:

[Contractor]
EMCOR Services Mesa Energy Systems Inc.
Attn: Daniel Bibioff
Title: Branch Manager
3980 N Chestnut Diagonal #101
Fresno, CA 93726
Dbibioff@emcor.net [E-Mail Address]
559-277-7900 [Phone Number]

City of Clovis
General Services
Attn: Stephen Frankian
Title: Facility Maintenance & Purchasing Manager
1033 Fifth Street
Clovis, CA 93612
Stephenf@cityofclovis.com [E-Mail Address]
559-324-2705 [Phone Number]

ATTEST

_____, City Clerk

APPROVED AS TO FORM

_____, City Attorney

<file:///J:\wdocs\00611\004\agt\00775187.DOC>

EXHIBIT A REQUEST FOR PROPOSAL

City of Clovis

Request for Proposals for Contract HVAC Services

Proposals shall be submitted no later than
3:00 p.m., Friday, June 11, 2021

Two (2) copies of the proposals shall be submitted to:

City Clerk's Office/Administration Front Desk
City of Clovis
1033 5th Street
Clovis, CA 93612

Proposals shall be clearly marked: "**City of Clovis HVAC Maintenance Services 2021**"

A mandatory pre-proposal conference and tour of City facilities will be held on Tuesday, May 25, 2021, at 10:00 a.m. in the Clovis Senior Center, Multipurpose Room, located at 850 fourth Street, Clovis.

Inquiries regarding this request should be directed to:

Stephen Frankian, Facilities Maintenance & Purchasing Manager
City of Clovis
1033 Fifth Street
Clovis, CA 93612
(559) 324-2705

EXHIBIT A OF ATTACHMENT 1

I. **INTRODUCTION**

The City of Clovis is seeking proposals from qualified vendors for all labor, materials and equipment necessary for the provision of contract Heating, Ventilation, and Air Conditioning (HVAC) maintenance services for specified City of Clovis facilities for the period of August 1, 2021 through July 31, 2024.

A mandatory pre-proposal conference will be held on Tuesday, May 25, 2021, at 10:00 a.m., in the Clovis Senior Center, Multipurpose Room, located at 850 fourth Street, Clovis. Attendees shall sign in and verify their position as a permanent employee of the vendor being represented. At this conference, vendors will have the opportunity to ask questions of City staff regarding the Request for Proposal, receive a site map, and tour the City facilities that are to be covered by the contract.

During the course of the contract there may be equipment additions or deletions. As each event occurs it will be negotiated on a case-by-case basis between the parties by either raising or lowering the annual cost. The successful vendor shall negotiate in good faith with the City of Clovis for each addition or deletion.

The City is requesting a pricing proposal to provide complete turn-key preventative maintenance (PM) services that provides 100% coverage of all labor, parts, and materials as well as emergency services needed to provide ongoing process of sustaining the performance of building systems according to design intent, the owner's or occupants' changing needs, and optimum efficiency levels. This contract shall include all ancillary parts needed to sustain a complete and working mechanical system.

Attached are *Maintenance Specifications*; Exhibit "A", *Equipment List*; Exhibit "B" with *Pricing Sheet*.

Although the City has made an effort to document all services and equipment necessary to provide a full preventative maintenance program for the City's HVAC system, minor items may have been overlooked. It is the City's intention to select a vendor who will provide a complete preventative maintenance service on the complete HVAC systems which are listed, inclusive of all belts, pulleys, filters, sensors, gases, chemicals, cleaning agents, EMS components and support, and all related components necessary to support a complete working system.

II. **VENDOR QUALIFICATIONS**

Due to the complexity of the City's HVAC systems, the need for personal comfort in all the specified facilities and the City's requirement of a 4-hour response time; only local, established and experienced HVAC maintenance service vendors, who can meet this response time requirement and who meet the following requirements and specifications contained in this document shall be given final consideration for award of the contract.

III. **VENDOR RESPONSIBILITIES**

1. The selected vendor shall supply all labor, parts and materials necessary to perform the task with a high degree of proficiency and professionalism in relation to industry standards based on a minimum of industry-recognized

ANSI/ASHRAE/ACCA 180-2012. The specific tasks to be performed are listed on *Maintenance Specifications*, Exhibit "A".

2. The vendor shall have sufficient equipment and staff to adequately service the requirements of the City including equipment failure call backs. List your average response times for calls related to equipment failure during normal work hours. Additionally, the City requires the vendor to be available for service calls due to equipment failures after hours and weekends/holidays. Vendor shall state their pay structure based upon Article XII of this RFP and note accordingly in the space provided on Pricing Sheet portion of Exhibit "B" for after hour and weekend/holiday callbacks.
3. The vendor shall at all times maintain on file with the City a current list of all employees who may perform work on City premises. All vendor employees shall be permanently employed by the successful vendor and shall wear a uniform with the vendor's name easily identifiable on the uniform. The uniform shall minimally consist of a shirt with the vendor's name on it.
4. Each vendor shall generate a sample checklist of all scheduled tasks for maintenance services provided under this proposal. A sample of the checklist shall be submitted with each proposal. The City will work with the selected vendor to provide an approved checklist prior to the initiation of service.
5. The vendor shall indemnify and hold harmless the City against all liability and property damage for actions connected to the vendor's work for the City.
6. Throughout the term of the contract, the vendor shall maintain, at its own expense, comprehensive liability insurance, including bodily injury, property damage, auto liability and personal injury coverage's. The insurance shall be in the minimum amount of \$2 million per occurrence. A certificate of said insurance coverage naming the City, its officers, agents and employees, as additional insured's shall be issued to the City prior to the initiation of the contract. The vendor shall further certify to the City that the said coverage's shall not be terminated or significantly modified without having first provided the City with a minimum 30-day written notice of such change(s). The vendor shall also provide the City with evidence of workers' compensation coverage for its employees.
7. Each vendor must possess a valid State of California "C-20" Contractor's License for HVAC work, and possess a City of Clovis business license prior to initiation of services.
8. Contractor acknowledges that if any work performed does not conform to the satisfaction of the CITY, CITY shall have the right to require CONTRACTOR to perform the work again in conformity with the requirements of the Agreement at no additional increase in the CONTRACTOR'S fees for service. Remedy for non-compliance or non-performance shall occur within 24 hours of notice. The CITY also shall have the right to require CONTRACTOR to take all necessary steps to ensure future performance of the work in conformity with the requirements of the Agreement. In the event CONTRACTOR fails to perform the work again or fails to take necessary steps to ensure future performance of the work in conformity with the requirements of the Agreement, CITY shall have the right to terminate the Agreement for default. The City also retains the right to terminate this agreement should the CITY determine that

the CONTRACTOR has developed a trend of non- performance or non-responsiveness after successive notices.

9. If applicable, it is understood and agreed that the CONTRACTOR shall pay its employees/subcontract workers in accordance with the provisions of Section 1770 of the California Labor Code.

IV. **CITY OF CLOVIS RESPONSIBILITIES**

The City shall provide the vendor access to all facilities covered by the contract.

The City shall allow the vendor access to all required work areas to perform the task.

City staff shall be available to the vendor during normal work hours for consultation, clarification of task assignments, etc.

V. **PROPOSAL CONTENT**

In order for proposals to be considered by the City, the proposals shall address each of the following items. The vendor's proposal shall include as much information on each item as the vendor thinks will assist the City in the process of evaluation and selection.

1. The vendor shall submit a description of the firm's organizational structure, history, legal status (i.e., partnership, corporation, etc.); and a description of the vendor's experience in providing HVAC maintenance services. Vendors with less than five years of servicing large governmental/commercial HVAC accounts shall not be considered.
2. Vendors shall clearly state the cost of their proposal as specified in Exhibit "B". An annual cost shall be provided for the first, second, and third years of the contract and yearly price increases in % shall be noted accordingly. The sum of the three annual cost amounts shall be the total cost to the City for the term of the contract, excluding after hour and weekend callbacks.

In addition, the vendor shall indicate an hourly rate of charge for the basis in costing changes in scope of work. This hourly rate of charge shall be applicable to the first year of the contract, and may be modified for the following years of the contract upon mutual agreement by the City and the vendor.

3. Proposals shall clearly state the vendor's qualifications and ability to provide the services specified in this document.
4. Vendors shall include a customer satisfaction statement/guarantee for the services provided.
5. Proposals shall include copies of the vendor's existing liability, property, and workers' compensation insurance certificates, a copy of the vendor's contractors license, a copy of the contractor's City of Clovis business license, and/or evidence that the vendor can obtain the required documents prior to the execution of the agreement for service.
6. Proposals shall list the name of five (5) past (not over two years past) or current, large commercial/government contracts in the valley with similar HVAC coverage. Please include the name, address, telephone number for

each of the five references. The accounts shall be serviced by the local shop submitting this proposal.

7. It is imperative that each vendor submitting a proposal employ multiple technicians capable of servicing each and every piece of equipment listed. Vendor shall also employ technicians thoroughly trained in the Tracer Summit EMS and other EMS's utilized on the City's HVAC systems. Each vendor shall provide a submittal, indicating number of technicians employed, technician's years of service with your company, technician's trade background, technician's knowledge of related equipment, technician's applicable certifications and any other information documenting your staff's integrity and ability to service the City's HVAC systems.
8. Proposals shall be valid for a period of ninety (90) days following the submission to the City.
9. To assist the City in fiscal budgeting, the successful vendor shall provide a detailed facility cost breakdown spread sheet showing annual costs of each facility (building), prior to contract issuance.
10. Two copies of the proposal shall be submitted to the City.

VI. PERFORMANCE BOND

Upon notification of award, the successful vendor will be required to furnish a performance bond in the amount equal to ten percent (10%) of the annual rate (year one) provided in the HVAC Maintenance Services Proposal, executed in favor of the City, to insure faithful performance.

VII. COMPENSATION SCHEDULE

The vendor shall submit invoices on a monthly basis for services rendered. The City will compensate the vendor within fifteen- (15) days of receipt of an invoice.

VIII. SELECTION PROCESS

The following schedule for the selection of a vendor has been adopted by the City of Clovis:

| <u>DATE</u> | <u>TASK</u> |
|--------------------|---|
| May 5, 2021 | Request for proposals released. |
| May 25, 2021 | Mandatory Pre-proposal conference @ 10:00 am. |
| June 11, 2021 | Proposals submitted to City. |
| July 19, 2021 | Selection of vendor by Clovis City Council. |
| August 1, 2021 | Contract begins. |

*Timeline may vary according to City's schedule. All vendors will be notified accordingly.

The selection of the successful vendor will be based upon the information provided in this proposal. The selection process will review each potential vendor's experience, background check, service quality, cost reliability/reputation of the vendor, vendor's ability to provide timely service, proposal cost, vendor's insurance

coverage, and performance bond. The City will award the contract to the vendor who proposes the best service for the best value.

IX. REJECTION OF PROPOSALS

The City reserves the right to accept or reject any or all proposals with or without cause. The City also reserves the right to waive any irregularities with or without cause.

X. INQUIRIES

All inquiries regarding information contained in the Request for Proposals or the selection process shall be submitted electronically to the specific RFP which can be located on the City website's "Planet Bids Vendor Portal" at the following link; <https://www.planetbids.com/portal/portal.cfm?CompanyID=14742#>. All questions must be submitted prior to Wednesday, June 2, 2021 @ 3pm. If additional information or interpretation is necessary, such information will be provided as an addendum via the City's e-procurement system to all prospective vendors who have received the City's Request for Proposal document. Any issued addendum shall have the same binding effect as though contained in the main body of the original specifications. All addenda shall be issued not later than five days prior to the proposal filing deadline.

XI. INSPECTION

The successful vendor shall have thirty days after the signing of the Contract to evaluate the condition of the equipment contained in the scope of the contract and report all discrepancies and malfunctions to the City's agent. The City shall have final say as to the degree of the discrepancy or malfunction, if any, and to the nature of the remedy, if required. A reasonable time frame for remedy shall be established and a price for discrepancy repairs may be negotiated between the successful vendor and the City's agent. The City shall retain the right to correct the discrepancy or malfunction by utilizing City staff or another outsourced vendor.

XII. PREMIUM PAY

The contract will be based upon straight time labor hours. Any overtime work performed, at the City's request, shall be invoiced to the City. Only the premium portion of the labor charge shall be invoiced.

XIII. ACKNOWLEDGMENT

Proposer acknowledges that they have read the enclosed City of Clovis Request for Proposal (RFP) and all attached exhibits for the acquisition of HVAC maintenance services in its entirety, and that all questions have been resolved prior to proposal submittal; and, proposer acknowledges the City is seeking 100% full turn-key services for the proposal price submitted and does not expect to incur extras during the term of this contract; and, proposer acknowledges they have the ability to conform to all conditions of this RFP; and, proposer acknowledges that this proposal shall become a part of the contract (if successful). The undersigned further acknowledges that they are an authorized representative of the proposing firm.

Name of Proposer/Contractor (Person, Firm, or Corporation)

Signature of Proposer/Contractor's Authorized Representative

Printed Name & Title of Authorized Representative

Date

MAINTENANCE SPECIFICATIONS

The following maintenance specifications are intended to provide the City with a full, 100% turn-key maintenance contract to provide complete, fully maintained, and functional systems for all specified equipment. Services shall include all labor, parts, components and materials to maintain, repair and/or replace as needed to sustain all HVAC systems in optimum working order. industry-recognized ANSI/ASHRAE/ACCA 180-2012 (*Standard Practice for Inspection and Maintenance of Commercial Building HVAC Systems*). Provide written reports to customer representative following each regular inspection/service or emergency call.

COOLING TOWER: The Service Company will furnish maintenance for the cooling tower under this agreement as shown below:

1. SEASONAL START UP
 - a. Clean debris from platform and surrounding area.
 - b. Clean water sump and check condition.
 - c. Clean float valve assembly and adjust for proper operation.
 - d. Check and clean bleed off line and overflow.
 - e. Clean tower strainers.
 - f. Clean tower spray nozzles and eliminators.
 - g. Flush cooling tower after cleaning.
 - h. Check sump heaters and thermostats for calibration and operation.
 - i. Check and adjust fan belts, replace as necessary.
 - j. Fill system after cooling tower has been cleaned.
 - k. Check for leaks.
 - l. Lubricate fan and motor bearings per manufacturer's recommendation.
 - m. Check amperage on motors.
 - n. Inspect electrical connections, contactors, relays and operating / safety controls.
 - o. Check and adjust condenser water temperature regulator system.
 - p. Water treatment (freeflow or feeder)
2. SCHEDULED PREVENTIVE MAINTENANCE - Six (6) inspections during the operating season will be made to include:
 - a. Inspect fan, motor, and belts.
 - b. Check oil level in gear box. Add oil as required.
 - c. Check intake strainer, bleed and overflow.
 - d. Check operating conditions. Adjust as required.
3. REPLACEMENT PARTS AND COMPONENTS - All parts, refrigerant, oil and other material to complete repairs are furnished under the provisions of this agreement.
4. MAJOR REPAIR LABOR - All labor to diagnose, repair or replace failed components of the equipment are furnished under the provisions of this agreement.

5. ADDITIONS AND EXCEPTIONS

AIR HANDLING: The Service Company will furnish maintenance for the air handling equipment covered by this agreement as indicated below:

1. ANNUAL WINTER MAINTENANCE – Once a year a thorough preventive maintenance schedule will be performed including the following;
 - a. Inspect coil (cleaned as required)
 - b. Inspect drain pan and drain line.
 - c. Inspect fan wheels.
 - d. Inspect drive sheaves.
 - e. Check belt alignment and tension.
 - f. Lubricate as required.
 - g. Check bearing and motor mounting.
 - h. Check motor operating voltage and amperages.
 - i. Check inlet vanes (where applicable) and for dampers and adjust if necessary.
 - j. Flush condensates.
 - k. Inspect and clean NPBI (Needle Point Bipolar Ionization) equipment.
2. SCHEDULED PREVENTIVE MAINTENANCE – Twelve (12) inspections during the operating season will be made and include:
 - l. Check belt tension.
 - m. Lubricate as required.
 - n. Check bearing and motor mounting.
 - o. Check any excessive vibration or noise and correct if required.
3. EVAPORATIVE COOLING - complete maintenance including but not limited to:
 - p. Check belt tension.
 - q. Lubricate as required.
 - r. Check bearing and motor mounting.
 - s. Check any excessive vibration or noise and correct if required.
 - t. Lubricate all components as needed
 - u. Replace all pads bi-annually
 - v. Provide rust preventative maintenance as required
 - w. Repair, replace and adjust all float assembly systems as needed.
4. REPLACEMENT PARTS AND COMPONENTS – All parts, refrigerant, oil and other material to complete repairs are furnished under the provisions of this agreement. All AHU motor starters and VFD's. All hot water and cold water valves and controls.

5. MAJOR REPAIR LABOR - All labor to diagnose, repair or replace failed components of the equipment are furnished under the provisions of this agreement.

6. ADDITIONS AND EXCEPTIONS

PUMPS: The Service Company will furnish maintenance for the pumps covered by this Service Agreement to include the services listed below:

1. SEASONAL START UP

- a. Clean pump strainers.
- b. Lubricate pump bearings per manufacturer’s recommendations.
- c. Lubricate motor bearings per manufacturer’s recommendations.
- d. Tighten all nuts and bolts. Check motor mounts and vibration pads. (Replace and adjust as required.)
- e. Visually check pump alignment and coupling.
- f. Check motor operating conditions.
- g. Inspect electrical connections and contactors.
- h. Check and clean strainers and check hand valves.
- i. Inspect mechanical seals or pump packing. Replace and adjust as required.
- j. Operate pumps and check efficiency.

2. SCHEDULED PREVENTIVE MAINTENANCE – Six (6) inspections during the operating season will be made to include:

- a. Lubricate pump bearings per manufacturer’s recommendations.
- b. Lubricate motor bearings per manufacturer’s recommendations.
- c. Check suction and discharge pressures.
- d. Check packing or mechanical seal and adjust as necessary.
- e. Check motor voltage and amperage.

3. REPLACEMENT PARTS AND COMPONENTS – All parts, refrigerant, oil and other material to complete repairs are furnished under the provisions of this agreement. To include motor controls/starters and valves.

4. MAJOR REPAIR LABOR – All labor to diagnose, repair or replace failed components of the equipment are furnished under the provisions of this agreement.

5. ADDITIONS AND EXCEPTIONS

BOILERS: The Service Company will furnish preventive maintenance under the terms of this agreement to include the following:

1. ANNUAL PRE-SEASON MAJOR MAINTENANCE
 - a. Secure and drain boiler.
 - b. Open fireside and water side for cleaning and inspection.
 - c. Check heating surfaces and water side for corrosion, pitting, scale, blisters, bulges, soot.
 - d. Inspect refractory.
 - e. Clean or replace water column sight glass.
 - f. Clean fire inspection glass.
 - g. Disassemble, clean and inspect low water cutoff control(s).
 - h. Reassemble boiler and low water cutoff control(s).
 - i. Check blowdown valve packing and lubricate.
 - j. Refill boiler inclusive of water treatment services..
 - k. Perform hydrostatic test if required.
 - l. Test safety/relief valve(s) after start-up (full pressure test).
 - m. Clean or replace fuel filters.
 - n. Clean fuel nozzles.
 - o. Clean burner fan wheel and air dampers.
 - p. Clean flame safeguard scanner.
 - q. Clean and adjust ignition electrodes.
 - r. Check all burner linkage for excessive wear.
 - s. Tighten all linkage set screws.
 - t. Lubricate motor and shaft bearings.
 - u. Check gas valves against leakage (where test cocks are provided).
 - v. Replace vacuum tubes (if used) in flame safeguard control.
 - w. Clean contacts in program timer.
 - x. Check operation of flame safeguard control.
 - y. Check operation of modulating motor.
 - z. Perform pilot turn down test.
 - aa. Check operation of low water cutoff and feed control(s).
 - bb. Check settings and test all operating and limit controls.
 - cc. Closed loop water treatment.

2. SEASONAL START-UP
 - a. Review manufacturer's recommendations for boiler and burner start-up.
 - b. Check fuel supply
 - c. Check auxiliary equipment operation.
 - d. Inspect burner boiler and controls prior to start-up.
 - e. Start burner, check operating controls.
 - f. Test safety controls and pressure relief valve.
 - g. Perform combustion tests and adjust burner for maximum efficiency.
 - h. Log all operating conditions.
 - i. Review operating procedures and owner's log with boiler operator.

3. SCHEDULED PREVENTIVE MAINTENANCE – Six (6) times per year during the operation, these inspections and adjustments will be made:
 - a. Review owner's log. Log all operating conditions.

- b. Inspect boiler and burner and make adjustments as required.
 - c. Test low water cutoff and pressure relief valve.
 - d. Blow down and test low water cutoff and feed control(s).
 - e. Check for water, steam and fuel leaks.
 - f. Check sequence and operation of flame safeguard control.
 - g. Check setting and test operating and limit controls.
 - h. Check operation of modulating motor.
 - i. Life safety/relief valves with at least 70 percent rated pressure.
 - j. Blow down gauge cocks and try cocks to confirm glass water level.
 - k. Check and test boiler blowdown valve.
 - l. Lubricate motor and shaft bearings (as required).
 - m. Check customers log with operator and discuss operation of boiler.
4. COMBUSTION TESTING – Two (2) times per year.
- a. Test for following items as applicable; firing rate, fuel/air ratio, CO2, CO, smoke test.
 - b. Adjust burner controls as required to obtain proper combustion.
5. REPLACEMENT PARTS AND COMPONENTS – All parts, refrigerant, oil and other material to complete repairs are furnished under the provisions of this agreement.
6. MAJOR REPAIR LABOR – All labor to diagnose, repair or replace failed components of the equipment are furnished under the provisions of this agreement.
7. ADDITIONS AND EXCEPTIONS
-
-
-
-

AUTOMATIC TEMPERATURE CONTROLS: The Service Company will furnish maintenance service on the Automatic Temperature Control System as follows:

- 1. ANNUAL INSPECTIONS – An inspection shall be performed during the heating season and during the cooling season and will include:
 - a. Calibrate major system controls.
 - b. Check system operating sequences.
 - c. Clean control panels.
 - d. Check operating conditions of duct system smoke detectors (voltage check or smoke check via sampling chamber) and adjust sensitivity as required.
 - e. Check damper operation for misalignment, binding and shutoff, correct as necessary.
 - f. Check control air pressure at each system and record the pressure level and location of the lowest main air pressure. Adjust main air PRV at compressed air system if necessary.

g. Measure and record primary and secondary voltage of system transformer or power supply on primary control system. (Electric/Electronic systems only.)

2. SCHEDULED PREVENTIVE MAINTENANCE – Six (6) inspections during the operating season will be made to include the following:

- a. Visually check control valves for leaks.
- b. Visually check dampers and linkages and oil as required.
- c. Check time clock settings and day / night thermostat set points.
- d. Check compressor run time versus off time for three operating cycles and record the average results.
- e. Open compressor tank drain valve and bleed off any water accumulated in the tank.
- f. Record gauge reading for compressor air pressure and final system air pressure. Adjust pressure reducing valves if necessary.
- g. Check compressor belts, oil level, safety and general operating condition of the air compressor.

3. REPLACEMENT PARTS AND COMPONENTS – All parts, refrigerant, oil and other material to complete repairs are furnished under the provisions of this agreement.

4. MAJOR REPAIR LABOR – All labor to diagnose, repair or replace failed components of the equipment are furnished under the provisions of this agreement including the additional controls listed below.

Additional Controls Included: Chiller Plant Manager
 Trane Tracer Summit System, including SC & ES
 Process Control Modules
 Building Control Modules
 Central Operators Terminal
 Hardware and Software
 All HVAC
 All EMS
 All thermostats, (pneumatic & digital)
 All disconnects & fuses
 Any and all switches, actuators, relays, devices, contacts, etc. to initiate signal from T-stat or control to run equipment.

5. ADDITIONS AND EXCEPTIONS

FILTER MAINTENANCE: The Service Company will furnish filter service for the air handling units under this Service Agreement as indicated below:

1. SCHEDULED INSPECTION / MAINTENANCE – Four (4) inspections during the operating season will be made as indicated below.
 - a. Inspect and report recommended action to the operator.
 - b. Change disposable filter (media included) or clean permanent filter.

2. Additions and Exceptions – Four (4) filter changes per year utilizing high-efficiency pleated type filters. “MERV 8” High E-Filters

3. ADDITIONS AND EXCEPTIONS

WATER TREATMENT SERVICE: The Service Company will furnish water treatment services as indicated below:

CONDENSER WATER (COOLING TOWER – OPEN SYSTEM)

1. ANNUAL INSPECTION
 - a. Clean chemical feed pump section strainer.
 - b. Disassemble and clean bleed line strainer.
 - c. Disassemble and clean flow through sensor.
 - d. Disassemble and clean solution bleed valve.
 - e. Disassemble and clean chock valve assembly.
 - f. Check chemicals in feed tank.
 - g. Check dissolved solids content in water.
 - h. Check pH of water being treated.
 - i. Check bleed rate.
 - j. Check chemical content in system being treated.
 - k. Check conductivity controller operation.
 - l. Adjust chemical fixed pump as required.
 - m. Check for algae.
 - n. Add chemicals as required (chemicals included).

2. MONTHLY INSPECTION
 - a. Check chemicals in feed tank and adjust as required.
 - b. Check dissolved solids contents in water.
 - c. Check pH of water being treated.
 - d. Check bleed rate.
 - e. Check chemical content in system being treated.
 - f. Check conductivity controller operation.
 - g. Adjust chemical feed pump as required.
 - h. Check for algae.

3. ADDITIONS AND EXCEPTIONS

UNITARY EQUIPMENT: The various services described below are provided as part of our Total Maintenance Program related to all equipment.

1. ANNUAL WINTER MAINTENANCE – Once a year a thorough preventive maintenance will be performed including the following:
 - a. Check unit thoroughly for refrigerant leaks.
 - b. Check and calibrate safety controls and overloads.
 - c. Meg test compressor and record readings.
 - d. Check main starter, tighten all starter terminals and check contacts for wear.
 - e. Check oil level in compressor (where applicable).
 - f. Tighten motor terminals and control panel terminals.
 - g. Check crankcase heater.
 - h. Check extra interlocks.
 - i. Check oil sample for acid (where applicable).
 - j. Lubricate fan bearings.
 - k. Inspect and adjust belt alignment and tension.
 - l. Check damper operation. Lubricate and adjust as required.
 - m. Inspect filters.
 - n. Gas heat option.
 Check operation and calibration of gas train components.
 Check burner sequence of operation.
 Check combustion blower and clean if required.
 Check combustion efficiency.
 Inspect heat exchanger.
 Check and calibrate operating controls.
 - o. Electric heat option.
 Inspect electrical connections and contactors.
 Check and calibrate all operating safety controls.
 - p. Hot water / steam heat option.
 Inspect control valves and traps.
 Check and calibrate all operating and safety controls.
 - q. Report any uncorrected deficiencies noted.
 - r. Inspect and clean NPBI (Needle Point Bipolar Ionization) equipment.

2. WRITTEN REPORTS: Provided to customer representative following each regular inspection or emergency call.

3. SEASONAL START UP:
 - a. Meg test compressor motor.
 - b. Start unit – Check controls and calibrate.
 - c. Check compressor oil levels (where applicable).

- d. Make operating log including refrigerant pressures, temperatures, super heat and sub cooling.
 - e. Check burner or heating element operation (where applicable).
 - f. Check starter operation, voltage and current.
 - g. Set up operating log with operator, instruct and advise troubleshooting techniques.
 - h. Flush condensate.
4. SCHEDULED PREVENTIVE MAINTENANCE: 12 inspections during the operating season will be made to include the following:
- a. Make operating log of temperatures, pressures, voltages and amperages, etc.
 - b. Check and adjust operating and safety controls.
 - c. Check operating of crankcase heater.
 - d. Check oil level and add as required.
 - e. Check operation of control circuit.
 - f. Check operating log with operator, discuss operation of the machine generally.
 - g. Inspect filters and replace as required to maintain indoor air quality.
 - h. Check operation of burner or heating elements (seasonal).
 - i. Check operation of motor and starter.
 - j. Check heating controls (seasonal).
 - k. Check gas burner or heating element operation (seasonal).
 - l. Report to operator any uncorrected deficiencies noted.
5. CLEAN CONDENSER COILS: Once a year, furnish complete cleaning of condenser coil and related components.
6. REPLACEMENT PARTS AND COMPONENTS: All parts, refrigerant and other material to complete repairs are furnished under the provisions of this agreement.
7. MAJOR REPAIR LABOR: All labor to diagnose, repair or replace failed.
8. ADDITIONS AND EXCEPTIONS

RECIP/SCREW CHILLERS: The various services described below are provided as part of our Total Maintenance Program

- 1. ANNUAL WINTER MAINTENANCE-Once a year a thorough preventive maintenance schedule will be performed including the following:
 - a. Check unit thoroughly for refrigerant leaks.

- b. Check and calibrate safety and operating controls.
 - c. Meg test compressor motor.
 - d. Check and tighten all electrical terminals and check contacts for wear.
 - e. Check oil level in compressor and add as required.
 - f. Tighten motor terminals and control panel terminals.
 - g. Check crankcase heater.
 - h. Check external interlocks, flow switch, pumps, and fans.
 - i. Check oil sample for acid.
 - j. Report any uncorrected deficiencies noted.
2. WRITTEN REPORTS-Provide to customer representative following each regular inspection or emergency call.
3. SEASONAL START-UP
- a. Meg test motor.
 - b. Start unit-check controls and calibrate.
 - c. Check refrigerant and oil levels and add as required.
 - d. Check operation and refrigerant pressures.
 - e. Make complete operating log and record readings.
 - f. Check starter operation, voltage and current.
 - g. Check external interlocks.
 - h. Set up operating log with operator, instruct and advise troubleshooting techniques.
4. SCHEDULED PREVENTIVE MAINTENANCE-6 inspections during the operating season will be made to include the following:
- a. Make complete operating log and record proper operating temperatures, pressures, voltages and amperages.
 - b. Check and adjust operating and safety controls.
 - c. Check operation of crankcase heater.
 - d. Check compressor oil level and add as required.
 - e. Check operation of control circuit.
 - f. Check operating log with operator, discuss operation of the machine with owner's techs.
 - g. Check water/air flow of evaporator and condenser.
 - h. Check super heat.
 - i. Check operation of all motors and starters.
 - j. Report to operator any uncorrected deficiencies noted.
5. ANALYSIS SERVICES-Variou diagnostic tests are to be performed depending on equipment duty and type as checked below. Reports with interpretation and recommendations to be included.
- a. ____Oil sample and analysis for wear metals, acid content and moisture.

6. CLEAN CONSENSER TUBES-Once a year, furnish labor for brush cleaning of condenser tubes (water-cooled) or clean condenser coil (air-cooled). (Chemical cleaning extra if required).

7. REPLACEMENT PARTS AND COMPONENTS-All parts, refrigerant, oil and other material to complete repairs are included under the provisions of this agreement.

8. MAJOR REPAIR LABOR-This includes all labor to diagnose, repair or replace failed components are included under the provisions of this agreement.

9. ADDITIONS AND EXCEPTIONS

10.NOTE: Adequate water treatment by a qualified water treatment firm must be furnished for the equipment covered under this agreement.

CLOVIS PUBLIC UTILITIES EQUIPMENT LIST

| Location & Address | Equipment | Manufacturer | Model # | Serial # |
|--|------------------------|--------------|-----------------|---------------|
| <i>Corp Yard Admin.</i> | Intellipack | Trane | SFHF C034L | C01J60910 |
| | Intellipak's PreCooler | DualCool | | |
| 155 N. Sunnyside <i>Admin.</i> | VAV's Qty 25 | Trane | | |
| <i>Elevator Equip. Rm.</i> | ODU | Mitsubishi | PU12EK 1 | 1ZD?0446 |
| <i>Elevator Equip. Rm.</i> | IDU #77 | | | |
| <i>Elevator Equip. Rm.</i> | ODU #78 | Mitsubishi | PU1ZEK | 1ZD004?2A |
| <i>Elevator Equip. Rm.</i> | IDU | | | |
| <i>Water Dept.</i> | ODU # 82 | Mitsubishi | PUH18EK | |
| <i>Water Dept.</i> | IDU | Mitsubishi | PLH18AK | 1ZF00001A |
| <i>Fleet IS Equip. Rm.</i> | ODU | Mitsubishi | PU12EK | 1ZD00858A |
| <i>Fleet IS Equip. Rm.</i> | IDU #14 | Mitsubishi | PL12AK | 11F00221B |
| <i>Fleet IS Equip. Rm.</i> | ODU | Mitsubishi | PUZ-A12NKA7 | 9ZU10772A |
| <i>Fleet IS Equip. Rm.</i> | IDU | Mitsubishi | PLA-A12EA7 | 95A03101C |
| <i>Fleet IS Equip. Rm.</i> | ODU | Mitsubishi | MUZ-GL18NA | 7001928T |
| <i>Fleet IS Equip. Rm.</i> | IDU | Mitsubishi | MSZ-GL18NA | 6013389T |
| <i>Fleet IS Equip. Rm.</i> | ODU | Ameristar | M4TCS1518A11NAA | |
| <i>Fleet IS Equip. Rm.</i> | IDU | Ameristar | M4MCW1518A1N0AA | 3E68670000137 |
| <i>Waste Water</i> | Voyager A/C 2 | Trane | YHC048A4RMA | Z93100746L |
| <i>Solid Waste</i> | Voyager A/C 3 | Trane | YHC048A4RMA | Z39100776L |
| <i>Bldg A Auxiliary Dispatch</i> | ODU | Mitsubishi | PUZ-A36NKA7 | 95U09730C |
| | IDU | | PKA-A36KA7 | 97M04574 |
| <i>Bldg A Auxiliary Dispatch</i> | ODU | Mitsubishi | PUZ-A36NKA7 | 94U08971C |
| | IDU | | PKA-A36KA7 | 99M05808 |
| <i>Bldg A Auxiliary Dispatch</i> | ODU | Mitsubishi | PUZ-A36NKA7 | 95U09730C |
| | IDU | | PKA-A36KA7 | 97M04539 |
| <i>Leonardo Rm.</i> | Precedent A/C 4 | Trane | YHCO60E4RMAOE | 847102073L |
| <i>Leonardo Rm.</i> | Precedent A/C 5 | Trane | YSCO72E4RLA05 | 848100773L |
| <i>Leonardo Rm.</i> | Precedent A/C 6 | Trane | YSCO72E4RLA05 | 848100293L |
| <i>Leonardo Rm.</i> | Precedent A/C 7 | Trane | YHC060E4RMAOC | 847102077L |
| | for AC 6 | Ice Bear | IB30-523 | 084520046 |
| | for AC 7 | Ice Bear | IB30-523 | 084020037 |
| | for AC 5 | Ice Bear | IB30-523 | 084020035 |
| | for AC 4 | Ice Bear | IB30-523 | 084120040 |
| <i>Leonardo IS Equip. Rm.</i> | ODU #15 | Mitsubishi | PU12EK 1 | 12010858 A |
| <i>Leonardo IS Equip. Rm.</i> | IDU #14 | Mitsubishi | PL12AK | 11F002197B |
| <i>Leonardo Rm.</i> | MUA #16 | Ares | SC-2 GL1F | A4482 |
| <i>Leonardo Rm.</i> | | Ares | SH-2 | A4482 |
| <i>Bldg-C Comm Rm.</i> | IDU | Mitsubishi | PLA-A12EA7 | 95A03101C |
| | ODU | Mitsubishi | PUY-A12NKA7 | 85U09443C |
| | IDU | Mitsubishi | MSZ-GL18NA | 6013395T |
| | ODU | Mitsubishi | MUZ-GL18NA | 6004805T |
| | IDU | Ameristar | M4MCW1518A1N0AA | 6004805T |

| | | | | |
|--------------------------------------|-------------------------------|----------------|---------------------|------------------|
| | ODU | Ameristar | M4TCS1518A11NAA | N/A |
| <i>Parks/Street</i> | (8) Heaters | Reznor | N/A | N/A |
| <i>Warehouse</i> | (13) Heaters | Reznor | N/A | N/A |
| <i>Streets</i> | Precedent A/C 8 | Trane | YHC036A4RMA | Z39100732L |
| <i>Parks</i> | Precedent A/C 9 | Trane | YHC036A4RMA | Z4AA00022L |
| <i>Fleet</i> | Precedent A/C 10 | Trane | YSCO72E4RMAOM | 906100976I |
| <i>Fleet</i> | Precedent A/C 11 | Trane | YSCO72E4RLA05 | 848100289L |
| <i>Fleet</i> | Voyager A/C 12 | Trane | YCD091D4LBBE | Z42100969D |
| <i>Fleet</i> | Voyager A/C 13 | Trane | YCD091D4LBBE | Z42100908D |
| | Precedent A/C 14 | Trane | YSCO72E4RLA05 | 848100046L |
| <i>Fleet</i> | for AC 14 | Ice Bear | IB30-523 | 084120038 |
| <i>Fleet</i> | for AC 10 | Ice Bear | IB30-523 | 084120039 |
| <i>Fleet</i> | for AC 11 | Ice Bear | IB30-523 | 084220041 |
| <i>Fleet</i> | Boiler | Cleaver Brooks | CFC-E-700-750-125HW | 28373 |
| <i>Fleet</i> | Boiler | Cleaver Brooks | CFC-E-700-750-125HW | 28374 |
| <i>Solid Waste</i> | Make-Up Air Unit w/ heater | Mercury | M1-7 | M10102-200 |
| Landfill | ODU A/C 1 | Coleman | AC042x1021G | WON566335 |
| 15679 Auberry Rd. | IDU A/C 1 | Coleman | | |
| Surface Water Treatment Plant | <i>Motor Control Center</i> | Carrier | 50-HG-024AC-601JW | 0704F16330 |
| 800 Leonard | <i>Main bldg.</i> | Carrier | 38CKC060570 | 0504E11410 |
| <i>Main bldg.</i> | ODU #1 | Carrier | 38CKC060570 | 0504E11412 |
| <i>Main bldg.</i> | ODU #2 | Carrier | 38CKC060570 | 0404E31009 |
| <i>Main bldg.</i> | ODU #3 | Carrier | 38CKC060570 | |
| <i>Main bldg.</i> | IDU #1 Furnace/A-coil | Reznor | CAU150-2 | BDC77X4101711 |
| <i>Main bldg.</i> | IDU #2 Furnace/A-coil | Reznor | CAU150-2 | BDC77X4101713 |
| <i>Main bldg.</i> | IDU #3 Furnace/A-coil | Reznor | CAU150-2 | BDC77X4101712 |
| <i>Main bldg.</i> | Duct fan #101 | Cook | 80S0N-B | 284S7704 |
| <i>Main bldg.</i> | Duct fan #102 | Cook | 150S0NB | 284S7704 |
| <i>Main bldg.</i> | Bolemos Qty 8 | | | |
| <i>Main bldg.</i> | Ductless heater | Modine | PD1P755E0185 | 38011010404-9327 |
| <i>Membrane bldg.</i> | Ductless heaters Qty 7 | Modine | | |
| <i>Membrane bldg.</i> | Exhaust Fans Qty 5 | | | |
| <i>Pump house</i> | Ductless heaters Qty 2 | Modine | | |
| <i>Main bldg</i> | A1 | Ice Bear | IB30-523 | 083920034 |
| <i>Main bldg</i> | A2 | Ice Bear | IB30-523 | 083920033 |
| <i>Main bldg</i> | A3 | Ice Bear | IB30-523 | 084220042 |
| <i>Membrane, high-service</i> | Exhaust Fans Qty 4 | | | |
| <i>Pump House</i> | Exhaust Fans Qty 5 | | | |
| | | | | |
| | | | | |

| | | | | |
|---|--------------------|------------|-----------------|-----------|
| Lift Station/8400 Ashlan Ave. | Exhaust Fans Qty 5 | | | |
| | ODU | Trane | 2TTB3042A1000AA | 60343B14F |
| Pump Station B - Ashlan Ave & Fowler Ave | IDU | Trane | | |
| | West Unit | Kooltronic | k2a3c18dp531 | b08a0754 |
| WWTP-9700 E. Ashlan | East Unit | Kooltronic | k2a3c18dp531 | b08a0753 |
| | ODU-AC#1 | Mitsubishi | puz-a36nha2 | 81u00525b |
| | IDU-AC#1 | Mitsubishi | N/A | N/A |
| | ODU-AC#2 | Mitsubishi | puz-a36nha2 | 81u00537b |
| | IDU-AC#2 | Mitsubishi | N/A | N/A |

CLOVIS FIRE DEPT. EQUIPMENT LIST

| Location & Address | Equipment | Manufacturer | Model # | Serial # |
|--|------------------------|---------------|--------------------|----------------|
| Fire Logistics | Heaters Qty 2 | in app bay | | |
| 650 Fowler East | | Trane | YCY048F3H0AD | M455RYK2H |
| West | | Trane | YCY048F3H0AD | M453PPY2H |
| Fire Training | Heater Qty 1 | Reznor | | |
| 3300 Lind offices | | Trane | SFHA-251-1B | 78C-12291 |
| classroom | | York take off | T048N080C | N01608030 |
| Radio Tower room | ODU | Trane | 4ttb3060d1000ca | 14084jlp5f |
| Radio Tower room | IDU | Trane | tem3a0c60s51saa | 14081mbt2v |
| Radio Tower room | ODU | Trane | 4ttb3060d1000ca | 13403kcj4f |
| Radio Tower room | IDU | Trane | tem3a0c60s51sab | 14233uhd2v |
| 633 Pollasky Fire Station 1 | AC #1 w/ VFD | Carrier | 50HJ-015---5B1BA | 0607U03270 |
| | AC #2 | Carrier | 48HJD005---551-- | 0307G50418 |
| IS Rm. | ODU | Carrier | 38HDR024-301 | 1006X65356 |
| IS Rm. | IDU | N/A | N/A | N/A |
| | Boiler | | Laars Mighty Therm | |
| North | Heater | Reznor | VR75/100 | |
| Middle | Heater | Reznor | VR75/100 | BGBB0U2N49448X |
| South | Heater | Reznor | VR75/100 | |
| | VAV's Qty 12 w/ reheat | Titus | | |
| | EMS | Trane SC | | |
| Fire Station 2 / 2300 Minnewawa | Main unit | Trane | YCZ060F1MOAD | |
| | ODU | Carrier | 38YCC018300 | M4921RM2H |
| | IDU | | | 3400E20645 |
| in app bay | Heater | Reznor | | N/A |
| IS Equip. Rm. | Window unit | Fredrick | | |

| | | | | |
|---|---------------------------|--------------------|------------------|----------------|
| <i>Fire Station 3/555 N. Villa</i> | ODU | Day & Night | 591ANX060000AAAA | |
| | IDU | Day & Night | | 5188E25924 |
| | Sterling heaters Qty 2 | | | N/A |
| <i>Weight Room</i> | ODU | Mitsubishi | puy-a18nha4 | ozu00666a |
| <i>Weight Room</i> | IDU | Mitsubishi | pka-a18ha4 | 03a01974b |
| <i>IS Equip. Rm.</i> | Window unit | | | |
| | | | | |
| Fire Station 4 2427 Armstrong Ave. | ODU 1 | Carrier | 38BRC048530 | 0200e02230 |
| | IDU 1 | Carrier | 58MXA080-20 | 2197a00545 |
| | ODU 2 | Carrier | 38BRC048540 | 1300e01487 |
| | IDU 2 | Carrier | 58MXA080-20 | 1497a00796 |
| | ODU 3 | Carrier | 38EZA042510 | 3201e04582 |
| | IDU 3 | Carrier | 58MXA080-16 | 2803a19978 |
| <i>in app bay</i> | Heaters qty 3 | Reznor | | |
| | | | | |
| Fire Station 5 790 N. Temperance | | | | |
| | EMS | Trane SC Retrofit | | |
| | VAV's w/reheat Qty 12 | Titus | Trane Retrofits | |
| | AC #1 | Carrier | 50HJ-015---5B1QA | 4006U25325 |
| | AC #2 | Carrier | 48HJD005---551-- | 4406G50318 |
| <i>IS Equip. Rm.</i> | CU #1 (cooling only) | Carrier | 38HDR024-301 | 2506X92720 |
| | CU #1 fan coil | Carrier | 40QA024- | N/A |
| | Boiler 1 | Laars Mighty Therm | HH157CN12CBLCR | E05CG0247 |
| <i>South</i> | APP bay heater | Reznor | VR100 | BFF80U2N99700X |
| <i>Center South</i> | APP bay heater | Reznor | VR100 | BFF80U2N99697X |
| <i>Center North</i> | APP bay heater | Reznor | VR100 | BFF80U2N99698X |
| <i>North</i> | APP bay heater | Reznor | VR100 | BFF80U2N99699X |
| | | | | |
| Fire Station 6 2388 Encino Ave | | | | |
| <i>HC-1</i> | 7.5 Ton PKGD | Trane | YHC092F3RYA | |
| <i>HC-2</i> | 3 Ton PKGD | Trane | YHC036E3RLA | |
| <i>A1</i> | ODU | Mitsubishi | TRUZA0181KA70NA | |
| | IDU | Mitsubishi | TPKA0A0181HA70A | |
| <i>System 1</i> | ODU2 | Mitsubishi | TURYE1203AN40AN | |
| <i>UH-1</i> | APP Bay Heater | Reznor | UDAS-75 | |
| | VAV Qty ?? w/ reheat | | | |

CLOVIS CIVIC CENTER & MISC. FACILITIES EQUIPMENT LIST

| Location & Address | Equipment | Manufacturer | Model # | Serial # |
|-----------------------------------|--|----------------|------------------------------|------------------|
| City Hall 1033 Fifth St. | AHU#1 25 HP VFD | Trane | T33 | U5K42021 |
| | IS ODU #1 | Mitsubishi | PUY-A36NHA | 75U90409C |
| | IS IDU #1 | Mitsubishi | PKA-A36FA | 65A00821C |
| | IS ODU #2 | Mitsubishi | PUY-A36NHA | 69U02292D |
| | IS IDU #2 | Mitsubishi | PKA-A36FA | 75A00370C |
| | IS ODU #3 | Mitsubishi | PUY-A36NHA | 62U03441B |
| | IS IDU #3 | Mitsubishi | PKA-A36FA | 64A00023C |
| | IS ODU (backup unit) | Trane | TTP060C100A3 | M1017HRHF |
| | IS IDU (backup unit) | Trane | | |
| | (2) Economizer fans | AHJI | | |
| | <i>Finance Lunchroom</i> | ODU | Mitsubishi | muz-ge24na |
| | IDU | Mitsubishi | N/A | N/A |
| <i>City Hall Expansion</i> | ODU | Carrier split | 38QR030C321 | 3302X31234 |
| <i>baseboard heat</i> | IDU Fan coil | MFG Magic Aire | 24-HBAX-3 | W021048885 |
| | 1/2 hp pump | | | |
| | VAV's Qty 24 | (1 w/ reheat) | | |
| <i>Council Chambers</i> | AHU#1 | Trane | type 12 | u5I42029 |
| <i>IS (South)</i> | | Bard | WH361-A05XX4XXX | 125N971174292-01 |
| <i>IS (Center South)</i> | | Bard | WH361-A05XX4XXX | 125N971174295-01 |
| <i>IS (Center North)</i> | | Bard | WH361-A05XX4XXX | 125N971174298-01 |
| <i>IS (North)</i> | | Bard | WH361-A05XX4XXX | 125N971174297-01 |
| <i>IS window unit</i> | | Fredrich | S136130A-A | LFER17949 |
| <i>IS (old personnel, South)</i> | | Bard | WH301-A05XX4XXX | 132C950911191-02 |
| <i>IS (old personnel, Center)</i> | | Bard | | |
| <i>IS (old personnel, North)</i> | | Bard | | |
| <i>PDS</i> | chiller | Trane | RTWA1254XC1D3D1 W | U97M06963 |
| <i>PDS</i> | cooling tower | BAC | VT0-132-1R | 97212541 |
| <i>PDS</i> | Freeflow water treatment for cooling tower | | | |
| <i>PDS</i> | Boiler B1 | Cleaver Brooks | MCF 750 | 16010075110134 |
| <i>PDS</i> | Boiler B2 | Cleaver Brooks | MCF 750 | 16010075110188 |
| <i>PDS (Type #3108-0009-LA)</i> | AHU #1 | Trane | CF-24-4-2-SW-3-CW- BH-S-H | U5J42014 |
| <i>PDS</i> | 10 HP VFD | Marathon | 9VE215TTDV4026BB L | Cat #E721 |
| <i>PDS</i> | AHU #1 return fan | | | |
| <i>PDS</i> | AHU #5 | Trane | CCDB080MNC | U82E26661 |
| <i>PDS</i> | AHU #2 | Trane | T3 | U5J42010 |
| <i>PDS IS Equip. Rm.</i> | ODU | Carrier | 38HDC048-331LA | 2404X90330 |
| <i>PDS IS Equip. Rm.</i> | IDU | Carrier | 40QAB048321 | 0304V17817 |
| <i>PDS</i> | ODU | Mitsubishi | MUZ-D36NA | 600311T |
| | IDU | Mitsubishi | MSZ-D36NA | 6002597T |
| | AHU #3 | Trane | MCCB008UAOAOUA | K04H07930A |

| | | | | | |
|--|-----|---------------------------|---------------------|--|--------------|
| | PDS | AHU #3 return exhaust fan | Greenheck | QEI-18-1-10-X | 04H26905 |
| | PDS | AHU #4 | Trane | MCCB008UAOAOAO UA | K04H07923A |
| | PDS | AHU #4 return/exhaust fan | Greenheck | N/A | N/A |
| | PDS | VAV's Qty 15 | Trane | | |
| Library | | AHU #1 | Trane | T6 | U5J42008 |
| | | AHU #2 | Trane | T8 | U5J42009 |
| | | AHU #3 | Trane | J14 | U5K42022 |
| Senior Center 850 4th St. | | Chiller | Trane | CGAM 052A 2C02 AXD2 A1A1 A1AX XA1A | U10E15906 |
| | | Boiler | Lochinvar Knight | KBN500 | JO8H10069509 |
| | | Air compressor | Quincy | bmqts3qcbst-561499 | qts3qcb |
| | | Air Dryer | Hankinson | | |
| | | ODU #1 | York | H1DB024S06A | EHDM310969 |
| | | IDU #1 | York | G/UA036SC | EBES053810 |
| | | VAV's Qty 3 | Trane | | |
| | | ODU #2 | York | H1DB060S25A | ECEM070100 |
| | | IDU #2 | York | G/UA061SA | EDCS143992 |
| <i>on the roof TV/Library Rm. T-Bar</i> | | AHU Qty 6 | Trane | | |
| | | Fan coil | Trane | | |
| Landmark Square & Transit Hub | | | | | |
| | | HC-1 | Trane | 4YCZ6024A1060A | |
| | | HC-2 | Trane | YHC047E4RLA | |
| | | HC-3 | Trane | YHC067E4RLA | |
| | | HC-4 A&B Qty (2) | Trane | YHD150G4RLD | |
| | | HC-4C | Trane | YHD150G4RLD | |
| | | HC-5 | Trane | YHD180G4RLD | |
| | | HC-6 A&C QYT(2) | Trane | YHD240G4RLD | |
| | | HC-6B | Trane | YHD240G4RLD | |
| | | ODU Qty (6) | Mitsubishi | TRUZA0121KA70NA | |
| | | IDU Qty (6) | Mitsubishi | TPKA0A0121HA70A | |
| | | HC-7 | Trane | YHC074E4RLA | |
| | | VAV Qty (22) | Trane | | |
| | | Boiler | Lochinvar | | |
| | | NPBI Qty (4) | GPS | GPS-FC24 | |
| | | NPBI Qty (13) | GPS | GPS-FC48 | |
| | | | | | |
| Tarpey Depot | | ODU | Carrier | 38YCC024340 | 4305E48667 |
| | | IDU | | | |
| Well 1 | | ODU | Carrier | 38TKB024300 | 2992E10828 |
| | | IDU | Carrier | N/A | N/A |
| | | Window unit | Carrier | N/A | N/A |
| | | | | | |
| CAR East | | 3-4 ton package | Rudd | | |

| | | | | |
|---------------------------------|------------------|-------------|------------------|------------|
| 3495 Clovis Ave. West | Take off package | York | DBYP-F036N070A | NOC7586991 |
| CAR North | Heaters qty 3 | | | |
| West | Package unit | Day & night | 588aew048080aebg | 0297g10262 |
| North Gym | (4) Heaters | Modine | | |

Clovis Public Safety Equipment List

| Location & Address Equipment Manufacturer | Equipment | Manufacturer | Model # | Serial # | |
|---|-------------------------------|----------------------|---------------------|------------|--------------|
| Public Safety 1233 5th St. | AC #1 | Trane Intellipack | SXHLF5040A67C7 | CO1C0199 | |
| | AC #2 | Trane Intellipack | SXHLF5040A67C7 | CO1C01101 | |
| | AC #3 | Trane Intellipack | SXHLF5040A67C7 | CO1C01102 | |
| | AC #4 | Trane Intellipack | SXHLF5040A67C7 | CO1C01100 | |
| | (4) Intellipak's PreCooler | DualCool | | | |
| | ODU #101 | Trane | TTP060E400AD | Z4415GF1F | |
| | IDU #101 | Trane | | | |
| | ODU #102 | Trane | TTP030D400A0 | R4045HG3F | |
| | IDU #102 | Trane | | | |
| | ODU #201 | Trane | TTA090A400DA | Z022MHMAH | |
| | IDU #201 | Trane | | | |
| | Radio tower | Boiler | Lochinvar Knight | KBN800 | D10H10127075 |
| | | Boiler | Lochinvar Knight | KBN800 | D10H10127073 |
| | Storage containers | Window units Qty 2 | Carrier | | |
| VAV's (Qty 80) | | Trane | | | |
| | Window units Qty 2 | LG | | | |
| | ODU | Mitsubishi | PUY-A36NHA2 | 71U00432B | |
| | IDU | Mitsubishi | PKA-A-AFA/PKA | n/a | |
| | ODU | Mitsubishi | PUY-A36NHA2 | 73U01658B | |
| | IDU | Mitsubishi | PKA-A-AFA/PKA | n/a | |
| | ODU | Mitsubishi | PUY-A36NHA2 | 78U91004D | |
| | IDU | Mitsubishi | PKA-A-AFA/PKA | n/a | |
| | ODU | Mitsubishi | PUY-A18NHA3 | n/a | |
| | IDU | Mitsubishi | PLA--ABA | n/a | |
| Computer Forensics | ODU | Mitsubishi | puy-a18nha3 | 04u024030 | |
| | IDU | Mitsubishi | n/a | n/a | |
| Evidence | ODU | Mitsubishi | muz-d36na | 8000638t | |
| | IDU | Mitsubishi | n/a | n/a | |
| Radio Tower | ODU | Trane | 4ttr306dd1000ab | 14124ckh5f | |
| | IDU | Trane | tem3aoc60s51saa | 14122mp12v | |

| | | | | |
|---|--------------------|-----------------|---------------------|------------------|
| Miss Winkles Pet Adoption 85 Temperance Ave. | AC #1 | Lennox | LGH102H4MS1Y | 5613a0175 |
| | AC #2 | Lennox | LGH120H4MS2Y | 5613a01754 |
| | AC #4 | Aaon | rn-009-8-0-eb09-3f9 | 201301-bngm26920 |
| | AC #6 | Lennox | LGH072H4BU1Y | 5613ao2552 |
| | AC #7 | Aaon | rn-009-8-0-eb09-3f9 | 201301-angg26911 |
| | AC ? | York (knockoff) | d6nz042n06506nxa | win4253361 |
| | EF #1 | Greenheck | | |
| | EF #2 | Greenheck | | |
| | | | | |
| | ODU #1 | Daikin | RKN18KEVJV | c002649 |
| | ODU #2 | Daikin | RKN12KEVJV | c002757 |
| | IDU #1 | Daikin | N/A | N/A |
| | IDU #2 | Daikin | N/A | N/A |
| | | | | |
| | | | | |
| Animal Shelter 908 Villa Ave. <i>Admin.</i> | Elec. Heat/Cooling | East Bard | 36WH2 | 58K81259425 |
| | | West Bard | 36WA1 | 61575LL |
| | | Bard | WH421LA08 | 1260960992131-02 |
| | Heater | Reznor | N/A | N/A |
| <i>Quarantine</i> | Cooling only | Carrier | 587ANZ042 | 1993G74786 |
| <i>Block Bldg.</i> | ODU | Mitsubishi | muz-he24na | 4000985t |
| | IDU | Mitsubishi | msz-he24na | 4000146t |
| | ODU | Mitsubishi | muz-he24na | 4000598t |
| | IDU | Mitsubishi | msz-he24na | 4000133t |
| <i>Red Building</i> | ODU | Mitsubishi | MUZ-HM24NA2 | 6000888T |
| | IDU | Mitsubishi | MSZ-HM24NA | 6000362T |
| | ODU | Mitsubishi | MUZ-HM24NA2 | 6000885T |
| | IDU | Mitsubishi | MSZ-HM24NA | 6000353T |
| | ODU | Mitsubishi | MUZ-HM24NA2 | 6000889T |
| | IDU | Mitsubishi | MSZ-HM24NA | 600290T |

Needle Point Bi-Polar Ionization Equipment

Quantity and Size/Model of GPS

Clovis Public Utilities

| Name and Location | FC24 | FC48 | IMOD 36" | IMOD 42" | IMOD 48" | IMOD 60" | IMOD 78" | IMOD 84" | IMOD 108" |
|-------------------------------|------|------|----------|----------|----------|----------|----------|----------|-----------|
| Corp Yard | 11 | 2 | | | | | 1 | | |
| Surface Water Treatment Plant | 3 | | | | | | | | |

Clovis Fire Dept.

| Name and Location | FC24 | FC48 | IMOD 36" | IMOD 42" | IMOD 48" | IMOD 60" | IMOD 78" | IMOD 84" | IMOD 108" |
|-------------------|------|------|----------|----------|----------|----------|----------|----------|-----------|
| Fire Training | 2 | | | | | | | | |
| Fire Station 1 | 1 | 1 | | | | | | | |
| Fire Station 2 | 3 | | | | | | | | |
| Fire Station 3 | 1 | | | | | | | | |
| Fire Station 4 | 3 | | | | | | | | |
| Fire Station 5 | 1 | 1 | | | | | | | |

Clovis Civic Center & Misc. Facilities

| Name and Location | FC24 | FC48 | IMOD 36" | IMOD 42" | IMOD 48" | IMOD 60" | IMOD 78" | IMOD 84" | IMOD 108" |
|---------------------------|------|------|----------|----------|----------|----------|----------|----------|-----------|
| City Hall | 5 | 1 | | 3 | | 1 | | | 2 |
| Senior Center | 5 | | 1 | | 1 | | | | |
| Tarpey Depot | 1 | | | | | | | | |
| CAR | 2 | | | | | | | | |
| Public Safety | | | | | | | | 4 | |
| Miss Winkles Pet Adoption | 2 | 2 | | | | | | | |
| Animal Shelter | 4 | | | | | | | | |

| Name and Location | FC24 | FC48 | IMOD 36" | IMOD 42" | IMOD 48" | IMOD 60" | IMOD 78" | IMOD 84" | IMOD 108" |
|--|------|------|----------|----------|----------|----------|----------|----------|-----------|
| IT Training | 1 | | | | | | | | |
| Landfill Office | 1 | | | | | | | | |
| Wastewater Plant Admin Office | 1 | | | | | | | | |
| Animal drop off Building at the Villa Yard | | | 2 | | | | | | |
| Red building on Villa by Skate Park | | | 4 | | | | | | |

*Every effort has been made to provide an accurate and updated equipment list. A number of the items are lacking make, model #'s, and serial numbers. It shall be the vendor's responsibility to field verify all equipment model # and size prior to proposal submittal.

EXHIBIT “B”- PRICING SHEET

HVAC MAINTENANCE SERVICES

The undersigned vendor declares that he/she has read the Request for Proposals for HVAC maintenance services, the general requirements, specifications and equipment list, that he/she has determined the conditions affecting the proposal and agrees that if the proposal is accepted and a contract or purchase order is awarded, to furnish for the contract period, complete 100% HVAC maintenance services, as described herein, for the specified buildings for the following charges. Charges shall be the total of all costs necessary, including parts, components, labor, equipment, necessary permits, travel time, tax, etc., to perform HVAC maintenance services.

| | <u>Monthly Service Rate</u> | <u>Annual Service Rate</u> | <u>Hourly Labor Rate</u> |
|-------------------------------------|---------------------------------|--------------------------------|------------------------------|
| <u>1st year of Contract:</u> | | | |
| <i>(7/18/21 to 7/17/22)</i> | | | |
| Clovis Public Utilities | \$ _____ | \$ _____ | |
| Clovis Fire Dept. | \$ _____ | \$ _____ | |
| Clovis Civic Center + Misc. Fac. | \$ _____ | \$ _____ | |
| Clovis Public Safety Facility | \$ _____ | \$ _____ | |
| Total Annual Service Rate | | \$ _____ | \$ _____ per |
| hour | | | |
| <u>2nd year of Contract:</u> | | | |
| <i>(7/18/22 to 7/17/23)</i> | | | |
| Clovis Public Utilities | \$ _____ | \$ _____ | |
| Clovis Fire Dept. | \$ _____ | \$ _____ | |
| Clovis Civic Center + Misc. Fac. | \$ _____ | \$ _____ | |
| Clovis Public Safety Facility | \$ _____ | \$ _____ | |
| Total Annual Service Rate | | \$ _____ | \$ _____ per |
| hour | | | |
| <u>3rd year of Contract:</u> | | | |
| <i>(7/18/23 to 7/17/24)</i> | | | |
| Clovis Public Utilities | \$ _____ | \$ _____ | |
| Clovis Fire Dept. | \$ _____ | \$ _____ | |
| Clovis Civic Center + Misc. Fac. | \$ _____ | \$ _____ | |
| Clovis Public Safety Facility | \$ _____ | \$ _____ | |
| Total Annual Service Rate | \$ _____ | \$ _____ per hour | |

EXHIBIT B OF ATTACHMENT 1

Average response time for equipment failures during normal working hours (7am-5pm Monday – Friday)

Pay structure for after-hour and weekend/holiday callbacks (per Article XII.) for equipment failure

Basis by which changes in the scope of work may be negotiated:

Accompanying this proposal is a certified check in the amount of \$_____, (10% of annual cost) or proposal bond in the amount of \$_____ or a cashier's check in the amount of \$_____ (10% of annual cost) payable to the City of Clovis, which is to be forfeited as liquidated damages, if, in the event that this proposal is accepted, the undersigned shall fail to execute the contract or to furnish a satisfactory bond as required.

Company_____

Address_____

Witness:

Telephone_____

By _____

(signature)

(date)

(Name-please print or type)

Title_____

The bidder shall state on the line below, if a corporation, the name of the state in which incorporated.

_____.

EXHIBIT B (Cont.) CONTRACTOR'S PROPOSAL

EXHIBIT "B" (CONT.) - PRICING SHEET

HVAC MAINTENANCE SERVICES

The undersigned vendor declares that he/she has read the Request for Proposals for HVAC maintenance services, the general requirements, specifications and equipment list, that he/she has determined the conditions affecting the proposal and agrees that if the proposal is accepted and a contract or purchase order is awarded, to furnish for the contract period, complete 100% HVAC maintenance services, as described herein, for the specified buildings for the following charges. Charges shall be the total of all costs necessary, including parts, components, labor, equipment, necessary permits, travel time, tax, etc., to perform HVAC maintenance services.

| | <u>Monthly Service Rate</u> | <u>Annual Service Rate</u> | <u>Hourly Labor Rate</u> |
|--|---------------------------------|--------------------------------|------------------------------|
| 1st year of Contract: (7/18/21 to 7/17/22) | | | |
| Clovis Public Utilities | \$ 5,404.30 | \$ 64,851.54 | |
| Clovis Fire Dept. | \$ 2,795.32 | \$ 33,543.90 | |
| Clovis Civic Center + Misc. Fac. | \$ 5,614.02 | \$ 67,368.22 | |
| Clovis Public Safety Facility | \$ 4,821.85 | \$ 57,862.24 | |
| Total Annual Service Rate | | \$ 213,626.00 | \$ 135.00 per hour |
| | | | |
| 2nd year of Contract: (7/18/22 to 7/17/23) | | | |
| Clovis Public Utilities | \$ 5,566.42 | \$ 66,797.09 | |
| Clovis Fire Dept. | \$ 2,879.19 | \$ 34,550.22 | |
| Clovis Civic Center + Misc. Fac. | \$ 5,758.37 | \$ 69,100.43 | |
| Clovis Public Safety Facility | \$ 4,990.59 | \$ 59,887.04 | |
| Total Annual Service Rate | 3% | \$ 220,034.78 | \$ 140.00 per hour |
| | | | |
| 3rd year of Contract: (7/18/23 to 7/17/24) | | | |
| Clovis Public Utilities | \$ 5,733.42 | \$ 68,801.00 | |
| Clovis Fire Dept. | \$ 2,965.56 | \$ 35,586.72 | |
| Clovis Civic Center + Misc. Fac. | \$ 5,931.12 | \$ 71,173.45 | |
| Clovis Public Safety Facility | \$ 5,140.30 | \$ 61,683.65 | |
| Total Annual Service Rate | 3% | \$ 226,635.82 | \$ 144.00 per hour |

Exhibit "B" (cont.)

Average response time for equipment failures during normal working hours (7am-5pm Monday – Friday) Less than 2 hours

Pay structure for after-hour and weekend/holiday callbacks (per Article XII.) for equipment failure Current year labor rate multiplied by .5 for after hours, multiplied by 1 for Sunday and holidays. This cost will be invoiced separately.

Basis by which changes in the scope of work may be negotiated:

At the City of Clovis request a change to the equipment being maintained, maintenance scope or tasking.

Accompanying this proposal is a certified check in the amount of \$ XXXXXXXXXX, (10% of annual cost) or proposal bond in the amount of \$ 10% of Contract or a cashier's check in the amount of \$ XXXXXXXXXX (10% of annual cost) payable to the City of Clovis, which is to be forfeited as liquidated damages, if, in the event that this proposal is accepted, the undersigned shall fail to execute the contract or to furnish a satisfactory bond as required.

Company Mesa Energy Systems, Inc. dba EMCOR Service Mesa Energy

Address 3980 N. Chestnut Diagonal Ste. 101

Fresno, CA 93726

Witness:

Rod Galvan

Telephone (559) 277-7900

By 
(signature)

6-11-21
(date)

Daniel Bibioff

(Name-please print or type)

Title Mesa Energy Systems, Inc.

The bidder shall state on the line below, if a corporation, the name of the state in which incorporated.

California

EXHIBIT C

INSURANCE REQUIREMENTS

Prior to commencement of the Services, Contractor shall take out and maintain, at its own expense, and shall cause any subcontractor with whom Contractor contracts for the performance of Services pursuant to this Agreement to take out and maintain, the following insurance until completion of the Services or termination of this Agreement, whichever is earlier, except as otherwise required by subsection (d) below. All insurance shall be placed with insurance companies that are licensed and admitted to conduct business in the State of California and are rated at a minimum with an "A:VII" by A.M. Best Company, unless otherwise acceptable to the City.

a. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

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

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

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

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

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

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

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

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

EXHIBIT C OF ATTACHMENT 1

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

(iv) Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subdivision (b) of Section 2782 of the Civil Code.

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

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

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

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

Contractor shall maintain all of the foregoing insurance coverages during the term of this Agreement, except as to (a) the products and completed operations coverage under the General Liability Insurance which shall also be maintained for a period of ten (10) years following completion of the Services by Contractor or termination of this Agreement, whichever is earlier; and (b) Professional Liability Insurance, which shall be maintained for a period of five (5) years following completion of the Services by Contractor or termination of this Agreement, whichever is earlier.

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

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

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



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: General Services

DATE: July 19, 2021

SUBJECT: General Services – Approval – Res. 21-____, Authorizing the Use of California Senate Bill 1 (SB1) State Transit Assistance – State of Good Repair (SGR) Funds for Transit Operations

ATTACHMENTS: 1. Resolution 21-____

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve a resolution authorizing the use of California Senate Bill 1 (SB1) State Transit Assistance – State of Good Repair (SGR) funds for transit operations.

EXECUTIVE SUMMARY

On September 29, 2020, AB 107 was signed into law. Section 9 of AB107 speaks specifically to the temporary use of SB1 State of Good Repair (SGR) for transit operations. The funds are normally restricted to capital projects that fall into a narrow scope of work. AB 107 removes that constraint and allows these funds to be used for both operating expenses and capital projects as needed. An approved resolution is required.

BACKGROUND

In response to the COVID-19 pandemic, several relief bills were passed by the California legislature to provide more flexibility in funding to transit operators in the state. Certain efficiency measurements have also been suspended or significantly modified. Currently, the relief is in effect through the end of FY2021/2022, and extensions through FY2025/2026 are in several trailer bills that are expected to be signed by the Governor soon.

AB 107 is one of the relief bills that attempts to assist transit operators by removing use constraints from the funding provided by SB1 STA SGR. Originally, these funds were only for capital projects that fell into one of three categories: (1) transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or existing transit

facilities; (2) the design, acquisition, and construction of new vehicles or facilities that improve existing transit services; or (3) transit services that complement local efforts for repair and improvement of local transportation infrastructure.

The bill authorizes a recipient transit agency to expend funds apportioned for the FY2019/2020 to FY2021/2022 fiscal years under the program on any operating or capital expenses to maintain transit service levels. Clovis Transit is an authorized recipient transit agency and with City Council approval of the supporting resolution, would gain the discretion to use SB1 STA SGR funds for operations or any capital project, if needed. Clovis Transit's SGR FY2019/2020 was \$180,071, and 2020/2021 allocation was \$202,359. The projected allocation for FY2021/2022 has not yet been received from the State Controller's Office or Fresno Council of Governments.

Currently, Clovis Transit has programmed SB1 STA SGR funds for replacement of a heavy-duty vehicle lift in the fleet maintenance shop. The project will require multiple years of allocation to complete. New SGR funding will continue to be programmed for this capital project. If SGR funds are to be used for operational expenses or capital projects instead of the originally programmed capital project, staff will amend planning documents, including the SRTP, to reflect the adjustment in allocation.

FISCAL IMPACT

None

REASON FOR RECOMMENDATION

The passage of AB 107 provides flexibility in SB1 STA SGR expenditures to authorized recipients, including Clovis Transit. A city council resolution is required to become eligible for this relief.

ACTIONS FOLLOWING APPROVAL

As required in AB 107, staff will submit the resolution to the California Department of Transportation (Caltrans), and the Fresno Council of Governments (FCOG).

Prepared by: Amy Hance, General Services Manager

Reviewed by: City Manager *AH*

RESOLUTION 21-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
AUTHORIZING THE USE OF CALIFORNIA SENATE BILL 1 (SB1) STATE TRANSIT
ASSISTANCE – STATE OF GOOD REPAIR (SGR) FOR TRANSIT OPERATIONS

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation, and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, Clovis Transit is an eligible recipient of State Transit Assistance funding from the SGR account now or sometime in the future for transit projects; and

WHEREAS, Assembly Bill (AB) 107, signed on September 29, 2020, provides transit agencies eligible to receive SGR funds for F2019/2020 through FY2021/2022, to redirect these funds from projects as originally identified in its application to address funding shortfalls in operating or capital expenses resulting from the impact of the Coronavirus (COVID-19) pandemic; and

WHEREAS, Clovis Transit has been financially impacted from decreased ridership and increased costs due to the COVID-19 pandemic; and

WHEREAS, Clovis Transit desires to utilize any or all FY2019/2020 through FY 2021/2022 SGR funds towards operating and capital shortfalls caused by the COVID-19 pandemic as needed to prevent the reduction and/or discontinuation of service per AB 107.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Clovis authorizes Clovis Transit to utilize FY 2019/2020 through FY 2021/2022 SGR funds towards operating and capital funding shortfalls caused by the COVID-19 pandemic as needed to prevent the reduction and/or discontinuation of service per AB 107.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on the 19th day of July, 2021 by the following vote, to wit.

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:
- DATED:

Mayor

City Clerk



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: General Services Department

DATE: July 19, 2021

SUBJECT: General Services - Approval – Authorize the City Manager to Execute a 36-Month Janitorial Service Contract.

ATTACHMENTS: 1. Janitorial Services Agreement

CONFLICT OF INTEREST

None

RECOMMENDATION

Approve the proposal submitted by Environment Control for provisions of City janitorial services from August 1, 2021, through July 31, 2024; and, authorize the City Manager to execute an agreement with Environment Control.

EXECUTIVE SUMMARY

Staff developed a Request for Proposal (RFP) for janitorial services and posted the RFP to the City's web-based bid management system (PlanetBids), which distributed the invitation to twenty-three (23) registered vendors interested in providing janitorial services. As a result of this process, three (3) vendors submitted proposals to the City.

After analyzing the proposals, Environment Control was determined to have submitted the proposal with the best overall value to the City. Therefore, staff recommends that Council approve the proposal submitted by Environment Control for the provision of City janitorial services from August 1, 2021, through July 31, 2024.

BACKGROUND

The City has contracted with private vendors for janitorial services at City facilities for many years. Contracting for janitorial services has proven to be the most cost-effective means of providing this type of service.

Staff developed an RFP for janitorial services and as allowed by the Municipal Code, staff posted the RFP on the City's web-based bid management system (PlanetBids), which distributed the invitation to registered vendors interested in providing janitorial services. A public notice for the RFP was also published in the *Fresno Business Journal*. The City's web-based bid management system electronically distributed the RFP invitation to twenty-three (23) vendors, of which eighteen (18) vendors downloaded RFP documents for review, and four (4) vendors were represented at the mandatory pre-proposal meeting. Three (3) vendors submitted proposals to the City.

The RFP instructed potential vendors to provide separate pricing for facilities divided into seven (7) facility categories; Civic Center + miscellaneous, Public Safety Facility + miscellaneous, Operations and Maintenance Service Center + miscellaneous, Senior Center/Landmark Square, Community Restrooms, Fire Department, and Miss Winkles Pet Adoption Center. Vendors were also instructed to provide their maximum projected price increase for the 2nd and 3rd year of the contract.

The totals shown below are an aggregate of all basic services (inclusive for all general cleaning services and intermittently scheduled special services such as floor care and some window washing) and the "Upon Request" services, also known as optional services (inclusive of some window washing and all building washing services). A summary of proposal costs are reflected individually by the 1st, 2nd, 3rd years and total 36-month contract price is noted in the matrix below.

| VENDOR | Environment Control | Janitorial Inc. | Commercial Cleaning Systems |
|---|----------------------------|------------------------|------------------------------------|
| 1st Year Basic + Optional Services Total | \$378,913.00 | \$363,374.04 | \$343,560.00 |
| 2nd Year Cost w/ Projected Price Increase | \$519,958.00 | \$444,205.80 | \$447,000.00 |
| 3rd Year Cost w/ Projected Price Increase | \$540,586.00 | \$455,597.64 | \$447,000.00 |
| Total 3-Year Projected Total Price for All Basic + Optional Services | \$1,439,457.00 | 1,263,177.48 | \$1,237,560.00 |

This year's RFP clearly explained the selection process would be based on performance and not weighted solely on the cost of the proposal. References and past performance with the City were heavily weighted in vendor selection. It is the City's intent through this RFP process to obtain the highest quality of service at the most reasonable price.

Environment Control submitted the highest proposal, an increase of 13% from the second highest and nearly 16% from the lowest proposal. Environment Control's RFP met all the City's performance criteria for janitorial services and staff supervision and is the overall best

value to the City. Environment Control previously provided janitorial services to the City from July 2006–2012 and 2015-2020. Their service during both five-year periods was rated as very good.

Staff received feedback from all five (5) references provided by Environment Control. All references were from large account users and indicated that Environment Control provided above average service.

Environment Control is currently servicing public agency accounts for the County of Fresno offices, City of Clovis, Gallo Winery and WIC Program. Environment Control is a local firm established in 1963. Their Fresno office was established in 1969 and has an excellent professional reputation.

FISCAL IMPACT

The proposed pricing for this acquisition is within the FY 2021/22 budget allocation for this service.

REASON FOR RECOMMENDATION

Although approximately 16% higher in cost than the lowest bid, the proposal submitted by Environment Control represents the best overall value for the City. Environment Control has experience servicing large public agency accounts and previously serviced the City of Clovis from July 2006 through June 2012 and again from 2015 through 2020. Their janitorial service during this eleven-year term was rated as very good.

Based upon their reference review, Environment Control received an excellent feedback rating. All of the current users who were contacted were extremely satisfied with their service and gave them high marks for service and responsiveness.

ACTIONS FOLLOWING APPROVAL

Staff will prepare a three-year agreement for the City Manager's approval with Environment Control for janitorial services. The contract will begin on August 1, 2021 and will expire on July 31, 2024.

Prepared by: Stephen Frankian, Facilities Maintenance and Purchasing Manager

Reviewed by: City Manager *DF*

**CITY OF CLOVIS
CONTRACT SERVICES AGREEMENT**

This Contract Services Agreement ("Agreement") is entered into between the City of Clovis, a California general law city ("City") and the individual or entity identified below ("Contractor") with respect to the following recitals, which are a substantive part of this Agreement. This Agreement shall be effective on the date signed by City, which shall occur after execution by Contractor ("Effective Date").

RECITALS

- A. City desires to obtain janitorial services ("Services") as described in the Request for Proposals No. 01-21, set forth in **Exhibit A** and incorporated herein by reference ("Request for Proposals").
- B. Contractor is engaged in the business of furnishing the Services and hereby warrants and represents that it is qualified, licensed, and professionally capable of performing the Services.
- C. Contractor submitted a complete proposal, including all required forms, bonds, certificates, and other documents, attached as **Exhibit B** ("Contractor's Proposal") and incorporated herein by reference, that was approved by City for award of contract for the Services.
- D. City desires to retain Contractor, and Contractor desires to provide the City with the Services, on the terms and conditions as set forth in this Agreement.

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

AGREEMENT

- 1. Scope of Services. Contractor shall perform the Services described in the Request for Proposals set forth in **Exhibit A**. Contractor shall comply with all standards, specification, and other requirements expressed in the Request for Proposals. If there is a conflict between the Request for Proposals or the Contractor's Proposal and this Agreement, this Agreement shall control. Any contractual terms or conditions detailed in Contractor's Proposal shall have no force or effect with respect to this Agreement and the Services performed by Contractor.
- 2. Commencement of Services; Term of Agreement. The term of this Agreement shall commence on August 1, 2021 and shall terminate on July 31, 2024. Contractor shall commence the Services upon City's issuance of a written "Notice to Proceed" and shall continue with the Services until the expiration of the term, or until such time as the Agreement is terminated by either party pursuant to Section 16 herein, whichever is earlier.
- 3. Payment for Services. City shall pay Contractor for the Services performed pursuant to this Agreement according to the rates stated in Contractor's Proposal set forth in **Exhibit B**, as follow:

| | | |
|----------------------------------|-------------------------|----------------------|
| <u>Year One (2021-22)</u> | | |
| Total Monthly Billing | (Basic Service) | \$ 31,338.00 |
| Annual Billing | (Basic Service) | \$ 376,056.00 |
| Annual Billing | (Upon Request Services) | \$ 2,857.00 |
| Total Annual Billing | | \$ 378,913.00 |

ATTACHMENT 1

Year Two (2022-23)

| | | |
|-----------------------------|-------------------------|----------------------|
| Total Monthly Billing | (Basic Service) | \$ 42,996.00 |
| Annual Billing | (Basic Service) | \$ 515,952.00 |
| Annual Billing | (Upon Request Services) | \$ 4,006.00 |
| Total Annual Billing | | \$ 519,958.00 |

Year Three (2023-24)

| | | |
|-----------------------------|-------------------------|----------------------|
| Total Monthly Billing | (Basic Service) | \$ 44,705.00 |
| Annual Billing | (Basic Service) | \$ 536,460.00 |
| Annual Billing | (Upon Request Services) | \$ 4,126.00 |
| Total Annual Billing | | \$ 540,586.00 |

Contractor shall submit monthly invoices to City containing detailed billing information regarding the Services provided and unless otherwise specified in **Exhibit A**, City shall tender payment to Contractor within fifteen (15) days after receipt of invoice.

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

5. Standard of Care. Contractor expressly represents it is qualified in the field for which Services are being provided under this Agreement and that to the extent Contractor utilizes subcontractors, such subcontractors are, and will be, qualified in their fields. Contractor also expressly represents that both Contractor and its subcontractors, if any, are now, and will be throughout their performance of the Services under this Agreement, properly licensed, bonded, and/or otherwise qualified and authorized to perform the Services required and contemplated by this Agreement, as may be required by law. Contractor and its subcontractors, if any, shall utilize the standard of care and skill customarily exercised by members of their profession, shall use reasonable diligence and best judgment while performing the Services, and shall comply with all applicable laws and regulations.

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

7. Subcontractor Provisions. Contractor shall include in its written agreements with its subcontractors, if any, provisions which: (a) impose upon the subcontractors the obligation to provide to City the same insurance and indemnity obligations that Contractor owes to City; and (b) entitle City to impose upon subcontractors the assignment rights found elsewhere in this Agreement.

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

9. Record Keeping: Reports. Contractor shall keep complete records showing the type of Services performed. Contractor shall be responsible and shall require its subcontractors to keep similar records. City shall be given reasonable access to the records of Contractor and its subcontractors for inspection and audit purposes. Contractor shall provide City with a working draft of all reports and five (5) copies of all final reports prepared by Contractor under this Agreement.

10. Delay Damages. Time is of the essence with respect to this Agreement and the Services provided by Contractor. Contractor's failure to timely and satisfactorily perform under this Agreement shall result in the assessment of delay damages at the rate of \$50.00 per day for each calendar day that Contractor fails or refuses to perform the Services, fails to timely perform the Services, or performs the Services in an unsatisfactory manner and fails to correct. Contractor shall be provided written notice of any deficiency in performance and afforded forty-eight (48) hours, not including weekends, to correct the work. The actual occurrence of damages and the actual amount of the damages which City would suffer for such delayed performance of the Services are impracticable and extremely difficult to calculate. Damages which City would suffer in the event of such delay include, but are not limited to, loss of the use of the facilities, disruption of activities, costs of administration and supervision, and the incalculable inconvenience and loss suffered by the public. Accordingly, the parties agree that the amount set forth herein shall be presumed to be the amount of damages which City shall directly incur for each calendar day that satisfactory performance of the Services is delayed because of Contractor.

11. Reserved.

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

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

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

15. Termination of Agreement. This Agreement shall terminate upon completion of term or any extension thereto, or earlier pursuant to the following.

a. Termination by City: Without Cause. This Agreement may be terminated by City at its discretion upon thirty (30) days prior written notice to Contractor.

b. Termination by City or Contractor: For Cause. Either party may terminate this Agreement upon seven (7) days prior written notice to the other party of a material breach, and a failure to cure within that time period. Contractor's failure or refusal to satisfactorily perform shall constitute a material breach.

c. Compensation to Contractor Upon Termination. In the event termination is not due to fault attributable to Contractor, and provided all other conditions for payment have been met, Contractor shall be paid compensation for services satisfactorily performed prior to notice of termination. In the event termination is due to fault attributable to Contractor, Contractor shall be paid the reasonable value of its services provided. However,

in no event shall such payment when added to any other payment due exceed the total compensation as specified in Section 3 herein. In the event of termination due to Contractor's failure to perform in accordance with the terms of this Agreement through no fault of City, City may withhold an amount that would otherwise be payable as an offset to City's damages caused by such failure.

d. Effect of Termination. Upon receipt of a termination notice (or completion of this Agreement), Contractor shall: (i) promptly discontinue all Services affected (unless the notice directs otherwise); and (ii) deliver or otherwise make available to the City, without additional compensation, all data, documents, procedures, reports, estimates, summaries, and such other information and materials as may have been accumulated by the Contractor in performing this Agreement, whether completed or in process. Contractor may not refuse to provide such writings or materials for any reason whatsoever.

17. Insurance. Contractor shall satisfy the insurance requirements set forth in **Exhibit C**.

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

19. Taxes. Contractor agrees to pay all taxes, licenses, and fees levied or assessed by any governmental agency on Contractor incident to the performance of Services under this Agreement, and unemployment compensation insurance, social security, or any other taxes upon the wages of Contractor, its employees, agents, and representatives. Contractor agrees to obtain and renew an annual business tax certificate from City and pay the applicable annual business license fee to City during the term of this Agreement.

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

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

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

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

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

d. Delivery by deposit in the United States mail, first class, postage prepaid. Service shall be deemed delivered seventy-two (72) hours after deposit.

22. Entire Agreement. This Agreement, including the attachments, represents the entire Agreement between City and Contractor and supersedes all prior negotiations, representations or agreements, either written or oral with respect to the subject matter herein. This Agreement may be amended only by written instrument signed by both City and Contractor.
23. Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns.
24. Authority. The signatories to this Agreement warrant and represent that they have the legal right, power, and authority to execute this Agreement and bind their respective entities.
25. Severability. In the event any term or provision of this Agreement is declared to be invalid or illegal for any reason, this Agreement will remain in full force and effect and will be interpreted as though such invalid or illegal provision were not a part of this Agreement. The remaining provisions will be construed to preserve the intent and purpose of this Agreement and the parties will negotiate in good faith to modify any invalidated provisions to preserve each party's anticipated benefits.
26. Applicable Law and Interpretation and Venue. This Agreement shall be interpreted in accordance with the laws of the State of California. The language of all parts of this Agreement shall, in all cases, be construed as a whole, according to its fair meaning, and not strictly for or against either party. This Agreement is entered into by City and Contractor in the County of Fresno, California. Contractor shall perform the Services required under this Agreement in the County of Fresno, California. Thus, in the event of litigation, venue shall only lie with the appropriate state or federal court in Fresno County.
27. Amendments and Waiver. This Agreement shall not be modified or amended in any way, and no provision shall be waived, except in writing signed by the parties hereto. No waiver of any provision of this Agreement shall be deemed, or shall constitute, a waiver of any other provision, whether or not similar, nor shall any such waiver constitute a continuing or subsequent waiver of the same provision. Failure of either party to enforce any provision of this Agreement shall not constitute a waiver of the right to compel enforcement of the remaining provisions of this Agreement.
28. Third Party Beneficiaries. Nothing in this Agreement shall be construed to confer any rights upon any party not a signatory to this Agreement.
29. Execution in Counterparts. This Agreement may be executed in counterparts such that the signatures may appear on separate signature pages. A copy or an original, with all signatures appended together, shall be deemed a fully executed Agreement.
30. Alternative Dispute Resolution. If a dispute arises out of or relating to this Agreement, or the alleged breach thereof, and if said dispute cannot be settled through negotiation, the parties agree first to try in good faith to settle the dispute by non-binding mediation before resorting to litigation or some other dispute resolution procedure, unless the parties mutually agree otherwise. The mediator shall be mutually selected by the parties, but in case of disagreement, the mediator shall be selected by lot from among two nominations provided by each party. All costs and fees required by the mediator shall be split equally by the parties, otherwise each party shall bear its own costs of mediation. If mediation fails to resolve the dispute within thirty (30) days, either party may pursue litigation to resolve the dispute.

Demand for mediation shall be in writing and delivered to the other party to this Agreement. A demand for mediation shall be made within reasonable time after the claim, dispute or other matter in question has arisen. In no event shall the demand for mediation be made after the date when institution of legal or equitable

proceedings based on such a claim, dispute or other matter in question would be barred by California statutes of limitations.

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

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

CONTRACTOR

CITY OF CLOVIS

By: _____

By: _____
Luke Serpa, City Manager

Date: _____

Date: _____

Party Identification and Contact Information:

[Contractor]
Environment Control
Attn: Kit Seals
Title: CEO
3065 N. Sunnyside Ave, #101
Fresno, CA 93727
Kseals@ecfresno.com [E-Mail Address]
559-456-9791 [Phone Number]

City of Clovis
General Services
Attn: Stephen Frankian
Title: Facility Maintenance & Purchasing Manager
1033 Fifth Street
Clovis, CA 93612
Stephenf@cityofclovis.com [E-Mail Address]
559-324-2705 [Phone Number]

ATTEST

_____, City Clerk

APPROVED AS TO FORM

_____, City Attorney

<file:///J:\wdocs\00611\004\agt\00775187.DOC>

EXHIBIT A REQUEST FOR PROPOSAL

City of Clovis

Request for Proposals for Janitorial Services

Proposal shall be submitted either electronically through the City of Clovis Planet Bids Portal
@ <https://www.planetbids.com/portal/portal.cfm?CompanyID=14742#>

Or

Via hard (paper) copy by submitting two (2) copies of your proposal to the City Clerk's Office
addressed to:

Attn: Stephen Frankian/ Facilities Maintenance & Purchasing Manager
City of Clovis
1033 Fifth Street
Clovis, CA 93612

All Proposals shall be submitted to their respective destinations as noted above no later than
3:00 p.m., Tuesday, June 1, 2021

Proposals shall be clearly marked: "**City of Clovis Janitorial Services 2021**"

A mandatory pre-proposal conference will be held on Tuesday, May 11, 2021, at 10:00 a.m. in
the Clovis Senior Center Conference Room, located at 850 Fourth Street, Clovis

Inquiries regarding this request should be directed to:

Stephen Frankian, Facilities Maintenance & Purchasing Manager
City of Clovis Administration Office
1033 Fifth Street
Clovis, CA 93612
(559) 324-2705

I. INTRODUCTION

The City of Clovis is seeking proposals from qualified vendors for all labor, materials and equipment necessary for the provision of contract janitorial services at City of Clovis facilities for the period of August 1, 2021 through July 31, 2024.

A mandatory pre-proposal conference will be held on Tuesday, May 11, 2021, at 10:00 a.m. in the Clovis City Senior Center Conference Room, located at 850 Fourth Street, Clovis. At this conference, vendors will have the opportunity to ask questions of City staff regarding the Request for Proposal and tour the City facilities that are to be covered by the contract. A qualified and responsible party instrumental in decision making of this process must be present.

II. VENDOR QUALIFICATIONS

Due to the size of the project, the diversity of space, variety of cleaning tasks, and the critical nature of the operations and equipment involved in City facilities, only established and experienced janitorial service vendors with a government services background that meet the following requirements and specifications contained in this document will be given final consideration for award of the contract.

III. VENDOR RESPONSIBILITIES

1. The selected vendor shall supply all labor and materials necessary to perform the tasks with a **high degree of proficiency and professionalism**. The specific tasks to be performed are listed on the attached sheets identifying specific locations.

Note: Performance and quality of services are paramount during the term of this contract; therefore, no tolerance will be afforded substandard performance. It is understood if substandard performance of work occurs as determined by the City, the City shall have the right to require vendor to perform the work again in conformity with the requirements of the RFP and Agreement at no additional increase in the vendor's fee for service. Remedy for non-compliance or non-performance shall occur within 24 hours of notice. The City also shall have the right to require vendor to take all necessary steps to ensure future performance of the work in conformity with the requirements of the RFP and Agreement. In the event vendor fails to perform the work again or fails to take necessary steps to ensure future performance of the work in conformity with the requirements of the RFP and Agreement, City shall have the right to terminate this Agreement for default. The City also retains the right to terminate the contract should the City determine that the vendor has developed a trend of non-performance or non-responsiveness after successive notices.

2. The vendor shall maintain a sufficient work force with sufficient cleaning supplies and equipment to adequately service the requirements of the City. A supervisor or designated lead person with the ability to communicate with City staff in English shall be at each work site during all periods in which the vendor is providing services. Vendor shall provide City with a current cell phone number of the on-site vendor supervisor. **It is understood that all employees for this RFP's scope of work shall be directly employed by the vendor submitting the proposal.**

3. The vendor shall at all times maintain on file with the City a current list of all employees who may perform work on City premises. All such persons on the list shall provide the City with their name, California driver's license number, date of birth, and other information, which may be requested. All such persons shall be fingerprinted by the Clovis Police Department, for the purposes of a background check, not less than fourteen days prior to the employee beginning work on City premises. All vendor employees shall wear a uniform with the vendor's name easily identifiable on the uniform. The uniform shall minimally consist of a shirt with the vendor's name on it. Only those employees that have been cleared through the background check shall be allowed on City premises to perform janitorial tasks. Friends and/or family of aforementioned employees shall not be allowed on City premises or in any City buildings. The City may give the vendor verbal or written notice at any time prompting instant preclusion of any employee from work on City's premises.
4. The vendor shall complete a daily checklist of all scheduled tasks for services provided under the contract. A sample checklist shall be provided to and approved by the City prior to initiating service.
5. The vendor shall indemnify and hold harmless the City against all liability and property damage for actions connected to the vendor's work for the City.
6. Throughout the term of the contract, the vendor shall maintain at its own expense, comprehensive liability insurance, including bodily injury, property damage, auto liability and personal injury coverage's acceptable to the City. The insurance shall be in the minimum amount of \$2 million per occurrence. A certificate of said insurance coverage's naming the City, its officers, agents and employees shall be issued to the City prior to the initiation of the contract. The vendor shall further certify to the City that the said coverage's shall not be terminated or significantly modified without having first provided the City with a minimum thirty-day written notice of such change(s). The vendor shall also provide the City with evidence of workers' compensation coverage for its employees.
7. All employees of the vendor assigned to the City's project shall be covered by a Blanket Fidelity Bond that protects the City against loss in a minimum amount of \$25,000.
8. The City shall reserve the right to assess liquidated damages in the amount of \$50.00 per day for non-compliance/non-performance with the terms and conditions of the contract. Such assessments shall occur in the event that the vendor fails to correct a performance deficiency within 48 hours of City notification, excluding weekends. Such liquidated damages may be imposed if the vendor fails to correct re-occurring deficiencies (third time notification).
9. The vendor shall be responsible for scheduling all work within the City's time frames. The majority of work shall occur after 6pm, but there are instances where work will occur during the day. Vendor shall also be responsible for coordinating and providing adequate notice to City personnel when carpet cleaning, floor cleaning and finishing, window washing, building washing, etc. will occur.

10. Vendor shall be responsible for reactivating facility alarm systems and locking and securing doors each day after service is complete. Vendor shall incur all liability due to negative actions of these responsibilities.
11. Under the scope of contract services, vendor shall at a minimum, conduct bi-monthly on-site inspections during daytime operating hours of the all facilities to confirm adherence to contract standards and obtain user feedback in order to deliver quality services.

IV. **CITY OF CLOVIS RESPONSIBILITIES**

The City shall provide the vendor access to all facilities covered by the contract.

The City shall allow the vendor access to all required work areas to perform tasks.

City staff shall be available to the vendor during normal work hours for consultation, clarification of task assignments, etc.

V. **PROPOSAL CONTENT**

In order for proposals to be considered by the City, the proposals shall address each of the following items. The vendor's proposal shall include as much information on each item as the vendor thinks will assist the City in the process of evaluation and selection.

1. The vendor shall submit a description of the firm's organizational structure, history, legal status (i.e., partnership, corporation, etc.); and a description of the vendor's experience in providing janitorial services for commercial/governmental clients. The proposal shall also include a brief description of the backgrounds and qualifications of the firm's principals and of the management/supervisory personnel who will be assigned to the City's contract.
2. Proposals shall clearly state the cost of the proposal as specified in Exhibit B. A monthly cost and an annual cost shall be provided for the first, second years of the contract, i.e., August 1, 2021 through July 31, 2022, August 1, 2022 through July 31, 2023, and August 1 2023 through July 31, 2024 for each of the locations (Civic Center and associated facilities, Maintenance & Operations Service Center, Public Safety Facility, Senior Center, Miss Winkles, etc.) The sum of the two annual cost amounts shall be the total cost to the City for the term of the contract. Vendor shall bear all responsibility of forecasting and incorporating all future economic, labor, and business conditions into their pricing model.

In addition, the vendor shall indicate an hourly rate of charge for the basis in costing changes in scope of work. This hourly rate of charge shall be applicable to the first year of the contract, and may be modified for the following year of the contract upon mutual agreement by the City and the vendor.

3. Proposals shall clearly state the vendor's qualifications and ability to provide the services specified in this document.
4. Vendors shall include a customer satisfaction statement/guarantee for the services provided by the vendor.

5. Proposals shall include a Proposal Bond. The bond shall be payable to the City, and shall be in an amount equal to 10% of the cost of the first year of the vendor's proposal. In lieu of a proposal bond, the vendor may provide the City with a certified check or a cashier's check in an amount equal to 10% of the cost of the first year of the vendor's proposal. Failure to submit a proposal bond or cashier's check (under separate cover if submitting a proposal electronically) to the City prior to the submittal deadline may negate your proposal from this process.
6. Proposals shall include copies of the vendor's existing liability, property, and workers' compensation insurance certificates and/or evidence that the vendor can obtain the required insurance prior to the execution of the agreement for service.
7. Proposals shall include evidence of the vendor's employee fidelity bond or the vendor's ability to obtain such a bond.
8. Proposals shall include the names, addresses, current telephone numbers and a contact person for at least five (5) large commercial/governmental client references. Proposals can also list commercial/governmental facilities currently under contract. The City reserves the right to contact any and all sources necessary to conduct a complete background check and sources shall not be limited to the contacts submitted.
9. Proposals shall include sample copies of the daily checklist intended for use by the vendor while performing janitorial services for the City.
10. The City desires a stable work force to insure consistent performance of the described tasks. Proposals shall indicate the average turn-over rate of employees performing janitorial services for customers comparable to the City of Clovis during the last three years.
11. Proposals shall be valid for a period of ninety (90) days following the submission to the City.
12. Proposals shall be submitted either electronically through the City of Clovis Planet Bids Portal at: <https://www.planetbids.com/portal/portal.cfm?CompanyID=14742#> no later than 3:00 p.m., Tuesday, June 1, 2021 or the vendor shall submit two (2) copies of their proposal no later than 3:00 p.m., Tuesday, June 1, 2021 to the Administration office addressed to:

Attn: Stephen Frankian, Facilities Maintenance & Purchasing Manager
 City of Clovis Administration Office
 1033 Fifth Street
 Clovis, CA 93612

Proposals shall be clearly marked: "**City of Clovis Janitorial Services 2021**"

VI. **PERFORMANCE BOND**

Upon notification of award, the successful vendor will be required to furnish a performance bond in the amount equal to a minimum of two times the monthly rate (year one) provided in the Janitorial Services Proposal, executed in favor of the City, to insure faithful performance.

VII. **COMPENSATION SCHEDULE**

The vendor shall submit invoices on a monthly basis for services rendered. The City will compensate the vendor within fifteen (15) days of receipt of an invoice.

VIII. **SELECTION PROCESS**

The following schedule for the selection of a vendor has been adopted by the City of Clovis.

| <u>DATE</u> | <u>TASK</u> |
|--------------------|---|
| May 4, 2021 | Request for proposals released |
| May 11, 2021 | <u>Mandatory</u> Pre-proposal conference @ 10am |
| June 1, 2021 | Proposals submitted to City |
| July 19, 2021 | Selection of vendor by City Council (subject to change) |
| August 1, 2021 | Contract begins |

The selection of the successful vendor will be based on the information submitted in the proposal. The selection criteria will assess each vendor's experience, past work performance, the ability of the vendor to perform the services required, the quality of the services being proposed, the responses from client references, the cost of the proposal, the vendor's insurance coverage and performance bond. Selection shall be performance based and not weighted solely on the cost of the proposal. It is the City's intent to obtain the highest quality service at the most reasonable price.

The final selection and award of the contract will be made by the Clovis City Council at the Council meeting scheduled on July 19, 2021, at 6:00 p.m., at the Clovis City Council Chambers.

IX. **REJECTION OF PROPOSALS**

The City reserves the right to accept or reject any or all proposals with or without cause. The City also reserves the right to waive any irregularities with or without cause. Proposals submitted after Tuesday, June 1, 2021, @ 3:00pm will not be accepted.

X. **INQUIRIES**

All inquiries regarding information contained in this request for proposal, or the selection process should be directed to Stephen Frankian, Facilities Maintenance & Purchasing Manager, City of Clovis, 1033 Fifth Street, Clovis, CA 93612, (559) 324-2705 or Hien Nguyen, Administrative Assistant @ (559) 324-2755. If additional information or interpretation is necessary, such information will be provided as an addendum in writing to all prospective vendors who have received the City's Request for Proposal document. Any written addendum shall have the same binding effect as though contained in the main body of the original specifications. All addenda shall be issued not later than five days prior to the proposal-filing deadline.

XI. **ACKNOWLEDGMENT**

Proposer acknowledges that they have read the enclosed Request for Proposal (RFP) for janitorial services in its entirety, has addressed all issues pertaining to this RFP to the proposer's satisfaction, has conducted a field visit to confirm the existence or non-existence of any and all conditions which may prohibit service, has brought these conditions to the Owner's attention, acknowledges proposer's ability to conform to all conditions of this RFP, that all information submitted in this proposal is current and true, and that the undersigned proposer is an authorized representative of the proposing firm.

Name of Proposer/Contractor (Person, Firm, or Corporation)

Signature of Proposer/Contractor's Authorized Representative

Printed Name & Title of Authorized Representative

EXHIBIT “A”

Listed below is a summary guide listing the locations which will receive janitorial services. The list is only an informational guide and some areas in the total square footages may not be included in the scope of work (e.g. some shop areas, animal control dog pens, etc.) Janitorial vendors shall field verify (during mandatory pre-proposal meeting) all square footages, number of restrooms, number of plumbing fixtures to be cleaned, percentage of floor coverings such as carpet, tile, aggregate, brick, working and field conditions, window areas, curtains, air registers, site accessibility issues, etc., and all pertinent information needed by the vendor to provide complete janitorial services to generate a bona fide proposal.

Note: The City reserves the right to add or remove facilities or portions of facilities from production, increase, decrease or seize frequency of specific duties from basic service as needed to meet the City’s needs.

| Building | Square Feet | Restrooms |
|----------|-------------|-----------|
|----------|-------------|-----------|

CIVIC CENTER + MISC.

1033 5th Street (Civic Center/5 buildings)

| | | |
|---------------------------|--------|---|
| City Hall | 12,223 | 6 |
| Planning & Development | 20,323 | 6 |
| Council Chambers | 3,000 | 3 |
| Engineering Annex Offices | 960 | 1 |
| IS Modular | 2,300 | 2 |

PUBLIC SAFETY FACILITY + MISC.

1233 5th Street

| | | |
|-----------------------------------|--------|----|
| Public Safety Facility | 59,497 | 26 |
| • Men’s Locker Room w/ restroom | | 1 |
| • Women’s Locker Room w/ restroom | | 1 |
| • Jail w/ (12) water closets | | 1 |

O&M SERVICE CENTER + MISC.

155 N. Sunnyside Ave (6 Buildings)

| | | |
|----------------------------------|--------|---|
| Operations & Maint. Service Ctr. | 98,415 | 9 |
| • Men’s Locker Room | | 1 |
| • Women’s Locker Room | | 1 |
| • Fleet Locker Room | | 1 |

SENIOR CENTER

850 4th Street

| | | |
|---------------|--------|---|
| Senior Center | 11,600 | 4 |
|---------------|--------|---|

COMMUNITY RESTROOMS

| | | |
|------------------------------------|------------------------|---|
| Public Restrooms @ Fire Station #5 | 790 N. Temperance Ave. | 2 |
|------------------------------------|------------------------|---|

| | | |
|------------------------------------|-------------------|---|
| Public Restrooms @ Fire Station #1 | 633 Pollasky Ave. | 2 |
|------------------------------------|-------------------|---|

| | | |
|--------------------|-------------------|---|
| Old Town Restrooms | 401 Pollasky Ave. | 2 |
|--------------------|-------------------|---|

FIRE DEPARTMENT

- Fire Station #1- 633 Pollasky Ave.
- Fire Station #2 - 2300 Minnewawa
- Fire Station #3 - 555 N. Villa Ave.
- Fire Station #4 - 2427 Armstrong
- Fire Station #5- 790 N. Temperance Ave.
- Fire Station #6- 2388 Encino Ave.

MISS WINKLES PET ADOPTION

| | | |
|--|--------|---|
| 85 N. Temperance/Miss Winkles Pet Center | 14,130 | 4 |
|--|--------|---|

Landmark Square

| | | |
|------------------|--------|---|
| 735 Third Street | 35,130 | 7 |
|------------------|--------|---|

Transit Hub

| | | |
|------------------|--------|---|
| 735 Third Street | 11,280 | 3 |
|------------------|--------|---|

NOTE: The City reserves the right to conduct those services noted as (Daytime) with City staff at some point during this contract.

EXHIBIT "B"

JANITORIAL SERVICES PROPOSAL

The undersigned vendor declares that he/she has read the Request for Proposals for Janitorial Services, the general requirements and specifications, that he/she has determined the conditions affecting the proposal and agrees that if the proposal is accepted and a contract or purchase order is awarded, to furnish for the contract period janitorial services for the specified buildings for the following charges. Charges shall be the total of all costs necessary, including tax, to perform janitorial services. *Unless the service is identified as "UPON REQUEST," the "per service" amount is to be multiplied by the annual frequency (e.g. Monthly, 2XY, 4XY) and included into the (B) Annual Basic Service column.*

| | (A) <u>Monthly</u> | (B) <u>Annually</u> | (C) <u>Annual</u> |
|--|-----------------------|------------------------|---|
| <u>Total for:</u> | <u>Basic Service</u> | <u>Basic Service</u> | <u>"Upon Request"</u> <u>(Windows,Bldg.Wash)</u> |
| <u>First year of Contract:</u> | | | |
| <i>(8/1/21 to 7/31/22)</i> | | | |
| CIVIC CENTER + MISC. | \$ _____ | \$ _____ | \$ _____ |
| Public Safety Facility + Misc. | \$ _____ | \$ _____ | \$ _____ |
| O&M SERVICE CENTER + Misc. | \$ _____ | \$ _____ | \$ _____ |
| FIRE DEPT (LIND & Stations) | \$ _____ | \$ _____ | \$ _____ |
| SENIOR CENTER | \$ _____ | \$ _____ | \$ _____ |
| COMMUNITY RESTROOMS | \$ _____ | \$ _____ | \$ _____ |
| MISS WINKLES | \$ _____ | \$ _____ | \$ _____ |
| TOTALS: | \$ _____ | \$ _____ | \$ _____ |
| <u>Second year of Contract:</u> | | | |
| <i>(8/1/22 to 7/31/23)</i> | | | |
| CIVIC CENTER + MISC. | \$ _____ | \$ _____ | \$ _____ |
| Public Safety Facility + Misc. | \$ _____ | \$ _____ | \$ _____ |
| O&M SERVICE CENTER + Misc. | \$ _____ | \$ _____ | \$ _____ |
| FIRE DEPT (LIND & Stations) | \$ _____ | \$ _____ | \$ _____ |
| SENIOR CENTER | \$ _____ | \$ _____ | \$ _____ |
| COMMUNITY RESTROOMS | \$ _____ | \$ _____ | \$ _____ |
| MISS WINKLES | \$ _____ | \$ _____ | \$ _____ |
| TRANSIT HUB | \$ _____ | \$ _____ | \$ _____ |
| LANDMARK SQUARE | \$ _____ | \$ _____ | \$ _____ |
| TOTALS: | \$ _____ | \$ _____ | \$ _____ |
| <u>Third year of Contract:</u> | | | |
| <i>(8/1/23 to 7/31/24)</i> | | | |
| CIVIC CENTER + MISC. | \$ _____ | \$ _____ | \$ _____ |
| Public Safety Facility + Misc. | \$ _____ | \$ _____ | \$ _____ |
| O&M SERVICE CENTER + Misc. | \$ _____ | \$ _____ | \$ _____ |
| FIRE DEPT (LIND & Stations) | \$ _____ | \$ _____ | \$ _____ |
| SENIOR CENTER | \$ _____ | \$ _____ | \$ _____ |
| COMMUNITY RESTROOMS | \$ _____ | \$ _____ | \$ _____ |
| MISS WINKLES | \$ _____ | \$ _____ | \$ _____ |

| | | | |
|-----------------|----------|----------|----------|
| TRANSIT HUB | \$ _____ | \$ _____ | \$ _____ |
| LANDMARK SQUARE | \$ _____ | \$ _____ | \$ _____ |
| TOTALS: | \$ _____ | \$ _____ | \$ _____ |

3 year grand total (A) + (B) + (C) = \$ _____

Rate for hourly non-contract service \$ _____ hr. Minimum call back? Y N
_____ hrs.

Rate for bio cleanup (feces, blood, etc.) \$ _____ hr. Minimum call back? Y N
_____ hrs.

Basis by which changes in the scope of work may be negotiated:

Accompanying this proposal is a certified check in the amount of \$ _____, (10% of annual cost) or proposal bond in the amount of \$ _____ or a cashier's check in the amount of \$ _____ (10% of annual cost) payable to the City of Clovis, which is to be forfeited as liquidated damages, if, in the event that this proposal is accepted, the undersigned shall fail to execute the contract or to furnish a satisfactory bond as required.

Company _____

Address _____

Witness:

Telephone _____

By _____
(signature) (date)

(Name-please print or type)

Title _____

The proposer shall state on the line below, if a corporation, the name of the state in which incorporated.

_____.

City of Clovis Civic Center + Miscellaneous Buildings

1033 Fifth Street

City Hall, Council Chambers, I.S. Modular, Personnel Office, Planning and Development Services

KEY DEFINITIONS

- 5XW Daily, five times per week
- 1XW Weekly, one time per week
- 2XM Bi-monthly, two times per month
- 1XM Monthly, one time per month
- 4XY Quarterly, four times per year
- 3XY Every four months, three times/yr
- 2XY Every six months, two times/yr

I. GENERAL CLEANING

Potential vendor will clean office areas (inside each Building) supporting the service areas unless otherwise specified in this agreement. Each of the floor, carpet and window services are to be invoiced separately from the following prices but must be included as “Basic Service” on Exhibit B.

All Janitorial Services, excluding floor buffing/waxing, carpet cleaning, and window cleaning:

- a. \$ _____ per month for City Hall
- b. \$ _____ per month for Council Chambers
- c. \$ _____ per month for I.S. Modular
- d. \$ _____ per month for Personnel Modular
- e. \$ _____ per month for Planning & Development Services

- 5XW Clean and empty ashtrays, cigarette urns, and empty waste paper baskets replacing liners when needed
- 5XW Remove fingerprints and smudges from tops and edges including counters, doors, partitions, cupboards and woodwork
- 5XW Polish drinking fountains
- 5XW Spot clean areas up to 12 inches around light switches and door handles
- 1XW Dust and wipe work surfaces when items are cleared. This service is completed on Fridays
- 1XW Dust all horizontal surfaces less than five feet high, baseboards, windowsills, desks and tabletops

- 4XY Vacuum all wall vents, ceiling vents and Venetian blinds.
- 1XW Dust and clean all bi-fold doors at teller windows.

II. WINDOWS

- 5XW Spot clean unsightly smudges, spots, and smears on all doors with glass as needed.
- 4XY Clean the outsides of the exterior windows for:
 - a. \$ _____ per service for City Hall
 - b. \$ _____ per service for Council Chambers
 - c. \$ _____ per service for I. S. Modular
 - d. \$ _____ per service for Personnel Modular
 - e. \$ _____ per service for Planning and Development Services

2XY Clean all interior/exterior windows for (Upon Request):

- a. \$ _____ per service for City Hall
- b. \$ _____ per service for Council Chambers
- c. \$ _____ per service for I.S. Modular
- d. \$ _____ per service for Personnel Modular
- e. \$ _____ per service for Planning & Development Services

III. FLOORS

a. *Hard Surfaced and Resilient Floor Coverings*

- 5XW Sweep or dust mop all hard surfaced floors
- 5XW Wet mop all hard surfaced floors

1XM Buff all "resilient tiled" floors for:

- a. \$ _____ per service for City Hall
- b. \$ _____ per service for Council Chambers
- c. \$ _____ per service for I.S. Modular
- d. \$ _____ per service for Personnel Modular
- e. \$ _____ per service for Planning & Development Services

4XY Scrub and refinish (ceramic is scrubbed only) "resilient tiled" floors for:

- a. \$ _____ per service for City Hall
- b. \$ _____ per service for Council Chambers (pebble-tec-specialty cleaned)
- c. \$ _____ per service for I.S. Modular
- d. \$ _____ per service for Personnel Modular
- e. \$ _____ per service for Planning & Development Services

2XY Strip and refinish (ceramic is scrubbed only) "resilient tiled" floors for:

- a. \$ _____ per service for City Hall
- b. \$ _____ per service for Council Chambers (pebble-tec-specialty cleaned)
- c. \$ _____ per service for I.S. Modular

- d. \$ _____ per service for Personnel Modular
- e. \$ _____ per service for Planning & Development Services

b. Carpeting

5XW Vacuum and spot clean all carpeted areas. Spot cleaning excludes drips trailing for a length of one foot or more and spills over two inches in diameter.

4XY Clean/shampoo all carpeted areas for:

- a. \$ _____ per service for City Hall
- b. \$ _____ per service for Council Chambers
- c. \$ _____ per service for I.S. Modular
- d. \$ _____ per service for Personnel Modular
- e. \$ _____ per service for Planning & Development Services

IV. RESTROOMS

- 5XW Empty all trash receptacles
- 5XW Thoroughly sweep and mop restroom floors
- 5XW Thoroughly clean restrooms including porcelain fixtures, mirrors and sanitary napkin receptacles
- 5XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*
- 5XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions
- 5XW Sanitize, disinfect, and deodorize all plumbing fixtures

*CITY is responsible for providing rest room supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site.

Complete basic janitorial service is to include the above schedule unless noted as “upon request”.

City Of Clovis Public Safety Facility
Public Safety/1233 Fifth Street

KEY DEFINITIONS

- 7XW Seven times per week
- 6XW Six times per week
- 5XW Five times per week
- 1XW Weekly, one time per week
- 2XM Bi-monthly, two times per month
- 1XM Monthly, one time per month
- 6XY Every two months, Six times a year
- 4XY Quarterly, four times per year
- 3XY Every four months, three times/yr
- 2XY Every six months, two times/yr

I. GENERAL CLEANING

Potential vendor will clean the Dispatch and Police Department seven days a week. Youth Services are to receive services (noted as 5XW below), 3 times a week only. Other frequencies will remain the same. Each of the floor, carpet and window services are to be invoiced separately from the following prices but must be included as “Basic Service” on Exhibit B.

All Janitorial Services, excluding floor buffing/waxing, carpet cleaning, and window cleaning:

- a. \$_____ per month for Police Safety Facility
- b. \$_____ per month for Youth Services Restroom (General Cleaning 3 times a week only Daytime Service)

- 5XW Clean and empty ashtrays, cigarette urns, and empty waste paper baskets replacing liners when needed
- 5XW Dust all exposed furniture, counter tops, and partition ledges and clean as necessary
- 5XW Remove fingerprints and smudges from tops and edges including counters, doors, partitions cupboards and woodwork
- 5XW Polish drinking fountains
- 5XW Spot clean areas up to 6 inches around light switches and door handles
- 5XW Clean all lunchrooms including furniture and equipment, and refill towel and soap dispensers as necessary
- 5XW Remove all cob and spider webs as necessary
- 3XW Wipe down all access keypads at doors (interior and exterior) with a disinfectant that will not damage the keypad surface
- 1XW Dust and wipe work surfaces when items are cleared

- 1XW Dust and clean all horizontal surfaces less than five feet high, baseboards, windowsills, desks, and tabletops
- 4XY Vacuum, dust & clean all wall vents, ceiling vents, Venetian blinds, & vertical blinds
- 5XW Empty all exterior trash cans in Police and Fire parking lot and around the building.

II. WINDOWS

- 5XW Spot clean unsightly smudges, spots, and smears on all doors with glass and glass in high profile areas as needed.
- 4XY Clean the outsides of the exterior windows for:
\$_____per service for Public Safety Facility
- 4XY Clean all interior windows for:
\$_____per service for Public Safety Facility

III. FLOORS

a. *Hard Surfaced and Resilient Floor Coverings*

- 5XW Sweep or dust mop all hard surfaced floors
- 5XW Wet mop all hard surfaced floors
- 6XW Auto scrub all vinyl wood floors. Sunday - Friday
- 1XM Buff all "resilient tiled/vinyl" floors for:
\$_____per service for Public Safety Facility
- 4XY Scrub and refinish (ceramic is scrubbed only) "resilient tiled/vinyl" floors for:
\$_____per service for Public Safety Facility
- 2XY Strip and refinish (ceramic is scrubbed only) "resilient tiled/vinyl" floors for:
\$_____per service for Public Safety Facility

b. *Carpeting*

- 7XW Vacuum and spot clean all carpeted areas. Spot cleaning excludes drips trailing for a length of one foot or more and spills over two inches in diameter.
- 4XY Clean/shampoo all common area carpet for:
\$_____per service for Public Safety Facility

IV. RESTROOMS

(This shall include all restrooms including those in Battalion Chief's Dorm, Police & Fire Chief's offices)

- 7XW Empty all trash receptacles
- 7XW Thoroughly sweep and mop restroom floors
- 7XW Thoroughly clean restrooms including porcelain fixtures, showers, mirrors and sanitary napkin receptacles
- 7XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*
- 7XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions
- 7XW Sanitize, disinfect, and deodorize all plumbing fixtures

*CITY is responsible for providing rest room supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site.

Complete basic janitorial service is to include the entire above schedule as noted.

City of Clovis Maintenance and Operations Service Center

155 N. Sunnyside Ave.

The Maintenance and Operations Service Center consists of; Administrative Building (Building A); Solid Waste (Building B); Assembly Building (Building C); Locker Rooms (Building D); General Services (Building E); Fleet Maintenance (Building G)

KEY DEFINITIONS

- 5XW Daily, five times per week
- 1XW Weekly, one time per week
- 2XM Bi-monthly, two times per month
- 1XM Monthly, one time per month
- 4XY Quarterly, four times per year
- 3XY Every four months, three times/yr
- 2XY Every six months, two times/yr

I. GENERAL CLEANING

Potential vendor will clean office areas (inside each Building) supporting the service areas unless otherwise specified in this agreement. Each of the floor, carpet and window services are to be invoiced separately from the following prices but must be included as “Basic Service” on Exhibit B.

All Janitorial Services, excluding floor buffing/waxing, carpet cleaning, and window cleaning:

- a. \$_____ per month for the Administrative Building (Building A)
- b. \$_____ per month for the Solid Waste (Building B)
- c. \$_____ per month for the Assembly Building (Building C)
- d. \$_____ Locker Rooms (Building D)
- e. \$_____ per month for the General Services (Building E)
- f. \$_____ per month for Fleet Maintenance (Building G).
- g. \$_____ per month for Surface Water Treatment Plant (SWTP) (Daytime Service)

- 5XW Clean and empty ashtrays, cigarette urns, and empty waste paper baskets replacing liners
- 5XW Dust all exposed furniture, counter tops, and partition ledges and clean as necessary
- 5XW Remove fingerprints and smudges from tops and edges including counters, doors, partitions, cupboards and woodwork
- 5XW Polish drinking fountains
- 5XW Spot clean areas up to 6 inches around light switches and door handles
- 5XW Clean all lunchrooms including furniture and equipment, and refill towel and soap dispensers as necessary
- 5XW Clean shop sinks and refill towel & soap dispensers as necessary
- 5XW Remove all cob and spider webs as necessary
- 1XW Dust and wipe work surfaces when items are cleared. This service is completed on Fridays
- 1XW Dust and clean all horizontal surfaces less than five feet high, baseboards, chair rails, & windowsills.
- 4XY Vacuum, dust & clean all wall vents, ceiling vents, Venetian blinds, & vertical blinds

II. WINDOWS

- 5XW Spot clean unsightly smudges, spots, and smears on all doors with glass as needed.
- 4XY Clean the outsides of the exterior windows for:
 - a. \$_____ per service for Administrative Building (plus cost of lift)
 - b. \$_____ per service for Solid Waste
 - c. \$_____ per service for Assembly Building
 - d. \$_____ per service for General Services
 - e. \$_____ per service for Fleet Maintenance
 - f. \$_____ per service for SWTP (Daytime Service)

2XY Clean all interior windows for:

- a. \$ _____ per service for Administrative Building
- b. \$ _____ per service for Solid Waste
- c. \$ _____ per service for the Assembly Building
- d. \$ _____ per service for General Services
- e. \$ _____ per service for Fleet Maintenance
- f. \$ _____ per service for SWTP (Daytime Service)

III. FLOORS

A. Hard Surfaced and Resilient Floor Coverings

5XW Sweep or dust mop all hard surfaced floors

5XW Wet mop all hard surfaced floors

1XM Buff all "resilient tiled" floors and apply finish if needed for:

- a. \$ _____ per service for Administrative Building
- b. \$ _____ per service for Solid Waste
- c. \$ _____ per service for General Services
- d. \$ _____ per service for Fleet Maintenance
- e. \$ _____ per service for SWTP (Daytime Service)

4XY Scrub and refinish (ceramic is scrubbed only) "resilient tiled" floors for:

- a. \$ _____ per service for Administrative Building
- b. \$ _____ per service for Solid Waste
- c. \$ _____ per service for General Services
- d. \$ _____ per service for Fleet Maintenance
- e. \$ _____ per service for Locker Rooms
- f. \$ _____ per service for SWTP (Daytime Service)

4XY Strip and refinish (ceramic is scrubbed only) "resilient tiled" floors for:

- a. \$ _____ per service for Administrative Building
- b. \$ _____ per service for Solid Waste (five coats of finish)
- c. \$ _____ per service for General Services (five coats of finish)
- d. \$ _____ per service for Fleet Maintenance
- e. \$ _____ per service for Locker Rooms
- f. \$ _____ per service for SWTP (Daytime Service)

B. Carpeting

5XW Vacuum and spot clean all carpeted areas. Spot cleaning excludes drips trailing for a length of one foot or more and spills over two inches in diameter.

4XY Clean/shampoo all carpeted areas for:

- a. \$ _____ per service for Administrative Building
- b. \$ _____ per service for Assembly Building

- c. \$ _____ per service for Fleet Maintenance
- d. \$ _____ per service for SWTP(Daytime Service)

IV. RESTROOMS

- 5XW Empty all trash receptacles
- 5XW Thoroughly sweep and mop restroom floors
- 5XW Thoroughly clean restrooms including porcelain fixtures, mirrors and sanitary napkin receptacles
- 5XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*
- 5XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions
- 5XW Sanitize, disinfect, and deodorize all plumbing fixtures

V. BUILDING

- 2XY Wash (Pressure wash top to bottom) down exterior of Buildings A, B, C, D, E, & G **upon request**. This service will be coordinated to coincide with exterior window washing.
 - a. \$ _____ per month for the Administrative Building (Building A)
 - b. \$ _____ per month for the Solid Waste (Building B)
 - c. \$ _____ per month for the Assembly Building (Building C)
 - d. \$ _____ per month Locker Rooms (Building D)
 - e. \$ _____ per month for the General Services (Building E)
 - f. \$ _____ per month for Fleet Maintenance (Building G).

*CITY is responsible for the providing room supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site.

Complete basic janitorial service is to include the above schedule unless noted as “upon request”.

City of Clovis Senior Center
850 Fourth Street

KEY DEFINITIONS

- 5XW Daily, five times per week
- 1XW Weekly, one time per week
- 2XM Bi-monthly, two times per month
- 1XM Monthly, one time per month
- 4XY Quarterly, four times per year
- 3XY Every four months, three times/yr
- 2XY Every six months, two times/yr

I. GENERAL CLEANING

Potential vendor will clean all areas including the kitchen area. Each of the floor, carpet and window services are to be invoiced separately from the following prices but must be included as “Basic Service” on Exhibit B.

All Janitorial Services, excluding floor buffing/waxing, carpet cleaning, and window cleaning:
\$_____ per month for the Senior Center

- 5XW Clean and empty ashtrays, cigarette urns, and empty waste paper baskets replacing liners when needed
- 5XW Dust all exposed furniture, counter tops, and partition ledges and clean as necessary
- 5XW Remove fingerprints and smudges from tops and edges including counters, doors, partitions cupboards and woodwork
- 5XW Polish drinking fountains and sinks, including classroom sinks.
- 5XW Spot clean areas up to 6 inches around light switches and door handles
- 5XW Clean all lunchrooms including furniture and equipment, and refill towel and soap dispensers as necessary
- 5XW Remove all cob and spider webs as necessary
- 1XW Dust and wipe work surfaces when items are cleared. This service is completed on Fridays
- 1XW Dust and clean all horizontal surfaces less than five feet high, baseboards, chair rails, & windowsills. Desks and tabletops are also to be cleaned if they are cleared
- 4XY Vacuum, dust & clean all wall vents, ceiling vents, Venetian blinds, & vertical blinds
- 2XY Clean and oil oak desks and doors

II. WINDOWS

5XW Spot clean unsightly smudges, spots, and smears on all doors with glass as needed.

Exterior windows cleaned “upon request” for:
\$_____per service for Senior Center

Interior windows cleaned **upon request** for:
 \$_____per service for Senior Center

III. FLOORS

a. Hard Surfaced and Resilient Floor Coverings

5XW Sweep or dust mop all hard surfaced floors

5XW Wet mop all hard surfaced floors including kitchen

1XM Scrub and refinish (ceramic is scrubbed only) "resilient tiled" floors for:

a. \$_____per service for Senior Center

4XY Scrub and refinish "ceramic tiled" floors for:

a. \$_____per service for Senior Center

2XY Strip and refinish (ceramic is scrubbed only) "resilient tiled" floors for:

a. \$_____per service for Senior Center

b. Carpeting

5XW Vacuum and spot clean all carpeted areas. Spot cleaning excludes drips trailing for a length of one foot or more and spills over two inches in diameter.

4XY Clean/shampoo all carpet for:

\$_____per service for Senior Center

IV. RESTROOMS

5XW Empty all trash receptacles

5XW Thoroughly sweep and mop restroom floors

5XW Thoroughly clean restrooms including porcelain fixtures, mirrors and sanitary napkin receptacles

5XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*

5XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions

5XW Sanitize, disinfect, and deodorize all plumbing fixtures

5XW Wipe off all smudges off of restroom partition stalls as needed

*CITY is responsible for the cost of rest room supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site. Complete basic janitorial service is to include the above schedule unless noted as “upon request”.

COMMUNITY RESTROOMS

KEY DEFINITIONS

7XW Daily, seven times per week.

I. GENERAL CLEANING

Vendor will clean restroom areas listed unless otherwise specified in this agreement.

Restrooms to receive daily service:

| | |
|----------------------------------|-------------------|
| Fire Station #1 Public Restrooms | 633 Pollasky |
| Fire Station #5 Public Restrooms | 790 N. Temperence |
| Old Town Restrooms | 401 Pollasky |

a. \$_____ per month for Fire Station Public Restrooms

b. \$_____ per month for Old Town Restrooms

\$_____ Total

7XW Empty all trash receptacles

7XW Thoroughly sweep and mop restroom floors

7XW Thoroughly clean restrooms including porcelain fixtures, mirrors and sanitary napkin receptacles

7XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*

7XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions

7XW Sanitize, disinfect, and deodorize all plumbing fixtures

7XW Remove all cob and spider webs as necessary

7XW Sweep or dust mop all hard surfaced floors

7XW Wet mop all hard surfaced floors.

1XM Buff all "resilient tiled" floors for:

\$_____per service for community restrooms

4XY Scrub and refinish (ceramic is scrubbed only) "resilient tiled/vinyl flooring" floors for:

\$_____per service for community restrooms

2XY Strip and refinish (ceramic is scrubbed only) "resilient tiled/vinyl flooring" floors for:
\$_____per service for community restrooms

*CITY is responsible for providing rest room supplies (paper, soap, deodorants) and trash receptacle liners.

Service shall occur at night (time to be determined and may vary) and vendor may be required to lock restrooms daily after service has been completed.

Vendor shall maintain all public restrooms in a neat, sanitized and presentable manner. Vendor management shall make weekly inspections of the facilities to be sure that quality service is being maintained at all times.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site.

Complete basic janitorial service is to include the entire above schedule as noted.

City of Clovis Fire Stations (CARPET & BIO CLEANING ONLY)

4XY Clean all carpet for:

- a. \$_____per service for Fire Station #1 (approx. 1,000 sq. ft.)
- b. \$_____per service for Fire Station #2 (approx. 1,100 sq. ft.)
- c. \$_____per service for Fire Station #3 (approx. 1,100 sq. ft.)
- d. \$_____per service for Fire Station #4 (approx. 1,260 sq. ft.)
- e. \$_____per service for Fire Station #5 (approx. 1,000 sq. ft.)
- f. \$_____per service for Fire Station #6 (approx. 1,200 sq. ft.)

4XY Bio-clean fabric furniture (EZ Chairs, sofa, etc.) in general living areas utilizing like products and techniques for medical environments (e.g. hospital and clinics):

- g. \$_____per service for Fire Station #1 (approx. 1,000 sq. ft.)
- h. \$_____per service for Fire Station #2 (approx. 1,100 sq. ft.)
- i. \$_____per service for Fire Station #3 (approx. 1,100 sq. ft.)
- j. \$_____per service for Fire Station #4 (approx. 1,260 sq. ft.)
- k. \$_____per service for Fire Station #5 (approx. 1,000 sq. ft.)
- l. \$_____per service for Fire Station #6 (approx. 1,200 sq. ft.)

*CITY is responsible for providing supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site.

Complete janitorial service is to include the above schedule.

Miss Winkles Pet Adoption Center/85 N. Temperance Ave.

KEY DEFINITIONS

- 7XW Seven times per week
- 6XW Six times per week
- 5XW Five times per week
- 1XW Weekly, one time per week
- 2XM Bi-monthly, two times per month
- 1XM Monthly, one time per month
- 6XY Every two months, Six times a year
- 4XY Quarterly, four times per year
- 3XY Every four months, three times/yr
- 2XY Every six months, two times/yr

I. GENERAL CLEANING

Potential vendor will clean the Miss Winkles Pet Adoption Center seven days a week. The areas shall include all office areas, hallways, conference rooms, utility rooms, public areas, kitchen, restrooms, etc., excluding the areas where animals are housed.

All Janitorial Services, excluding floor buffing/waxing, carpet cleaning, and window cleaning:

- a. \$_____ per month for Miss Winkles.

- 7XW Clean and empty ashtrays, cigarette urns, and empty waste paper baskets replacing liners when needed
- 7XW Dust all exposed furniture, counter tops, and partition ledges and clean as necessary
- 7XW Remove fingerprints and smudges from tops and edges including counters, doors, partitions cupboards and woodwork
- 7XW Polish drinking fountains

- 7XW Spot clean areas up to 6 inches around light switches and door handles
- 7XW Clean all lunchrooms including furniture and equipment, and refill towel and soap dispensers as necessary
- 7XW Remove all cob and spider webs as necessary
- 1XW Dust and wipe work surfaces when items are cleared
- 1XW Dust and clean all horizontal surfaces less than five feet high, baseboards, windowsills, desks, and tabletops
- 4XY Vacuum, dust & clean all wall vents, ceiling vents, Venetian blinds, & vertical blinds
- 5XW Empty all exterior trash cans in parking lot and around the building.

II. WINDOWS

- 7XW Spot clean unsightly smudges, spots, and smears on all doors with glass and glass in high profile areas as needed.
- 4XY Clean the outsides of the exterior windows for:
\$_____per service for Miss Winkles
- 4XY Clean all interior windows for:
\$_____per service for Miss Winkles

III. FLOORS

a. Hard Surfaced and Resilient Floor Coverings

- 7XW Sweep or dust mop all hard surfaced floors
- 7XW Wet mop all hard surfaced floors
- 1XM Buff all "resilient tiled/vinyl" floors for:
\$_____per service for Miss Winkles
- 4XY Scrub and refinish "resilient tiled/vinyl" floors for:
\$_____per service for Miss Winkles
- 2XY Strip and refinish "resilient tiled/vinyl" floors for:
\$_____per service for Miss Winkles

b. Carpeting

- 7XW Vacuum and spot clean all carpeted areas. Spot cleaning excludes drips trailing for a length of one foot or more and spills over two inches in diameter.
- 4XY Clean/shampoo all common area carpet for:
\$_____per service for Miss Winkles

IV. RESTROOMS (ALL)

- 7XW Empty all trash receptacles
- 7XW Thoroughly sweep and mop restroom floors
- 7XW Thoroughly clean restrooms including porcelain fixtures, showers, mirrors and sanitary napkin receptacles
- 7XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*
- 7XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions
- 7XW Sanitize, disinfect, and deodorize all plumbing fixtures

BUILDING

- 2XY Pressure wash building:
\$_____per service for Miss Winkles

*CITY is responsible for providing rest room supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site.

Complete basic janitorial service is to include the entire above schedule as noted

Landmark Square

735 Third Street

KEY DEFINITIONS

- 5XW Daily, five times per week
- 1XW Weekly, one time per week
- 2XM Bi-monthly, two times per month
- 1XM Monthly, one time per month
- 4XY Quarterly, four times per year
- 3XY Every four months, three times/yr
- 2XY Every six months, two times/yr

I. GENERAL CLEANING

Potential vendor will clean all areas including the kitchen area. Each of the floor, carpet and window services are to be invoiced separately from the following prices but must be included as "Basic Service" on Exhibit B.

All Janitorial Services, excluding floor buffing/waxing, carpet cleaning, and window cleaning:
 \$_____ per month for the Senior Center

- 5XW Clean and empty ashtrays, cigarette urns, and empty waste paper baskets replacing liners when needed
- 5XW Dust all exposed furniture, counter tops, and partition ledges and clean as necessary
- 5XW Remove fingerprints and smudges from tops and edges including counters, doors, partitions cupboards and woodwork
- 5XW Polish drinking fountains and sinks, including classroom sinks.
- 5XW Spot clean areas up to 6 inches around light switches and door handles
- 5XW Clean all lunchrooms including furniture and equipment, and refill towel and soap dispensers as necessary
- 5XW Remove all cob and spider webs as necessary
- 1XW Dust and wipe work surfaces when items are cleared. This service is completed on Fridays
- 1XW Dust and clean all horizontal surfaces less than five feet high, baseboards, chair rails, & windowsills. Desks and tabletops are also to be cleaned if they are cleared
- 4XY Vacuum, dust & clean all wall vents, ceiling vents, Venetian blinds, & vertical blinds
- 2XY Clean and oil oak desks and doors

II. WINDOWS

- 5XW Spot clean unsightly smudges, spots, and smears on all doors with glass as needed.

Exterior windows cleaned "upon request" for:
 \$_____per service for Senior Center

Interior windows cleaned **“upon request”** for:
 \$_____per service for Senior Center

III. FLOORS

a. Hard Surfaced and Resilient Floor Coverings

5XW Sweep or dust mop all hard surfaced floors

5XW Wet mop all hard surfaced floors including kitchen

1XM Scrub and refinish (ceramic is scrubbed only) “resilient tiled” floors for:

a. \$_____per service for Senior Center

4XY Scrub and refinish “ceramic tiled” floors for:

a. \$_____per service for Senior Center

2XY Strip and refinish (ceramic is scrubbed only) "resilient tiled" floors for:

a. \$_____per service for Senior Center

b. Carpeting

5XW Vacuum and spot clean all carpeted areas. Spot cleaning excludes drips trailing for a length of one foot or more and spills over two inches in diameter.

4XY Clean/shampoo all carpet for:

\$_____per service for Senior Center

IV. RESTROOMS

5XW Empty all trash receptacles

5XW Thoroughly sweep and mop restroom floors

5XW Thoroughly clean restrooms including porcelain fixtures, mirrors and sanitary napkin receptacles

5XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*

5XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions

5XW Sanitize, disinfect, and deodorize all plumbing fixtures

5XW Wipe off all smudges off of restroom partition stalls as needed

*CITY is responsible for the cost of rest room supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site. Complete basic janitorial service is to include the above schedule unless noted as “upon request”.

Transit Hub 735 Third Street.

KEY DEFINITIONS

- 7XW Seven times per week
- 6XW Six times per week
- 5XW Five times per week
- 1XW Weekly, one time per week
- 2XM Bi-monthly, two times per month
- 1XM Monthly, one time per month
- 6XY Every two months, Six times a year
- 4XY Quarterly, four times per year
- 3XY Every four months, three times/yr
- 2XY Every six months, two times/yr

I. GENERAL CLEANING

Potential vendor will clean the Transit Hub seven days a week. The areas shall include all office areas, hallways, conference rooms, utility rooms, public areas, kitchen, restrooms, etc., excluding the areas where animals are housed.

All Janitorial Services, excluding floor buffing/waxing, carpet cleaning, and window cleaning:

- a. \$_____ per month for Transit Hub.

- 7XW Clean and empty ashtrays, cigarette urns, and empty waste paper baskets replacing liners when needed
- 7XW Dust all exposed furniture, counter tops, and partition ledges and clean as necessary
- 7XW Remove fingerprints and smudges from tops and edges including counters, doors, partitions cupboards and woodwork
- 7XW Polish drinking fountains
- 7XW Spot clean areas up to 6 inches around light switches and door handles
- 7XW Clean all lunchrooms including furniture and equipment, and refill towel and soap dispensers as necessary
- 7XW Remove all cob and spider webs as necessary
- 1XW Dust and wipe work surfaces when items are cleared
- 1XW Dust and clean all horizontal surfaces less than five feet high, baseboards, windowsills, desks, and tabletops
- 4XY Vacuum, dust & clean all wall vents, ceiling vents, Venetian blinds, & vertical blinds

5XW Empty all exterior trash cans in parking lot and around the building.

II. WINDOWS

7XW Spot clean unsightly smudges, spots, and smears on all doors with glass and glass in high profile areas as needed.

4XY Clean the outsides of the exterior windows for:
\$_____per service for Transit Hub

4XY Clean all interior windows for:
\$_____per service for Transit Hub

III. FLOORS

a. *Hard Surfaced and Resilient Floor Coverings*

7XW Sweep or dust mop all hard surfaced floors

7XW Wet mop all hard surfaced floors

1XM Buff all "resilient tiled/vinyl" floors for:
\$_____per service for Transit Hub

4XY Scrub and refinish "resilient tiled/vinyl" floors for:
\$_____per service for Transit Hub

2XY Strip and refinish "resilient tiled/vinyl" floors for:
\$_____per service for Transit Hub

b. *Carpeting*

7XW Vacuum and spot clean all carpeted areas. Spot cleaning excludes drips trailing for a length of one foot or more and spills over two inches in diameter.

4XY Clean/shampoo all common area carpet for:
\$_____per service for Transit Hub

IV. RESTROOMS (ALL)

7XW Empty all trash receptacles

7XW Thoroughly sweep and mop restroom floors

7XW Thoroughly clean restrooms including porcelain fixtures, showers, mirrors and sanitary napkin receptacles

- 7XW Replenish dispensers with soap, toilet tissue, toilet seat covers, hand towels and sanitary napkins and replace trash receptacle liners as needed*
- 7XW Wash all dispensers including soap, toilet tissue seat covers, towel and sanitary napkins. Remove splash marks from walls, urinal, and toilet partitions
- 7XW Sanitize, disinfect, and deodorize all plumbing fixtures

*CITY is responsible for providing rest room supplies (paper, soap, deodorants) and trash receptacle liners.

Vendor shall provide all cleaning supplies and equipment and shall furnish a list of supplies to be used for janitorial services with their proposal. Vendor shall be responsible for verifying that cleaners being utilized at City Facilities shall be compatible with surfaces being cleaned. City reserves the right to specify the type of supplies used.

Vendor shall supply the City with all Material Safety Data Sheets for the products used in the performance of janitorial services and will keep an updated MSDS file on site.

Complete basic janitorial service is to include the entire above schedule as noted.

EXHIBIT B (Cont.) CONTRACTOR'S PROPOSAL

EXHIBIT "B"

JANITORIAL SERVICES PROPOSAL

The undersigned vendor declares that he/she has read the Request for Proposals for Janitorial Services, the general requirements and specifications, that he/she has determined the conditions affecting the proposal and agrees that if the proposal is accepted and a contract or purchase order is awarded, to furnish for the contract period janitorial services for the specified buildings for the following charges. Charges shall be the total of all costs necessary, including tax, to perform janitorial services. *Unless the service is identified as "UPON REQUEST," the "per service" amount is to be multiplied by the annual frequency (e.g. Monthly, 2XY, 4XY) and included into the (B) Annual Basic Service column.*

| | (A) <u>Monthly</u> <u>Basic Service</u> | (B) <u>Annually</u> <u>Basic Service</u> | (C) <u>Annual Total for</u> <u>"Upon Request"</u> <u>(Windows,Bldg,Wash)</u> |
|--|---|--|---|
| First year of Contract: (8/1/21 to 7/31/22) | | | |
| CIVIC CENTER + MISC. | \$ 5,760.00 | \$ 69,120.00 | \$ 360.00 |
| Public Safety Facility + Misc. | \$ 11,816.00 | \$ 141,792.00 | |
| O&M SERVICE CENTER + Misc. | \$ 8,150.00 | \$ 97,800.00 | \$ 2,400.00 |
| FIRE DEPT (LIND & Stations) | \$ 185.00 | \$ 2,220.00 | |
| SENIOR CENTER | \$ 1,558.00 | \$ 18,696.00 | \$ 97.00 |
| COMMUNITY RESTROOMS | \$ 1,739.00 | \$ 20,868.00 | |
| MISS WINKLES | \$ 2,130.00 | \$ 25,560.00 | |
| TOTALS: | \$ 31,338.00 | \$ 376,056.00 | \$ 2,857.00 |
| Second year of Contract: (8/1/22 to 7/31/23) | | | |
| CIVIC CENTER + MISC. | \$ 6,171.00 | \$ 74,052.00 | \$ 386.00 |
| Public Safety Facility + Misc. | \$ 12,660.00 | \$ 151,920.00 | |
| O&M SERVICE CENTER + Misc. | \$ 8,732.00 | \$ 104,784.00 | \$ 2,571.00 |
| FIRE DEPT (LIND & Stations) | \$ 198.00 | \$ 2,376.00 | |
| SENIOR CENTER | \$ 1,669.00 | \$ 20,028.00 | \$ 104.00 |
| COMMUNITY RESTROOMS | \$ 1,863.00 | \$ 22,356.00 | |
| MISS WINKLES | \$ 2,282.00 | \$ 27,384.00 | |
| TRANSIT HUB | \$ 3,266.00 | \$ 39,192.00 | \$ 00.00 |
| LANDMARK SQUARE | \$ 6,155.00 | \$ 73,860.00 | \$ 945.00 |
| TOTALS: | \$ 42,996.00 | \$ 515,952.00 | \$ 4,006.00 |
| Third year of Contract: (8/1/23 to 7/31/24) | | | |
| CIVIC CENTER + MISC. | \$ 6,356.00 | \$ 76,272.00 | \$ 398.00 |
| Public Safety Facility + Misc. | \$ 13,040.00 | \$ 156,480.00 | |
| O&M SERVICE CENTER + Misc. | \$ 8,994.00 | \$ 107,928.00 | \$ 2,648.00 |
| FIRE DEPT (LIND & Stations) | \$ 204.00 | \$ 2,448.00 | |
| SENIOR CENTER | \$ 1,719.00 | \$ 20,628.00 | \$ 107.00 |
| COMMUNITY RESTROOMS | \$ 2,338.00 | \$ 28,056.00 | |
| MISS WINKLES | \$ 2,350.00 | \$ 28,200.00 | |
| TRANSIT HUB | \$ 3,364.00 | \$ 40,368.00 | \$ 00.00 |

| | | | |
|-----------------|--------------|---------------|-------------|
| LANDMARK SQUARE | \$ 6,340.00 | \$ 76,080.00 | \$ 973.00 |
| TOTALS: | \$ 44,705.00 | \$ 536,460.00 | \$ 4,126.00 |

3-year grand total (A)+ (B) + (C) = \$ 1,439,457.00

Rate for hourly non-contract service \$ 45.00 hr. Minimum call back? Y N 1.00 hrs.
Rate for bio cleanup (feces, blood, etc.) \$ 125.00 hr. Minimum call back? Y N 1.00 hrs.

Basis by which changes in the scope of work may be negotiated:

1. *Due to the nature of providing 2nd and 3rd year pricing for sight-unseen at the Landmark Square and Transit Hub while construction is in the beginning phase, Environment Control requests the City of Clovis to allow an in-person site walk thru once the buildings are completed to verify correct pricing provided in this RFP. In our field of business, we have experienced when pricing there are instances where finishing projects may have construction changes requiring price +/- consideration for the time it takes to clean a facility. This also entails the cleaning frequencies for Landmark 5x per week and Transit 7x per week at the time of RFP.*
2. *The annual pricing for years 2 & 3 may seem inflated. Landmark, Transit Hub and existing Senior Center locations are all presenting 12-month annual costs. This is due to the unknown stop date for cleaning the existing Senior Center and the beginning start date for cleaning Landmark and Transit Hub.*
3. *Environment Control requests consideration regarding the state mandated Minimum Wage increase taking effect on 1/01/2022. Upon mutual agreement between Environment Control and the City of Clovis the contract price increases .0714% for the first term. The 2nd year term already includes the minimum wage increase. The 3rd year of contract Environment Control requests consideration if laws change beyond our control for wages or insurance. We ask these adjustments be taken into consideration.*
4. *Environment Control struck-out monthly (A) on 3 year grand total above. Totals reflect annuals (B)+(C).*

Accompanying this proposal is a certified check in the amount of \$ _____, (10% of annual cost) or proposal bond in the amount of \$ _____ or a cashier's check in the amount of \$ _____ (10% of annual cost) payable to the City of Clovis, which is to be forfeited as liquidated damages, if, in the event that this proposal is accepted, the undersigned shall fail to execute the contract or to furnish a satisfactory bond as required.

Company: Environment Control

Address: 3065 N. Sunnyside #101 Fresno, Ca. 93727

Witness:

Telephone: (559) 456-9791

By Kit Seals, CEO 6/1/21
(signature) (date)

Kit Seals, CEO Manuel Lopez Dir. of Ops + Dev.
(Name-please print or type)

Title _____

The proposer shall state on the line below, if a corporation, the name of the state in which incorporated.
California.

EXHIBIT C

INSURANCE REQUIREMENTS

Prior to commencement of the Services, Contractor shall take out and maintain, at its own expense, and shall cause any subcontractor with whom Contractor contracts for the performance of Services pursuant to this Agreement to take out and maintain, the following insurance until completion of the Services or termination of this Agreement, whichever is earlier, except as otherwise required by subsection (d) below. All insurance shall be placed with insurance companies that are licensed and admitted to conduct business in the State of California and are rated at a minimum with an "A:VII" by A.M. Best Company, unless otherwise acceptable to the City.

a. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

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

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

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

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

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

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

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

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

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

(iv) Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subdivision (b) of Section 2782 of the Civil Code.

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

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

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

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

Contractor shall maintain all of the foregoing insurance coverages during the term of this Agreement, except as to (a) the products and completed operations coverage under the General Liability Insurance which shall also be maintained for a period of ten (10) years following completion of the Services by Contractor or termination of this Agreement, whichever is earlier; and (b) Professional Liability Insurance, which shall be maintained for a period of five (5) years following completion of the Services by Contractor or termination of this Agreement, whichever is earlier.

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

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

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



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Planning and Development Services - Approval – Res. 21-____, Final Map Tract 6182, located on the north side of Shaw Avenue, between Leonard and Highland Avenues (Bonadelle Homes).

ATTACHMENTS: 1. Res. 21-____
2. Vicinity Map
3. Copy of Final Map

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve Res. 21-____, which will:

1. Accept the offer of dedication of parcels and public utility easement within Tract 6182, and;
2. Authorize recording of the final map.

EXECUTIVE SUMMARY

The owner, BN 6123 LP, acting as the subdivider, has submitted a final map. The improvement plans are being processed by City staff. The improvements to be installed include curb, gutter, sidewalk, street paving, sanitary sewer, water services, a trail and landscaping. The subject tract is located on the north side of Shaw Avenue, between Leonard Avenue and Highland Avenue. It contains approximately 5.59 acres and consists of 7 residential units, zoned R-1.

FISCAL IMPACT

The subdivider will be installing curb, gutter, sidewalk, street paving, sanitary sewer, water services, and a trail, which will be perpetually maintained by the City of Clovis.

REASON FOR RECOMMENDATION

The subdivision agreement has been executed by the subdivider and all development fees paid or deferred in accordance with Municipal Code. The agreement provides for the developer to complete a technically correct map and improvement plans and to complete all required improvements in compliance with the conditions of approval. The improvements are adequately secured.

ACTIONS FOLLOWING APPROVAL

The final map will be filed with the Fresno County Recorder's office for recording.

Prepared by: Gene G. Abella, Civil Engineer

Reviewed by: City Manager *GA*

RESOLUTION 21-___**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
APPROVING FINAL SUBDIVISION MAP FOR TRACT NO. 6182**

WHEREAS, a final map has been presented to the City Council of the City of Clovis for Tract 6182, by The City of Clovis, a Municipal Corporation, and

WHEREAS, said final tract conforms to the requirements of Chapter 2, Part 2, of Division 4 of the Business and Professions Code and to local ordinances;

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

1. The final map of Tract 6182, consisting of two (2) sheets, a copy of which is on file with the City Clerk, be and the same is hereby approved.

2. Approval of the subdivision improvement plans for said tract are being completed by City Staff.

3. The preliminary Engineer's Cost Estimate of development cost of said tract, a copy of which is on file with the City Clerk, be and the same is hereby approved and adopted as the estimated cost of improvements for said subdivision in the sum of \$465,707.00.

4. The offer and dedication for public use of the parcels and easements specified on said map are accepted by the City of Clovis and the City Clerk is authorized and directed to execute said subdivision map.

5. This Council finds that the proposed subdivision, together with the provisions for its design and improvement, are consistent with applicable general and specific plans of the City of Clovis.

6. Improvement Security, as provided hereunder and in said Subdivision Agreement, is fixed at one hundred percent (100%) of the remaining improvements to be constructed or the sum of \$466,000.00 for guaranteeing specific performance of said

agreement and fifty percent (50%) of the remaining improvements or the sum of \$233,000.00 for payment of labor and materials furnished by contractors, subcontractors, labormen and materialmen in connection with the improvements required to be made or constructed by said subdivider in conformity with said subdivision map or said agreement.

7. Subdivider shall furnish a bond in the sum of \$46,600.00 being the amount determined by the City Council of the City as necessary for the guarantee and warranty of the work for a period of one year following the completion and acceptance of the tract against any defective work or labor done, or defective materials furnished. Said bond is required to be furnished prior to acceptance of the tract by the City Council.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

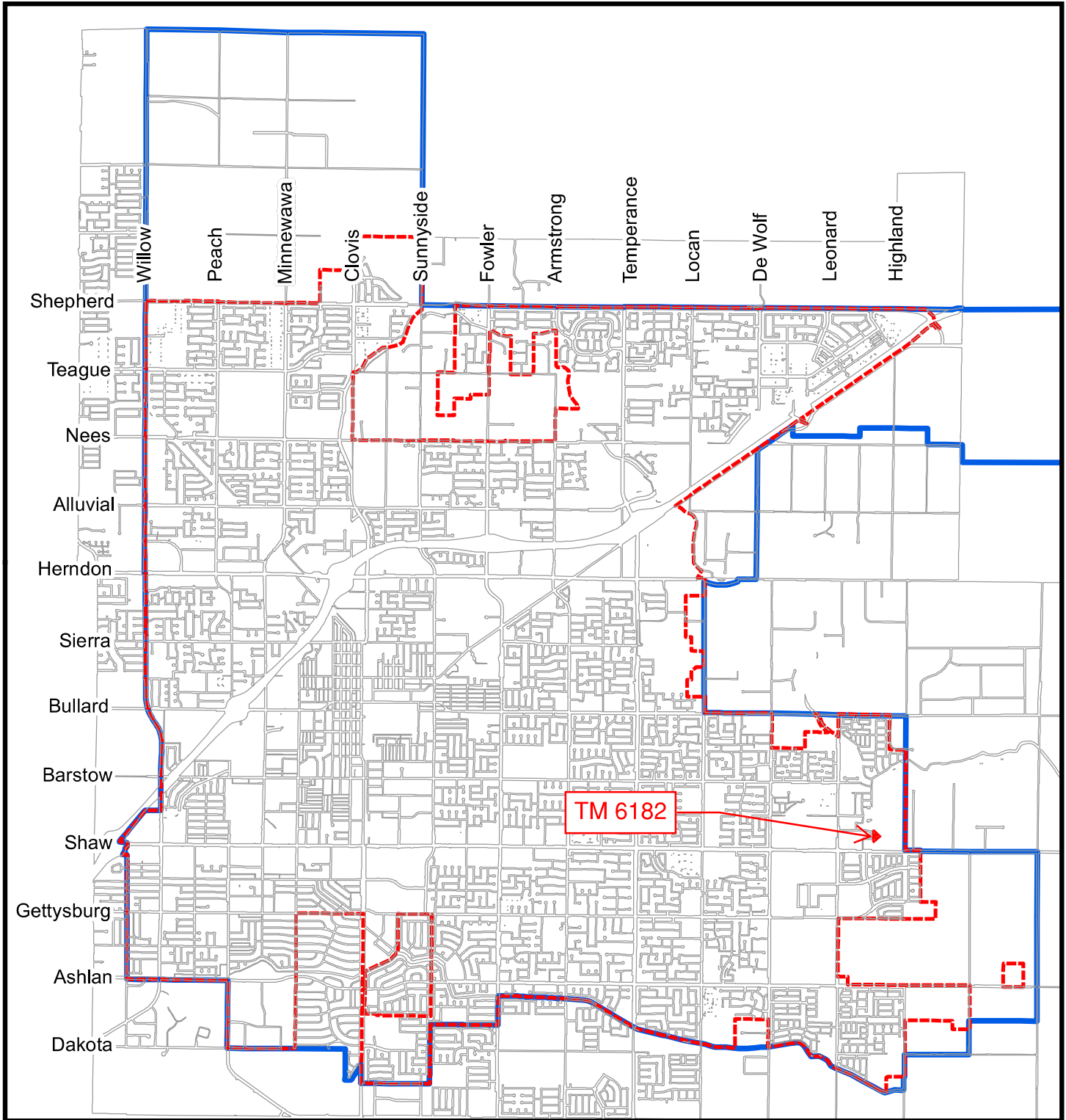
DATED:

Mayor

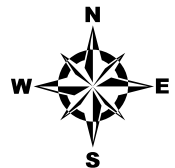
City Clerk

VICINITY MAP

TM 6182 (BN 6123, LP)



ATTACHMENT 2



FINAL MAP OF TRACT No. 6182

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN AUGUST 2020 BY PRECISION CIVIL ENGINEERING, INC.
CONSISTING OF 2 SHEETS
SHEET 1 OF 2

OWNER'S STATEMENT

THE UNDERSIGNED, BEING ALL PARTIES HAVING ANY RECORD TITLE INTEREST IN THE LAND WITHIN THIS SUBDIVISION, HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP AND OFFER FOR DEDICATION FOR PUBLIC USE THE PARCELS AND EASEMENTS SPECIFIED ON SAID MAP AS INTENDED FOR PUBLIC USE FOR THE PURPOSES SPECIFIED THEREIN.

BN 6123 LP, A CALIFORNIA LIMITED PARTNERSHIP
BY: BONDELLE HOMES, INC., A CALIFORNIA CORPORATION,
ITS GENERAL PARTNER

BY: *John A. Bonadelle* 7-8-21
(JOHN A. BONDELLE, PRESIDENT) DATE

U.S. BANK NATIONAL ASSOCIATION D/B/A HOUSING CAPITAL COMPANY, AS BENEFICIARY

BY: *Rhonda Harold* 7-8-21
(RHONDA HAROLD, VICE PRESIDENT) DATE

NOTARY ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF Fresno I SS
ON July 8, 2021 BEFORE ME, Anna H. Renna, A
NOTARY PUBLIC, PERSONALLY APPEARED John A. Bonadelle, WHO PROVED TO
ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS(ARE)
SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/they
EXECUTED THE SAME IN HIS/HER/their AUTHORIZED CAPACITY, AND THAT BY HIS/HER/their
SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE
PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT
THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND

Anna H. Renna *Anna H. Renna*
PRINT NAME SIGNATURE

MY COMMISSION EXPIRES: Aug 30, 2023 COUNTY OF Fresno

COMMISSION NUMBER: 23000010

NOTARY ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF Fresno I SS
ON July 8, 2021 BEFORE ME, Karianne Kasparian, A
NOTARY PUBLIC, PERSONALLY APPEARED Rhonda Harold, WHO PROVED TO
ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS(ARE)
SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/they
EXECUTED THE SAME IN HIS/HER/their AUTHORIZED CAPACITY, AND THAT BY HIS/HER/their
SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE
PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT
THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND

Karianne Kasparian *Karianne Kasparian*
PRINT NAME SIGNATURE

MY COMMISSION EXPIRES: 07/22/2023 COUNTY OF Fresno

COMMISSION NUMBER: 2298285

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

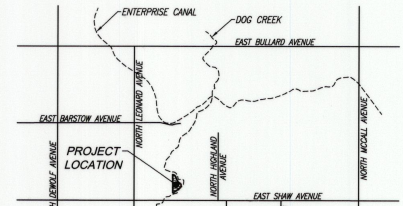
THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, MOUNT DUNLOP BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL GOVERNMENT PLATS, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 12; THENCE NORTH 89° 44' 37" WEST, ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1302.22 FEET TO THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 12; THENCE NORTH 00° 00' 33" WEST, ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 12, A DISTANCE OF 150.09 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 00° 13' WEST, CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 868.11 FEET; THENCE SOUTH 89° 45' 15" EAST, A DISTANCE OF 87.24 FEET; THENCE SOUTH 41° 56' 44" EAST, A DISTANCE OF 138.97 FEET; THENCE SOUTH 17° 46' 48" EAST, A DISTANCE OF 100.00 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 50.00 FEET; A RADIAL TO SAID POINT BEARS NORTH 78° 37' 37" WEST; THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF 81° 56' 11"; AN ARC DISTANCE OF 71.50 FEET; THENCE SOUTH 70° 33' 42" EAST, A DISTANCE OF 159.39 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 377.00 FEET; THENCE SOUTHWESTERLY ALONG SAID TANGENT CURVE, THROUGH A CENTRAL ANGLE OF 4° 57' 29"; AN ARC DISTANCE OF 32.82 FEET; THENCE SOUTH 35° 00' 44" EAST, A DISTANCE OF 184.3 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 275.00 FEET; A RADIAL TO SAID POINT BEARS NORTH 64° 47' 24" WEST; THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID NON-TANGENT CURVE THROUGH A CENTRAL ANGLE OF 9° 28' 44"; AN ARC DISTANCE OF 48.34 FEET TO A POINT OF REVERSE CURVATURE; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 225.00 FEET, THROUGH A CENTRAL ANGLE OF 37° 52' 42"; AN ARC DISTANCE OF 148.75 FEET; THENCE SOUTH 33° 38' 34" WEST, A DISTANCE OF 278.92 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHWESTERLY ALONG SAID TANGENT CURVE, THROUGH A CENTRAL ANGLE OF 31° 47' 18"; AN ARC DISTANCE OF 27.74 FEET TO A POINT OF REVERSE CURVATURE; THENCE SOUTHWESTERLY ALONG A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 50.00 FEET, THROUGH A CENTRAL ANGLE OF 38° 11' 29"; AN ARC DISTANCE OF 31.58 FEET; THENCE SOUTH 69° 33' 38" WEST, A DISTANCE OF 215.85 FEET TO THE TRUE POINT OF BEGINNING.

THIS PROPERTY IS SUBJECT TO THE FOLLOWING:

1. THE EFFECT OF AN INSTRUMENT ENTITLED "BEFORE THE BOARD OF DIRECTORS OF THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT RESOLUTION PROVIDING FOR THE RECODIFICATION OF A MAP IDENTIFYING AREAS SUBJECT TO PAYMENT OF DRAINAGE FEES AND/OR REQUIREMENTS TO CONSTRUCT PLANNED LOCAL DRAINAGE FACILITIES" EXECUTED BY FRESNO METROPOLITAN FLOOD CONTROL DISTRICT AND CITY OF FRESNO, RECORDED JULY 31, 1995 AS INSTRUMENT NO. 98092128 OF OFFICIAL RECORDS.
2. A RIGHT OF WAY FOR DITCHES AND CANALS AS RESERVED BY THE UNITED STATES OF AMERICA IN THE PATENT RECORDED NOVEMBER 1, 1972 IN BOOK E OF PATENTS, PAGE 37.
3. AN EASEMENT IN FAVOR OF FRESNO CANAL AND IRRIGATION COMPANY FOR CANAL AND EMBANKMENTS AND INCIDENTAL PURPOSES, RECORDED AUGUST 13, 1973 IN BOOK J OF DEEDS PAGE 36, OFFICIAL RECORDS.
4. AN EASEMENT IN FAVOR OF FRESNO CANAL AND IRRIGATION COMPANY FOR CANAL AND BANKS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 24, 1973 IN BOOK J OF DEEDS PAGE 199, OFFICIAL RECORDS.
5. AN EASEMENT IN FAVOR OF FRESNO CANAL AND IRRIGATION COMPANY FOR IRRIGATION DITCH OR CANAL COMMONLY KNOWN AND DESCRIBED AS ENTERPRISE CANAL AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 28, 1912 IN BOOK 499 OF DEEDS, PAGE 53, OFFICIAL RECORDS.
6. AN EASEMENT IN FAVOR OF ESTATE OF J. D. REYBURN FOR A RIGHT OF WAY FOR A ROAD AND INCIDENTAL PURPOSES, RECORDED MARCH 5, 1918 IN BOOK 657, PAGE 427, OFFICIAL RECORDS.
7. AN EASEMENT IN FAVOR OF THE COUNTY OF FRESNO FOR ROADWAY PURPOSES, RECORDED JUNE 7, 1921 IN BOOK 140, PAGE 388 OF OFFICIAL RECORDS.
8. RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN ANY ROAD, STREET, ALLEY OR HIGHWAY.

Attachment 3



VICINITY MAP
NOT TO SCALE

SURVEYOR'S STATEMENT

THE SURVEY FOR THIS MAP WAS MADE BY ME OR UNDER MY DIRECTION AND IS TRUE AND COMPLETE AS SHOWN.

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF JOHN BONDELLE ON AUGUST 19, 2020. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN THOSE POSITIONS ON OR BEFORE ONE YEAR AFTER THE DATE THIS MAP IS RECORDED, OR ANY TIME EXTENSION APPROVED BY THE CITY ENGINEER. THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

Peter D. Cohrs
PETER D. COHRS, LS 5096



CITY ENGINEER'S STATEMENT

I, MICHAEL J. HARRISON, CITY ENGINEER OF THE CITY OF CLOVIS, HEREBY STATE THAT I HAVE EXAMINED THIS MAP THAT THE SUBDIVISION SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND OF ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH, AND THAT I AM SATISFIED THAT THE MAP IS TECHNICALLY CORRECT.

Michael J. Harrison, PLS 8088 DATE _____
CITY ENGINEER

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF CLOVIS, BY RESOLUTION ADOPTED _____ APPROVED THE WITHIN MAP AND ACCEPTED SUBJECT TO IMPROVEMENT, ON BEHALF OF THE PUBLIC, ANY REAL PROPERTY AND EASEMENTS OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION.

John Holt, City Clerk DATE _____

RECORDER'S CERTIFICATE

DOCUMENT No. _____ FEE PAID _____
FILED THIS _____ DAY OF _____, 20___ AT _____ M. IN VOLUME _____
OF PLATS, AT PAGES _____, FRESNO COUNTY RECORDS, AT THE REQUEST
OF PRECISION CIVIL ENGINEERING, INC.

PAUL DICTOS, C.P.A.
FRESNO COUNTY ASSESSOR-RECORDER

BY: _____
DEPUTY

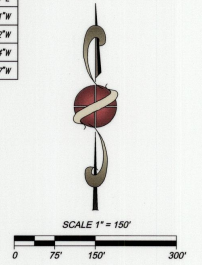


1234 O STREET, FRESNO, CA 93721
7675593449-4500 FAX: 5593449-4515

FINAL MAP OF TRACT No. 6182

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
 SURVEYED AND PLATTED IN AUGUST 2020 BY PRECISION CIVIL ENGINEERING, INC.
 CONSISTING OF 2 SHEETS
 SHEET 2 OF 2

| LINE TABLE | | | LINE TABLE | | | CURVE TABLE | | | RADIAL TABLE | | |
|------------|-------------|---------|------------|-------------|---------|-------------|---------|------------|--------------|--------|-------------|
| LINE | BEARING | LENGTH | LINE | BEARING | LENGTH | CURVE | RADIUS | DELTA | LENGTH | RADIAL | BEARING |
| L1 | N81°16'45"W | 54.95' | L17 | N81°18'15"E | 150.86' | C1 | 50.00' | 55°56'02" | 48.81' | R1 | N57°07'51"E |
| L2 | N42°08'52"W | 45.84' | L18 | N42°49'45"E | 194.24' | C2 | 50.00' | 40°06'26" | 35.00' | R2 | S82°45'43"E |
| L3 | N07°42'52"W | 70.09' | L19 | N78°39'50"W | 48.07' | C3 | 50.00' | 15°49'36" | 13.81' | R3 | S66°56'07"E |
| L4 | N20°56'49"W | 103.10' | L20 | N20°53'49"W | 179.74' | C4 | 50.00' | 23°04'26" | 20.14' | R4 | N66°55'01"E |
| L5 | N30°02'24"W | 36.09' | L21 | N53°33'19"W | 74.52' | C5 | 50.00' | 23°04'26" | 20.14' | R5 | N87°44'37"E |
| L6 | N2°58'21"W | 34.47' | L22 | N80°01'11"W | 56.09' | C6 | 50.00' | 55°56'02" | 48.81' | R6 | S57°08'57"E |
| L7 | N81°31'31"W | 46.46' | L23 | N0°00'33"W | 45.15' | C7 | 50.00' | 15°49'36" | 13.81' | R7 | N78°37'31"W |
| L8 | N45°03'37"W | 46.30' | L24 | N0°00'33"W | 86.48' | C8 | 50.00' | 40°06'26" | 35.00' | R8 | S14°28'52"E |
| L9 | N26°41'25"W | 32.69' | L25 | N89°45'15"W | 87.54' | C9 | 300.00' | 18°28'29" | 96.73' | R9 | N84°47'24"W |
| L10 | N01°25'52"E | 21.63' | L26 | N41°58'44"W | 139.97' | C10 | 75.00' | 121°29'36" | 159.03' | R10 | N80°45'37"W |
| L11 | N30°17'42"E | 83.31' | L27 | N17°46'46"W | 100.02' | C11 | 100.00' | 57°46'01" | 100.82' | | |
| L12 | N53°07'01"E | 87.59' | L28 | N70°33'42"W | 158.39' | C12 | 50.00' | 81°56'11" | 71.50' | | |
| L13 | N53°06'56"E | 46.75' | L29 | N35°00'44"W | 19.43' | C13 | 377.00' | 45°27'26" | 32.62' | | |
| L14 | N53°06'56"E | 134.34' | L30 | N33°58'34"E | 276.52' | C14 | 275.00' | 9°26'44" | 45.34' | | |
| L15 | N60°23'42"E | 150.44' | L31 | N89°33'38"E | 215.85' | C15 | 225.00' | 37°52'42" | 148.75' | | |
| L16 | N70°03'35"W | 63.68' | L32 | N0°00'33"W | 87.27' | C16 | 50.00' | 31°47'18" | 27.74' | | |
| | | | | | | C17 | 50.00' | 36°11'29" | 31.58' | | |



NOTES:

- SET 3/4" X 30" IRON PIPE, TAGGED LS 5096, POINTS, AND ENDS OF CURVES, UNLESS NOTED OTHERWISE.
- THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE FOR PUBLIC PURPOSES:
 - OUTLETS 'A' AND 'B' TO THE CITY FOR OPEN SPACE AND RECREATIONAL TRAIL PURPOSES
 - INDICATES PROPERTY NOW OFFERED FOR DEDICATION IN FEE TO THE CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES
- THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES TO THE CITY OF CLOVIS FOR PUBLIC PURPOSES

LEGEND

- MONUMENTS FOUND AND ACCEPTED AS NOTED (SEE MONUMENT TABLE)
- INDICATES PROPERTY PREVIOUSLY GRANTED TO THE CITY OF CLOVIS FOR PUBLIC STREET PURPOSES PER FINAL MAP OF TRACT NO. 6181 RECORDED IN VOLUME 89 OF PLATS, AT PAGES 15 THRU 19, F.C.R.
- INDICATES RECORD DATA PER RECORD OF SURVEY, RECORDED IN BOOK 58 OF RECORD OF SURVEYS, AT PAGE 94, F.C.R.
- INDICATES RECORD AND MEASURED DATA PER FINAL MAP OF TRACT NO. 6181 RECORDED IN VOLUME 89 OF PLATS, AT PAGES 15 THRU 19, F.C.R.
- SEE CURVE TABLE
- SEE LINE TABLE
- SEE RADIAL TABLE
- SQ SQUARE FEET
- CALC CALCULATED
- C.R. CORNER RECORD
- F.C.R. FRESNO COUNTY RECORDS
- Q.R.F.C. OFFICIAL RECORDS FRESNO COUNTY
- ZONE X AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS OF LESS THAN 1.0 ACRE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD
- ZONE AE THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS
- INDICATES LIMITS OF THIS SUBDIVISION

MONUMENT TABLE

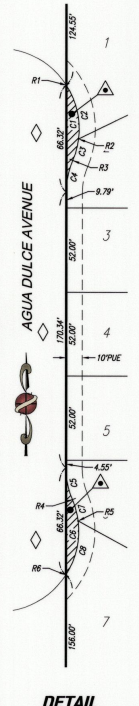
- FOUND 3/4" IRON PIPE, TAGGED LS 7058, FLUSH, ACCEPTED AS BEING ON THE WEST LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, AND 30.00 FEET NORTH OF THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST
- FOUND 1" IRON PIPE, TAGGED LS 7058, FLUSH, ACCEPTED AS NORTHWEST CORNER OF SOUTHWEST QUARTER OF SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST
- FOUND 3/4" IRON PIPE, TAGGED LS 7058, DOWN 6", ACCEPTED AS BEING ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, AND BEING 0.17 FEET WEST OF POSITION
- SOUTHWEST CORNER OF LOT 5 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, DOWN 6"
- SOUTHWEST CORNER OF LOT 6 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, TAGGED RCE 19789, DOWN 6"
- SOUTHWEST CORNER OF LOT 7 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, DOWN 6"
- SOUTHWEST CORNER OF LOT 8 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, TAGGED RCE 19789, DOWN 4", AS SHOWN ON C.R. #8136
- FOUND 3/4" IRON PIPE, TAGGED LS 7058, FLUSH, 30.00 FEET NORTH OF THE SOUTHWEST CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, AS SHOWN ON C.R. #8136
- SOUTHWEST CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST; FOUND 3/4" IRON PIPE, DOWN 14", NO TAG, C.R. #8136
- EAST QUARTER CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST; FOUND 3/4" IRON PIPE, UP 10", TAGGED RCE 12406, PER RECORD OF SURVEY, BK 58, PG 94, F.C.R.

BASIS OF BEARINGS

THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, MOUNT SHELBO BASE AND MEDIUM IS TAKEN TO BE N07°02'40"W AS SHOWN ON THE RECORD OF SURVEY RECORDED AS DOCUMENT NO. 20130026897 IN BOOK 58 OF RECORD OF SURVEYS, PAGE 94, FRESNO COUNTY RECORDS.

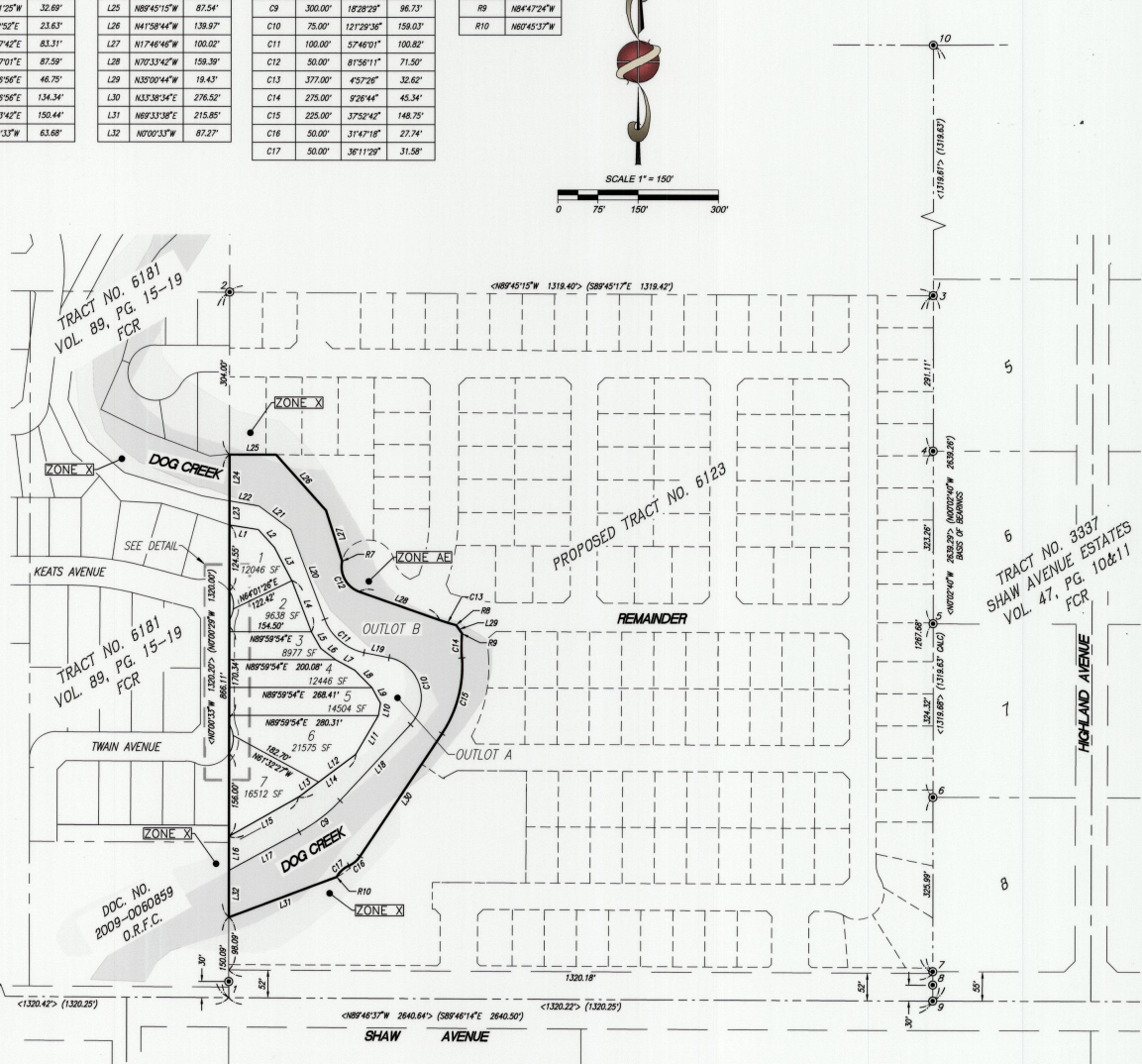
PREPARED BY:
PRECISION CIVIL ENGINEERING, INC.

1234 D STREET, FRESNO, CA 93721
 PH509442-4400 FAX509442-4415



DETAIL
 SCALE: 1" = 50'

LEONARD AVENUE



SHAW AVENUE

HIGHLAND AVENUE



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Planning and Development Services – Approval – Res. 21-____, Annexation of Proposed Tract 6182, located on the north side of Shaw Avenue, between Leonard and Highland Avenues (Bonadelle Homes).

ATTACHMENTS: 1. Res. 21-____

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve Res. 21-____, that will annex proposed Tract 6182, located on the north side of Shaw Avenue, between Leonard and Highland Avenues, to the Landscape Maintenance District No. 1 of the City of Clovis.

EXECUTIVE SUMMARY

The owner, BN 6123 LP, acting as the subdivider, has requested to be annexed to the Landscape Maintenance District No. 1 of the City of Clovis as set forth by the Conditions of Approval for Vesting Tentative Tract Map 6182.

BACKGROUND

BN 6123 LP, the developer of Tract 6182, has executed a covenant that this development be annexed to the City of Clovis LMD No. 1. An executed copy can be provided on request. Council formed the original District on July 15, 1985, for the purpose of funding the maintenance of landscaped areas and parks.

Under the provisions of the Landscaping and Lighting Act of 1972 and in accordance with Article XIII C and Article XIII D of Proposition 218, all the owners of property proposed for annexation have provided a written request and consent to annexation and have executed a covenant (petition) indicating acceptance of the annual assessment.

FISCAL IMPACT

This project will add landscaping to the Landscape Maintenance District No. 1 of the City of Clovis shown as follows:

| | <u>Tract 6182</u> | <u>Year to Date</u> |
|------------------------|-------------------|---------------------|
| LMD Landscaping added: | 1.03 acres | 1.03 acres |
| Resource needs added: | 0.103 persons | 0.103 persons |

The resource needs estimate is based on 1 person per 10 acres of landscaped area.

REASON FOR RECOMMENDATION

The property owners for the subject tract have requested annexation into the City of Clovis LMD No. 1.

ACTIONS FOLLOWING APPROVAL

Tract 6182 shall become a part of City of Clovis LMD No. 1 and will be assessed next year for maintenance costs.

Prepared by: Gene G. Abella, Civil Engineer

Reviewed by: City Manager *GA*

RESOLUTION 21-___

**RESOLUTION OF THE COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA,
APPROVING ANNEXATION TO LANDSCAPING MAINTENANCE DISTRICT NO. 1
OF THE CITY OF CLOVIS**

WHEREAS, City of Clovis Landscape Maintenance District No. 1 ("District") was formed by Resolution No. 85-78, adopted July 15, 1985, pursuant to Part 2 of Division 15 of the Streets and Highways Code (Landscape and Lighting Act of 1972), herein the "Act";

WHEREAS, all of the owners of property proposed to be annexed to the District consisting of proposed Tract No. 6182, as described in Attachment "A" attached hereto and incorporated herein by reference, have consented to said annexation and such annexation may be ordered without notice and hearing or filing of engineer's report, or both.

NOW, THEREFORE, IT IS RESOLVED AND ORDERED, as follows:

1. That the public interest and convenience require that certain property described in Attachment "A" attached hereto and by reference incorporated herein be annexed into Landscape Maintenance District No. 1 of the City of Clovis for the maintenance and servicing of landscaping facilities.

2. The City Clerk shall receive and file the maps showing the boundaries of the areas annexed as set forth in Attachment "A" which boundaries shall be used for assessment proceedings until and unless a change of organization is approved pursuant to the Act.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED:

Mayor

City Clerk

ATTACHMENT 1

ATTACHMENT "A"

Legal Description

Lots 1 through 7, inclusive, of Tract Map 6182 recorded in Volume _____ of Plats at Pages _____ through _____, Fresno County Records.



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Planning and Development Services - Approval – Res. 21-____, Final Map Tract 6123, located on the north side of Shaw Avenue, west of Highland Avenue (BN 6123 LP (Bonadelle Homes)).

ATTACHMENTS: 1. Res. 21-____
2. Vicinity Map
3. Copy of Final Map

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve Res. 21-____, which will:

1. Accept the offer of dedication of parcels and public utility easement within Tract 6123, and;
2. Authorize recording of the final map.

EXECUTIVE SUMMARY

The owner, BN 6123 LP, acting as the subdivider, has submitted a final map. The improvement plans are being processed by City staff. The improvements to be installed include curb, gutter, sidewalk, street lights, fire hydrants, street paving, sanitary sewer, water mains, and landscaping. The subject tract is located on the north side of Shaw Avenue, west of Highland Avenue. It contains approximately 16.52 acres and consists of 74 residential units, zoned R-1.

Tract Map No. 6123 is dependent upon City Council's approval of Tract Map No 6182. Staff requests City Council deny approval of Tract Map No. 6123 if City Council denies approval of Tract Map No. 6182.

FISCAL IMPACT

The subdivider will be installing curb, gutter, sidewalk, street lights, fire hydrants, street paving, sanitary sewer, potable water and non-potable water mains, trail, pedestrian bridge and landscaping, which will be perpetually maintained by the City of Clovis.

REASON FOR RECOMMENDATION

The subdivision agreement has been executed by the subdivider and all development fees paid or deferred in accordance with Municipal Code. The agreement provides for the developer to complete a technically correct map and improvement plans and to complete all required improvements in compliance with the conditions of approval. The improvements are adequately secured.

ACTIONS FOLLOWING APPROVAL

The final map will be filed with the Fresno County Recorder's office for recording.

Prepared by: Gene G. Abella, Civil Engineer

Reviewed by: City Manager *GA*

RESOLUTION 21-___**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
APPROVING FINAL SUBDIVISION MAP FOR TRACT NO. 6123**

WHEREAS, a final map has been presented to the City Council of the City of Clovis for Tract 6123, by The City of Clovis, a Municipal Corporation, and

WHEREAS, said final tract conforms to the requirements of Chapter 2, Part 2, of Division 4 of the Business and Professions Code and to local ordinances;

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

1. The final map of Tract 6123, consisting of four (4) sheets, a copy of which is on file with the City Clerk, be and the same is hereby approved.

2. Approval of the subdivision improvement plans for said tract are being completed by City Staff.

3. The preliminary Engineer's Cost Estimate of development cost of said tract, a copy of which is on file with the City Clerk, be and the same is hereby approved and adopted as the estimated cost of improvements for said subdivision in the sum of \$5,206,627.04.

4. The offer and dedication for public use of the parcels and easements specified on said map are accepted by the City of Clovis and the City Clerk is authorized and directed to execute said subdivision map.

5. This Council finds that the proposed subdivision, together with the provisions for its design and improvement, are consistent with applicable general and specific plans of the City of Clovis.

6. Improvement Security, as provided hereunder and in said Subdivision Agreement, is fixed at one hundred percent (100%) of the remaining improvements to be constructed or the sum of \$5,207,000.00 for guaranteeing specific performance of said

agreement and fifty percent (50%) of the remaining improvements or the sum of \$2,603,000.00 for payment of labor and materials furnished by contractors, subcontractors, labormen and materialmen in connection with the improvements required to be made or constructed by said subdivider in conformity with said subdivision map or said agreement.

7. Subdivider shall furnish a bond in the sum of \$520,700.00 being the amount determined by the City Council of the City as necessary for the guarantee and warranty of the work for a period of one year following the completion and acceptance of the tract against any defective work or labor done, or defective materials furnished. Said bond is required to be furnished prior to acceptance of the tract by the City Council.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

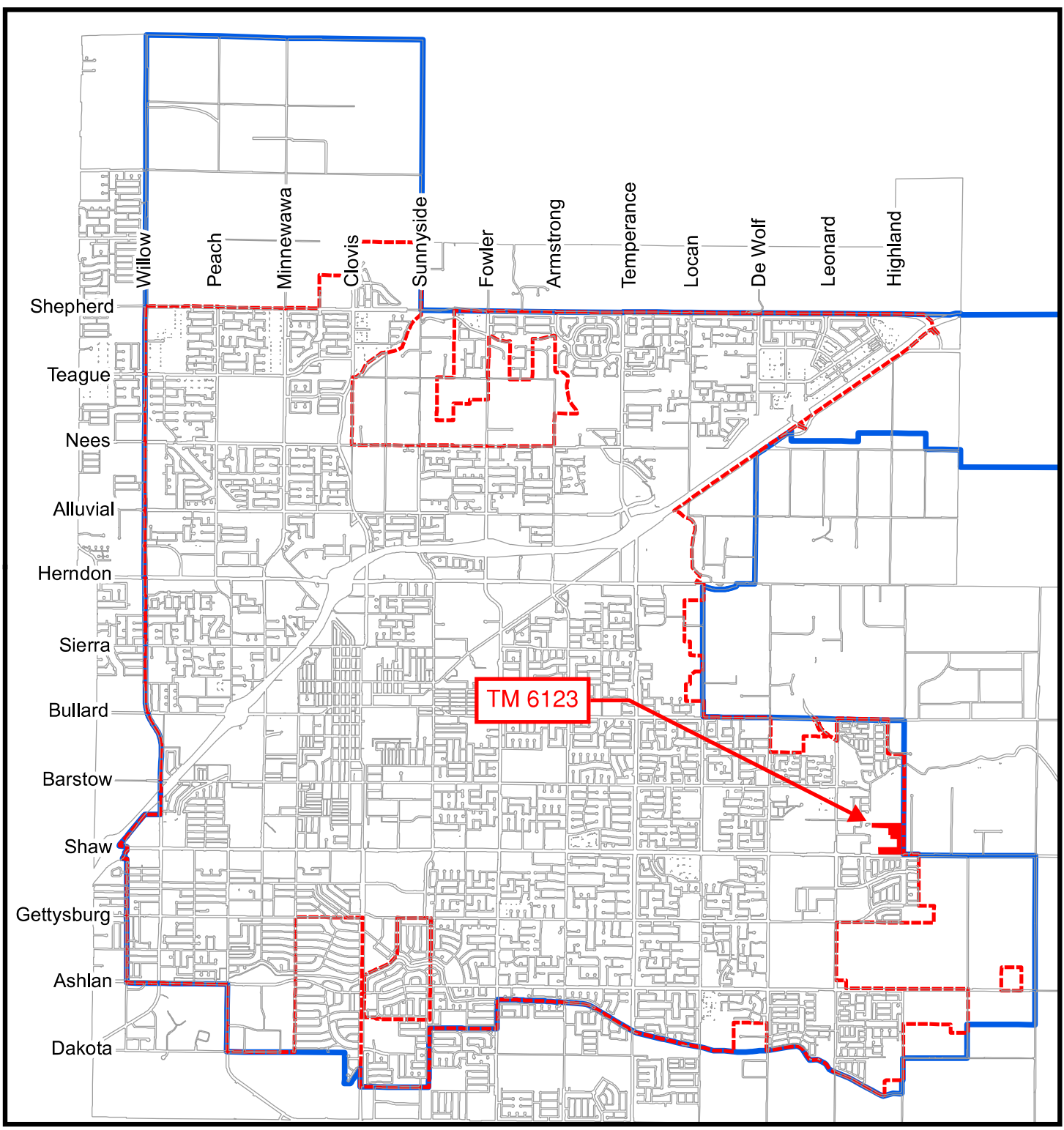
DATED:

Mayor

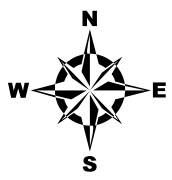
City Clerk

VICINITY MAP

TM 6123 (BN 6123 LP)

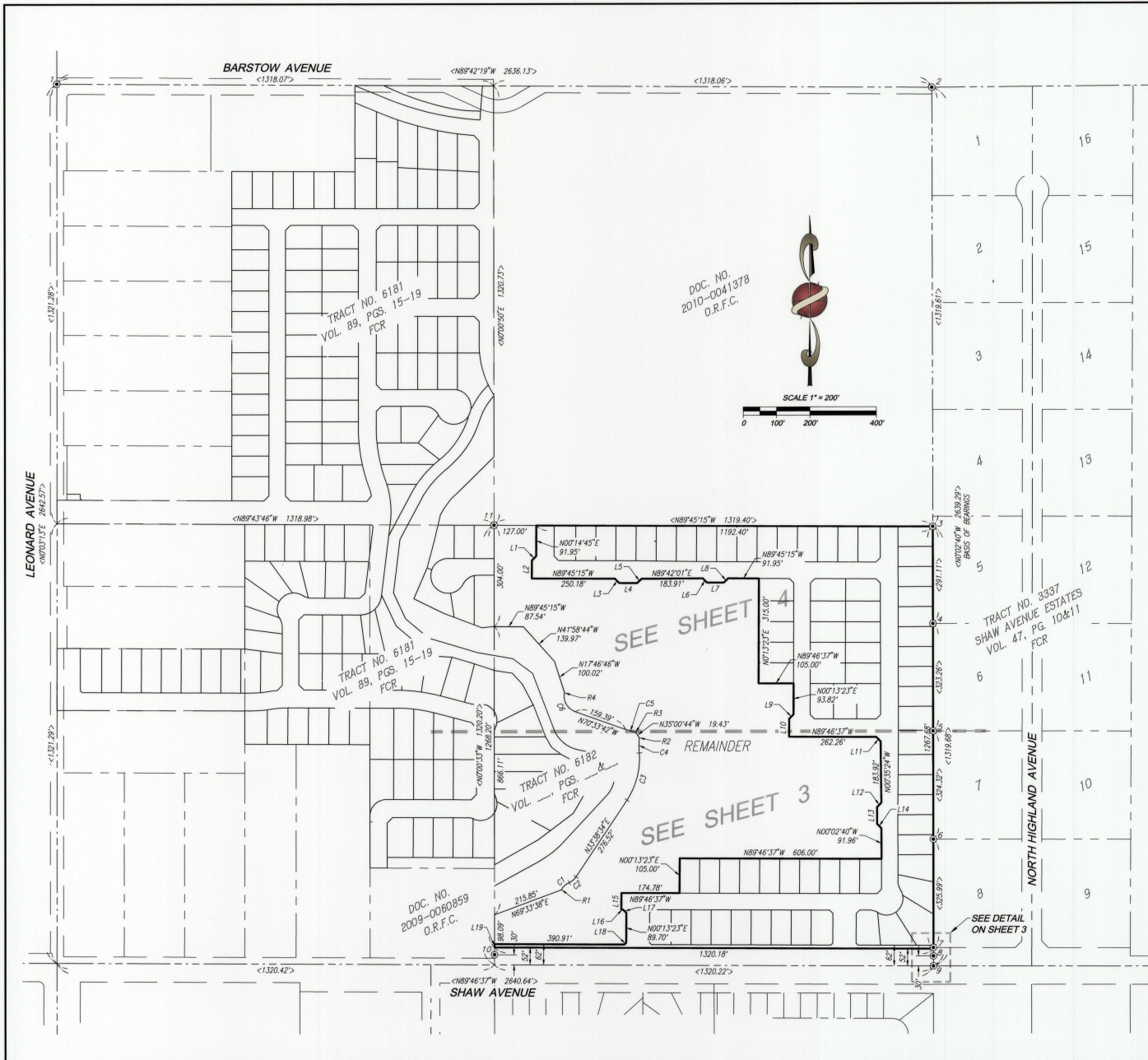


ATTACHMENT 2



TRACT NO. 0123

PHASE I OF TENTATIVE TRACT No. 6123
 IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
 SURVEYED AND PLATTED IN AUGUST 2020 BY PRECISION CIVIL ENGINEERING, INC.
 CONSISTING OF 4 SHEETS
 SHEET 2 OF 4



LEGEND

- MONUMENTS FOUND AND ACCEPTED AS NOTED (SEE MONUMENT TABLE)
- INDICATES PROPERTY NOW OFFERED FOR DEDICATION IN FEE TO THE CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES
- INDICATES RECORDED AND MEASURED DATA PER FINAL MAP OF TRACT NO. 6181 RECORDED IN VOLUME 89 OF PLATS, AT PAGES 15 THRU 19, F.C.R.
- INDICATES PROPERTY NOW OFFERED FOR DEDICATION AS AN EASEMENT TO THE CITY OF CLOVIS FOR PUBLIC UTILITY EASEMENT PURPOSES
- PROPOSED STORM DRAINAGE EASEMENT
- SEE CURVE TABLE ON SHEET 4
- SEE RADIAL TABLE ON SHEET 4
- SQUARE FEET
- CORNER RECORD
- FRESNO COUNTY RECORDS
- OFFICIAL RECORDS FRESNO COUNTY
- ZONE X AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS OF LESS THAN 1 SQ. MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD
- ZONE AE THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS
- INDICATES RELINQUISHMENT OF DIRECT ACQUISITION RIGHTS
- INDICATES LIMITS OF THIS SUBDIVISION

MONUMENT TABLE

| NO. | DESCRIPTION |
|-----|--|
| 1 | CENTER QUARTER CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST; FOUND BRASS DISC IN WELL, MONUMENT OF RECORD IS 3/4" IRON PIPE, TAG ILLEDIBLE, PER TRACT NO. 5950, VOL. 83 OF PLATS, PGS. 30-32, F.C.R. |
| 2 | EAST QUARTER CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST; FOUND 3/4" IRON PIPE, UP 10', TAGGED RCE 12406, PER RECORD OF SURVEY, Bk. 58, PG. 94, F.C.R. |
| 3 | FOUND 3/4" IRON PIPE, TAGGED LS 7058, DOWN 8", ACCEPTED AS BEING ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, AND BEING 0.17 FEET WEST OF POSITION |
| 4 | SOUTHWEST CORNER OF LOT 5 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, DOWN 6" |
| 5 | SOUTHWEST CORNER OF LOT 6 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, TAGGED RCE 19789, DOWN 6" |
| 6 | SOUTHWEST CORNER OF LOT 7 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, DOWN 6" |
| 7 | SOUTHWEST CORNER OF LOT 8 OF TRACT NO. 337, VOL. 47 OF PLATS, PGS 10-11, F.C.R.; FOUND 3/4" IRON PIPE, TAGGED RCE 19789, DOWN 4", AS SHOWN ON C.R. #8136 |
| 8 | FOUND 3/4" IRON PIPE, TAGGED LS 7058, FLUSH, 30.00 FEET NORTH OF THE SOUTHWEST CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, AS SHOWN ON C.R. #8136 |
| 9 | SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST; FOUND 3/4" IRON PIPE, DOWN 14", NO TAG, C.R. #8136 |
| 10 | FOUND 3/4" IRON PIPE, TAGGED LS 7058, FLUSH, ACCEPTED AS BEING ON THE WEST LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, AND 30.00 FEET NORTH OF THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST |
| 11 | FOUND 1" IRON PIPE, TAGGED LS 7058, FLUSH, ACCEPTED AS THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST |

NOTES:

1. SET 3/4" X 30' IRON PIPE, TAGGED LS 5096, DOWN 6", AT ALL LOT CORNERS, ANGLE POINTS, AND ENDS OF CURVES, UNLESS NOTED OTHERWISE.
2. SET 2" DIAMETER BRASS CAP, STAMPED LS 5096, FLUSH, AT ALL STREET CENTERLINE INTERSECTION POINTS AND ANGLE POINTS.

BASIS OF BEARINGS

THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, MOUNT OBERLO BEISE AND MERIDIAN IS TAKEN TO BE N00702'40"W AS SHOWN ON THE FINAL MAP OF TRACT NO. 6181, RECORDED IN VOLUME 89 OF PLATS, AT PAGES 15 THRU 19, FRESNO COUNTY RECORDS.

SEE SHEET 4 FOR
 LINE, CURVE & RADIAL TABLES

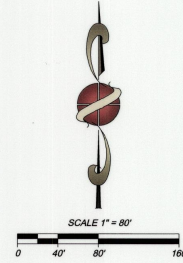
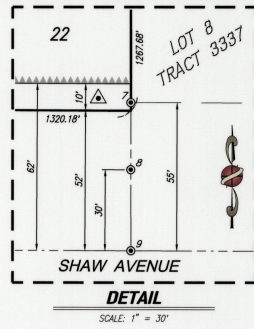


1234 O STREET, FRESNO, CA 93721
 PH(555)449-4500 FAX(555)449-4515

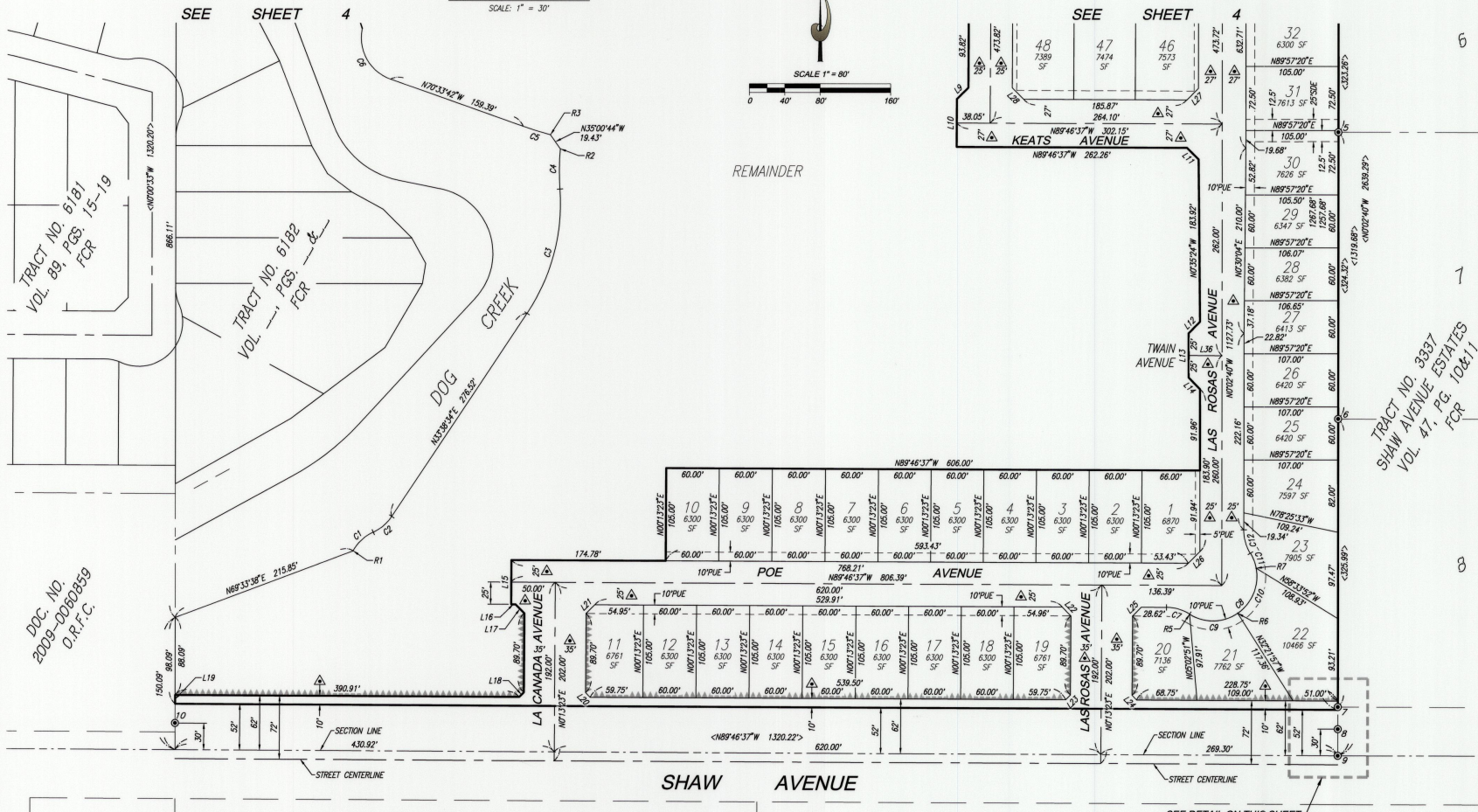
TRACT No. 0123

PHASE I OF TENTATIVE TRACT No. 6123
 IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
 SURVEYED AND PLATTED IN AUGUST 2020 BY PRECISION CIVIL ENGINEERING, INC.
 CONSISTING OF 4 SHEETS
 SHEET 3 OF 4

SEE SHEET 2 FOR LEGEND
 AND MONUMENT TABLE
 SEE SHEET 4 FOR
 LINE, CURVE & RADIAL TABLES



REMAINDER



DOC No
 2009-0060859
 O.R.F.C.

TRACT NO. 3337
 SHAW AVENUE ESTATES
 VOL. 47, PG. 10&11

PREPARED BY:
PRECISION
 CIVIL ENGINEERING, INC.

1234 O STREET, FRESNO, CA 93721
 PH(559)449-4500 FAX(559)449-4515

TRACT NO. 0123

PHASE I OF TENTATIVE TRACT No. 6123
 IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
 SURVEYED AND PLATTED IN AUGUST 2020 BY PRECISION CIVIL ENGINEERING, INC.
 CONSISTING OF 4 SHEETS
 SHEET 4 OF 4

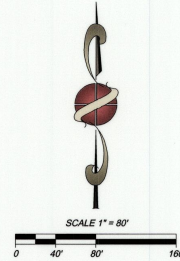
| LINE | BEARING | LENGTH |
|------|-------------|--------|
| L1 | N45°14'45"E | 18.46' |
| L2 | N0°14'45"E | 54.00' |
| L3 | N44°45'56"W | 18.46' |
| L4 | N89°46'35"W | 54.00' |
| L5 | N44°57'42"E | 18.51' |
| L6 | N45°02'18"W | 18.40' |
| L7 | N89°46'46"W | 50.00' |
| L8 | N45°14'04"E | 18.45' |
| L9 | N45°13'23"E | 18.46' |
| L10 | N0°13'23"E | 54.00' |
| L11 | N45°11'01"W | 18.54' |
| L12 | N44°48'59"E | 18.38' |

| LINE | BEARING | LENGTH |
|------|-------------|--------|
| L13 | N0°05'58"W | 50.00' |
| L14 | N44°54'39"W | 18.48' |
| L15 | N0°13'23"E | 50.00' |
| L16 | N89°46'37"W | 4.95' |
| L17 | N44°46'37"W | 14.21' |
| L18 | N45°13'23"E | 7.43' |
| L19 | N0°00'33"W | 10.00' |
| L20 | N44°46'37"W | 7.43' |
| L21 | N45°13'23"E | 14.21' |
| L22 | N44°46'37"W | 14.21' |
| L23 | N45°13'23"E | 7.43' |
| L24 | N44°46'37"W | 7.43' |

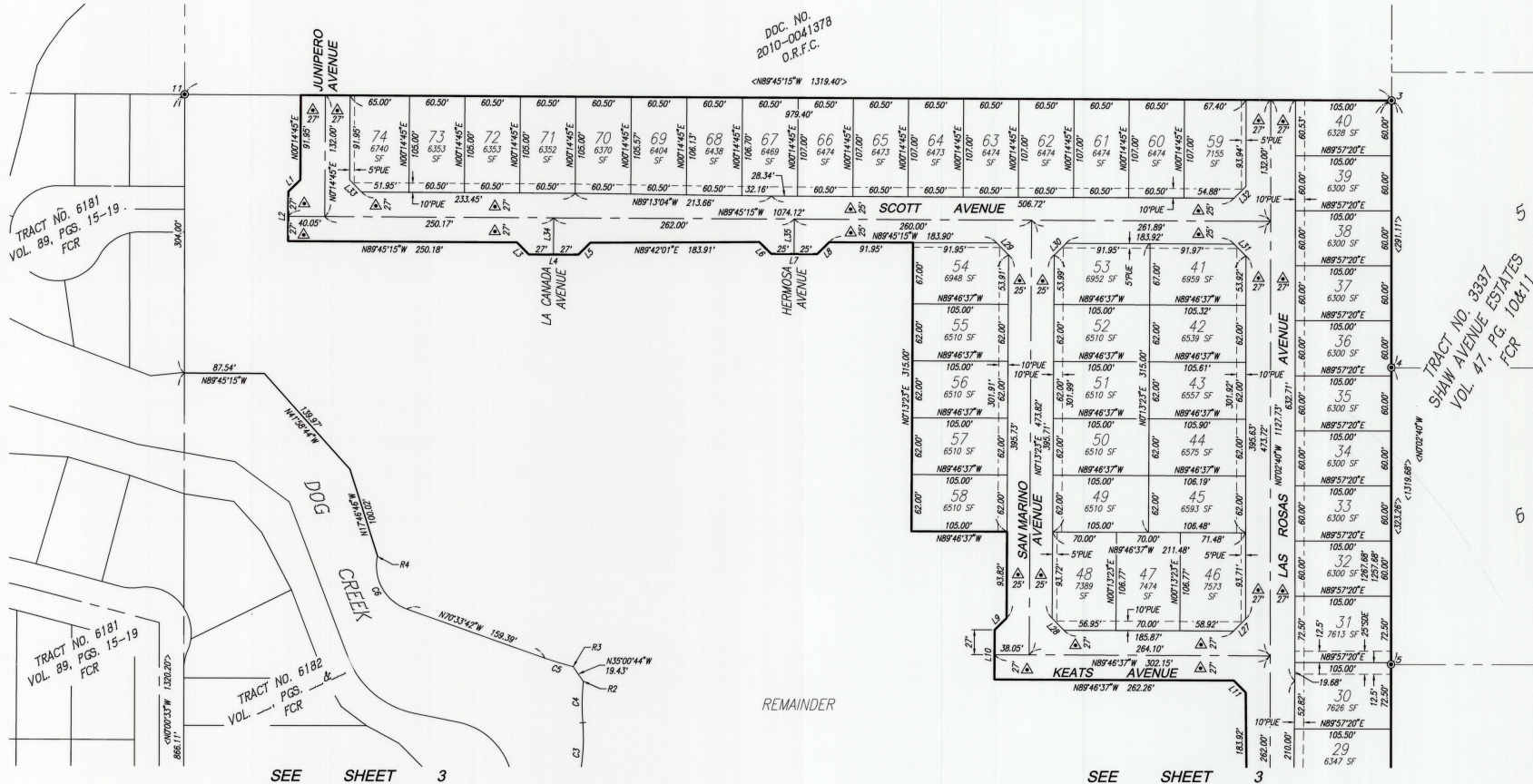
| LINE | BEARING | LENGTH |
|------|-------------|--------|
| L25 | N45°13'23"E | 14.21' |
| L26 | N45°05'21"E | 18.43' |
| L27 | N45°05'21"E | 18.43' |
| L28 | N44°46'37"W | 18.46' |
| L29 | N44°45'56"W | 18.46' |
| L30 | N45°14'04"E | 18.45' |
| L31 | N44°53'57"W | 18.49' |
| L32 | N45°08'03"E | 18.43' |
| L33 | N44°45'15"W | 18.46' |
| L34 | N0°13'23"E | 40.04' |
| L35 | N0°13'23"E | 38.06' |
| L36 | N89°46'37"W | 38.06' |

| CURVE | RADIUS | DELTA | LENGTH |
|-------|---------|------------|---------|
| C1 | 50.00' | 36°11'29" | 31.58' |
| C2 | 50.00' | 31°47'18" | 27.74' |
| C3 | 225.00' | 37°52'42" | 148.75' |
| C4 | 275.00' | 92°6'44" | 45.34' |
| C5 | 377.00' | 45°7'26" | 32.62' |
| C6 | 50.00' | 81°56'11" | 71.50' |
| C7 | 50.00' | 31°47'18" | 27.74' |
| C8 | 50.00' | 153°50'39" | 134.25' |
| C9 | 50.00' | 66°27'47" | 58.00' |
| C10 | 50.00' | 66°27'46" | 58.00' |
| C11 | 50.00' | 205°50'4" | 18.25' |
| C12 | 50.00' | 31°47'18" | 27.74' |

| RADIAL | BEARING |
|--------|-------------|
| R1 | N60°45'37"W |
| R2 | N84°47'24"W |
| R3 | S14°28'52"W |
| R4 | N78°37'31"W |
| R5 | S32°00'41"W |
| R6 | S34°27'06"E |
| R7 | N79°05'06"E |



SEE SHEET 2 FOR LEGEND AND MONUMENT TABLE



PREPARED BY:
PRECISION CIVIL ENGINEERING, INC.

1234 O STREET, FRESNO, CA 93721
 PH: (559) 449-4500 FAX: (559) 449-4515



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Planning and Development Services – Approval – Res. 21-____, Annexation of Proposed Tract 6123, located on the north side of Shaw Avenue, west of Highland Avenue, to the Landscape Maintenance District No. 1 of the City of Clovis (BN 6123 LP (Bonadelle Homes)).

ATTACHMENTS: 1. Res. 21-____

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve Res. 21-____, that will annex proposed Tract 6123, located on the north side of Shaw Avenue, west of Highland Avenue, to the Landscape Maintenance District No. 1 of the City of Clovis.

EXECUTIVE SUMMARY

The owner, BN 6123 LP, acting as the subdivider, has requested to be annexed to the Landscape Maintenance District No. 1 of the City of Clovis as set forth by the Conditions of Approval for Tentative Tract Map 6123.

Tract Map No. 6123 is dependent upon City Council's approval of Tract Map No 6182. Staff requests City Council deny approval of annexation to the Landscape Maintenance District No. 1 for Tract Map No. 6123 if City Council denies approval of Tract Map No. 6182.

BACKGROUND

BN 6123 LP, the developer of Tract 6123, has executed a covenant that this development be annexed to the City of Clovis LMD No. 1. An executed copy can be provided on request. Council formed the original District on July 15, 1985, for the purpose of funding the maintenance of landscaped areas and parks.

Under the provisions of the Landscaping and Lighting Act of 1972 and in accordance with Article XIII C and Article XIII D of Proposition 218, all the owners of property proposed for annexation have provided a written request and consent to annexation and have executed a covenant (petition) indicating acceptance of the annual assessment.

FISCAL IMPACT

This project will add landscaping to the Landscape Maintenance District No. 1 of the City of Clovis shown as follows:

| | <u>Tract 6123</u> | <u>Year to Date</u> |
|------------------------|-------------------|---------------------|
| LMD Landscaping added: | 0.443 acres | 1.473 acres |
| Resource needs added: | 0.044 persons | 0.147 persons |

The resource needs estimate is based on 1 person per 10 acres of landscaped area.

REASON FOR RECOMMENDATION

The property owners for the subject tract have requested annexation into the City of Clovis LMD No. 1.

ACTIONS FOLLOWING APPROVAL

Tract 6123 shall become a part of City of Clovis LMD No. 1 and will be assessed next year for maintenance costs.

Prepared by: Gene G. Abella, Civil Engineer

Reviewed by: City Manager *GA*

RESOLUTION 21-___

**RESOLUTION OF THE COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA,
APPROVING ANNEXATION TO LANDSCAPING MAINTENANCE DISTRICT NO. 1
OF THE CITY OF CLOVIS**

WHEREAS, City of Clovis Landscape Maintenance District No. 1 ("District") was formed by Resolution No. 85-78, adopted July 15, 1985, pursuant to Part 2 of Division 15 of the Streets and Highways Code (Landscape and Lighting Act of 1972), herein the "Act"; and

WHEREAS, all of the owners of property proposed to be annexed to the District consisting of proposed Tract No. 6123, as described in Attachment "A" attached hereto and incorporated herein by reference, have consented to said annexation and such annexation may be ordered without notice and hearing or filing of engineer's report, or both.

NOW, THEREFORE, IT IS RESOLVED AND ORDERED, as follows:

1. That the public interest and convenience require that certain property described in Attachment "A" attached hereto and by reference incorporated herein be annexed into Landscape Maintenance District No. 1 of the City of Clovis for the maintenance and servicing of landscaping facilities.

2. The City Clerk shall receive and file the maps showing the boundaries of the areas annexed as set forth in Attachment "A" which boundaries shall be used for assessment proceedings until and unless a change of organization is approved pursuant to the Act.

* * * * *

ATTACHMENT 1

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

Mayor

City Clerk

ATTACHMENT "A"

Legal Description

Lots 1 through 74, inclusive, of Tract Map 6123 recorded in Volume _____ of Plats at Pages _____ through _____, Fresno County Records.



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Planning and Development Services - Approval – Res. 21-____, Final Map Tract 6304, located in the southeast area of Leonard and Barstow Avenues (Bonadelle Homes).

ATTACHMENTS: 1. Res. 21-____
2. Vicinity Map
3. Copy of Final Map

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve Res. 21-____, which will:

1. Accept the offer of dedication of parcels and public utility easement within Tract 6304, and;
2. Authorize recording of the final map.

EXECUTIVE SUMMARY

The owner, BN 6304 LP, acting as the subdivider, has submitted a final map. The improvement plans are being processed by City staff. The improvements to be installed include curb, gutter, sidewalk, street lights, fire hydrants, street paving, culvert, sanitary sewer, non-potable water main, potable water mains and landscaping. The subject tract is located on the north side of Shaw Avenue, between Leonard Avenue and Highland Avenue. It contains approximately 17.08 acres and consists of 117 residential units, zoned R-1-PRD.

Tract Map No. 6304 is dependent upon City Council's approval of Tract Map No. 6182 and Tract Map No. 6123. Staff requests City Council deny approval of Tract Map No. 6304, if City Council denies approval of either Tract Map No. 6182 or Tract Map No. 6123.

FISCAL IMPACT

The subdivider will be installing curb, gutter, sidewalk, street paving, street lights, fire hydrants, sanitary sewer, non-potable water mains and potable water mains, which will be perpetually maintained by the City of Clovis.

REASON FOR RECOMMENDATION

The subdivision agreement has been executed by the subdivider and all development fees paid or deferred in accordance with Municipal Code. The agreement provides for the developer to complete a technically correct map and improvement plans and to complete all required improvements in compliance with the conditions of approval. The improvements are adequately secured.

ACTIONS FOLLOWING APPROVAL

The final map will be filed with the Fresno County Recorder's office for recording.

Prepared by: Gene G. Abella, Civil Engineer

Reviewed by: City Manager 

RESOLUTION 21-___**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
APPROVING FINAL SUBDIVISION MAP FOR TRACT NO. 6304**

WHEREAS, a final map has been presented to the City Council of the City of Clovis for Tract 6304, by The City of Clovis, a Municipal Corporation, and

WHEREAS, said final tract conforms to the requirements of Chapter 2, Part 2, of Division 4 of the Business and Professions Code and to local ordinances;

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

1. The final map of Tract 6304, consisting of three (3) sheets, a copy of which is on file with the City Clerk, be and the same is hereby approved.

2. Approval of the subdivision improvement plans for said tract are being completed by City Staff.

3. The preliminary Engineer's Cost Estimate of development cost of said tract, a copy of which is on file with the City Clerk, be and the same is hereby approved and adopted as the estimated cost of improvements for said subdivision in the sum of \$3,782,629.00.

4. The offer and dedication for public use of the parcels and easements specified on said map are accepted by the City of Clovis and the City Clerk is authorized and directed to execute said subdivision map.

5. This Council finds that the proposed subdivision, together with the provisions for its design and improvement, are consistent with applicable general and specific plans of the City of Clovis.

6. Improvement Security, as provided hereunder and in said Subdivision Agreement, is fixed at one hundred percent (100%) of the remaining improvements to be constructed or the sum of \$3,783,000.00 for guaranteeing specific performance of said

agreement and fifty percent (50%) of the remaining improvements or the sum of \$1,892,000.00 for payment of labor and materials furnished by contractors, subcontractors, labormen and materialmen in connection with the improvements required to be made or constructed by said subdivider in conformity with said subdivision map or said agreement.

7. Subdivider shall furnish a bond in the sum of \$378,300.00 being the amount determined by the City Council of the City as necessary for the guarantee and warranty of the work for a period of one year following the completion and acceptance of the tract against any defective work or labor done, or defective materials furnished. Said bond is required to be furnished prior to acceptance of the tract by the City Council.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

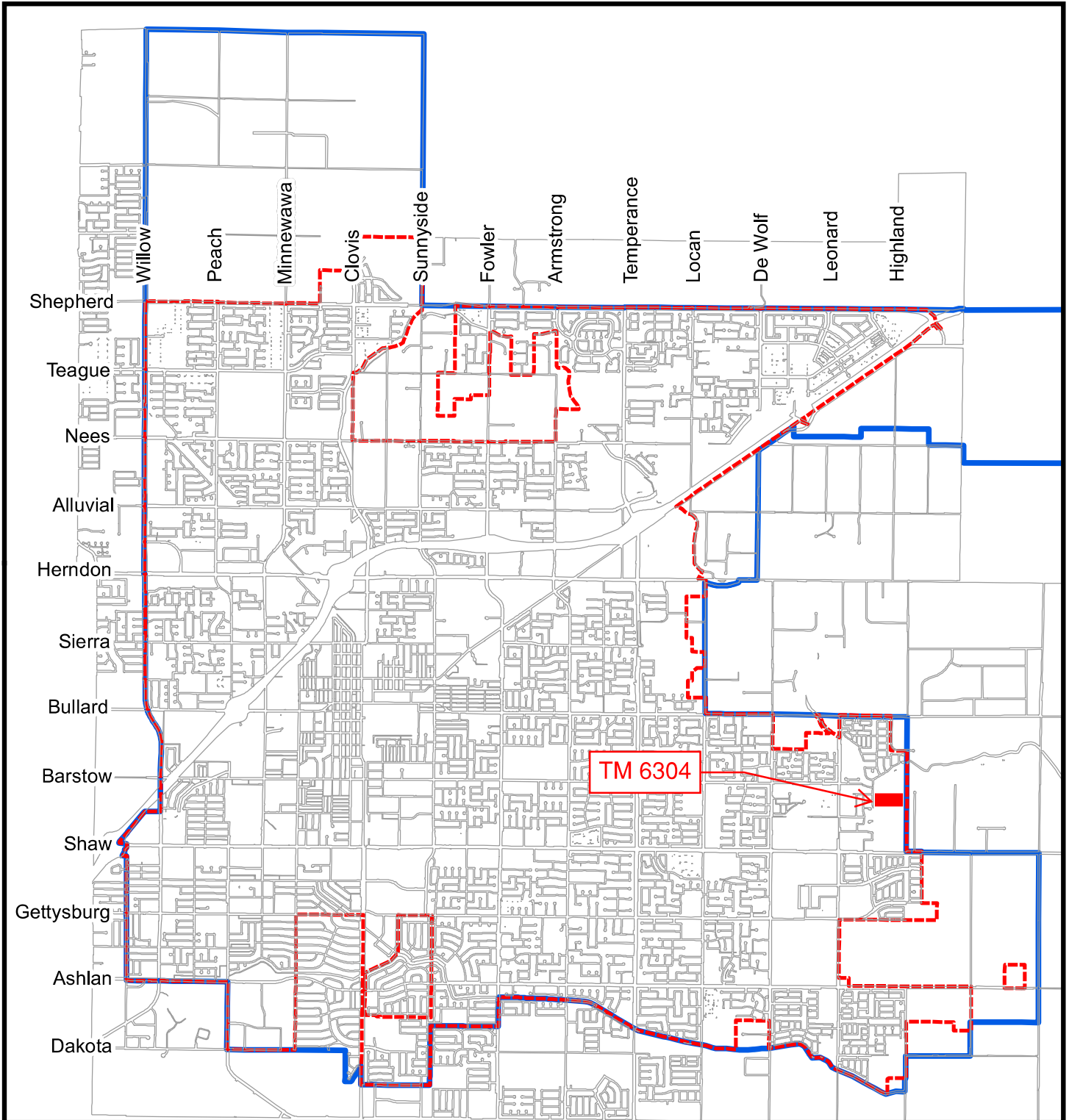
DATED:

Mayor

City Clerk

VICINITY MAP

TM 6304 (BN 6304, LP)



ATTACHMENT 2



SUBDIVISION MAP OF
TRACT NO. 6304
IN THE CITY OF CLOVIS, FRESNO COUNTY, CALIFORNIA
SURVEYED AND PLATTED IN SEPTEMBER, 2020 BY HARBOUR & ASSOCIATES
CONSISTING OF 3 SHEETS
SHEET 1 OF 3

OWNER'S STATEMENT

THE UNDERSIGNED, BEING ALL PARTIES HAVING ANY RECORD TITLE INTEREST IN THE LAND WITHIN THIS SUBDIVISION, HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP AND OFFER FOR DEDICATION FOR PUBLIC USE THE PARCELS AND EASEMENTS SPECIFIED ON SAID MAP AS INTENDED FOR PUBLIC USE FOR THE PURPOSES SPECIFIED THEREIN.

BN 6304 LP, A CALIFORNIA LIMITED PARTNERSHIP

BY: BONADELLE HOMES INC., A CALIFORNIA CORPORATION,
ITS GENERAL PARTNER

BY: _____
JOHN A. BONADELLE, PRESIDENT

OLD REPUBLIC TITLE COMPANY, A CALIFORNIA CORPORATION, AS TRUSTEE

BY: _____

NOTARY ACKNOWLEDGEMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____, 2021, BEFORE ME _____, NOTARY PUBLIC, PERSONALLY APPEARED _____ JOHN A. BONADELLE, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT, WITNESS MY HAND.

NAME _____ SIGNATURE _____
MY COMMISSION EXPIRES _____ COUNTY OF _____
COMMISSION NUMBER _____

NOTARY ACKNOWLEDGEMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____, 2021, BEFORE ME _____, NOTARY PUBLIC, PERSONALLY APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT, WITNESS MY HAND.

NAME _____ SIGNATURE _____
MY COMMISSION EXPIRES _____ COUNTY OF _____
COMMISSION NUMBER _____

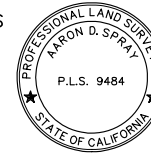
LEGAL DESCRIPTION

PARCEL B OF PARCEL MAP NO. 2020-05, ACCORDING TO THE MAP THEREOF FILED FOR RECORD DECEMBER 18, 2020 IN BOOK 76 OF PARCEL MAPS AT PAGES 44 THROUGH 47, FRESNO COUNTY RECORDS.

THIS LAND IS SUBJECT TO THE FOLLOWING:

1. SAID LAND LIES WITHIN THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT AND IS SUBJECT TO DRAINAGE FEES AND/OR REQUIREMENTS TO CONSTRUCT PLANNED LOCAL DRAINAGE FACILITIES, AS DISCLOSED BY INSTRUMENT ENTITLED "RESOLUTION NO. 1816 - THE BOARD OF DIRECTORS OF THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT, RECORDED JULY 31, 1995 AS SERIES NUMBER 95092128, O.R.F.C.
2. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE INSTRUMENT EASEMENT GRANTED TO FRESNO CANAL AND IRRIGATION COMPANY, A CORPORATION FOR CANALS AND BRANCHES RECORDED AUGUST 13, 1873 IN BOOK J OF DEEDS, PAGE 36.
3. AN EASEMENT SHOWN OR DEDICATED ON THE MAP AS REFERRED TO IN THE LEGAL DESCRIPTION FOR DOG CREEK AND FLOOD PRONE AREA PER U.S.G.S. CLOVIS QUAD 1970, AND INCIDENTAL PURPOSES, AS DISCLOSED BY THE MAP OF PARCEL MAP No. 3021 ACCORDING TO THE MAP THEREOF FILED FOR RECORD IN BOOK 22 OF PARCEL MAPS AT PAGE 43, FRESNO COUNTY RECORDS.
4. MATTERS AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED ORDINANCE No. 490-A-1615 EXECUTED BY THE CHAIRMAN, BOARD OF SUPERVISORS DATED MARCH 8, 1977 AND RECORDED MARCH 18, 1977 IN BOOK 6759 OF OFFICIAL RECORDS, PAGE 808 UNDER RECORDER'S SERIAL NUMBER 27124.

ATTACHMENT 3



SURVEYOR'S STATEMENT

THE SURVEY FOR THIS MAP WAS MADE BY ME OR UNDER MY DIRECTION AND IS TRUE AND COMPLETE AS SHOWN.

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF BN 6304 LP, A CALIFORNIA LIMITED PARTNERSHIP, ON SEPTEMBER 14, 2020. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN THOSE POSITIONS ON OR BEFORE ONE YEAR AFTER THE DATE THIS MAP IS RECORDED, OR ANY TIME EXTENSION APPROVED BY THE CITY ENGINEER. THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

AARON D. SPRAY P.L.S. 9484 _____ DATE _____



CITY ENGINEER'S STATEMENT

I, MICHAEL J. HARRISON, CITY ENGINEER OF THE CITY OF CLOVIS, HEREBY STATE THAT I HAVE EXAMINED THIS MAP THAT THE SUBDIVISION SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF, THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND OF ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH, AND THAT I AM SATISFIED THAT THE MAP IS TECHNICALLY CORRECT.

MICHAEL J. HARRISON, P.L.S. 8088 _____ DATE _____
CITY ENGINEER

CITY CLERK'S STATEMENT

I, JOHN HOLT, HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF CLOVIS, BY RESOLUTION ADOPTED _____, APPROVED THE WITHIN MAP AND ACCEPTED, SUBJECT TO IMPROVEMENT, ON BEHALF OF THE PUBLIC, ANY REAL PROPERTY AND EASEMENTS OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION.

DATE _____ JOHN HOLT, CITY CLERK

RECORDER'S CERTIFICATE

DOCUMENT NO. _____ FEE PAID \$ _____

FILED THIS _____ DAY OF _____, 2021, AT _____ M. IN
VOLUME _____ OF PLATS, AT PAGE(S) _____, FRESNO COUNTY
RECORDS, AT THE REQUEST OF OLD REPUBLIC TITLE COMPANY.

PAUL A. DICTOS, CPA
FRESNO COUNTY ASSESSOR-RECORDER

BY: _____
DEPUTY

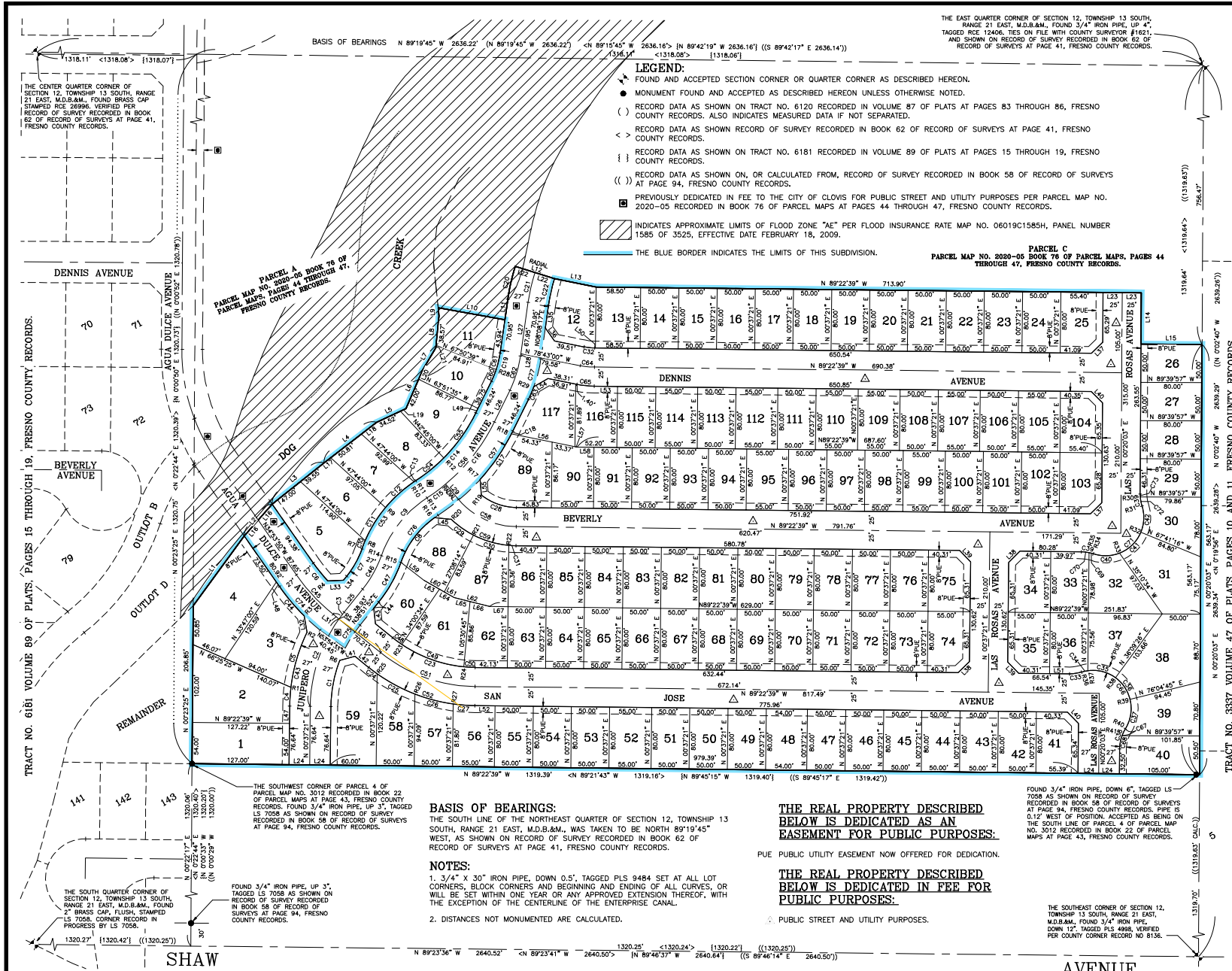


Harbour & Associates
Civil Engineers
389 Clovis Avenue, Suite 300 • Clovis, California 93612
(559) 325-7676 • Fax (559) 325-7699

W.O. #18-005

TRACT NO. 6304

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA
 SURVEYED AND PLATTED IN SEPTEMBER, 2020 BY HARBOUR & ASSOCIATES CONSISTING OF 3 SHEETS SHEET 2 OF 3



LEGEND:
 FOUND AND ACCEPTED SECTION CORNER OR QUARTER CORNER AS DESCRIBED HEREON.
 MONUMENT FOUND AND ACCEPTED AS DESCRIBED HEREON UNLESS OTHERWISE NOTED.
 RECORD DATA AS SHOWN ON TRACT NO. 6120 RECORDED IN VOLUME 87 OF PLATS AT PAGES 83 THROUGH 86, FRESNO COUNTY RECORDS. ALSO INDICATES MEASURED DATA IF NOT SEPARATED.
 RECORD DATA AS SHOWN RECORD OF SURVEY RECORDED IN BOOK 62 OF RECORD OF SURVEYS AT PAGE 41, FRESNO COUNTY RECORDS.
 RECORD DATA AS SHOWN ON TRACT NO. 6181 RECORDED IN VOLUME 89 OF PLATS AT PAGES 15 THROUGH 19, FRESNO COUNTY RECORDS.
 RECORD DATA AS SHOWN ON, OR CALCULATED FROM, RECORD OF SURVEY RECORDED IN BOOK 58 OF RECORD OF SURVEYS AT PAGE 94, FRESNO COUNTY RECORDS.
 PREVIOUSLY DEDICATED IN FEE TO THE CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES PER PARCEL MAP NO. 2020-05 RECORDED IN BOOK 76 OF PARCEL MAPS AT PAGES 44 THROUGH 47, FRESNO COUNTY RECORDS.
 INDICATES APPROXIMATE LIMITS OF FLOOD ZONE "AE" PER FLOOD INSURANCE RATE MAP NO. 06019C1585H, PANEL NUMBER 1585 OF 3525, EFFECTIVE DATE FEBRUARY 18, 2009.
 THE BLUE BORDER INDICATES THE LIMITS OF THIS SUBDIVISION.

THE EAST QUARTER CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, M.D.B.M., FOUND 3/4" IRON PIPE, UP 4", TAGGED RISE 12406, TIES ON FILE WITH COUNTY SURVEYOR #1621 AND SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 62 OF RECORD OF SURVEYS AT PAGE 41, FRESNO COUNTY RECORDS.

THE CENTER QUARTER CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, M.D.B.M., FOUND BRASS CAP STAMPED RISE 28994, VERIFIED PER RECORD OF SURVEY RECORDED IN BOOK 62 OF RECORD OF SURVEYS AT PAGE 41, FRESNO COUNTY RECORDS.

PARCEL A
 PARCEL MAP NO. 2020-05 BOOK 76 OF PARCEL MAPS, PAGES 44 THROUGH 47, FRESNO COUNTY RECORDS.

PARCEL C
 PARCEL MAP NO. 2020-05 BOOK 76 OF PARCEL MAPS, PAGES 44 THROUGH 47, FRESNO COUNTY RECORDS.

BASIS OF BEARINGS:
 THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, M.D.B.M., WAS TAKEN TO BE NORTH 89°19'45" WEST, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 62 OF RECORD OF SURVEYS AT PAGE 41, FRESNO COUNTY RECORDS.

NOTES:
 1. 3/4" X 30" IRON PIPE, DOWN 0.5", TAGGED PLS 9484 SET AT ALL LOT CORNERS, BLOCK CORNERS AND BEGINNING AND ENDING OF ALL CURVES, OR WILL BE SET WITHIN ONE YEAR OR ANY APPROVED EXTENSION THEREOF, WITH THE EXCEPTION OF THE CENTERLINE OF THE ENTERPRISE CANAL.
 2. DISTANCES NOT MONUMENTED ARE CALCULATED.

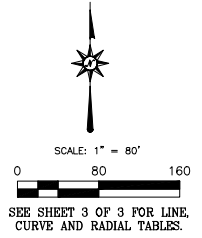
THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES.

PUE PUBLIC UTILITY EASEMENT NOW OFFERED FOR DEDICATION.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE FOR PUBLIC PURPOSES.

PUBLIC STREET AND UTILITY PURPOSES.

THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, M.D.B.M., FOUND 3/4" IRON PIPE, DOWN 12", TAGGED PLS 4888, VERIFIED PER QUARTER CORNER RECORD NO. 8156.



Harbour & Associates
 Civil Engineers
 388 CLOVIS AVENUE # 300 • Clovis, California 93612
 (559) 325-7275 • FAX (559) 325-7288 • info@hpaengineers.com

TRACT NO. 6304

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA, SURVEYED AND PLATTED IN SEPTEMBER, 2020 BY HARBOUR & ASSOCIATES CONSISTING OF 3 SHEETS SHEET 3 OF 3

LINE DATA:

| LINE NUMBER | BEARING | DISTANCE |
|-------------|---------------|----------|
| L 1 | N 36°14'44" E | 113.13' |
| L 2 | N 41°06'24" E | 55.65' |
| L 3 | N 51°31'30" E | 86.55' |
| L 4 | N 52°28'47" E | 87.12' |
| L 5 | N 64°56'16" E | 42.28' |
| L 6 | N 23°14'56" E | 55.13' |
| L 7 | N 30°53'22" E | 33.91' |
| L 8 | N 05°52'37" E | 41.86' |
| L 9 | N 06°03'32" W | 10.84' |
| L 10 | N 79°42'04" W | 88.67' |
| L 11 | N 08°08'17" E | 27.01' |
| L 12 | N 72°39'44" W | 54.00' |
| L 13 | N 78°43'00" W | 55.45' |
| L 14 | N 00°20'03" E | 67.24' |
| L 15 | N 89°39'57" W | 60.00' |
| L 16 | N 41°06'24" E | 27.83' |
| L 17 | N 52°28'47" E | 11.14' |
| L 18 | N 52°28'47" E | 25.17' |
| L 19 | N 64°56'16" E | 7.76' |
| L 20 | N 23°14'56" E | 13.13' |
| L 21 | N 05°52'37" E | 3.29' |
| L 22 | N 72°39'44" W | 27.00' |
| L 23 | N 89°22'39" W | 25.00' |
| L 24 | N 89°22'39" W | 27.00' |
| L 25 | N 38°51'52" E | 38.50' |
| L 26 | N 08°08'17" E | 46.24' |
| L 27 | N 08°08'17" E | 70.95' |
| L 28 | N 08°08'17" E | 3.00' |
| L 29 | N 39°59'57" W | 26.08' |
| L 30 | N 51°04'31" W | 80.08' |
| L 31 | N 51°04'31" W | 9.87' |
| L 32 | N 09°37'18" W | 22.21' |
| L 33 | N 88°04'01" E | 20.53' |
| L 34 | N 38°51'52" E | 7.06' |
| L 35 | N 08°08'17" E | 30.00' |
| L 36 | N 35°17'22" W | 20.92' |
| L 37 | N 45°28'42" E | 20.76' |
| L 38 | N 45°37'21" E | 20.77' |
| L 39 | N 44°22'39" W | 20.77' |
| L 40 | N 44°31'18" W | 20.78' |
| L 41 | N 74°57'32" E | 20.51' |
| L 42 | N 51°04'31" W | 23.19' |
| L 43 | N 06°06'19" W | 20.77' |
| L 44 | N 38°51'52" E | 10.33' |
| L 45 | N 84°28'41" W | 21.44' |
| L 46 | N 51°04'31" W | 28.87' |
| L 47 | N 00°37'21" E | 22.64' |
| L 48 | N 34°53'50" W | 7.42' |
| L 49 | N 26°08'26" E | 6.49' |
| L 50 | N 89°22'39" W | 0.95' |
| L 51 | N 89°22'39" W | 26.23' |
| L 52 | N 89°22'39" W | 26.62' |
| L 53 | N 89°22'39" W | 30.50' |
| L 54 | N 60°20'02" E | 21.27' |
| L 55 | N 04°06'40" W | 20.66' |
| L 56 | N 78°43'00" W | 84.85' |
| L 57 | N 78°43'00" W | 2.85' |
| L 58 | N 89°22'39" W | 22.20' |
| L 59 | N 52°03'50" W | 38.01' |
| L 60 | N 60°28'00" W | 30.95' |
| L 61 | N 60°28'00" W | 14.75' |
| L 62 | N 75°52'00" W | 48.00' |
| L 63 | N 60°29'00" W | 23.35' |
| L 64 | N 60°28'00" W | 22.35' |
| L 65 | N 75°52'00" W | 21.53' |
| L 66 | N 75°52'00" W | 26.47' |
| L 67 | N 89°22'39" W | 24.00' |

CURVE DATA:

| CURVE NUMBER | DELTA | RADIUS | ARC LENGTH | CHORD LENGTH |
|--------------|------------|---------|------------|--------------|
| C 1 | 20°30'53" | 173.00' | 61.94' | 61.61' |
| C 2 | 35°04'27" | 200.00' | 122.43' | 120.53' |
| C 3 | 3°10'04" | 200.00' | 11.06' | 11.06' |
| C 4 | 6°15'16" | 227.00' | 24.78' | 24.77' |
| C 5 | 18°55'38" | 227.00' | 74.99' | 74.65' |
| C 6 | 7°39'58" | 223.00' | 29.84' | 29.81' |
| C 7 | 19°16'55" | 123.00' | 41.39' | 41.20' |
| C 8 | 34°48'33" | 123.00' | 74.73' | 73.58' |
| C 9 | 37°24'37" | 150.00' | 97.94' | 96.21' |
| C 10 | 3°38'40" | 177.00' | 11.26' | 11.26' |
| C 11 | 16°31'59" | 177.00' | 51.07' | 50.90' |
| C 12 | 16°19'11" | 177.00' | 50.42' | 50.25' |
| C 13 | 0°54'47" | 177.00' | 2.82' | 2.82' |
| C 14 | 30°51'09" | 223.00' | 120.08' | 118.64' |
| C 15 | 6°59'31" | 250.00' | 30.51' | 30.49' |
| C 16 | 23°51'38" | 250.00' | 104.11' | 103.36' |
| C 17 | 14°57'10" | 277.00' | 72.29' | 72.09' |
| C 18 | 0°53'40" | 277.00' | 4.32' | 4.32' |
| C 19 | 18°00'08" | 123.00' | 38.65' | 38.49' |
| C 20 | 9°11'59" | 277.00' | 44.48' | 44.43' |
| C 21 | 9°11'59" | 250.00' | 40.14' | 40.10' |
| C 22 | 9°11'59" | 223.00' | 35.81' | 35.77' |
| C 23 | 38°18'08" | 175.00' | 116.99' | 114.82' |
| C 24 | 3°30'43" | 225.00' | 13.79' | 13.79' |
| C 25 | 14°24'14" | 225.00' | 58.56' | 58.42' |
| C 26 | 13°08'24" | 225.00' | 51.60' | 51.49' |
| C 27 | 7°14'47" | 225.00' | 28.46' | 28.44' |
| C 28 | 37°52'35" | 75.00' | 49.58' | 48.68' |
| C 29 | 16°37'01" | 125.00' | 36.25' | 36.13' |
| C 30 | 22°08'20" | 125.00' | 48.30' | 48.00' |
| C 31 | 4°22'52" | 125.00' | 9.54' | 9.54' |
| C 32 | 10°39'39" | 75.00' | 13.95' | 13.93' |
| C 33 | 18°11'42" | 50.00' | 15.88' | 15.81' |
| C 34 | 9°37'24" | 50.00' | 8.40' | 8.39' |
| C 35 | 44°11'49" | 50.00' | 36.57' | 37.62' |
| C 36 | 39°48'09" | 50.00' | 34.73' | 34.04' |
| C 37 | 46°04'15" | 50.00' | 40.20' | 39.13' |
| C 38 | 31°47'13" | 50.00' | 27.74' | 27.38' |
| C 39 | 18°11'41" | 50.00' | 15.88' | 15.81' |
| C 40 | 40°22'20" | 50.00' | 35.23' | 34.51' |
| C 41 | 46°07'15" | 50.00' | 40.25' | 39.17' |
| C 42 | 40°11'05" | 50.00' | 35.07' | 34.35' |
| C 43 | 25°10'54" | 227.00' | 99.77' | 98.97' |
| C 44 | 10°20'33" | 277.00' | 50.00' | 49.93' |
| C 45 | 16°10'41" | 250.00' | 70.59' | 70.36' |
| C 46 | 19°16'55" | 150.00' | 50.48' | 50.24' |
| C 47 | 19°16'55" | 177.00' | 59.57' | 59.29' |
| C 48 | 4°54'55" | 175.00' | 15.01' | 15.01' |
| C 49 | 28°29'46" | 175.00' | 87.04' | 86.14' |
| C 50 | 4°53'27" | 175.00' | 14.94' | 14.93' |
| C 51 | 38°18'08" | 200.00' | 133.70' | 131.22' |
| C 52 | 38°18'08" | 225.00' | 150.41' | 147.83' |
| C 53 | 37°24'37" | 177.00' | 115.57' | 113.53' |
| C 54 | 12°08'51" | 223.00' | 47.28' | 47.19' |
| C 55 | 18°42'18" | 223.00' | 72.80' | 72.48' |
| C 56 | 30°51'09" | 250.00' | 134.62' | 133.00' |
| C 57 | 30°51'09" | 277.00' | 149.16' | 147.36' |
| C 58 | 49°22'42" | 100.00' | 86.18' | 83.54' |
| C 59 | 43°07'46" | 125.00' | 94.09' | 91.89' |
| C 60 | 7°32'32" | 123.00' | 16.19' | 16.18' |
| C 61 | 10°27'36" | 123.00' | 22.46' | 22.42' |
| C 62 | 18°00'08" | 150.00' | 47.13' | 46.94' |
| C 63 | 5°50'58" | 177.00' | 18.07' | 18.06' |
| C 64 | 10°39'39" | 100.00' | 18.61' | 18.58' |
| C 65 | 10°39'39" | 125.00' | 23.26' | 23.22' |
| C 66 | 133°44'55" | 50.00' | 116.72' | 91.96' |
| C 67 | 11°20'06" | 50.00' | 9.89' | 9.88' |
| C 68 | 20°27'07" | 50.00' | 17.85' | 17.75' |
| C 69 | 6°37'22" | 50.00' | 5.78' | 5.78' |
| C 70 | 11°34'19" | 50.00' | 10.10' | 10.08' |
| C 71 | 126°40'40" | 50.00' | 110.55' | 89.37' |
| C 72 | 13°58'12" | 50.00' | 12.19' | 12.16' |
| C 73 | 41°32'29" | 50.00' | 3.69' | 3.69' |
| C 74 | 16°10'41" | 277.00' | 78.21' | 77.95' |
| C 75 | 12°02'20" | 173.00' | 36.35' | 36.28' |
| C 76 | 37°24'37" | 123.00' | 80.31' | 78.89' |
| C 77 | 18°00'08" | 177.00' | 55.61' | 55.38' |

RADIAL DATA:

| RADIAL NUMBER | RADIAL BEARING | RADIUS |
|---------------|----------------|---------|
| R 1 | N 83°07'23" W | 227.00' |
| R 2 | N 64°11'45" W | 227.00' |
| R 3 | S 44°43'37" W | 277.00' |
| R 4 | S 47°28'12" W | 223.00' |
| R 5 | N 54°18'12" W | 200.00' |
| R 6 | N 68°51'46" W | 173.00' |
| R 7 | N 70°25'03" W | 177.00' |
| R 8 | N 66°45'23" W | 177.00' |
| R 9 | N 50°14'24" W | 177.00' |
| R 10 | N 33°55'13" W | 177.00' |
| R 11 | N 33°00'26" W | 177.00' |
| R 12 | S 45°09'17" E | 223.00' |
| R 13 | N 33°00'26" W | 150.00' |
| R 14 | N 70°23'03" W | 150.00' |
| R 15 | N 70°23'03" W | 123.00' |
| R 16 | N 35°36'30" W | 123.00' |
| R 17 | S 48°00'48" E | 277.00' |
| R 18 | S 62°57'55" E | 277.00' |
| R 19 | S 38°29'56" W | 75.00' |
| R 20 | S 43°49'07" W | 125.00' |
| R 21 | S 27°08'06" W | 125.00' |
| R 22 | S 04°59'46" W | 125.00' |
| R 23 | S 34°00'34" W | 175.00' |
| R 24 | S 05°30'48" W | 175.00' |
| R 25 | S 39°24'46" W | 225.00' |
| R 26 | S 21°00'32" W | 225.00' |
| R 27 | S 07°52'08" W | 225.00' |
| R 28 | S 71°24'07" E | 123.00' |
| R 29 | S 69°42'33" E | 177.00' |
| R 30 | S 80°06'34" W | 50.00' |
| R 31 | N 72°08'22" E | 50.00' |
| R 32 | S 67°40'33" E | 50.00' |
| R 33 | S 21°33'18" E | 50.00' |
| R 34 | S 18°49'02" W | 50.00' |
| R 35 | N 18°49'02" E | 50.00' |
| R 36 | S 17°34'21" E | 50.00' |
| R 37 | N 07°56'52" W | 50.00' |
| R 38 | N 36°14'52" E | 50.00' |
| R 39 | N 76°03'01" E | 50.00' |
| R 40 | S 63°49'26" E | 50.00' |
| R 41 | N 69°12'50" W | 50.00' |

- LEGEND:**
- ▲ FOUND AND ACCEPTED SECTION CORNER OR QUARTER CORNER AS DESCRIBED HEREON.
 - MONUMENT FOUND AND ACCEPTED AS DESCRIBED HEREON UNLESS OTHERWISE NOTED.
 - RECORD DATA AS SHOWN ON TRACT NO. 6120 RECORDED IN VOLUME 87 OF PLATS AT PAGES 83 THROUGH 86, FRESNO COUNTY RECORDS. ALSO INDICATES MEASURED DATA IF NOT SEPARATED.
 - < ○ RECORD DATA AS SHOWN RECORD OF SURVEY RECORDED IN BOOK 62 OF RECORD OF SURVEYS AT PAGE 41, FRESNO COUNTY RECORDS.
 - { } RECORD DATA AS SHOWN ON TRACT NO. 6181 RECORDED IN VOLUME 89 OF PLATS AT PAGES 15 THROUGH 19, FRESNO COUNTY RECORDS.
 - { } RECORD DATA AS SHOWN ON, OR CALCULATED FROM, RECORD OF SURVEY RECORDED IN BOOK 58 OF RECORD OF SURVEYS AT PAGE 94, FRESNO COUNTY RECORDS.
 - Ⓜ PREVIOUSLY DEDICATED IN FEE TO THE CITY OF CLOVIS FOR PUBLIC STREET AND UTILITY PURPOSES PER PARCEL MAP NO. 2020-05 RECORDED IN BOOK 76 OF PARCEL MAPS AT PAGES 44 THROUGH 47, FRESNO COUNTY RECORDS.
 - THE BLUE BORDER INDICATES THE LIMITS OF THIS SUBDIVISION.

BASIS OF BEARINGS:
 THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 21 EAST, M.D.B.M., WAS TAKEN TO BE NORTH 89°19'45" WEST, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 62 OF RECORD OF SURVEYS AT PAGE 41, FRESNO COUNTY RECORDS.

NOTES:
 1. 3/4" X 30" IRON PIPE, DOWN 0.5', TAGGED PLS 9484 SET AT ALL LOT CORNERS, BLOCK CORNERS AND BEGINNING AND ENDING OF ALL CURVES, OR WILL BE SET WITHIN ONE YEAR OR ANY APPROVED EXTENSION THEREOF, WITH THE EXCEPTION OF THE CENTERLINE OF THE ENTERPRISE CANAL.

2. DISTANCES NOT MONUMENTED ARE CALCULATED.
THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES:

PUE PUBLIC UTILITY EASEMENT NOW OFFERED FOR DEDICATION.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE FOR PUBLIC PURPOSES:

3. PUBLIC STREET AND UTILITY PURPOSES.



Harbour & Associates
 Civil Engineers
 388 CLOVIS AVENUE # 300 • Clovis, California 93212
 (559) 325-1770 • Fax: (559) 325-1088 • info@hac-engineers.com



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Planning and Development Services – Approval – Res. 21-____, Annexation of Proposed Tract 6304, located in the southeast area of Leonard and Barstow Avenues, to the Landscape Maintenance District No. 1 of the City of Clovis (Bonadelle Homes).

ATTACHMENTS: 1. Res. 21-____

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve Res. 21-____, that will annex proposed Tract 6304, located in the southeast area of Leonard and Barstow Avenues, to the Landscape Maintenance District No. 1 of the City of Clovis.

EXECUTIVE SUMMARY

The owner, BN 6123 LP, acting as the subdivider, has requested to be annexed to the Landscape Maintenance District No. 1 of the City of Clovis as set forth by the Conditions of Approval for Vesting Tentative Tract Map 6304.

Tract Map No. 6304 is dependent upon City Council's approval of Tract Map No. 6182 and Tract Map No. 6123. Staff requests City Council deny approval of annexation to the Landscape Maintenance District No. 1 for Tract Map No. 6304, if City Council denies approval of either Tract Map No. 6182 or Tract Map No. 6123.

BACKGROUND

BN 6123 LP, the developer of Tract 6304, has executed a covenant that this development be annexed to the City of Clovis LMD No. 1. An executed copy can be provided on request. Council formed the original District on July 15, 1985, for the purpose of funding the maintenance of landscaped areas and parks.

Under the provisions of the Landscaping and Lighting Act of 1972 and in accordance with Article XIII C and Article XIII D of Proposition 218, all the owners of property proposed for annexation have provided a written request and consent to annexation and have executed a covenant (petition) indicating acceptance of the annual assessment.

FISCAL IMPACT

This project will not add landscaping to the Landscape Maintenance District No. 1 of the City of Clovis shown as follows:

| | <u>Tract 6304</u> | <u>Year to Date</u> |
|------------------------|-------------------|---------------------|
| LMD Landscaping added: | 0.00 acres | 1.473 acres |
| Resource needs added: | 0.00 persons | 0.147 persons |

The resource needs estimate is based on 1 person per 10 acres of landscaped area.

REASON FOR RECOMMENDATION

The property owners for the subject tract have requested annexation into the City of Clovis LMD No. 1.

ACTIONS FOLLOWING APPROVAL

Tract 6304 shall become a part of City of Clovis LMD No. 1 and will be assessed next year for maintenance costs.

Prepared by: Gene G. Abella, Civil Engineer

Reviewed by: City Manager *GA*

RESOLUTION 21-___

**RESOLUTION OF THE COUNCIL OF THE CITY OF CLOVIS, CALIFORNIA,
APPROVING ANNEXATION TO LANDSCAPING MAINTENANCE DISTRICT NO. 1
OF THE CITY OF CLOVIS**

WHEREAS, City of Clovis Landscape Maintenance District No. 1 ("District") was formed by Resolution No. 85-78, adopted July 15, 1985, pursuant to Part 2 of Division 15 of the Streets and Highways Code (Landscape and Lighting Act of 1972), herein the "Act"; and

WHEREAS, all of the owners of property proposed to be annexed to the District consisting of proposed Tract No. 6304, as described in Attachment "A" attached hereto and incorporated herein by reference, have consented to said annexation and such annexation may be ordered without notice and hearing or filing of engineer's report, or both.

NOW, THEREFORE, IT IS RESOLVED AND ORDERED, as follows:

1. That the public interest and convenience require that certain property described in Attachment "A" attached hereto and by reference incorporated herein be annexed into Landscape Maintenance District No. 1 of the City of Clovis for the maintenance and servicing of landscaping facilities.

2. The City Clerk shall receive and file the maps showing the boundaries of the areas annexed as set forth in Attachment "A" which boundaries shall be used for assessment proceedings until and unless a change of organization is approved pursuant to the Act.

* * * * *

ATTACHMENT 1

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

Mayor

City Clerk

ATTACHMENT "A"

Legal Description

Lots 1 through 117, inclusive, of Tract Map 6304 recorded in Volume _____ of Plats at Pages _____ through _____, Fresno County Records.



CITY of CLOVIS

REPORT TO THE PLANNING COMMISSION

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Consider items associated with approximately 2.71 acres of land located near the southeast corner of Sierra Vista Parkway and Shaw Avenue. Triple 7 Hospitality Inc. dba Courtyard by Marriott, owners; Taren Thandi, Triple 7 Hospitality, applicant.

a. Consider Approval - Res. 21-____, GPA2021-001, A request to amend the General Plan to re-designate approximately 2.71 acres from the Office (O) planned land use classification to the General Commercial (GC) planned land use classification.

b. Consider Introduction - Ord. 21-____, R2021-004, A request to rezone approximately 2.71 acres from the C-P (Administrative/Professional Office) Zone District to the C-2 (Commercial Community) Zone District.

Staff: Kelsey George, Assistant Planner

Recommendation: Approve

ATTACHMENTS:

1. Draft Resolution GPA2021-001
2. Draft Ordinance R2021-004
3. Applicant's Justification for GPA2021-001
4. Draft Planning Commission Minutes (June 24, 2021)
5. Correspondence from Commenting Agencies

CONFLICT OF INTEREST

None.

RECOMMENDATION

Planning Commission and Staff recommend that the City Council:

- Approve General Plan Amendment GPA2021-001; and
- Approve Rezone R2021-004.

EXECUTIVE SUMMARY

The applicant is seeking approval of General Plan Amendment GPA2021-001 and Rezone R2021-004 for the purpose of amending a previously approved conditional use permit in order to add alcohol sales under a Type 47 (beer, wine, and liquor for on-site consumption) Alcoholic Beverage Control (ABC) license at a previously approved hotel (currently under construction) located near the southeast corner of Sierra Vista Parkway and Shaw Avenue, as shown below in **Figure 1**.

Because hard liquor sales are not currently permitted under the subject property’s existing C-P (*Administrative and Professional Office*) Zone District, the request requires a general plan amendment and a rezone. An amendment to the previously approved conditional use permit is also required to allow liquor sales on the subject property. The use permit amendment was considered and approved by the Planning Commission on June 24, 2021 as CUP2017-015A. Unless appealed, the Commission’s action on the use permit is final and the City Council need not consider CUP2017-015A as part of the request. It should be noted, however, that the approval of CUP2017-015A will become invalid if GPA2021-001 and R2021-004 are not approved by the City Council.

For consideration by Council is General Plan Amendment GPA2021-001 to amend the existing 2014 General Plan Land Use Designation from O (*Office*) to GC (*General Commercial*) and Rezone R2021-004 to amend the existing zoning designation from the C-P (*Administrative and Professional Office*) to the C-2 (*Community Commercial*) Zone District.

Approval of the requested entitlements would allow the applicant to continue in the process of obtaining a Type 47 ABC license for the sale of beer, wine, and hard liquor for on-site consumption.

FIGURE 1
Project Location



BACKGROUND

- Existing General Plan Designation: O (Office)
- Existing Zoning: C-P (Administrative and Professional Office)
- Lot Size: Approximately 2.71 acres
- Current Land Use: Hotel (under construction)
- Adjacent Land Uses:
 - North: GC (Shopping Center)
 - South: O (Senior Apartments)
 - East: O (Administrative and Professional Offices)
 - West: O (Professional Office) and GC (Mall)

On February 22, 2018, the Planning Commission approved Conditional Use Permit CUP2017-015 allowing for a 4-story, 123-room hotel located at 1450 Shaw Avenue (the subject property), which at the time did not include a request for alcohol sales. However, the applicant is now seeking to obtain a Type 47 ABC license to serve beer, wine, and hard liquor for on-site consumption at the hotel restaurant, which is not permitted within the existing C-P Zone District.

These requests are for the purpose in keeping with the Marriott standards by being able to offer hotel guests an option for on-site dining with alcohol sales. The applicant has provided a justification for the request which is included as **Attachment 3**.

The on-site restaurant would primarily serve hotel guests; however, it would also be open to the general public. The restaurant is located near the south side of the building on the first floor, opposite of the main entrance off Shaw Avenue. The proposed restaurant will be open daily from 6:30 a.m. to 9:30 a.m. for breakfast (7:00 a.m. to 10:00 a.m. on Saturday and Sunday), 12:00 p.m. to 3:00 p.m. for lunch, and 5:00 p.m. to 10:00 p.m. for dinner. There will be no room service at the hotel and all food and alcoholic beverages will be required to be purchased at the restaurant. There is an outdoor patio area near the restaurant where hotel guests can take their food and drinks, but they will not be served outside. The patio area will be enclosed with a fence and an exit-only door and be open to the public and hotel guests from 10:00 a.m. to 10:00 p.m. only.

Conditional Use Permit Amendment CUP2017-015A

Conditional Use Permit CUP2017-015A was a request to amend a previously approved conditional use permit to include the sale of beer, wine, and hard liquor for on-site consumption. The Planning Commission is the review authority for conditional use permit entitlements. This item went before the Planning Commission on June 24, 2021 and was unanimously approved by a 5-0-0 vote. The draft minutes from that hearing are provided as **Attachment 4**.

PROPOSAL AND ANALYSIS

The following provides a more detailed discussion of the applicant's request for General Plan Amendment GPA2021-001 and Rezone 2021-004. As mentioned earlier, the conditional use permit submitted in conjunction with GPA2021-001 and R2021-004 was recently approved by the Planning Commission and need not be considered by the City Council.

General Plan Amendment

General Plan Amendment GPA2021-001 is a request to amend the General Plan Land Use Designation from the O (*Office*) to the GC (*General Commercial*) planned land use designation. This general plan amendment is required in conjunction with the proposed rezone to maintain consistency between the land use designation and zone district.

Rezone

Rezone R2021-004 is a request to rezone the subject property from the C-P (*Administrative and Professional Office*) to C-2 (*Community Commercial*) Zone District. Although the existing C-P Zone District conditionally permits restaurants serving beer and wine, it does not allow for restaurants serving hard liquor. Therefore, in order to serve beer, wine, and hard liquor, a rezone is required to amend the subject property's zone district to one that is compatible with the surrounding area, as well as permits the sale and consumption of beer, wine, and hard liquor.

Public Outreach

Per City policy, the applicant provided an opportunity for input to surrounding property owners. As a result of COVID-19 and to provide the opportunity for input while adhering to distancing rules and regulations, the applicant mailed the surrounding property owners a letter inviting input and comments in early June 2021 prior to the Planning Commission hearing and early July 2021 prior to the City Council hearing. At the time of preparation of this staff report, the City has not received any correspondence regarding the project.

California Environmental Quality Act (CEQA)

The City has determined that this project does not require additional CEQA environmental review pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162. The proposed modification to the conditional use permit only seeks to allow on-site consumption or sale of alcoholic beverages in the hotel operations; in all other respects the project will be the same hotel use approved by the Planning Commission in 2018. The General Plan Amendment and Rezone are needed to provide consistency with the City's land use regulations but will not otherwise affect the intended and foreseeable use of the property, nor increase the density or intensity of the previously assessed use.

The project was reviewed pursuant to CEQA and found to be in substantial conformance with the environmental analysis performed for 2014 General Plan and the Shaw Avenue Specific Plan. There are no substantial changes to the overall project or the circumstances under which the project is being undertaken, and no new information that will require major revisions in the environmental impact report or additional environmental review. Therefore, pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162, no further environmental review is required for this project.

Review and Comments from Agencies

The Project was distributed to all City divisions as well as outside agencies, including Caltrans, Clovis Unified School District, Fresno Irrigation District, Fresno Metropolitan Flood Control District, AT&T, PG&E, San Joaquin Valley Air Pollution Control District, State Department of Fish and Wildlife, County of Fresno, and the Fresno Local Agency Formation Commission (LAFCo).

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, June 24, 2021. The Commission approved CUP2017-015A and recommended approval of GPA2021-001 and R2021-004 by a vote of 5-0-0. The draft Planning Commission minutes for the Project are provided in **Attachment 4**.

Consistency with 2014 Clovis General Plan Goals and Policies

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

The project would meet these goals and policies by introducing a new use to an existing shopping center.

Land Use Element

Policy 1.2 **Open to changes.** Be open to potential changes in land use, circulation, and development standards to reposition areas identified in Figure LU-5 if necessary for revitalization and redevelopment.

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

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

Economic Development Element

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

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

Policy 1.2 **Jobs-housing ratio.** Improve the city's job-housing ratio by promoting growth in jobs suited to the skills and education of current and future residents with the objective of an equal number of jobs and employed residents.

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

Consistency with Shaw Avenue Specific Plan Goals and Policies

In addition to conformance with many of the stated goals and policies of the 2014 Clovis General Plan, the Project is also consistent with many of the goals and policies of the Shaw Avenue Specific Plan, even with the proposed amendment to allow for alcohol uses. These goals and policies are identified below.

- Policy 2:** Commercial uses in this area will generally be limited to specific commercial centers. The development of these commercial centers shall be in response to demonstrated demands.
- Policy 5:** Shaw Avenue from Clovis to Temperance Avenues will be reserved for uses which fit into a landscaped boulevard concept; therefore, a high level of design quality, signing, and landscaping will be required.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

The proposal will ultimately allow the use of alcohol sales for on-site consumption at a previously approved hotel. An amendment to the General Plan is reasonable and appropriate, in that the primary objectives of its policies have been achieved. Changes in land use patterns and market conditions provide further support for the proposal. The conditional use permit amendment allows alcohol to be served at the hotel which conforms to the requirements of the Clovis Municipal Code and the development standards of the Shaw Avenue Specific Plan. For these reasons, Staff recommends that the City Council approve GPA2021-001 and R2021-004.

For each of the requested entitlements, findings are required when considering making a decision. These findings are presented below, followed by a brief discussion on how the Project meets the finding.

General Plan Amendment GPA2021-001

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.

As described above under the General Plan and Shaw Avenue Specific Plan goals and policies, the Project meets many of the stated goals and policies of the applicable planning documents. For example, the Project would serve to provide new jobs and contribute to the economic vitality of an area that is primarily developed. The subject property is also of high quality design and will fit within the character of the area.

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

The Project was determined not to be detrimental to the public interest, health, safety, convenience, or general welfare of the City. During review of the Project, agencies and City departments had the opportunity to review the Project to ensure consistency

with City codes and regulations. Further, as no physical development is being requested, the Project would be adequately served by water and sewer.

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

The Project is physically suitable for the type and intensity of Project proposed by the applicant. The hotel itself is existing and under construction and was previously reviewed for compliance with applicable codes. There is no new physical development being requested beyond what was already reviewed and approved.

4. There is a compelling reason for the amendment.

The Project is consistent with the goals and policies for guiding future growth for the area, including policies and objectives of the 2014 Clovis General Plan and Shaw Avenue Specific Plan. For example, the Project provides an opportunity to provide for economic growth as a result of changing market conditions and demand for hotels and lodging uses.

Rezone R2021-004

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.

As described above under the General Plan and Shaw Avenue Specific Plan goals and policies, the Project meets many of the stated goals and policies of the applicable planning documents. For example, the Project would serve to provide new jobs and contribute to the economic vitality of an area that is primarily developed. The subject property is also of high quality design and will fit within the character of the area.

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

The Project was determined not to be detrimental to the public interest, health, safety, convenience, or general welfare of the City. During review of the Project, agencies and City departments had the opportunity to review the Project to ensure consistency with City codes and regulations. Further, as no physical development is being requested, the Project would be adequately served by water and sewer.

3. The proposed amendment is internally consistent with other applicable provisions of the Development Code.

The Project does not involve any physical development. When previously reviewed, other City departments and local agencies determined it to be consistent with Development Code standards, such as street widths, sidewalk width, and other provisions of the Development Code. Where inconsistencies occurred, the Project was previously conditioned, and is in compliance, to meet City standards.

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

The Project does not propose any new development. The hotel was previously reviewed and approved with an on-site restaurant which is physically suitable for the addition of alcohol sales.

ACTIONS FOLLOWING APPROVAL

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

Prepared by: Kelsey George, Assistant Planner

Reviewed by: City Manager *JH*

RESOLUTION 21-____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING
GENERAL PLAN AMENDMENT GPA2021-001 TO AMEND THE 2014 GENERAL PLAN
FOR APPROXIMATELY 2.71 ACRES FROM THE OFFICE (O) PLANNED LAND USE
CLASSIFICATION TO THE GENERAL COMMERCIAL (GC) PLANNED LAND USE
CLASSIFICATION FOR PROPERTY LOCATED AT 1450 SHAW AVENUE**

WHEREAS, Taren Thandi of Triple 7 Hospitality Inc dba Courtyard by Marriott, PO Box 2700, Fresno, CA, 93745, submitted an application for General Plan Amendment GPA2021-001 in connection with a request to modify the conditional use permit for the existing hotel to allow for the sales of beer, wine, and hard liquor within the restaurant inside the hotel (“Project”); and

WHEREAS, General Plan Amendment GPA2021-001 proposes to amend the 2014 General Plan land use designation for approximately 2.71 acres of property located at 1450 Shaw Avenue (“Property”) from the Office (O) planned land use classification to the General Commercial (GC) planned land use classification; and

WHEREAS, the proposed General Plan Amendment will facilitate operation of the Project on the Property; and

WHEREAS, the proposed General Plan Amendment is consistent with the intent and purpose of the General Plan; and

WHEREAS, on June 24, 2021, the Planning Commission considered General Plan Amendment GPA2021-001 at its regularly scheduled meeting; and

WHEREAS, the Planning Commission voted to recommend approval of GPA2021-001, to the City Council, and the Planning Commission’s recommendations were forwarded to the City Council for consideration; and

WHEREAS, the City published notice of the public hearing in the Fresno Business Journal on July 7, 2021, mailed public notices to property owners within 800 feet of the Property ten (10) days prior to the City Council hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on July 19, 2021; and

WHEREAS, the City Council considered the CEQA analysis outlined in the staff report and elsewhere in the Administrative Record which concludes no additional CEQA environmental review is required pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162; and

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

ATTACHMENT 1

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

- 1. The City Council hereby approves General Plan Amendment GPA2020-001.
- 2. The proposed General Plan Amendment is internally consistent with the goals, policies, and actions of the General Plan.
- 3. The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
- 4. The Property is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the operation of the Project.
- 5. There is a compelling reason for the General Plan Amendment, namely, to facilitate operation of the Project on the Property.
- 6. The City Council finds that the Project is exempt from additional CEQA environmental review pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162.
- 7. The basis for the findings is detailed in the July 19, 2021 staff report, which is hereby incorporated by reference the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021 by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: July 19, 2021

Mayor

City Clerk

ORDINANCE 21-____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLOVIS AMENDING AND CHANGING THE OFFICIAL ZONE MAP OF THE CITY OF CLOVIS IN ACCORDANCE WITH SECTION 9.08.020 AND 9.86.010 OF THE CLOVIS MUNICIPAL CODE TO RECLASSIFY APPROXIMATELY 2.71 ACRES OF LAND FROM THE C-P (ADMINITRATIVE/PROFESSIONAL OFFICE) ZONE DISTRICT TO C-2 (COMMERCIAL COMMUNITY) ZONE DISTRICT FOR PROPERTY LOCATED NEAR THE SOUTHEAST CORNER OF SIERRA VISTA PARKWAY AND SHAW AVENUE

LEGAL DESCRIPTION:

See **Attachment A**

WHEREAS, Taren Thandi of Triple 7 Hospitality Inc dba Courtyard by Marriott, PO Box 2700, Fresno, CA, 93745, submitted an application for Rezone R2021-004 in connection with a request to modify the conditional use permit for the existing hotel to allow for the sales of beer, wine, and hard liquor within the restaurant inside the hotel for property located near the southeast corner of Sierra Vista Parkway and Shaw Avenue, in the City of Clovis, California; and

WHEREAS, the proposed rezone was assessed under the provisions of the California Environmental Quality Act (CEQA) and the potential effects on the environment were considered by the Planning Commission, together with comments received and public comments, and the entire public record was reviewed; and

WHEREAS, the Planning Commission held a noticed public hearing on June 24, 2021, to consider the project approval, at which time interested persons were given opportunity to comment on the project; and

WHEREAS, the Planning Commission voted and recommended that the City Council approve rezone R2021-004; and

WHEREAS, the Planning Commission's recommendations were forwarded to the City Council for consideration; and

WHEREAS, the City published notice of the City Council Public Hearing in the Fresno Business Journal on July 7, 2021, mailed public notices to property owners within 800 feet of the Property ten (10) days prior to the City Council hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, the City Council held a noticed public hearing was held on July 19, 2021, to consider the approval of rezone R2021-004, at which time interested persons were given opportunity to comment on the project; and

WHEREAS, on July 19, 2021, 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

ATTACHMENT 2

documents contained in the record of proceedings (“Administrative Record”) relating to rezone R2021-004, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the City Council considered the CEQA analysis outlined in the staff report and elsewhere in the Administrative Record which concludes no additional CEQA environmental review is required pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162; and

WHEREAS, the City Council has reviewed and considered the staff report and all written materials submitted in connection with the request and hearing and considered the testimony presented during the public hearing.

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

Section 1

1. The proposed amendment is consistent with the goals, policies, and actions of the General Plan.
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.
4. The City Council finds that the Project is exempt from additional CEQA environmental review pursuant to Public Resources Code section 21166 and CEQA Guidelines section 15162.
5. The City Council does approve Rezone R2021-004.

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 County of Fresno, State of California, to wit:

From C-P (Professional and Administrative Office) to C-2 (Commercial Community) for the area described in **Attachment A**

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.

APPROVED: July 19, 2021

Mayor

City Clerk

* * * * *

The foregoing Ordinance was introduced and read at a regular meeting of the City Council held on July 19, 2021, and was adopted at a regular meeting of said Council held on August 2, 2021, by the following vote, to wit:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

DATED: August 2, 2021

City Clerk

LEGAL DESCRIPTION

C-P to C-2 (Commercial Community)

PARCEL 1:

A PORTION OF PARCEL B OF PARCEL MAP NO. 79-12, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 38 PAGE 11 OF PARCEL MAPS, AND AMENDED PARCEL MAP NO. 79-12A ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 54 PAGE 38 OF PARCEL MAPS, FRESNO COUNTY RECORDS, TOGETHER WITH A PORTION OF THE NORTH HALF OF SECTION 16, TOWNSHIP 13 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID PARCEL B, THENCE SOUTH 00°20'33" EAST, ALONG THE EAST LINE OF SAID PARCEL B, A DISTANCE OF 289.64 FEET; THENCE SOUTH 89°39'27" WEST, A DISTANCE OF 406.91 FEET; THENCE NORTH 00°20'33" WEST A DISTANCE OF 30.00 FEET TO THE SOUTHEAST CORNER OF PARCEL A OF SAID PARCEL MAP NO. 79-12; THENCE CONTINUING NORTH 00°20'33" WEST, ALONG THE EAST LINE OF SAID PARCEL A, A DISTANCE OF 259.64 FEET TO THE NORTHEAST CORNER THEREOF; THENCE NORTH 89°39'27" EAST, ALONG THE NORTH LINE OF SAID PARCEL B, A DISTANCE OF 406.91 FEET TO THE POINT OF BEGINNING.

THE ABOVE MENTIONED LEGAL DESCRIPTION IS MADE PURSUANT TO APPLICATION FOR PARCEL MAP EXEMPT NO. 2013-008 (LOT LINE ADJUSTMENT) RECORDED DECEMBER 05, 2014 AS INSTRUMENT NO. 2014-137137 OF OFFICIAL RECORDS.

PARCEL 2:

AN EASEMENT FOR INGRESS AND EGRESS, AND AN EASEMENT TO INSTALL, REPAIR AND MAINTAIN COMMON ELECTRICAL, GAS, TELEPHONE, WATER, AND SEWER EQUIPMENT AND FACILITIES (HEREIN "COMMON PRIVATE UTILITIES"), SUBJECT TO THE LIMITATIONS PROVIDED THEREIN, OVER AND ACROSS THAT PORTION OF PARCEL C AND PARCEL D OF PARCEL MAP NO. 79-12 RECORDED IN BOOK 38 OF PARCEL MAPS AT PAGE 11, OFFICE OF THE FRESNO COUNTY RECORDER, AS DESCRIBED IN THAT CERTAIN INSTRUMENT ENTITLED "RECIPROCAL EASEMENT AGREEMENT" RECORDED FEBRUARY 9, 1982 IN BOOK 7857 OF OFFICIAL RECORDS, PAGE 132 INSTRUMENT NO. 82-11230 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS AND AN EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF SEWER, WATER AND UNDERGROUND POWER AND COMMUNICATION MAINS, PIPES AND LINES, SUBJECT TO THE LIMITATIONS PROVIDED THEREIN, OVER AND ACROSS THAT PORTION OF PARCEL A OF PARCEL MAP NO. 79-12 RECORDED IN BOOK 38, PAGE 11 OF PARCEL MAPS, OFFICE OF THE FRESNO COUNTY RECORDER, AS DESCRIBED IN THAT CERTAIN INSTRUMENT ENTITLED "GRANT DEED AND AGREEMENT" RECORDED FEBRUARY 9, 1982 IN BOOK 7857, PAGE 147 OF OFFICIAL RECORDS, INSTRUMENT NO. 82-11232, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 499-031-71

ATTACHMENT A

Triple 7 Hospitality

Letter Of Justification for General Plan and Specific Plan Amendment:

Property Address: 1450 Shaw Ave, Clovis, 93611

Current Zoning Code: C-P

Requested Zoning Code: P-C-C

To whom it may concern,

We have a Courtyard by Marriott opening at the above address which includes a bar and bistro. The current zoning code does not allow for us to serve liquor. We would like this property to be rezoned to P-C-C to allow us to fully operate the bar. The guests that will be staying at our property will be expecting a full bar like they do at every Courtyard they stay at. We believe the rezoning is justified due to the additional tax revenue it would bring in. Please take into consideration this request. We are looking to open the hotel within the next 2 months and your urgency would be much appreciated.

Triple 7 Hospitality Inc

Tehal Thandi (CEO)

CLOVIS PLANNING COMMISSION MINUTES
June 24, 2021

A modified meeting of the Clovis Planning Commission was called to order at 6:00 p.m. by Chair Hinkle in the Clovis Council Chamber.

Flag salute led by Commissioner Hatcher.

Present: Commissioners Antuna, Bedsted, Cunningham, Hatcher, Chair Hinkle

Absent: None

Staff: Dave Merchen, City Planner
Ricky Caperton, Senior Planner
George Gonzalez, Senior Planner
Lily Cha, Associate Planner
Kelsey George, Assistant Planner
Emily Lane, Assistant Planner
Maria Spera, Planning Technician II
Gene Abella, Civil Engineer
Wesley Carlson, City Attorney

MINUTES – 6:01

ITEM 1 – APPROVED.

Motion by Commissioner Hatcher, seconded by Commissioner Antuna, to approve the May 27, 2021 minutes. Motion carried by unanimous vote.

COMMISSION SECRETARY - 6:02

None.

PLANNING COMMISSION MEMBERS COMMENTS –6:02

None.

COMMUNICATIONS AND REFERRALS – 6:02

None.

BUSINESS FROM THE FLOOR – 6:02

None.

CONSENT CALENDAR – 6:02

None.

PUBLIC HEARINGS

ITEM 3A - 6:21 – APPROVED - **RES. 21-15, GPA2021-001**, A RESOLUTION APPROVING A REQUEST TO AMEND THE GENERAL PLAN TO RE-DESIGNATE APPROXIMATELY 2.71 ACRES FROM THE OFFICE (O) PLANNED LAND USE CLASSIFICATION TO THE GENERAL COMMERCIAL (GC) PLANNED LAND USE CLASSIFICATION; ITEM 3B – APPROVED - **RES. 21-16, R2021-004**, A

ATTACHMENT 4

RESOLUTION APPROVING A REQUEST TO REZONE APPROXIMATELY 2.71 ACRES FROM THE C-P (ADMINISTRATIVE/PROFESSIONAL OFFICE) ZONE DISTRICT TO THE C-2 (COMMUNITY COMMERCIAL) ZONE DISTRICT; AND ITEM 3C – APPROVED **-RES. 21-17, CUP2017-015A**, A RESOLUTION APPROVING A REQUEST TO MODIFY THE CONDITIONAL USE PERMIT FOR THE EXISTING HOTEL TO ALLOW FOR THE SALES OF BEER, WINE, AND HARD LIQUOR WITHIN THE RESTAURANT INSIDE THE HOTEL.

Motion by Commissioner Hatcher, seconded by Commissioner Antuna, for the Planning Commission to approve **Resolution 21-15**, a resolution approving an amendment to the General Plan to re-designate approximately 2.71 acres from the Office (O) classification to the General Commercial (GC) classification. Motion carried by unanimous vote.

Motion by Commissioner Hatcher, seconded by Commissioner Antuna, for the Planning Commission to approve **Resolution 21-16**, a resolution approving rezoning approximately 2.71 acres from the C-P (Administrative/Professional Office) Zone District to the C-2 (Community Commercial) Zone District. Motion carried by unanimous vote.

Motion by Commissioner Hatcher, seconded by Commissioner Antuna, for the Planning Commission to approve **Resolution 21-17**, a resolution approving an amendment to a conditional use permit for the existing hotel to allow for the sales of beer, wine, and hard liquor within the restaurant inside the hotel. Motion carried by unanimous vote.

OLD BUSINESS – 7:44

None.

NEW BUSINESS – 7:44

Commissioner Hatcher requested staff speak to Hobby Lobby about their dilapidated landscaping.

Commissioner Hatcher inquired as to whether any follow-up is necessary regarding drive-through queueing for Dutch Brothers and In-N-Out.

Senior Planner George Gonzalez informed that City staff will be reaching out to several businesses regarding dilapidated landscaping and assured that staff will look more into the drive-through queueing issue.

ADJOURNMENT AT 7:45 P.M. UNTIL the Planning Commission meeting on July 22, 2021.

Paul Hinkle, Chair

**County of Fresno
DEPARTMENT OF PUBLIC HEALTH**

May 18, 2021

FA0285996
LU0021295
2604

Kelsey George, Assistant Planner
City of Clovis
Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

Dear Ms. George:

PROJECT NUMBER: GPA2021-001, R2021-004, CUP2017-015A

GPA2021-001, A request to amend the General Plan for a parcel with an existing hotel from Office to General Commercial. This proposal is to allow for alcohol sales/consumption at this location.

R2021-004, A request to approve a rezone of approximately 2.71 acres located at 1450 Shaw Avenue from C-P to C-2. **CUP2017-15A**; A request to approve a conditional use permit amendment for a hotel located at 1450 Shaw Avenue.

APN: 499-031-71**ZONING: C-P to C-2****ADDRESS: 1450 Shaw Avenue**

Recommended Conditions of Approval:

- Prior to issuance of building permits, should a remodel be required to accommodate alcohol sales, the applicant will be required to 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 alcohol sales, the applicant may be required to apply for and obtain permits to operate a bar 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.
- Prior to any alcohol sales, the applicant shall first obtain their license to sell alcoholic beverages. Contact the California Alcoholic Beverage Control Department at (559) 225-6334 for more information.
- The proposed project has the potential to expose nearby residents to elevated noise levels. Consideration should be given to your City's municipal code.

ATTACHMENT 5***Promotion, preservation and protection of the community's health***

1221 Fulton Street /P. O. Box 11867, Fresno, CA 93775

(559) 600-3271 • FAX (559) 600-7629

The County of Fresno is an Equal Employment Opportunity Employer

www.co.fresno.ca.us • www.fcdph.org

REVIEWED BY:

Kevin Tsuda

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II

(559) 600-33271

KT

cc: Rogers, Moreno & Heinrichs- Environmental Health Division (CT. 58.01)
Triple 7 Hospitality- Applicant (taren@axishotelgroup.com)



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

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

May 18, 2021

Kelsey George
Department of Planning and Development Services
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: General Plan Amendment 2021-001, CUP2017-015A, and R2021-004
S/E Shaw and Sunnyside avenues
FID's Dawson No. 114

Dear Mr. George:

The Fresno Irrigation District (FID) has reviewed the General Plan Amendment 2021-001 for which the applicant proposes alcohol sales/consumption at this location. This request is being processed concurrently with Conditional Use Permit 2017-015A and Rezone 2021-004, APN: 499-031-71. FID has the following comment:

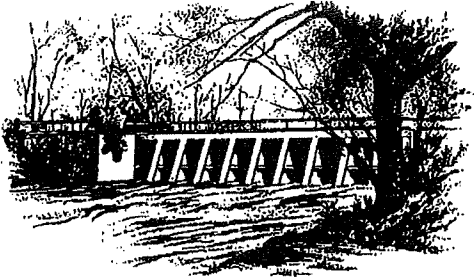
1. This site was previously reviewed and commented on by FID on August 11, 2017 as Development Review Committee Application No. 2017-38 and a copy has been attached for you reference. FID's requirements and concerns have been met by the applicant regarding its Dawson pipeline. FID will be unimpacted by the applicant's proposal.

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.

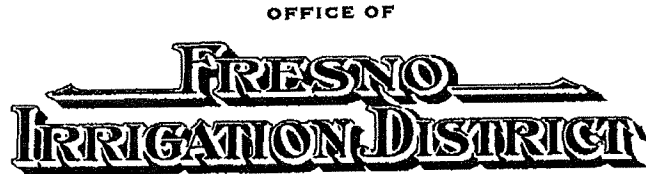
Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachments



YOUR MOST VALUABLE RESOURCE - WATER



OFFICE OF
 TELEPHONE (559) 233-7161
 FAX (559) 233-8227
 2907 S. MAPLE AVENUE
 FRESNO, CALIFORNIA 93726-2208

August 11, 2017

Maria Spera
 City of Clovis
 Planning Division
 1033 Fifth Street
 Clovis, CA 93612

RE: Development Review Committee Application No. 2017-38
 S/E Shaw and Sunnyside avenues
 FID's Dawson No. 114

Dear Ms. Spera:

The Fresno Irrigation District (FID) has reviewed Development Review Committee Application No. 2017-38 for which the applicant proposes 5 story hotel and parking stalls, APN: 499-031-17. FID has the following comments and conditions are as follows:

Area of Concern

1. FID's Dawson No. 114 Pipeline runs westerly along the south side of Shaw Avenue and traverses the north side of the subject property, as shown on the attached FID exhibit map, in a 15 feet wide exclusive easement February 11, 1975 as Doc. No. 9787 O.R.F.C. and will be impacted by the proposed project.
2. The attached plans for the Dawson Pipeline indicate that a portion of the pipeline was installed in 1975 (42 years old) as 20-inch diameter Cast in Place Monolithic Concrete Pipe (CIP-MCP). CIP-MCP is a non-reinforced monolithic pipe that is easily damaged, extremely prone to leaks, and does not meet FID's current standards for developed (residential, industrial, commercial) parcels or urban areas and will need to be improved as part of the proposed project.
3. Pipe Requirement – FID requires the applicant pipe across the subject property, approximately 375 feet, with 20 or 21-inch inside diameter ASTM C-361 B-25 Rubber Gasket Reinforced Concrete Pipe (RGRCP) in accordance with FID standards and that the Developer enter into an agreement with FID for that purpose.
 - a. In recent years, the most significant issue with pipelines has been caused by tree root intrusion into pipe joints. The roots enter through the rubber gasketed joint, thus creating a non-water tight joint causing leaks. If the roots continue to grow, the roots will eventually clog the pipe and reduce the flow capacity of the

Maria Spera
 Re: DRC 2017-38
 August 11, 2017
 Page 2 of 3

pipeline. This problem causes disruption to FID's customers and increases the risk of flooding in upstream open channel sections. Subsequent pipeline repairs can be very disruptive to public infrastructure, as well as to FID's operations. The leaking pipelines and pipeline repairs also increase the liability of all parties involved. FID requires external wrap be installed at all pipeline joints within the subject property or any areas where root intrusion may be a future concern based on the proposed improvement at the time of review. This method involves using mastic material that can be externally applied to pipe joints to provide a permanent seal against root intrusion. The product that has been approved is known as MacWrap from Mar Mac. FID is open to other products, but they would need to be reviewed and approved by FID.

4. Easement Requirements – FID requires the applicant grant to FID an additional 15 feet wide exclusive pipeline easement and an agreement be entered into with FID for that purpose.

General Comments

5. FID requires the applicant and or the applicant's engineer contact FID at their earliest convenience to discuss specific requirements.
6. FID requires its easements be shown on all maps/plans with proper recording information, and that FID be made a party to signing the final map.
7. FID does not allow FID owned property or easements to be in common use with public utility easements but will in certain instances allow for its property to be in common use with landscape easements if the City of Clovis enters into the appropriate agreement.
8. FID requires the applicant to submit for FID's approval a grading and drainage plan which shows that the proposed development will not endanger the structural integrity of the Canal, or result in drainage patterns that could adversely affect FID.
9. FID requires its review and approval of all improvement plans which affect its property/easements and canal/pipeline facilities including but not limited to Sewer, Water, Fresno Metropolitan Flood Control District (FMFCD), Street, Landscaping, Dry Utilities, and all other utilities.
10. Footings of retaining walls shall not encroach onto FID property/easement areas.
11. FID requires its review and approval of all Private and Public facilities that encroach into FID's property/easement. If FID allows the encroachment, the Public or Private party will be required to enter into the appropriate agreement which will be determined by FID.
12. For informational purposes, FID's Jefferson No. 112 Pipeline runs northerly and crosses Shaw Avenue approximately 465 feet west of the subject property, as shown on the attached FID exhibit map. Should this project include any street and/or utility improvements along Shaw Avenue or in the vicinity of this pipeline, FID requires it review and approve all plans.

Maria Spera
Re: DRC 2017-38
August 11, 2017
Page 3 of 3

13. The proposed development may negatively impact local groundwater supplies. The area is currently open land with little to no. Under current circumstances the project area is experiencing a modest but continuing groundwater overdraft. Should the proposed development result in a conversion from imported surface water to groundwater, this deficit will increase. FID suggests the City 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.
14. 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.
15. The above comments are not to be construed as the only requests FID will have regarding this project. FID will make additional comments and requests as necessary as the project progresses.

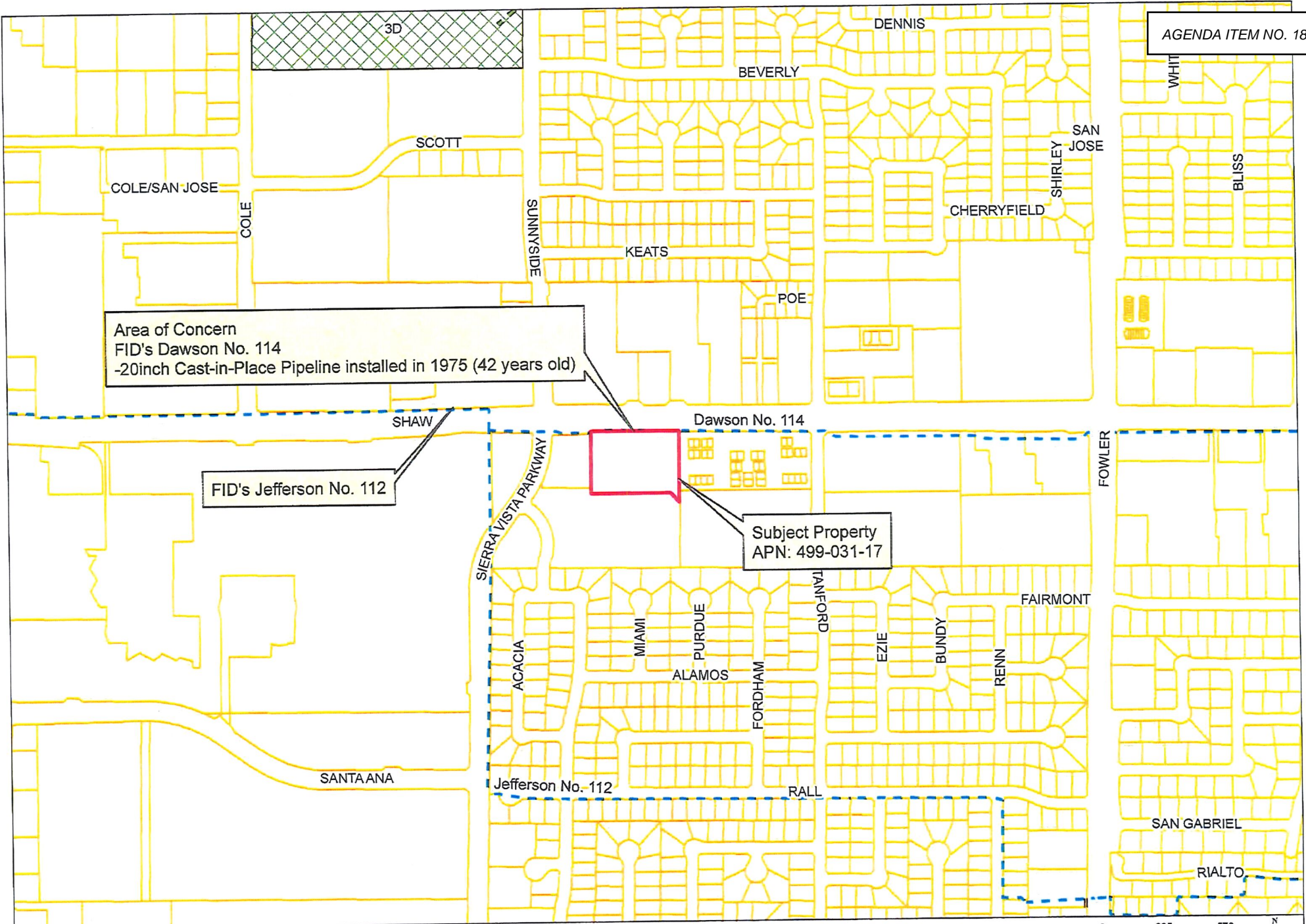
Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachment



Area of Concern
 FID's Dawson No. 114
 -20inch Cast-in-Place Pipeline installed in 1975 (42 years old)

FID's Jefferson No. 112

Subject Property
 APN: 499-031-17



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.

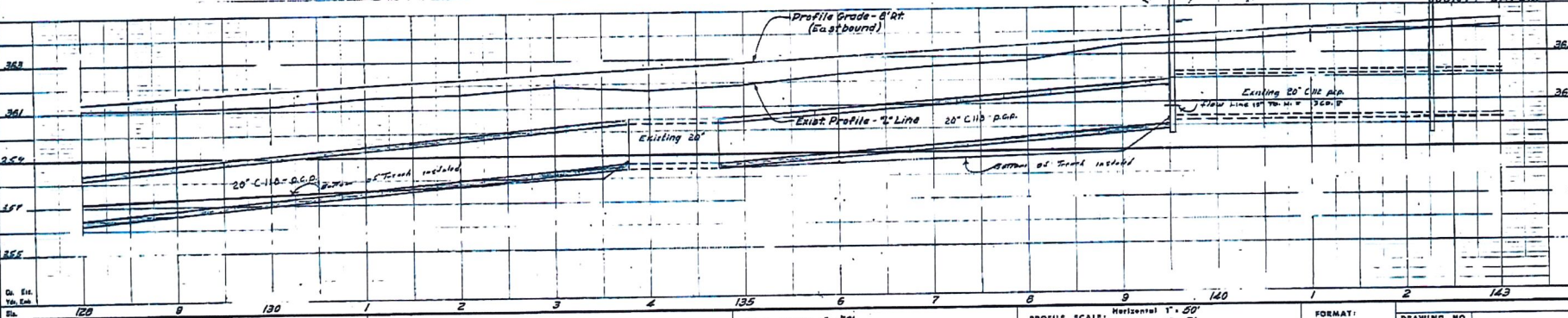
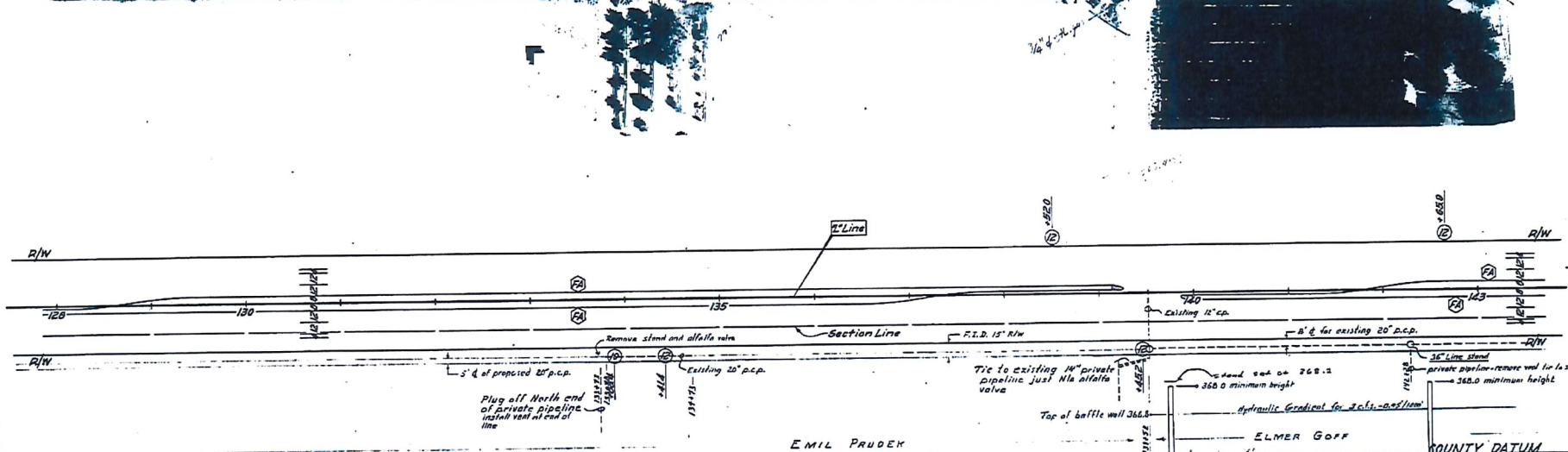
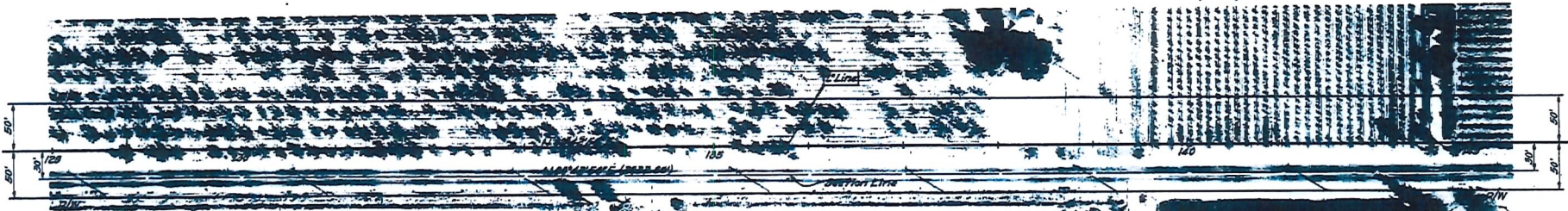
| Legend | |
|-----------------|-----------------------|
| FID Canal | FID Pipeline |
| Private Canal | Private Pipeline |
| Abandoned Canal | Abandoned Pipeline |
| Stream Group | Other-Creek/River |
| Other-Pipeline | FID Boundary |
| Railroad | Streets & Hwys |
| Parcel | FMFCD Acquired Basins |
| Parcel | FMFCD Proposed Basins |



Date Saved: 6/16/2017 2:00:12 PM
 Path: G:\Fidgis\master_AG10.mxd

DAWSON No. 117
 PIPELINE PROJECT-SUNNYSIDE
 TO 1/4 MI. ELD TEMPERANCE

1-9-75
 217
 21X
 As Shown
 Sheet 2 of 3



FOR R/W DATA AND ACCURATE ACCESS DETERMINATION
 SEE R/W RECORDS AT PUBLIC WORKS OFFICE

PLAN SCALE: 1" = 30'

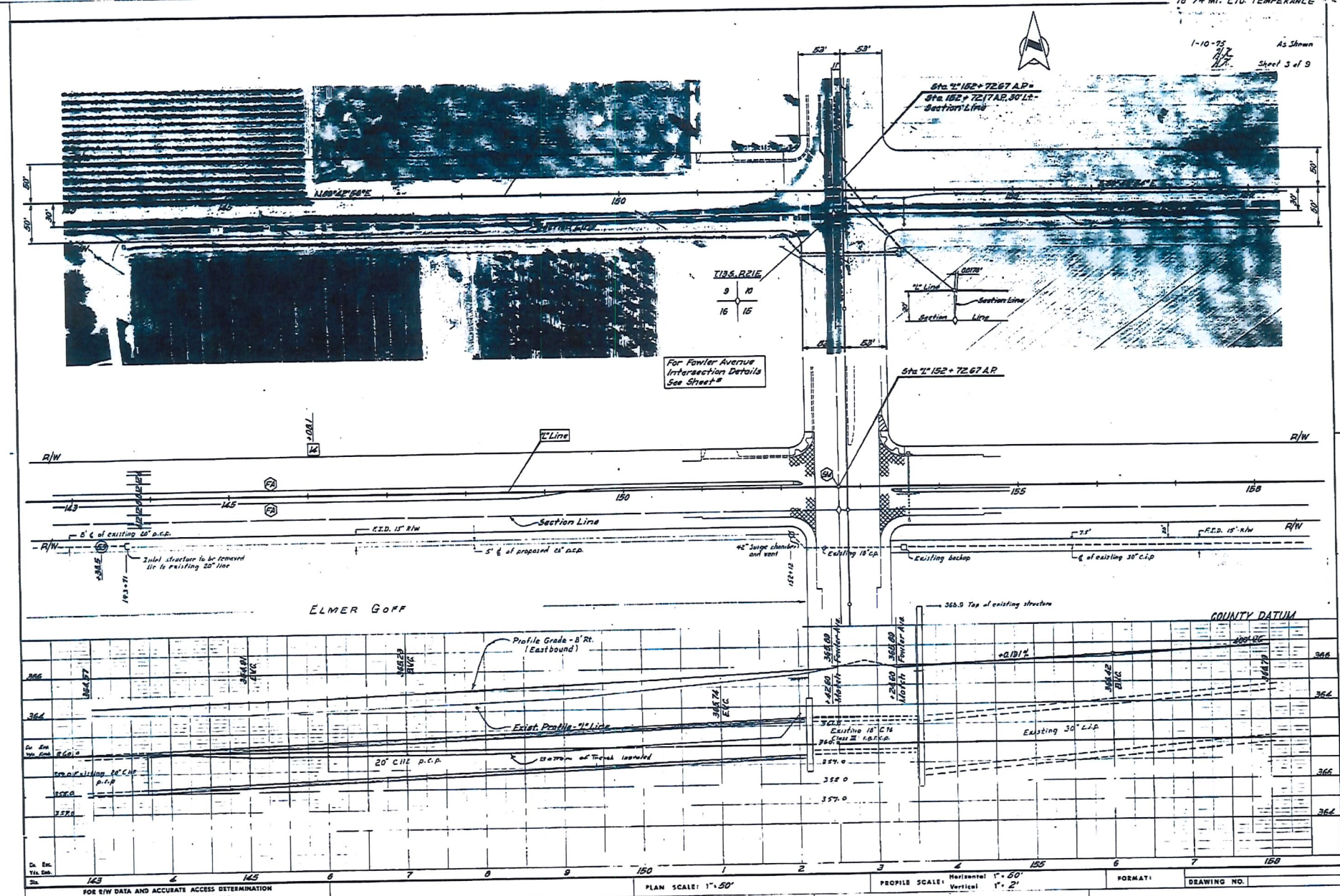
PROFILE SCALE: Horizontal 1" = 20'
 Vertical 1" = 2'

FORMAT:

DRAWING NO.

DAWSON No. 114
 PIPELINE PROJECT - SUMNER 106
 TO 1/4 MI. E/D TEMPERANCE

1-10-75
 As Shown
 Sheet 3 of 9



For Fowler Avenue
 Intersection Details
 See Street #

FOR R/W DATA AND ACCURATE ACCESS DETERMINATION
 SEE R/W RECORDS AT PUBLIC WORKS OFFICE

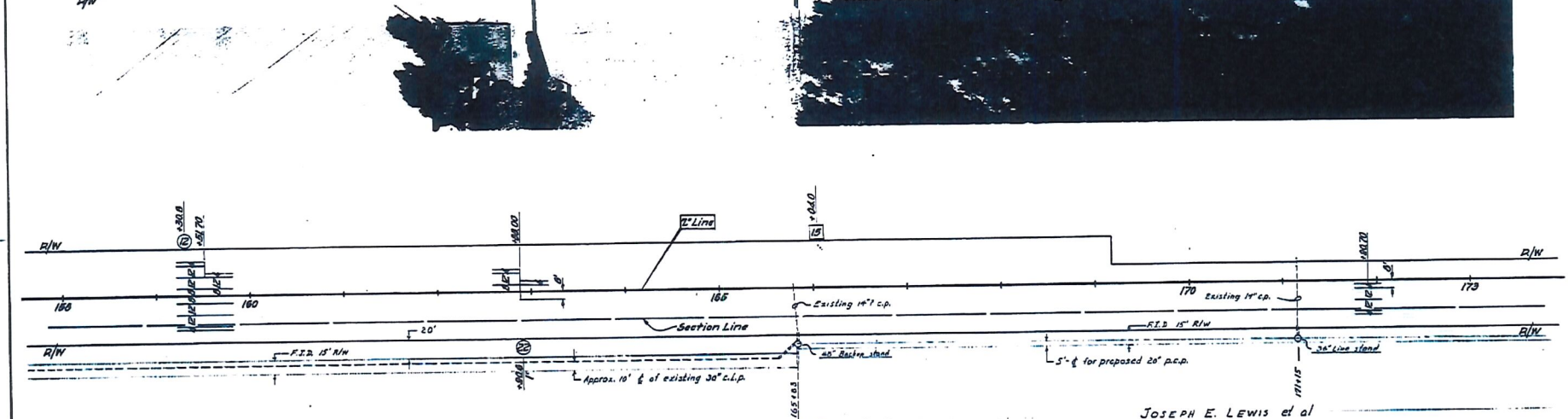
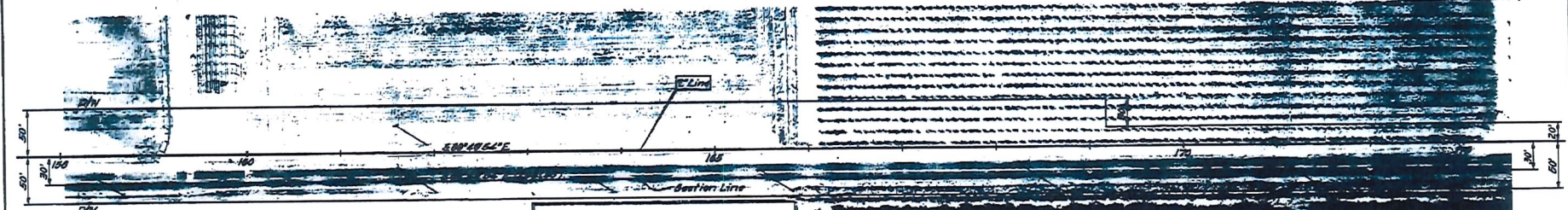
PLAN SCALE: 1" = 50'

PROFILE SCALE: Horizontal 1" = 50'
 Vertical 1" = 2'

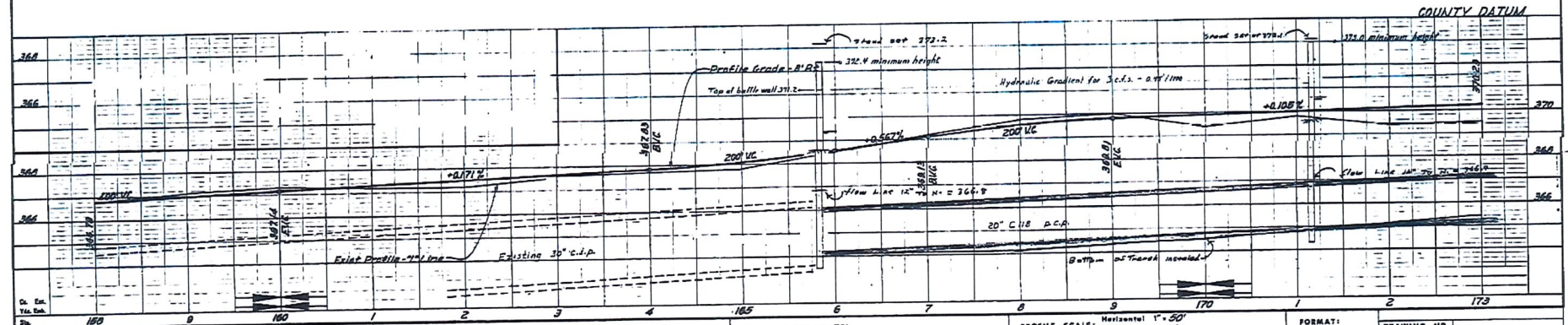
FORMAT:

DRAWING NO.

DAWSON No. 114
 PIPELINE PROJECT-SUNNYSIDE
 TO 4th MI ELO TEMPERANCE
 1-10-75 As Shown
 7/12
 7/12 Sheet 4 of 9



JOSEPH E. LEWIS et al



FOR R/W DATA AND ACCURATE ACCESS DETERMINATION
 SEE R/W RECORDS AT PUBLIC WORKS OFFICE

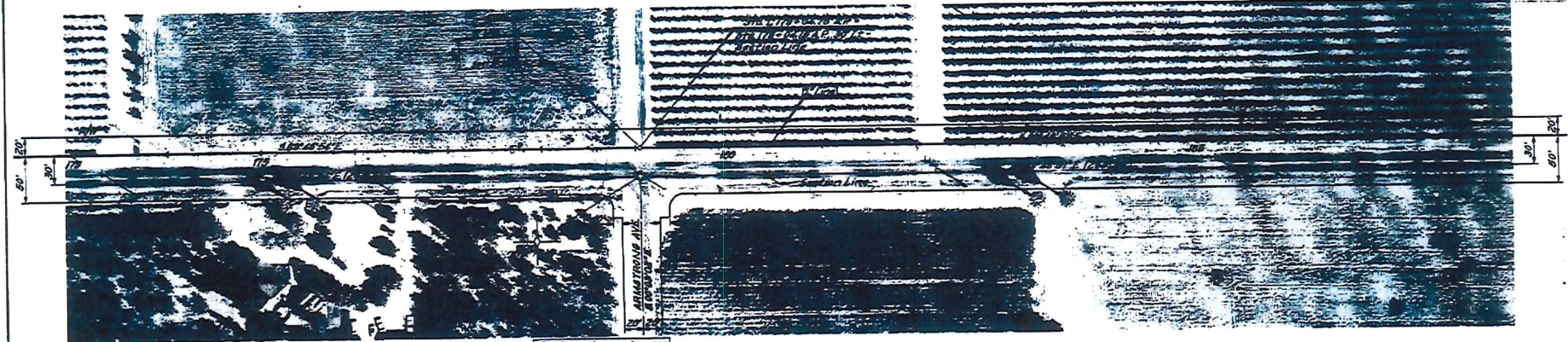
PLAN SCALE: 1" = 50'

PROFILE SCALE: Horizontal 1" = 50'
 Vertical 1" = 2'

FORMAT:

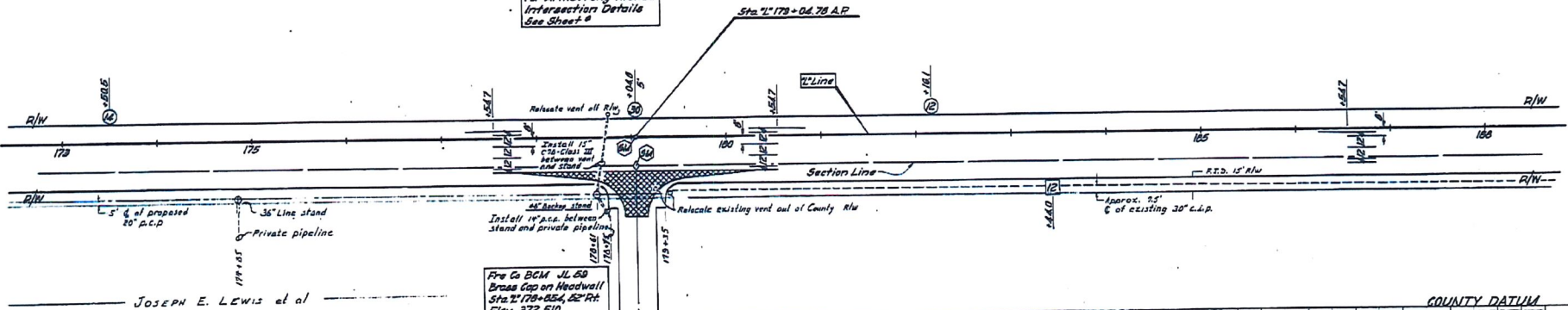
DRAWING NO.

DAWSON No. 114
 PIPELINE PROJECT - SONNYSIDE
 TO VAMI ELO TEMPERANCE
 1-10-75 As Shown
 Drawn by [Signature]
 Checked by [Signature]
 Sheet 5 of 9



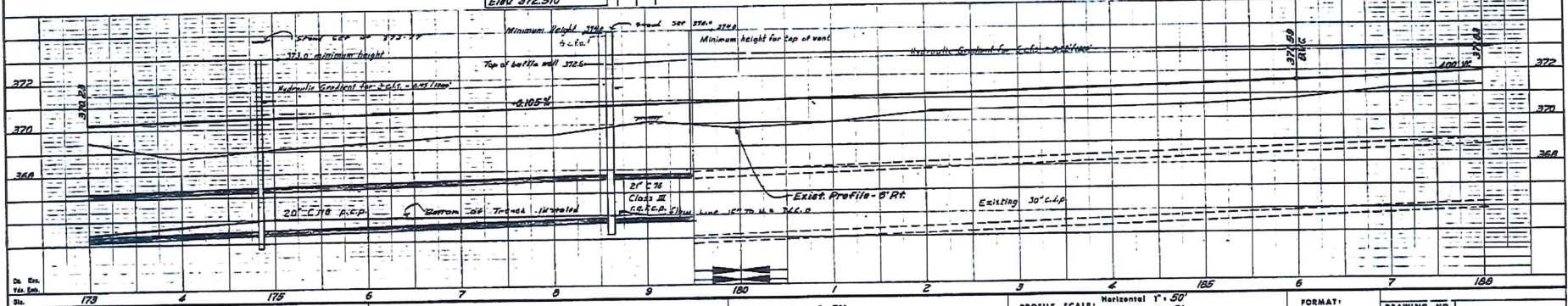
For Armstrong Avenue
 Intersection Details
 See Sheet 4

Sta 178+04.78 A.P.



JOSEPH E. LEWIS et al

COUNTY DATUM



FOR R/W DATA AND ACCURATE ACCESS DETERMINATION
 SEE R/W RECORDS AT PUBLIC WORKS OFFICE

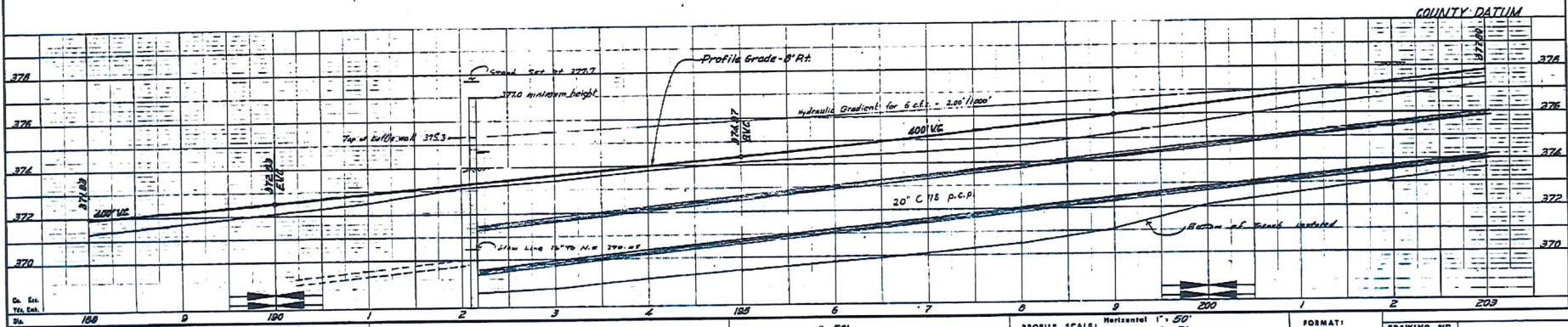
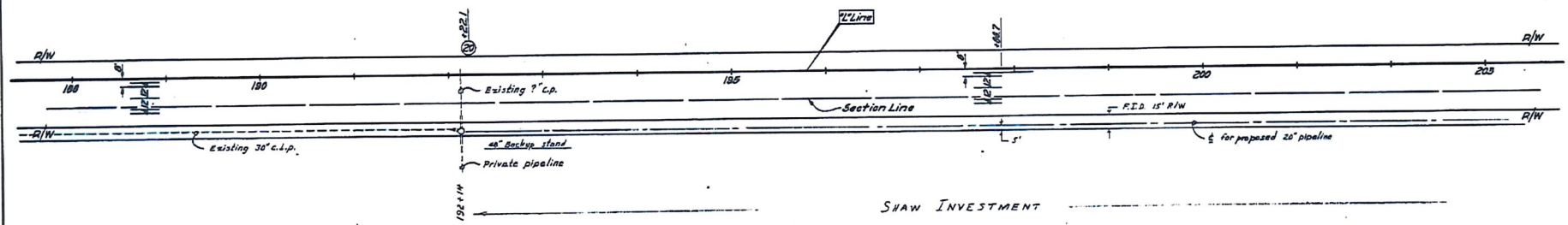
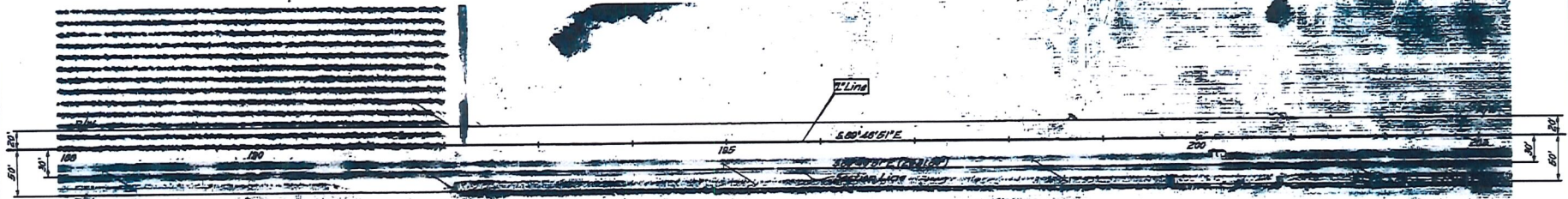
PLAN SCALE: 1" = 50'

PROFILE SCALE: Horizontal 1" = 50'
 Vertical 1" = 2'

FORMAT:

DRAWING NO.

DAWSON No. 114
 PIPELINE PROJECT - SUNNYSIDE
 TO 1/4 MI. E/O TEMPERANCE
 1-10-55
 Scale: As Shown
 Sheet 6 of 9



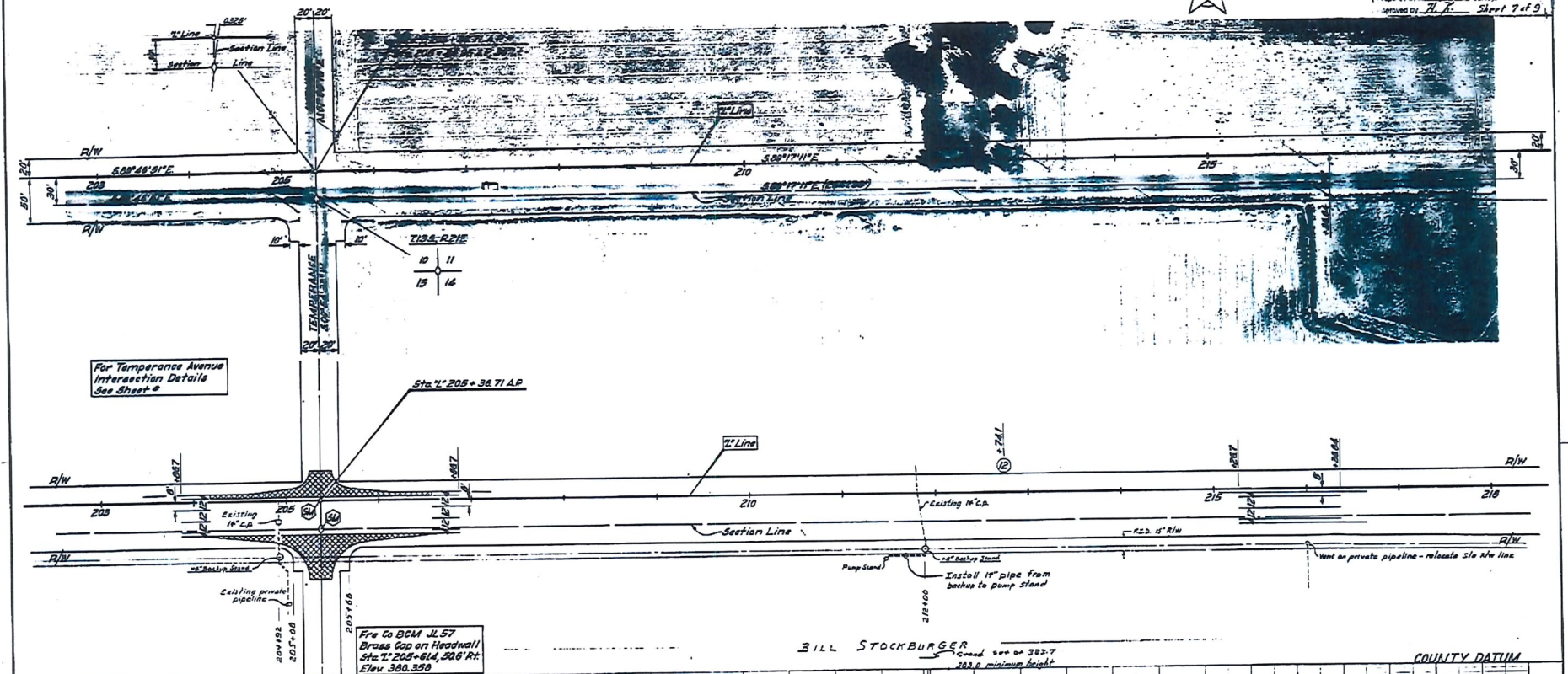
FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS OFFICE

PLAN SCALE: 1" = 50'

PROFILE SCALE: Horizontal 1" = 50', Vertical 1" = 2'

FORMAT: DRAWING NO.

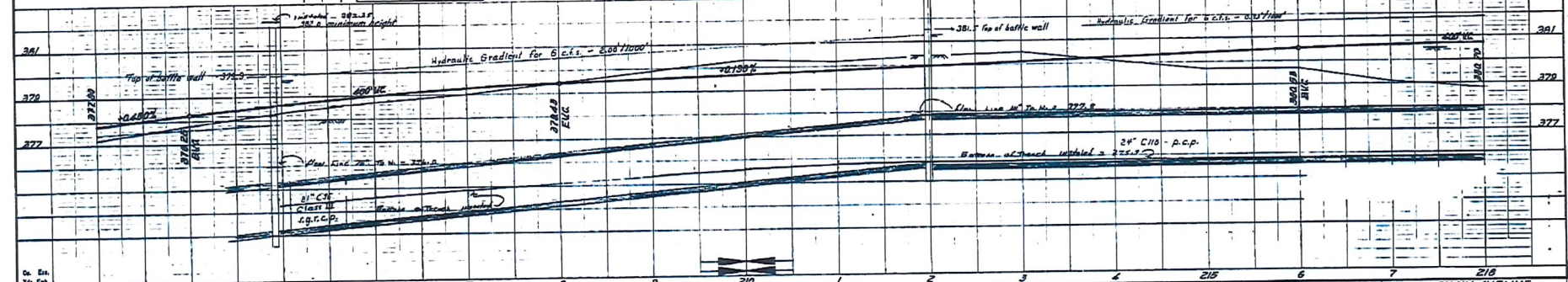
DAWSON No. 114
 PIPELINE PROJECT-SUNNYSIDE
 TO 1/4 MI E/O TEMPERANCE
 1-10-37 As Shown
 SHEET 7 of 9



For Temperance Avenue
 Intersection Details
 See Sheet #

Fire Co BCM JL57
 Brass Cap on Headwall
 Sta 205+81.4, 52.6' R/L
 Elev 380.359

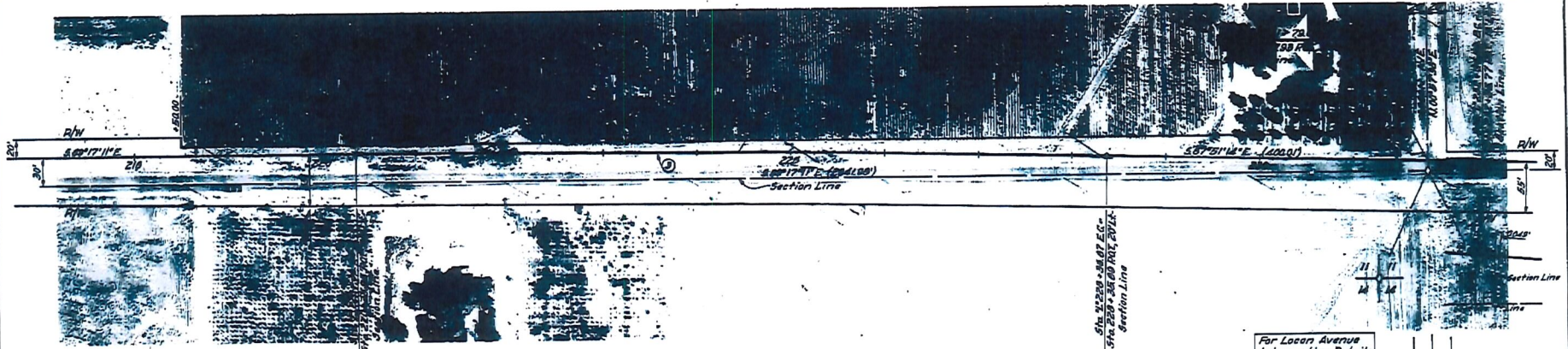
BILL STOCKBURGER
 Ground elev at 382.7
 383.0 minimum height



PLAN SCALE: 1" = 50'
 PROFILE SCALE: Horizontal 1" = 50', Vertical 1" = 2'
 DRAWING NO. SHAW AVENUE

DAWSON No. 117
 PIPELINE PROJECT - SUNNYSIDE
 TO UMI ELO TEMPERANCE
 1-10-95 As Shown
 7/1/97
 7/1/97
 Sheet 8 of 9

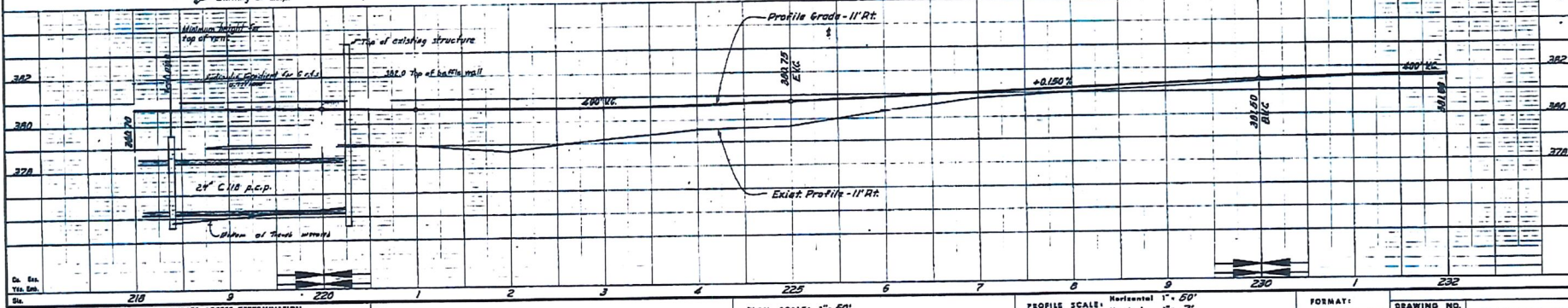
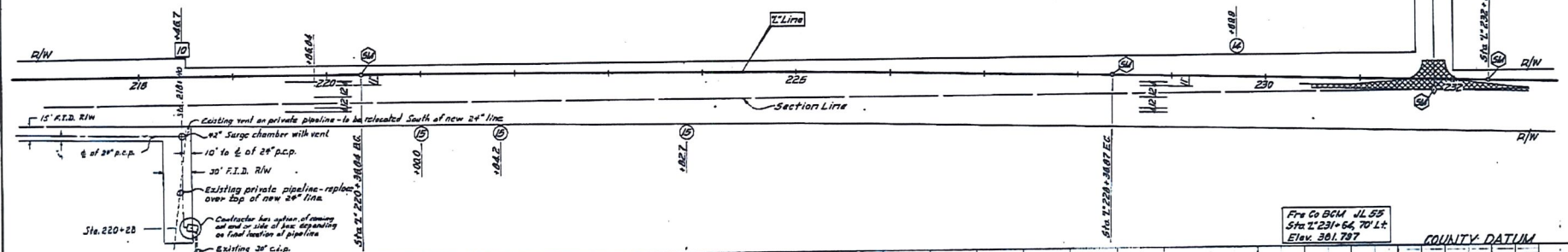
③ 2" LINE CURVE DATA
 $\Delta = 01^{\circ}25'56.8"$
 $R = 32,000.00'$
 $T = 400.04'$
 $L = 600.03'$



For Locust Avenue
 Intersection Details
 See Street #

Fire Co BGM JL 55
 Sta 2'231+64.70' Lt.
 Elev. 361.787

COUNTY DATUM



FOR R/W DATA AND ACCURATE ACCESS DETERMINATION
 SEE R/W RECORDS AT PUBLIC WORKS OFFICE

PLAN SCALE: 1" = 50'

PROFILE SCALE: Horizontal 1" = 50'
 Vertical 1" = 2'

FORMAT:

DRAWING NO.

**STANDARD EASEMENT WIDTHS FOR
OPEN CANALS AND PIPELINES
EXHIBIT "C"
PIPELINE EASEMENT WIDTHS**

The following shall be used by staff in the determination and acquisition of new pipeline easement widths:

| Type of Pipe | Easement Width for Dia. ≤ 24" I.D. | Easement Width for 24" < Dia. ≤ 36" I.D. | Easement Width for 36" I.D. < Dia. |
|--|---------------------------------------|---|---------------------------------------|
| PVC (SDR41, PIP) | 20 feet | N/A | N/A |
| RGRCP (C-361) | 20 feet | 30 feet | 40 feet |
| CIP (ACI 346) | N/A | 30 feet | 40 feet |
| Min. Width Adjacent to Right-of-Way | 15 | 15 | 20 |

Where the pipeline easement will be contiguous and parallel to a joint use right-of-way such as a "local" public street right-of-way or a "rural" road with a right-of-way 60 feet or less, the required easement may be reduced if the street maintaining agency allows the District to perform maintenance using a portion of the road right-of-way. On any street or rural road where curbside parking will be permitted by the street maintaining agency, the easement width may be reduced.

The easement width may not be reduced for controlled access streets designated as freeways, expressways, super arterials, arterials, collectors, or landscaped drives. No easement reduction will be permitted adjacent to turn lanes or bus stops or other locations posted to prohibit stopping or parking without special provision for maintenance access. Written evidence may be required from the street maintaining agency showing that the predetermined easement width reduction can be satisfied.

Where public utility easements or landscape easements will overlap the District's pipeline easement, regardless of pipeline diameter, the required pipeline easement width shall be increased as necessary so that fifty percent (50%) of the required easement width is free from overlapping utilities. The District may waive this easement requirement for landscape easements if the District can be assured the landscaping will not impact the pipeline.



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: LEE GAGE
MAILING ADDRESS: 7636 N. INGRAM SUITE #107
CITY: FRESNO ST CA ZIP: 93711
PHONE: 559 439 2222 E-MAIL: LGAGEINC@LGAGEINC.COM

PROPERTY OWNER: TONY THAKDI (IN ESCROW)
PROPOSED USE (be specific - use separate sheet if necessary):
143 GUESTROOM HOTEL
5 STORY 145 PARKING STALLS
TRYING TO GET RECIPROCAL PARKING
SIZE OF PROPERTY: 2.73 AC GROSS 2.51 AC NET ^{W/WESTERLY PROP.}
ASSESSOR'S PARCEL NUMBER: 499-031-17
PROJECT LOCATION: SE CORNER SHAW & SUNNY SIDE AVE
SIERRA VISTA PKWY

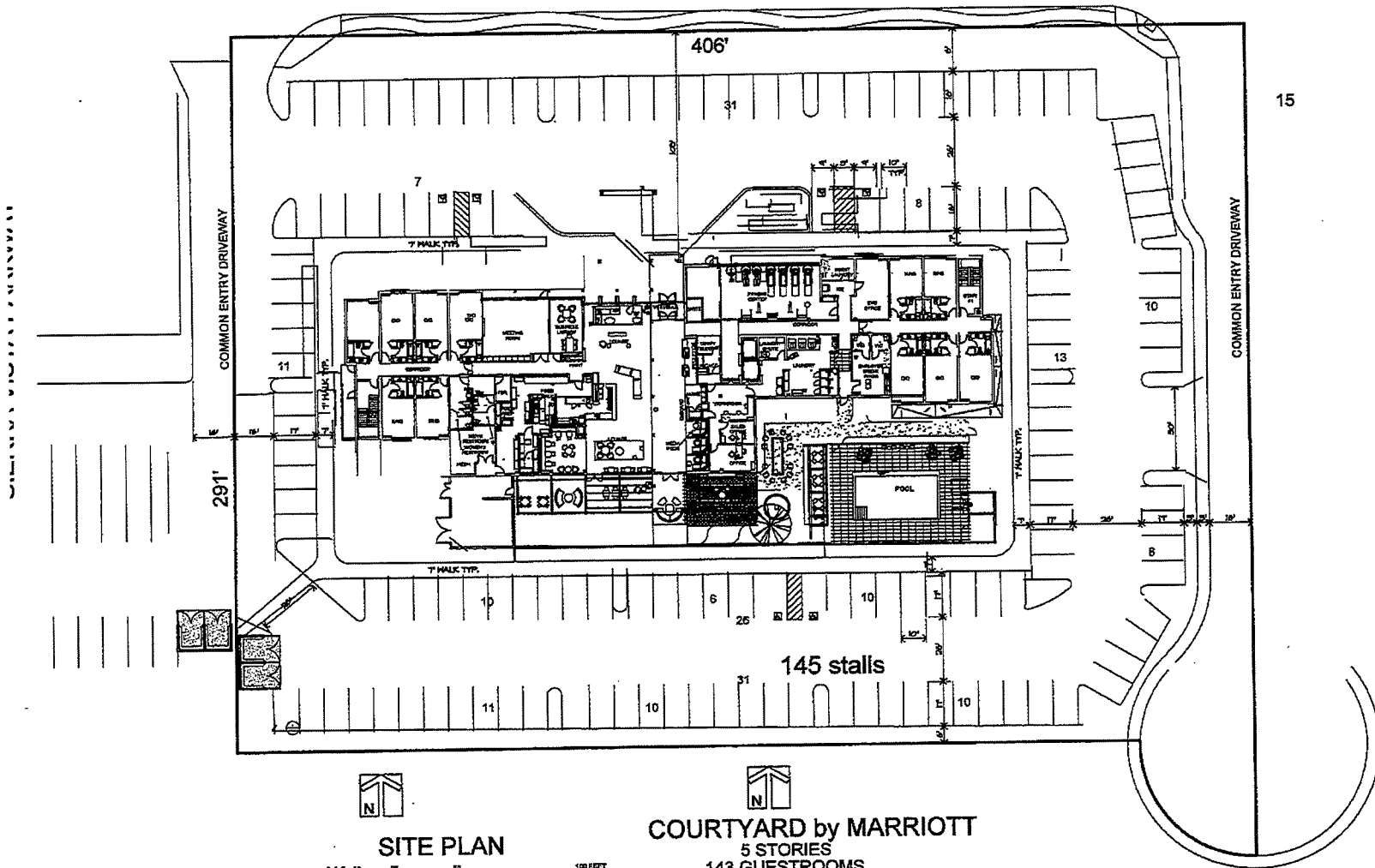
All submitted plans should try to include the following items:

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.).

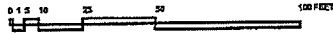
File No: DRC 2017-38
Date: 8/23/2017
(OFFICE USE ONLY)

Should you have any questions, please feel free to contact the Planning Division at (559) 324-2340.

SHAW AVENUE



SITE PLAN



COURTYARD by MARRIOTT

5 STORIES
143 GUESTROOMS
145 PARKING STALLS
76,430 SQ FT OF BUILDING
APN: 499-031-17
2.73 ACERS GROSS
2.51 NET ACERS



City of Clovis

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **4/30/2021**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Kelsey George, 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): GPA2021-001 Location: 1450 Shaw Avenue

APN: 499-031-71 Zoning: C-P General Plan: Office

Name of Applicant: Triple 7 Hospitality Inc. dba Courtyard by Marriott Phone/Email: (559)281-1806/ taren@axishotelgroup.com

Applicant Address: PO Box 2700 City: Fresno State: CA Zip: 93745

Previously Reviewed Under DRC: _____ Or Other Entitlement: CUP2017-15, SPR2017-23

Project Description: GPA2021-001, A request to amend the General Plan for a parcel with an existing hotel from Office to General Commercial. This proposal is to allow for alcohol sales/consumption at this location. Triple 7 Hospitality Inc., owner/applicant. This request is being process concurrently with R2021-004 and CUP2017-015A.

This item is tentatively scheduled for a public hearing to be considered by the City Council.

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by 5/21/2021

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:

Kelsey George, Assistant Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2338 Fax: 324-2844



City of Clovis

Department of Planning and Development Services
CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **4/30/2021**

PLANNING APPLICATION REQUEST FOR COMMENTS Project Manager - Kelsey George, 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): CUP2017-015A Location: 1450 Shaw Avenue

APN: 499-031-71 Zoning: C-P General Plan: Office

Name of Applicant: Triple 7 Hospitality Inc. dba Courtyard by Marriott Phone/Email: (559)281-1806/ taren@axishotelgroup.com

Applicant Address: PO Box 2700 City: Fresno State: CA Zip: 93745

Previously Reviewed Under DRC: _____ Or Other Entitlement: CUP2017-15, SPR2017-23

Project Description: **CUP2017-15A; A request to approve a conditional use permit amendment for a hotel located at 1450 Shaw Avenue. This proposal is to allow alcohol sales/consumption at the existing hotel at this location. Triple 7 Hospitality Inc., owner/applicant. This request is being processed concurrently with GPA2021-001 and R2021-004.**

This item is tentatively scheduled for a public hearing to be considered by the Staff

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by 5/21/2021

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:
Kelsey George, Assistant Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2338 Fax: 324-2844

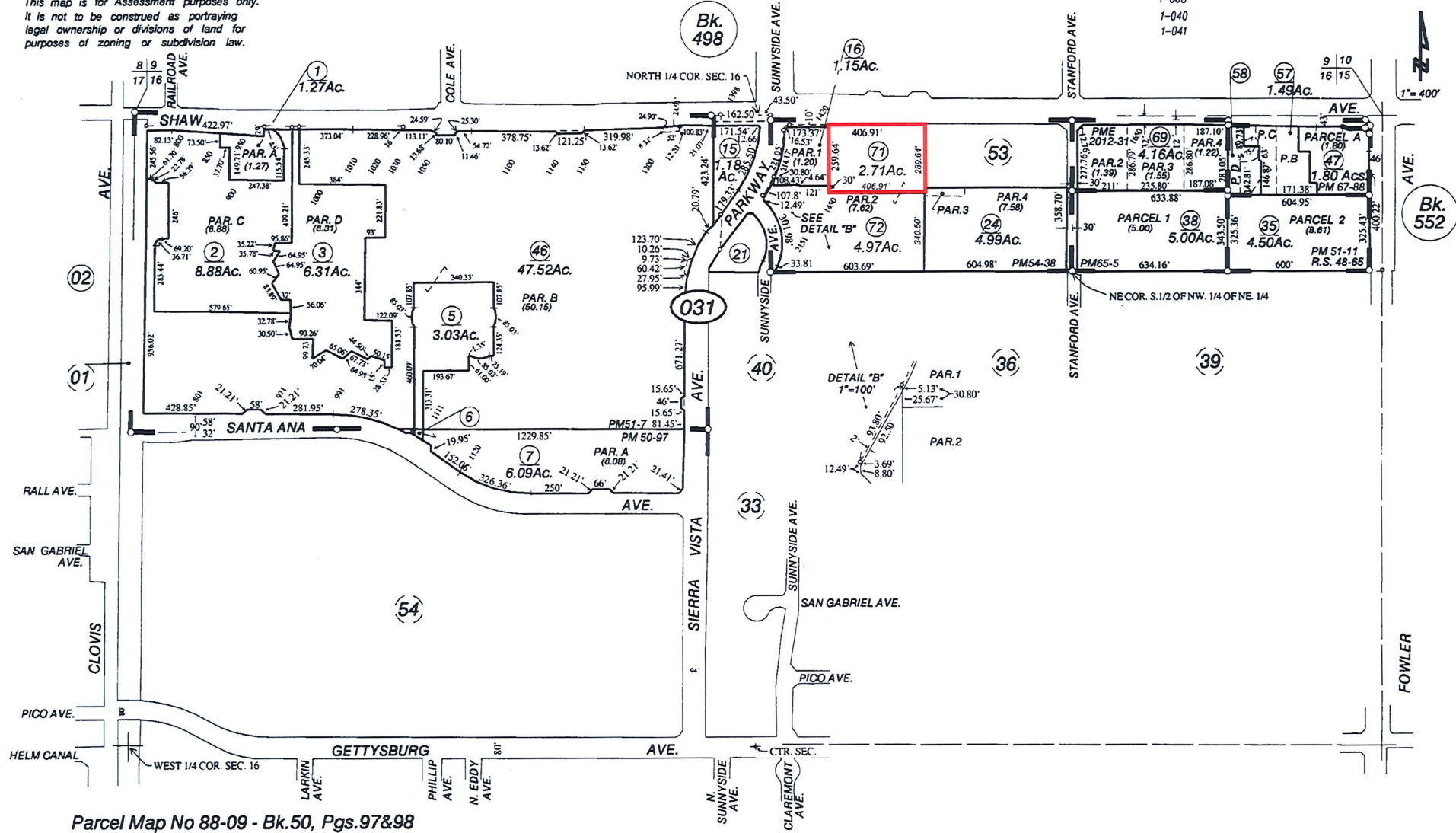
SUBDIVIDED LAND IN POR. SEC.16, T.13S., R.21E., M.D.B.&M.

Tax Rate Area

499-03

1-003
1-040
1-041

--- 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.



Parcel Map No 88-09 - Bk.50, Pgs.97&98
Parcel Map No 88-17 - Bk.51, Pgs.7&8
Parcel Map No 90-1 - Bk.51, Pgs.11&12
Parcel Map No 79-12A - Bk.54, Pg.38
Parcel Map No 2004-10 - Bk.65, Pg.5 & 6
Parcel Map No 2006-06 - Bk.67, Pg.88 & 89

Record of Survey - Bk. 48, Pg. 65
Parcel Map Exemption No. 2012-31, Doc. 12614, 01/29/13

Assessor's Map Bk.499 - Pg. 03
County of Fresno, Calif.

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

Triple 7 Hospitality**Letter Of Justification for General Plan and Specific Plan Amendment:**

Property Address: 1450 Shaw Ave, Clovis, 93611

Current Zoning Code: C-P

Requested Zoning Code: P-C-C

To whom it may concern,

We have a Courtyard by Marriott opening at the above address which includes a bar and bistro. The current zoning code does not allow for us to serve liquor. We would like this property to be rezoned to P-C-C to allow us to fully operate the bar. The guests that will be staying at our property will be expecting a full bar like they do at every Courtyard they stay at. We believe the rezoning is justified due to the additional tax revenue it would bring in. Please take into consideration this request. We are looking to open the hotel within the next 2 months and your urgency would be much appreciated.

Triple 7 Hospitality Inc

Tehal Thandi (CEO)

DEPARTMENT OF TRANSPORTATION**DISTRICT 6 OFFICE**

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5421
FAX (559) 488-4088
TTY 711
www.dot.ca.gov



Making Conservation
a California Way
of Life

May 14, 2021

06-FRE-168-PM R6.321
Application for CUP – Conditional Use Permit
GPA2021-001, R2021-004 & CUP2017-015A
[GTS: Triple 7 Hospitality Inc.](#)

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

Dear Joyce Roach:

Thank you for the opportunity to review of the conditional use permit amendment to allow alcohol sales for a hotel development on a 2.71-acre lot located at 1450 Shaw Avenue, just east of Sunnyside Avenue/Sierra Vista Parkway, about 2.4 miles east of the SR 168/Shaw Avenue interchange in the City of Clovis. The proposed hotel is Courtyard by Marriott. The development requires a General Plan amendment for the parcel from Office to General Commercial. ***It is projected that the trips generated by this development would not have a significant traffic impact to the State Highway System.***

If you have any further questions, contact Christopher Nicholas at (916) 698-0146 or Christopher.nicholas@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Padilla".

DAVID PADILLA, Branch Chief
Transportation Planning - North

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS**

AGENDA ITEM NO. 18.

Page 1 of 4

PUBLIC AGENCY

KELSEY GEORGE
DEPARTMENT OF PLANNING AND
DEVELOPMENT SERVICES
CITY OF CLOVIS
1033 FIFTH STREET
CLOVIS, CA 93612

DEVELOPER

TRIPLE 7 HOSPITALITY INC. DBA COURTYARD
BY MARRIOTT
P.O. BOX 2700
FRESNO, CA 93745

PROJECT NO: **2017-015A**

ADDRESS: **1450 SHAW AVE.**

APN: **499-031-71**

SENT: **May 20, 2021**

| Drainage Area(s) | Preliminary Fee(s) | Development Review Service Charge(s) | Fee(s) | |
|-----------------------------------|--------------------|--------------------------------------|---------|--|
| 3D | \$0.00 | NOR Review | \$95.00 | To be paid prior to release of District comments to Public Agency and Developer. |
| | | Grading Plan Review | \$0.00 | Amount to be submitted with first grading plan submittal. |
| Total Drainage Fee: \$0.00 | | Total Service Charge: \$95.00 | | |

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

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

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/22 based on the site plan submitted to the District on 4/30/21 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

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

- a.) Fees related to undeveloped or phased portions of the project may be deferrable.
- b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.
- c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.
- d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.
- e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.
- f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable \$300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

CL CUP No. 2017-015A

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

AGENDA ITEM NO. 18.

Page 2 of 4

CL
CUP
No. 2017-015A

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

1. a. Drainage from the site shall REMAIN AS EXISTING.
 b. Grading and drainage patterns shall be as identified on Exhibit No.
 c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:
 Developer shall construct facilities as shown on Exhibit No. 1 as
 None required.

3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:
 Grading Plan
 Street Plan
 Storm Drain Plan
 Water & Sewer Plan
 Final Map
 Drainage Report (to be submitted with tentative map)
 Other
 None Required

4. Availability of drainage facilities:
 a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).
 b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.
 c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.
 d. See Exhibit No. 2.

5. The proposed development:
 Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)
 Does not appear to be located within a flood prone area.

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

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

AGENDA ITEM NO. 18.

Page 3 of 4

CL
CUP
No. 2017-015A

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.
- a. State General Permit for Storm Water Discharges Associated with Construction Activities, effective July 1, 2010, as amended. A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre) if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent and Permit Registration Documents to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.
 - b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 2014 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.
 - c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.
8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.
9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.
10. X See Exhibit No. 2 for additional comments, recommendations and requirements.



Debbie Campbell
Design Engineer, RCE

Digitally signed by Debbie Campbell Date: 5/20/2021 3:05:14 PM




Anthony Zaragoza
Engineer II

Digitally signed by Anthony Zaragoza Date: 5/20/2021 10:15:16 AM

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

AGENDA ITEM NO. 18.

Page 4 of 4

| | |
|--|--|
| POLICY MANUAL | Date Adopted: September 11, 1981 |
| Classification: FLOOD PLAIN MANAGEMENT | Date Last Amended: August 10, 2005 |
| Subject: Flood Plain Policy | Approved By:  |

Because of the relatively high velocities and volumes of flood flow associated with primary flood plains, and because the primary flood plain is responsible for passing the greatest percentage of the flood event, development located in such flood plains is subject to substantial risk, both to itself and to others as a result of the potential for blockage and diversion of flood waters. In view of these factors:

Policy:

- (1) All proposed development activity shall reference the Flood Insurance Rate Map to determine if it is located in a 100-year flood plain (special flood hazard areas inundated by a 100-year flood) "Primary Flood Plain". Any project not located within a FIRM or located in any area where the FIRM is determined to be inaccurate shall be the subject of a detailed hydrological flood hazard investigation to determine the relationship of the proposed development to the primary flood plain; and, further, to identify the calculated water surface elevation of the 100-year flood event.
- (2) The development must be properly flood proofed below the calculated water surface elevation of the 100-year flood event.
- (3) All development and/or permanent improvement activity which, if located within the primary floodway, may unduly impede, retard or change the direction of flow of water either, by itself, or by the catching or collecting of other debris or is placed where the flow of water would carry such obstruction downstream to the damage or detriment of either life or property, should not be permitted.
- (4) The development shall not cause displacement of any and all floodwaters from that portion of the flood plain to be developed.

OTHER REQUIREMENTS

EXHIBIT NO. 2

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

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



City of Clovis

AGENDA ITEM NO. 18.

Department of Planning and Development Services

CITY HALL - 1033 Fifth Street - Clovis, CA 93612

Distribution Date: **4/30/2021**

PLANNING APPLICATION REQUEST FOR COMMENTS

Project Manager - Kelsey George, 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): **CUP2017-015A**

Location: **1450 Shaw Avenue**

APN: **499-031-71**

Zoning: **C-P**

General Plan: **Office**

Name of Applicant: **Triple 7 Hospitality Inc. dba Courtyard by Marriott** Phone/Email: **(559)281-1806/ taren@axishotelgroup.com**

Applicant Address: **PO Box 2700** City: **Fresno** State: **CA** Zip: **93745**

Previously Reviewed Under DRC: _____ Or Other Entitlement: **CUP2017-15, SPR2017-23**

Project Description: **CUP2017-15A; A request to approve a conditional use permit amendment for a hotel located at 1450 Shaw Avenue. This proposal is to allow alcohol sales/consumption at the existing hotel at this location. Triple 7 Hospitality Inc., owner/applicant. This request is being processed concurrently with GPA2021-001 and R2021-004.**

This item is tentatively scheduled for a public hearing to be considered by the **Staff**

The attached information is circulated for your comments. Please attach your comments and recommendations in condition form and return to the project manager by **5/21/2021**

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:

Kelsey George, Assistant Planner
Planning and Development Services Dept.
1033 Fifth St., Clovis, CA 93612
Phone: 324-2338 Fax: 324-2844



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Consider items associated with approximately 3.54 acres of land located near the northeast corner of Shaw and Locan Avenues. Clovis Christian Church, property owners; De Young Properties, applicant; Quad Knopf-Scott Zaayer, representative.

a. Consider Approval – Res. 21-____, GPA2021-002, A request to amend the General Plan to re-designate approximately 3.54 acres from the Public/Quasi-Public Facilities classification to the Medium Density Residential (4.1 to 7.0 DU/Ac) classification.

b. Consider Introduction – Ord. 21-____, R2021-005, A request to rezone approximately 3.54 acres from the P-F (Public Facilities) Zone District to the R-1 (Single-Family Residential 6,000 SF) Zone District.

c. Consider Approval – Res. 21-____, TM6349, A request to approve a vesting tentative tract map for a 17-lot single-family subdivision on approximately 3.54 acres of land.

Staff: Dave Merchen, City Planner

Recommendation: Approve

ATTACHMENTS:

1. Draft Resolution GPA2021-002
2. Draft Ordinance R2021-005
3. Draft Resolution TM6349
4. Conditions of Approval
5. GPA2021-002 Justification
6. Proposed Vesting Tentative Tract Map TM6349
7. CEQA Exemption
8. Public Correspondence
9. Correspondence from Commenting Agencies
10. Planning Commission Minutes (Draft)

CONFLICT OF INTEREST

Councilmember Jose Flores owns property within 500 feet of subject property and, pursuant to law, must abstain from participation and decision regarding this item.

RECOMMENDATION

Planning Commission and staff recommend that the City Council approve the following subject to the conditions of approval in **Attachment 4**:

- Approve General Plan Amendment GPA2021-002;
- Approve Rezone R2021-005;
- Approve Vesting Tentative Tract Map TM6349; 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 proposing the development of a 17-lot single-family residential subdivision on approximately 3.54 acres of land that is currently a portion of the 9.36 acre property that makes up the Clovis Christian Church campus. The applicant is in the process of purchasing the 3.54 acre project site from the church. A parcel map requesting the subdivision of the project site from the existing parcel has been recently approved. Parcel Map PM2021-001 approved the subdivision of the overall parcel into two separate parcels, thus separating the 3.54 project site from the remaining church campus site. The subdivision will be finalized once a final parcel map has been approved by the City's Engineering Division and recorded with the Fresno County Recorder's office.

This development request includes a general plan amendment, rezone, and vesting tentative tract map. The general plan amendment (GPA2021-002) is a request to change the land use designation from the Public/Quasi Public Facilities classification to the Medium Density Residential (4.1 to 7.0 DU/Ac) classification. Associated with the land use re-designation is R2021-005, requesting the rezone of the subject property from the P-F (Public Facilities) to R-1 (Single-Family Residential - 6,000 Sq. Ft.). The proposed vesting tentative tract map TM6349 will subdivide the project site into 17 single-family residential lots.

The Planning Commission considered the project at its June 24, 2021 meeting and adopted resolutions in support with a 5-0-0 vote. Additional details summarizing the discussions at the Planning Commission meeting are provided within the body of this report.

BACKGROUND

- | | |
|------------------------------|---|
| • General Plan Designation: | Public/ Quasi Public Facilities |
| • Specific Plan Designation: | Loma Vista |
| • Existing Zoning: | P-F (Public Facilities) |
| • Lot Size: | 3.54 acres |
| • Current Land Use: | Church (Vacant portion) |
| • Adjacent Land Uses: | |
| ○ North: | Church Campus |
| ○ South: | Single-family residential (Low Density) |
| ○ East: | Single-family residential (Low Density) |

- West: Single-family residential (Low Density)
- Previous Entitlements: CUP2015-11 (Church Campus), RHNA Cycle 4 CO-PF (Max density 35-43, Low Income, 3.48 acres)

The project site makes up the southernmost, undeveloped portion of the overall church site. Clovis Christian Church was established under the authorization of the County of Fresno in November of 1988. The property was incorporated into the Clovis city limits in March of 2006. In February 2015, an application for a conditional use permit was approved on this site, allowing for modular classroom buildings in a location that is not within this project area. It is the intent of the church to sell the project area to the applicant for development.

PROPOSAL AND ANALYSIS

The project entails the development of a 17-lot single-family residential subdivision tract map proposed on approximately 3.54 acres of property that is situated near the northeast corner of Shaw and Locan Avenues. The project site is currently encompassed within the existing 9.36 acre church site, however, parcel map PM2021-001 has been approved to separate the project site from the church site. **Figure 1** below depicts the project location.



FIGURE 1 – Project Location

General Plan Amendment

With this project, the applicant is requesting to amend the General Plan land use designation of the land within the 3.54 acre project boundary. The change in land use designation will be from the existing Public/Quasi Public Facilities to Medium Density Residential. The Public/Quasi Public Facilities designation permits the development and use of public facilities as well as development of higher density residential uses, while the proposed Medium Density Residential designation permits residential development with a density of 4.1 to 7.0 dwelling units to the acre. The proposed 17-lot residential development has a density within the lower end of the

medium density range at 4.8 dwelling units per acre. The proposed density is slightly higher than the LD (Low Density) designation shown for the surrounding neighborhood, which allows up to 4 units per acre. However, the actual tract map proposed by the applicant proposes lots between 6,000 square feet and 11,109 square feet, with an average of 7,245

square feet, which is compatible with the adjacent subdivisions. The change in land use designation would not conflict with any goals, objectives, or policies of the General plan:

Land Use Element:

Goal 3 – Orderly and sustainable outward growth into three urban centers with neighborhoods that provide a balanced mix of land uses and development types to support community lifestyle and small town character.

As an infill development within the Loma Vista Urban Center, the project will provide additional single-family residential homes with residences that allow for multigenerational units as an option to home buyers. Multigenerational units have been growing in popularity and provide additional housing options for families with aging parents or children.

Goal 3.9 – Connected Development. New development in urban centers must fully improve roadway, pedestrian, and bicycle systems with and adjacent to the proposed project and connect to existing urbanized development.

The project will provide vehicle and pedestrian improvements connecting to adjacent developments with the addition of an internal public local street and sidewalks. Additionally, the project will improve the public right-of-way along Locan Avenue along its frontage. Improvements include the installation of landscaping, sidewalk, and any necessary utilities.

Goal 5.3 – Innovative Housing. Encourage innovative product types, including multigenerational, cooperative, and variations on live-work housing.

The project will provide single-family residential housing with options of adding multigenerational living quarters.

Policy 5.6 – Workforce Housing. Encourage the development of workforce housing that serves the needs of those working in Clovis.

The project provides housing opportunity for those working in the nearby schools, hospitals, and commercial centers. Clovis Community Hospital is located approximately 2 miles to the north of the project site. Additionally, the project site is located less than 1 mile from commercial centers to the west and less than half a mile from the Loma Vista Community Centers North and South master plan area that has been designated to provide about 1,375,407 square feet of commercial and mixed use developments in the future. Moreover, within 2 miles of the project site are five schools.

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.

The project is an infill development and is consistent with the existing development within its immediate vicinity. The project will bring value by providing housing on an otherwise unused

site and would not alter the integrity of the General Plan. Although the project is proposing an amendment to the City's General Plan land use designation and rezone, the existing P-F (Public Facilities) Zone District under the Public/Quasi Public Facilities land use designation allows certain housing/residential uses, including high density residential development, making the type of proposed use (residential) consistent with the current land use designation and zoning district.

Findings for Approval of a General Plan Amendment

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

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

As described above, the project is consistent with several goals and policies of the City's General Plan. The project would contribute housing development for residents of Clovis and would be considered orderly development for what is envisioned in the area.

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

The project was determined not to be detrimental to the public interest, health, safety, and convenience, or general welfare of the City. Agencies and City departments reviewed the project to ensure consistency with City codes and regulations.

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

The project site is physically suitable for the type and intensity of the proposed project. It is surrounded by other residential uses at similar densities, some of which are newly constructed.

4. There is compelling reason for the amendment.

The project is consistent with the goals and policies for guiding future growth for the area, including policies and objectives of the 2014 Clovis General Plan and Loma Vista Specific Plan. The project will develop an otherwise unused portion of property and contribute to the City's housing stock.

Rezone

The proposed zone change from P-F to R-1 is consistent and compatible with the surrounding neighborhoods. The Clovis Christian Church campus is a permitted use in the existing P-F Zone District. However, this project will require that the project boundary be rezoned to the R-1 Zone District. The R-1 Zone District refers to single-family residential uses with an allowable density range that is 4.1 to 7.0 units per acre. The R-1 Zone District is also consistent with the Medium Density Residential land use designation of the General plan. If approved, the project must be developed to the standards of the R-1 Zone District. The following **Table 1** reflect general R-1 development standards:

TABLE 1 – R-1 Development Standards

| Development Standards | Standards |
|--|------------------------|
| <i>Parcel Features</i> | |
| Minimum Parcel Size | 6,000 Square feet |
| Minimum Parcel Width | 60 Feet |
| Minimum Cul-de-sac Parcel Width | 50 Feet |
| Minimum Corner Parcel Width | 65 Feet |
| Minimum Parcel Depth | 100 Feet |
| <i>Setbacks Required</i> | |
| Front | 20 Feet |
| Side | 5 Feet |
| Street side | 10 Feet |
| Rear | 20 Feet |
| <i>Additional Development Standards</i> | |
| Maximum Parcel Coverage | 40% |
| Maximum Height | 35 feet/ 2-1/2 stories |

Zone Districts to the immediate vicinity of the project site are P-F (Public Facilities) to the north, R-1 (Single-Family Residential) to the east and south, and R-1-7,500 (Single-Family Residential, 7,500 sq. ft. minimum) to the west across Locan Avenue. The proposed R-1 Zone District will provide additional housing in the area that is consistent with the general surroundings. **Figure 2** below depicts the extent of the surrounding zone districts.

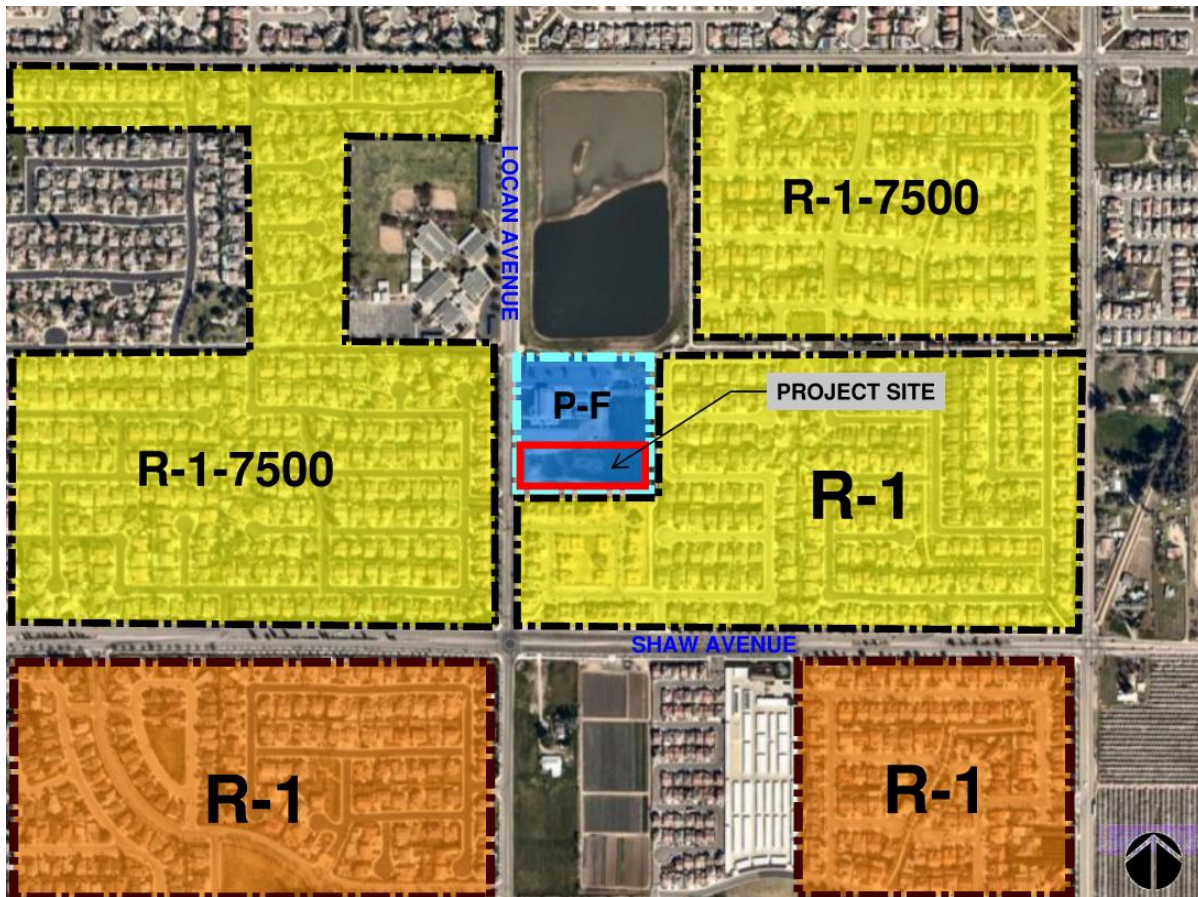


FIGURE 2- Zone Districts

Findings for Approval of a Rezone

Amendments to the zone map may be approved only if the review authority can make the following findings:

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

The project is consistent with the proposed General Plan designation of Medium Density Residential and the Loma Vista Specific Plan. The associated General Plan Amendment, if approved, will re-designate the land use from Public Facilities to Medium Density Residential. The proposed R-1 Zone District is consistent with the Medium Density Residential land use designation. Although the project is proposing an amendment to the City's General Plan land use designation and rezone, the existing P-F (Public Facilities) Zone District under the Public/ Quasi Public Facilities land use designation allows certain housing/residential uses, including high density residential development, making the type of proposed use (residential) consistent with the current land use designation and zoning district.

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

The project was determined not to be detrimental to the public interest, health, safety, and convenience, or general welfare of the City. Agencies and City departments reviewed the project to ensure consistency with City codes and regulations.

3. The parcel is physically suitable (including absence of physical constraints, access, and compatibility with adjoining land uses, and provisions of utilities) for the requested zoning designations and anticipated land uses/ projects.

The project site is physically suitable for the type and intensity of the proposed project. It is surrounded by other residential uses at similar densities, some of which are newly constructed.

Vesting Tentative Tract Map

Lot Configuration and Circulation

The requested vesting tentative map (**Figure 3**) will create 17 single-family residential lots on the 3.54 acre property. Lot sizes range from 6,000 square feet to 11,109 square feet with an average of 7,245 square feet. Lots must meet the minimum required configuration of the proposed R-1 Zone District which include a minimum parcel width of 60 feet and parcel depth of 100 feet for standard lots. An adjustment to the minimum lot width has been requested for the proposed cul-de-sac lots (lots 8-10) through the minor adjustment process which, if approved, will grant a ten percent reduction of the minimum lot width. The minor adjustment is reviewed and processed at the administrative level by the Planning and Development Services Department.

Access to and from the subdivision will be from Locan Avenue through the proposed local cul-de-sac street. As a local and public street, a total 50-foot right-of-way will be provided with standard 5-foot wide sidewalks and 2-foot wide landscaping strips. The 36-foot wide paved road will provide ample space for parking on both side of the street. The proposed street is consistent with the local street standards of the City's Development Code.

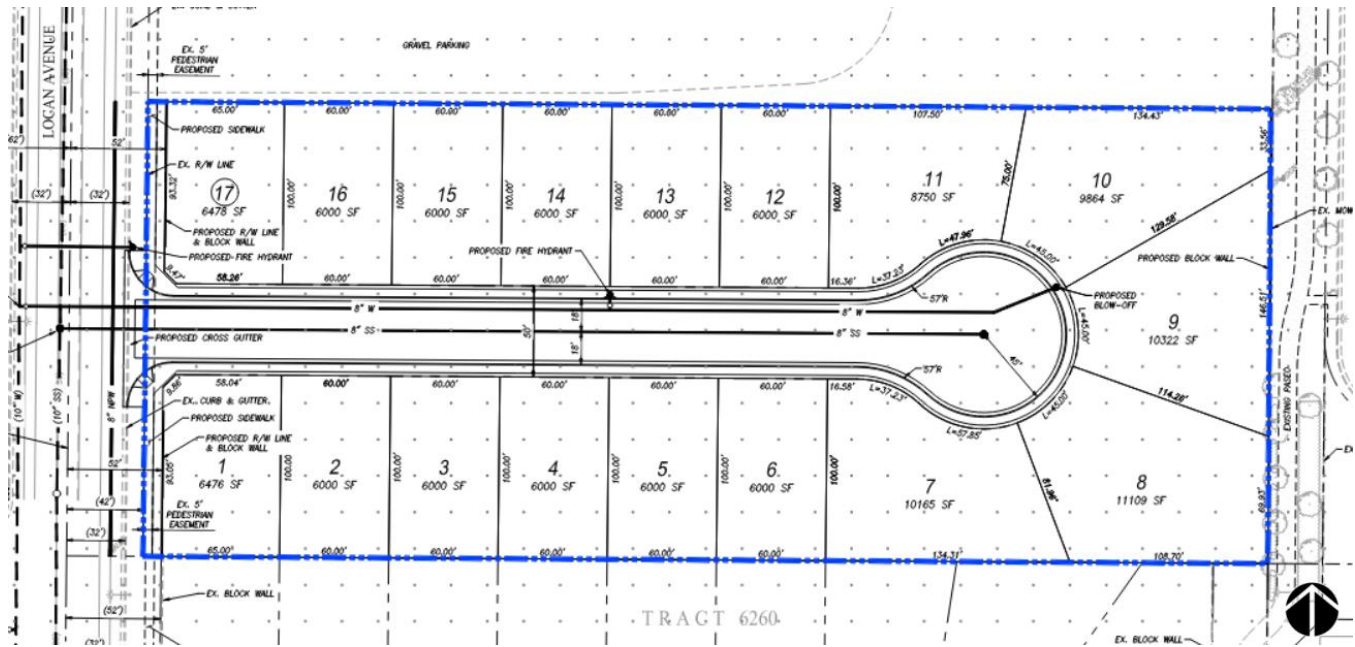


FIGURE 3- Tract Map 6349

Dedication of Right-of-Way and Fencing

The project abuts Locan Avenue to the west and has a requirement to dedicate its proportionate share towards the public right-of-way. An overall 20-foot right-of-way is required for sidewalk and landscaping along Locan Avenue. This includes an 11-foot wide parkway, 5-foot wide sidewalk, and another 4-foot wide landscape setback. In addition to this requirement, the project shall also provide a minimum 6-foot tall split face masonry wall along Locan Avenue, as well as the project’s northern and eastern property lines.

Thematic Elements

Branding of the Loma Vista Specific Plan with specific elements has been essential to creating a community and sense of place. A “Craftsman” theme has been established throughout this plan area, utilizing natural materials such as cobblestones, rocks, brick, and wood-like elements in subdivision entries, monuments, surface treatments for pedestrian crossings, median surface treatments, walls, fences, and architectural elements. Thematic lighting, benches, trash receptacles, walkway treatment, and drinking fountains have also been established for the Loma Vista Specific Plan Area. Thematic elements and architecture are reviewed through the residential site plan review process, a requirement if this project is approved.

Findings for Approval of a Vesting Tentative Tract Map

The following findings must be made for the review authority to approve the vesting tentative tract map:

1. The proposed map, subdivision design, and improvements are consistent with the General Plan and any applicable specific plan.

The project is consistent with the proposed General Plan designation of Medium Density Residential and the Loma Vista Specific Plan. The associated General Plan Amendment, if approved, will re-designate the land use from Public Facilities to Medium Density Residential. Although the project is proposing an amendment to the City's General Plan land use designation and rezone, the existing P-F (Public Facilities) Zone District under the Public/ Quasi Public Facilities land use designation allows certain housing/residential uses, including high density residential development, making the type of proposed use (residential) consistent with the current land use designation and zoning district.

2. The site is physically suitable for the type and proposed density of development.

The 3.54 acre project site allow for the congruent development of the proposed 17-lot subdivision with lot configuration that meet the proposed R-1 development standards and a standard cul-de-sac street.

3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidable injure fish or their habitat.

The proposed infill project is surrounded by existing development. Additionally, the project site has been routinely disturbed and makes up a portion of a developed church campus. There are no trees or water features that would typically be associated with providing habitat. It is unlikely that the site supports or provide value as habitat for endangered, rare, or threatened species. This finding is supported with findings included in the biological survey prepared for the project by Quad Knopf, dated March 10, 2021.

4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.

The project was has been reviewed by the City's Police and Fire departments and the Fresno County Department of Public Health, and no major concerns regarding public health and safety were presented.

5. The design of the subdivision or type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

There are no existing public easements within the subject property. The project will dedicate appropriate portions of property towards the public right-of-way adjacent to its frontage along Locan Avenue.

6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed the by the California Regional Water Quality Control Board.

The project has been reviewed in consistency with the California Regional Water Quality Control Board requirements, by the City's Engineering Division and Public Utilities department and no concerns of violation were presented.

7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.

The development will be constructed per the California Building Code requirements and will therefore meet this requirement.

8. The proposed subdivision, its design, density, and type of development and improvements confirm to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law.

The project would comply with the regulations of the City's Development Code and requirements of regulating agencies. Regulations and project requirements are included as conditions of approval. Additionally, the project will be further refined during the various stages of plan review.

Public Outreach and Comments

Neighborhood Meetings

Per City policy, the applicant held a neighborhood meeting prior to the Planning Commission hearing of this project on Wednesday, April 14, 2021, at 6:00 pm at the City's Council Chambers. In attendance were the project team and City staff. No residents were in attendance. However, correspondence related to telecommunication towers concerns was received after the neighborhood meeting which has been included as **Attachment 8**. Staff responded to this correspondence with a letter clarifying that this project does not include the proposal for telecommunication towers.

A second neighborhood meeting was held on July 8, 2021 at 6:00 pm at the City's Council Chambers. Because this meeting occurred after the staff report was completed, any public comment received during the meeting will be summarized during Staff's presentation of this item.

Public Comments

A public notice was sent to area residents within 800 feet of the property boundaries. As of the completion of this report, staff has not received comments since the initial correspondence mentioned above.

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, County of Fresno, and the Fresno Local Agency Formation Commission (LAFCo).

Comments received are attached (**Attachment 9**) 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

The Planning Commission considered this project on Thursday, June 24, 2021. The Commission recommended approval of the project by a vote of 5-0-0. The draft Planning Commission minutes for the project is provided as **Attachment 10**.

Community Facilities District

The fiscal analysis of the Southeast Urban Center Specific Plan identified possible long-term funding shortfalls in the City's operating and maintenance costs. To address this issue, the City of Clovis is implementing 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, parks and recreation services, 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 Project in the CFD.

California Environmental Quality Act (CEQA)

The project is exempt from CEQA pursuant to a Class 32 categorical exemption and pursuant to CEQA Guidelines section 15061(b)(3). Class 32 exemptions consist of infill development less than five acres in size and meeting the conditions described in California Government Code Section 15332. The Notice of Exemption provided as **Attachment 7** addresses the conditions of section 15332 and is kept for public review with the project file during the processing of the application. Staff will file the notice with the County Clerk if the project is approved.

Further, the project is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The Project is on a 3.54 acre infill site surrounded by urban development. The analysis set forth

in the Notice of Exemption supports the finding that the project will not have a significant effect on the environment.

The City published a notice of this public hearing in *The Business Journal* on Wednesday, July 7, 2021.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

The proposed infill development will provide additional housing opportunities for existing and potential residents of Clovis and will develop an otherwise unused portion of property. The project complies with the goals, objectives, and policies of the City's General Plan and Loma Vista Specific Plan, and meet the requirements of the proposed R-1 Zone District. Staff therefore recommends that the City Council approve GPA2021-002, R2021-005 and TM6349 subject to the conditions of approval provided as **Attachment 4**.

ACTIONS FOLLOWING APPROVAL

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.

Prepared by: Lily Cha, Associate Planner

Reviewed by: City Manager *JH*

RESOLUTION 21-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A GENERAL PLAN AMENDMENT GPA2021-002 TO AMEND THE 2014 CLOVIS GENERAL PLAN LAND USE ELEMENT AND LOMA VISTA SPECIFIC PLAN FOR APPROXIMATELY 3.54 ACRES LOCATED NEAR THE NORTHEAST CORNER OF SHAW AND LOCAN AVENUES AND FINDING THE PROJECT IS EXEMPT FROM CEQA PURSUANT TO A CLASS 32 CATEGORICAL EXEMPTION

WHEREAS, De Young Properties, 677 W. Palmdon, Suite 208, Fresno CA, 93704, submitted an application for General Plan Amendment GPA2021-002 in connection with the proposed development of a 17-lot single-family residential subdivision (“Project”) on approximately 3.54 acres of property located near the northeast corner of Shaw and Locan Avenues (“Property”); and

WHEREAS, General Plan Amendment GPA2021-002 proposes to amend the 2014 Clovis General Plan Land Use Element and Loma Vista Specific Plan for the Property from the Public/ Quasi-Public designation to the MD (Medium Density) designation; and

WHEREAS, the proposed General Plan Amendment will facilitate development of the Project on Property; and

WHEREAS, the proposed General Plan Amendment is consistent with the intent and purpose of the General Plan; and

WHEREAS, the City published notice of the public hearing in the Fresno Business Journal on July 7, 2021, mailed public notices to property owners within 800 feet of the Property ten (10) days prior to the City Council hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on July 19, 2021; and

WHEREAS, the City Council considered the CEQA analysis outlined in the staff report and elsewhere in the Administrative Record which determines that the Project meets the requirements of a Class 32 (Infill Development) Categorical Exemption pursuant to CEQA Guidelines section 15332 and will not have a significant effect on the environment, pursuant to CEQA Guidelines section 15061(b)(3); and

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

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

1. The City Council hereby approves General Plan Amendment GPA2021-002.

2. The proposed General Plan Amendment is internally consistent with the goals, policies, and actions of the General Plan.
3. The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
4. The Property is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the development of the Project.
5. There is a compelling reason for the amendment, namely, to facilitate development of the Project on Property.
6. The City Council finds that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines section 15332 (Class 32 – Infill Development) and will not have a significant effect on the environment, pursuant to CEQA Guidelines section 15061(b)(3).
7. The basis for the findings is detailed in the June 24, 2021 staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021 by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: July 19, 2021

Mayor

City Clerk

ORDINANCE 21-____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLOVIS AMENDING AND CHANGING THE OFFICIAL ZONE MAP OF THE CITY OF CLOVIS IN ACCORDANCE WITH SECTION 9.08.020 AND 9.86.010 OF THE CLOVIS MUNICIPAL CODE REZONE APPROXIMATELY 3.54 ACRES FROM THE PUBLIC FACILITIES (P-F) ZONE DISTRICT TO THE R-1 (SINGLE-FAMILY RESIDENTIAL 6,000 SQ. FT.) ZONE DISTRICT FOR PROPERTY LOCATED NEAR THE NORTHEAST CORNER OF SHAW AND LOCAN AVENUES

LEGAL DESCRIPTION:

See the attached Attachment A.

WHEREAS, the project proponent, De Young Properties, 677 W. Palmdon, Suite 208, Fresno CA, 93704, submitted an application for Rezone Application R2021-005 in connection with the proposed development of a 17-lot single-family residential subdivision ("Project") on approximately 3.54 acres of property located near the northeast corner of Shaw and Locan Avenues ("Property"); and

WHEREAS, Rezone Application R2021-005 proposes to rezone the Property from the Public Facilities Zone District to the R-1 (Single-family residential 6,000 sf) Zone District; and

WHEREAS, the proposed rezone will facilitate development of the Project on the Property; and

WHEREAS, the Planning Commission held a duly noticed hearing was held on June 24, 2021, to consider the project approval, at which time interested persons were given opportunity to comment on the project; and

WHEREAS, the Planning Commission voted and recommended that the City Council approve Rezone R2021-005; and

WHEREAS, the Planning Commission's recommendations were forwarded to the City Council for consideration; and

WHEREAS, the City published notice of the public hearing in the Fresno Business Journal on July 7, 2021, mailed public notices to property owners within 800 feet of the Property ten (10) days prior to the City Council hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, the City Council held a noticed public hearing on July 19, 2021, to consider approval of Rezone R2021-005; and

WHEREAS, the City Council considered the CEQA analysis outlined in the staff report and elsewhere in the Administrative Record which determines that the Project meets the requirements of a Class 32 (Infill Development) Categorical Exemption pursuant to CEQA Guidelines section 15332 and will not have a significant effect on the environment, pursuant to CEQA Guidelines section 15061(b)(3); and

ATTACHMENT 2

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

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

Section 1

1. The proposed rezone is consistent with the goals, policies, and actions of the General Plan.
2. The proposed rezone would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
3. The Property is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designation and development of the Project.
4. The City Council finds that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines section 15332 (Class 32 – Infill Development) and will not have a significant effect on the environment, pursuant to CEQA Guidelines section 15061(b)(3).
5. The basis for the findings is detailed in the July 19, 2021 staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

Title of Section to be amended/added

Include text of how the section will read after it is added/amended.

Section 2 The Official Map of the City is amended in accordance to Section 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 the Public/ Quasi Public Facilities (PF) land use designation to the Medium Density Residential Zone District (4.1-7.0 DU/Ac).

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.

APPROVED: July 19, 2021

Mayor

City Clerk

* * * * *

The foregoing Ordinance was introduced and read at a regular meeting of the City Council held on July 19, 2021 and was adopted at a regular meeting of said Council held on August 2, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: August 2, 2021

City Clerk

**ATTACHMENT A
LEGAL DESCRIPTION**

The land referred to is situated in the County of Fresno, City of Clovis, State of California, and is described as follows:

The south 250 feet of the northwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of Section 11, T13S, R21E MDM.

RESOLUTION 21-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A VESTING TENTATIVE TRACT MAP FOR A 17-LOT SINGLE-FAMILY SUBDIVISION ON APPROXIMATELY 3.54 ACRES OF PROPERTY LOCATED NEAR THE NORTHEAST CORNER OF SHAW AND LOCAN AVENUES

WHEREAS, De Young Properties, 677 W. Palmdon Suite 208, Fresno CA, 93704, submitted an application for Vesting Tentative Tract Map TM6349 for a 17-lot single family subdivision (“Project”) on approximately 3.54 acres of property located near the northeast corner of Shaw and Locan Avenues (“Property”); and

WHEREAS, the City published notice of the public hearing in the Fresno Business Journal on July 7, 2021, mailed public notices to property owners within 800 feet of the Property ten (10) days prior to the City Council hearing, and otherwise posted notice of the public hearing according to applicable law; and

WHEREAS, a duly noticed public hearing was held on July 19, 2021; and

WHEREAS, the Planning Commission has considered said map on June 24, 2021, approving said map; and

WHEREAS, the proposed tract map was presented to the City Council for approval in accordance with the Subdivision Map Act of the Government of the State of California and Title 9 of the Municipal Code of the City of Clovis; and

WHEREAS, the City Council considered the CEQA analysis outlined in the staff report and elsewhere in the Administrative Record which determines that the Project meets the requirements of a Class 32 (Infill Development) Categorical Exemption pursuant to CEQA Guidelines section 15332 and will not have a significant effect on the environment, pursuant to CEQA Guidelines section 15061(b)(3); and

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

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

1. The City Council hereby approves TM6349 as shown in **Attachment A** subject to the conditions of approval set forth in **Attachment B** to this Resolution.
2. The proposed map, subdivision design, and improvements are consistent with the General Plan and any applicable specific plan.

3. The site is physically suitable for the type and proposed density of development.
4. 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.
5. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.
6. 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.
7. 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.
8. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.
9. 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.
10. The City Council could not make the findings necessary for approval of TM6349 without the conditions of approval set forth in **Attachment B** to this Resolution.
11. The City Council finds that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines section 15332 (Class 32 – Infill Development) and will not have a significant effect on the environment, pursuant to CEQA Guidelines section 15061(b)(3).
12. The basis for the findings is detailed in the June 24, 2021, staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as the evidence and comments presented during the public hearing.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021, by the following vote, to wit.

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

DATED: July 19, 2021

Mayor

City Clerk

ATTACHMENT A
(Tract Map to be provided when finalized)

ATTACHMENT B
(Conditions of approval to be provided when finalized)

Conditions of Approval- GPA2021-002

Planning Division Comments
(Lily Cha, Associate Planner – 559-324-2335)

1. Development of the single-family residential development shall be consistent with the General Plan Medium Density Designation (4.1 – 7.1 DU/Ac).

Conditions of Approval- Vesting Tentative Tract Map TM6349**Planning Division Comments**
(Lily Cha, Associate Planner – 559-324-2335)

1. All conditions of approval under GPA2021-002 and R2021-005 shall be made part of this entitlement approval.
2. This Project is subject to the development standards of the Loma Vista Specific Plan.
3. The applicant shall contribute a proportionate share towards the development of a “paseo” system in this quarter section as required by the General Plan land use diagram.
4. The applicant shall contribute a proportional share towards the development and improvement of a neighborhood park. The formula for park contribution is based on one acre of park for each 1,000 residents to be used for the acquisition and improvement of a neighborhood park facility. Contribution greater than this formula may be reimbursable.
5. 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.
6. No more than two of the same unit type (floor layout and exterior materials package) shall be repeated side by side. When two of the same units are repeated side by side, they shall be different colors. These identical provisions may be waived by the City Planner on a specific lot basis within the project when the size or configuration of a lot would otherwise prevent compliance with the above requirements of any other siting or setback/yard requirements established under this application. If such a waiver is requested, the developer and City Planner shall work together to ensure that any sitings of units not in compliance with the above requirements shall be of different materials and elevations in order to minimize any adverse visual impacts that may result.
7. Tentative Map TM6349 is subject to the development standards of the R-1 Zone District.
8. The garages shall have a 20'x22' interior dimension.
9. Maximum building (main structure) height shall not exceed thirty-five (35) feet.
10. Maximum lot coverage is 40% unless specifically approved through a residential site plan review or variance.

11. 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 Municipal Code.
12. All transformers for this subdivision shall be located underground. Pad mounted transformers may be considered through approval of an administrative use permit.
13. The developer shall construct a minimum six-foot high solid split face masonry wall, consistent with the existing adjacent development, along Locan Avenue as well as the northern and eastern boundaries of the development.
14. The developer shall provide decorative fixtures such as the thematic Loma Vista Light. Specific locations and details will be reviewed during the residential site plan review process.
15. The developer shall provide the required proportionate right-of-way for Locan Avenue.
16. Locan Avenue shall have a 20-foot landscape/pedestrian setback, with an 11-foot parkway, 5-foot sidewalk, and 4-foot landscape setback.
17. Landscape plans shall be reviewed and approved separately by the landscape review committee for tree and landscape type and location.
18. Prior to the submittal of civil plan review, the applicant shall submit a tree plan showing all existing trees with their variety. A tree removal/protection plan shall be reviewed and approved by the Director. Trees shall not be removed without approval from the Director.
19. Upon final recordation of this vesting 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.
20. The applicant shall relay all conditions of approval for Vesting Tentative Tract Map 6349 to all subsequent purchasers of individual lots, if applicable, and/or to subsequent purchasers of this entire tract map development.
21. 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.
22. All landscaping (open space and private yards) shall conform to the City of Clovis Water Efficient Landscape Ordinance.
23. This vesting tentative tract map is approved per **Attachment 3** of this report.
24. This Project requires the submittal and approval of a residential site plan review entitlement. Specific color and materials of the models, walls, amenities, landscaping, and fencing will be evaluated.

25. The applicant shall provide an all-weather surface for the placement and storage of trash receptacles.

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

26. 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.
27. 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.
28. 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.

ENGINEERING / UTILITIES / SOLID WASTE DIVISION CONDITIONS
(Sean Smith, Engineering Division Representative – 324-2363)
(Paul Armendariz, Department Representative – 324-2649)

Maps and Plans

29. The conditions of this tract map are written under the assumption that all dedications and improvements have been completed by the adjacent TM 6260 development, and that these dedications and improvements have been accepted by the City. Additional conditions shall be required at the discretion of the City Engineer, if the improvements and dedications by TM 6260 have not been accepted by the City.
30. 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.

31. The applicant shall submit separately to the City of Clovis Engineering Division, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements and a current preliminary title report. These plans shall be prepared by a registered civil engineer, and shall include a grading plan, landscape plan, a site plan showing trash enclosure locations and an overall site utility plan showing locations and sizes of sewer, water, storm drain, and irrigation mains, laterals, manholes, meters, valves, hydrants, other facilities, etc. Plan check and inspection fees per City of Clovis Resolution No. 18-61 shall be paid with the first submittal of said plans. All plans shall be submitted at or before the time the building plans are submitted to the Building Division and shall be approved by the City and all other involved agencies prior to the release of any development permits.
32. 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).
33. Upon approval of improvement plans, the applicant shall provide the City with the appropriate number of copies. After all improvements have been constructed and accepted by the City, the applicant shall submit to the City of Clovis Engineering Division (1) digital copy to the City in PDF format of the approved set of construction plans revised to accurately reflect all field conditions and revisions and marked "AS-BUILT" for review and approval. Upon approval of the AS-BUILTs by the City, and prior to granting of final occupancy or final acceptance, the applicant shall provide (1) digital copy to the City in PDF format.

General Provisions

34. The applicant shall pay all applicable development fees at the rate in effect at the time of payment and prior to final map approval by Council or have the fees payable directly to the City through a separate escrow account at the time of recordation of the map.
35. The applicant is advised that, pursuant to California Government Code, Section 66020, any party may protest the imposition of fees, dedications, reservations, or other exactions imposed on a development project by a local agency. Protests shall be filed in accordance with the provisions of the California Government Code and shall be filed within 90 days after conditional approval of this application is granted. The 90 day protest period for this project shall begin on the "date of approval" as indicated on the "Acknowledgment of Acceptance of Conditions" form.
36. All reimbursement requests shall be prepared and submitted in accordance with the requirements of the current version of the "Developer Reimbursement Procedures" a copy of which may be obtained at the City Engineer's Office.

37. 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.
38. 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.
39. 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.
40. The applicant shall provide and pay for all geotechnical services per City policy.
41. The applicant shall comply with the requirements of the local utility, telephone, and cable companies. 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.
42. 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.
43. 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.
44. The applicant shall contact and address Caltrans requirements. The applicant shall be required to mitigate impacts to State Highway facilities as determined by the City Engineer.

Dedications and Street Improvements

45. The applicant shall provide right-of-way acquisition or dedicate free and clear of all encumbrances and/or improve the following streets to City standards. The street improvements shall be in accordance with the City's specific plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the type, location, and grades of existing improvements.
 - a. Locan Avenue – Along frontage, dedicate to provide right-of-way acquisition for 52' (exist 42') east centerline, and improve with sidewalk, curb return ramps, street lights, landscaping and irrigation, permanent paving and overlay as necessary to match the existing permanent pavement.

- b. Interior Streets – Dedicate to provide for 50' or 54' of right-of-way in conformance with the City policy on street widths, and improve with curb, gutter, 5' sidewalk adjacent to the curb, drive approaches, curb return ramps, streetlights, permanent paving, and all transitional paving as needed.
 - c. Cul-De-Sac - dedicate to provide for 52' radius and improve with curb, gutter, sidewalk, street lights, 43' permanent paving and all transitional paving as needed.
 - d. The applicant shall relinquish all access to Locan Avenue, for all lots that side onto Locan Avenue.
46. The applicant shall provide a dedication for a 10' public utility easement, where applicable, along all frontages or alternate widths approved by the utilities companies.
47. For new onsite ADA paths of travel that connect to existing City sidewalk, the applicant shall replace enough sidewalk to provide a compliant landing with appropriate transitions to existing sidewalk grades.
48. The applicant shall remove and repair all damaged or broken concrete improvements. The City Engineer may require the repair of additional improvements if they are damaged prior to occupancy.
49. The applicant shall not install any fences, temporary or permanent in public right-of-way.
50. 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.

Sewer

51. The applicant shall identify and abandon all septic systems to City standards.
52. The applicant shall install sanitary sewer mains of the size and in the locations indicated below, prior to occupancy. The sewer improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains shall require approval of the City Engineer and shall be supported by appropriate calculations.
- a. Interior Streets – install 8" mains.

53. The applicant shall install one (1) 4" sewer service house branch to each lot within the tentative tract.

Water

54. The applicant shall identify and abandon all water wells to City standards.

55. The applicant shall install water mains of the sizes and in the locations indicated below, and provide an adequately looped water system prior to occupancy. The water improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains shall require approval of the City Engineer and shall be supported by appropriate calculations.

a. Interior Streets – install 8" mains.

56. The applicant shall install a City standard water service to each lot of the proposed subdivision. Water services shall be grouped at property lines to accommodate automatic meter reading system, including installation of connecting conduit. The water meter shall be placed in the sidewalk and not in planters or driveways.

57. 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.

Recycled Water

58. The applicant shall install recycled water mains of the sizes and in the locations indicated below. The recycled water improvements shall be in accordance with the City's master plans and shall match existing improvements. All areas utilizing recycle water for irrigation shall be clearly marked on the improvement plans. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains shall require approval of the City Engineer and may require appropriate calculations.

a. Locan Avenue – install 8" main along the property frontage.

Grading and Drainage

59. 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.

60. 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

61. 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: landscape strip along Locan Avenue.
62. The owner shall request annexation to and provide a covenant for the Landscape Maintenance District. The property owner acknowledges and agrees that such request serves as a petition pursuant to California State Proposition 218 and no further election shall be required for the establishment of the initial assessment. The assessment for each lot shall be obtained from the City for the tax year following the recordation of the final map. The estimated annual assessment per average sized lot is \$449.49, 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.
63. The applicant shall comply with the City of Clovis Water Efficient Landscape Requirements Ordinance.
64. The applicant shall provide a perimeter wall perpetual maintenance covenant on all properties that have a perimeter wall that is installed on private property. A recordable

covenant shall be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

Miscellaneous

65. The applicant shall install four (4) street lights per the attached street light exhibit. Street lights along the major streets shall be installed on metal poles to local utility provider's standards at the locations designated by the City Engineer. Street light locations shall be shown on the utility plans submitted with the final map for approval. The applicant shall install thematic lighting for the interior street lights, as approved by the City Engineer. Street lights along all streets shall be owned and maintained by local utility providers. Proof of local utility provider's approval shall be provided.
66. The applicant shall install all major street monumentation and section corner monumentation within the limits of the project work in accordance with City Standard ST-32 prior to final acceptance of the project. Monumentation shall include all section corners, all street centerline intersection points, angle points and beginning and end of curves (E.C.'s & B.C.'s). The applicant/contractor shall furnish brass caps. Any existing section corner or property corner monuments damaged by this development shall be reset to the satisfaction of the City Engineer. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to final acceptance. Brass caps required for installation of new monuments or replacement of existing monuments shall be provided by the contractor/the applicant and approved by City prior to installation. Within five days after the final setting of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer that the final monuments have been set. Upon payment to the engineer or surveyor for setting the final monuments, the applicant shall present to the City Engineer evidence of the payment and receipt thereof by the engineer or surveyor.
67. A deferment, modification, or waiver of any engineering conditions shall require the express written approval of the City Engineer.
68. The conditions given herein are for the entire development. Additional requirements for individual phases may be necessary pending review by the City Engineer.

Fresno Irrigation District

(Chris Lundeen, FID Representative – 233-7161 ext. 7410)

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

County of Fresno Health Department Conditions

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

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

Clovis Unified School District

(Michael Johnston, CUSD Representative – 327-9000)

71. The Applicant shall refer to the attached CUSD correspondence. If the list is not attached, please contact the CUSD for the list of requirements.

San Joaquin Valley Air Pollution Control District

(Carol Flores, SJVAPCD Representative – 230-55935)

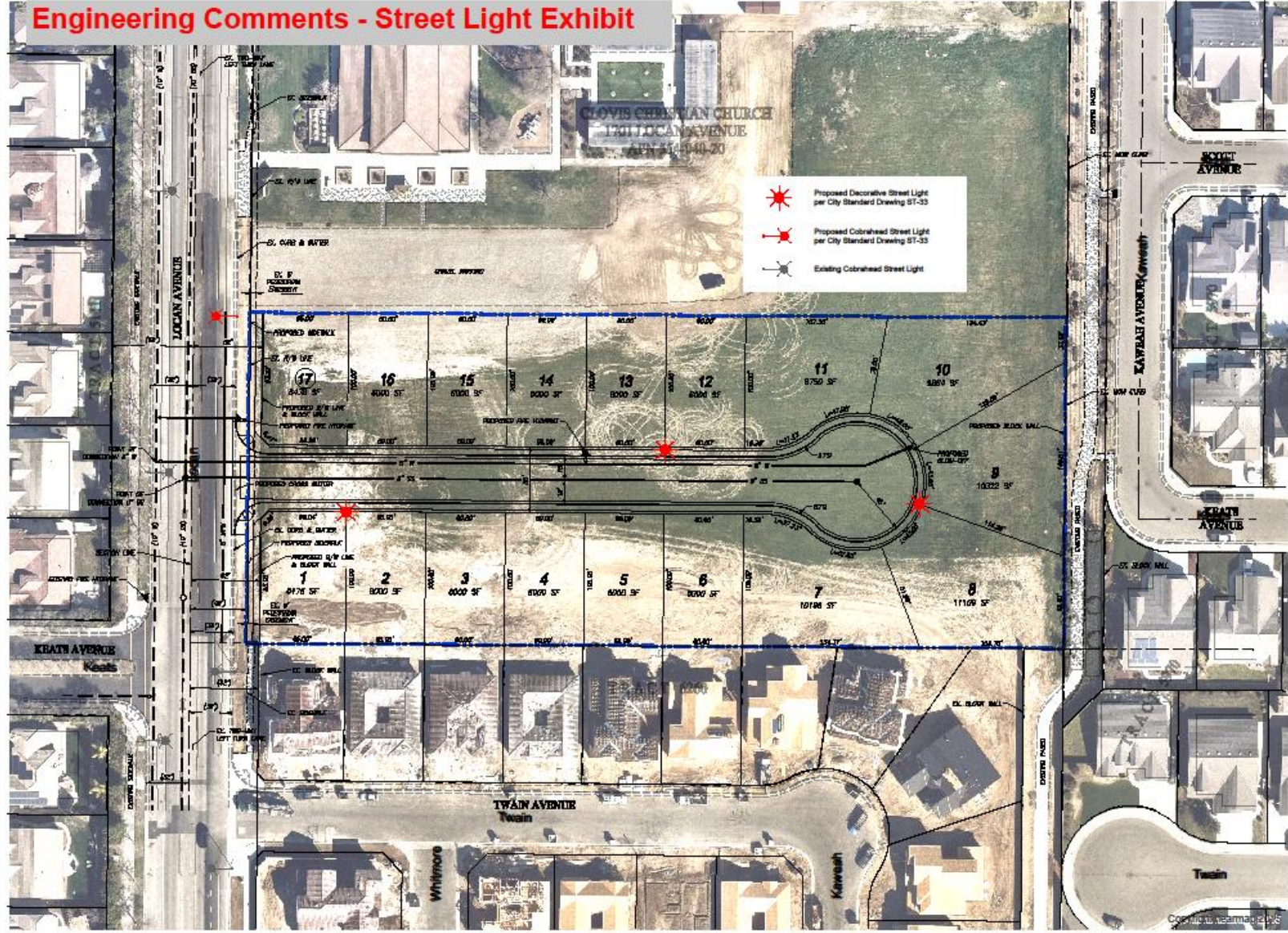
72. The Applicant shall refer to the attached SJVAPCD correspondence. If the list is not attached, please contact the SJVAPCD for the list of requirements.

Fresno Metropolitan Flood Control District

(Mikel Meneses, FMFCD Representative – 456-3292)

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

Engineering Comments - Street Light Exhibit





De Young Properties

General Plan Amendment (GPA 2021-02) Justification Letter
Tract 6349

April 8, 2021

Applicant: De Young Properties
Brandon De Young
677 West Palmdon Avenue, Suite 208
Fresno, CA 93704

Representative: QK
601 Pollasky Avenue, Suite 301
Clovis, CA 93612

APN: 554-040-20

Current Zoning: P-F

Area: 3.54± gross acres

REQUEST

De Young Properties is requesting this re-designation of approximately 3.54 acres on the east side of Locan Avenue, north of Shaw Avenue, to change from P-F (Public Facilities) to Medium Density Single Family Residential.

The proposed 17-lot project will develop at a density of 4.8 units/acre with an average lot size of 7,245 square feet, with 6,000 square feet minimum and 11,109 square feet maximum, as detailed on Tentative Tract No. 6349 prepared by QK.

De Young Properties is excited to be constructing its newest Icon Series floor plans on this subject site. These successful floor plans are *SmartHomes*, meaning they are both energy-efficient and intuitively smart. Our homes are also healthy to live in and healthy for the environment. Our Icon Series have plenty of popular included features that are loved by our homebuyers, and it will be no different here in this tract. The proposed homes range from 1,900 to 3,800 square feet and are available to view at our Welcome Centers located on Shaw Avenue and Highland Avenue.

The proposal is justified for the following reasons:

1. The proposed development aims to achieve many of the goals outlined in the Clovis General Plan. Most importantly, this project makes best use of land where more development is needed. The infill Project intends to develop the vacant land and continue the land use patterns of the surrounding properties, making a homogenous community. In essence, this proposed amendment would serve to implement policies aimed towards smart growth principles specifically outlined in the Land Use Element.

ATTACHMENT 5

2. The proposed amendment would allow for proper resource management by minimizing the amount of land needed to accommodate more outward growth, thereby preserving land for other essential community needs. Furthermore, the proposal for a residential project allows for cost effective management of infrastructure resources.
3. The proposed project will facilitate various general plan goals and policies to promote land use compatibility, minimize conversion of agriculture lands to urban uses, improve service delivery efficiency and cost effectiveness, create more walkable community, reduce vehicle trips and reduce negative air quality impacts.
4. The proposed residential project is consistent with the recent land development pattern of adjacent subdivisions that have been recently approved by the City. The proposed amendment would be requesting an identical designation to allow the continuance of a similar density of these approved projects and thereby promotes compatibility between land uses. Similar projects within the vicinity of this proposal include Tract 6260 to the south and Tract 5970 to the east.

Regarding the Goals and Policies of the City of Clovis General Plan, this project would align with principles and ideals outlined within the policy documents. The following discussion is in support of the project's consistency with the General Plan:

Goal 1: The quality of buildings and neighborhoods within the older parts of Clovis is in the same class as the quality of those in recently developed areas.

Response: The proposed development of single-family homes will meet and exceed the quality of construction of other projects completed within the area, given that De Young's latest floor plans and features incorporate the most up-to-date code requirements for efficiency as well as other innovative industry standards to promote better aesthetics coupled with workmanship.

Policy 3.6 Mix of housing types and sizes. Development is encouraged to provide a mix of housing types, unit sizes, and densities at the block level. To accomplish this, individual projects five acres or larger may be developed at densities equivalent to one designation higher or lower than the assigned designation, provided that the density across an individual project remains consistent with the General Plan.

Response: The proposed development is approximately 3.5 acres. This development will be less than five acres.

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

Response: This development will include single and two-story floor plans ranging from 1,900 to 3,800 square feet with varied architectural and interior design styles to surely meet the needs of many demographic and income levels.

Policy 5.1 Housing variety in developments. The Clovis General Plan has been planned to provide a variety of housing product types suitable to each stage of a person's life. Each development should contribute to a diversity of housing sizes and types within the standards appropriate to the land use designation. This policy does not apply to projects smaller than five acres.

Response: The proposed development is approximately 3.5 acres. This development will be less than five acres.

Policy 5.3 Innovative housing. Encourage innovative housing product types, including multigenerational, cooperative, and variations on live-work housing.

Response: The 17-lot subdivision mainly consists of 6,000 square foot lots, however, there are 7 lots that exceed 6,000 square feet. The lot sizes range from 6,000 square feet to 11,109 square feet. The variation in lot sizes will allow for the development of range of housing options. The housing options will range from 1,900 to 3,800 square feet. These varied housing options will allow for a diverse demographic and income levels to purchase homes within the proposed subdivision. Furthermore, many floor plans allow flexible customization, including our Multi-Gen personal selection, to accommodate multi-generational living options.

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.

Response: The proposed project meets the recommended policies associated with amendments to the Clovis General Plan outlined under Goal 6. The proposal to develop the south 3.54 acres of the church property as single family residential requires a General Plan Amendment for that purpose. Additionally, the project will develop a maintenance district to cover all costs associated with maintenance of facilities to be constructed in order to have no impact to the general fund.

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

Response: The project falls into many of the smart growth principles identified in the General Plan as well as other principles identified within planning theory. The proposed project promotes better use of available land resources while also providing less impact and need to convert land more on the fringe of the city limits. Lastly, the range of housing choices with various lot sizes creates a mixed assortment of choices for prospective residents in the area. All of these ideals are carried forward in the General Plan and were considered during the development and submittal of this project by the applicant.



CITY *of* CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

Categorical Exemption General Plan Amendment, Rezone, and Vesting Tentative Tract Map

Pursuant to Article 19 of the State CEQA Guidelines, the City of Clovis has determined that the project described below will not have a significant effect on the environment and shall be categorically exempt from the provisions of CEQA.

Lead Agency: City of Clovis
Planning and Development Services

Lead Agency Contact: Lily Cha, Associate Planner
(559) 324-2335
lilyc@cityofclovis.com

Applicant: De Young Properties
Brandon De Young
677 W. Palmdon, Suite 208
Fresno, CA 93704
(559) 435-0900

Project Location: North of Shaw Avenue between Locan and Kaweah Avenues

Exemption: Section 15332 (Class 32, Infill Development Projects)

Project Description:

The Project proposes to subdivide 3.54 acres of property into 17 individual lots for the development of single-family residential homes. The site is generally located on the east side of Locan Avenue between Shaw and San Jose Avenues within the City of Clovis, County of Fresno. In its current state, the Project site is composed of a vacant portion of the existing Clovis Christian Church campus. A parcel split (PM2021-001) is in process for the separation of the 3.54 acre Project site from the church campus. This development request requires an adjustment to the property's designated land use through a General Plan Amendment and Rezone entitlement approval. With this request, the property will be re-designated from the Public/ Quasi Public Facilities (P) designation and the Public-Facility (P-F) Zone District to the Medium Density Single-Family Residential designation and the R-1 (Single-Family Residential, 6,000 Sq. Ft. minimum) Zone District. In addition to the land use entitlements, the Project is

accompanied by a Tract Map request for the subdivision of the site into 17 single-family lots with a minimum lot size of 6,000 Sq. Ft. and an average lot size of 7,245 Sq. Ft. The project will be developed in compliance with the R-1 Zone District development standards and the Loma Vista Specific Plan design guidelines. Other associated site improvements include but are not limited to the installation of landscaping, utilities, and a local street with a cul-de-sac.

Determination:

Pursuant to Article 19 of the California Environmental Quality (CEQA) Guidelines, the project is categorically exempt under Section 15332 (Class 32, Infill Development Projects). None of the exceptions identified in CEQA Guidelines Section 15300.2 apply to the project, as described below.

Section 15332 (Class 32, Infill Development Projects) consists of projects characterized by infill development meeting the conditions as analyzed below.

- (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The Project requires a general plan amendment, rezone, and a tract map. The purpose of the general plan amendment and rezone is to ensure the proposed Project is consistent with the land use designation and zoning. Therefore, if approved, the Project would be consistent with the site’s land use designation and zoning. Conversely, if the request for a general plan amendment and rezone is not approved, the Project would not be consistent and therefore would not be able to be constructed.

Although the project is proposing an amendment to the City’s General Plan land use designation and rezone, the existing P-F (Public Facilities) Zone District under the Public/Quasi Public Facilities land use designation allows certain housing/residential uses, including high density residential development, making the type of proposed use (residential) consistent with the current land use designation and zoning district.

To further support of the Project’s consistency with the City of Clovis 2014 General Plan, there are several goals and policies that encourage infill development. The following table identifies several General Plan goals and policies as well as description how the Project meets that goal/policy.

Because the Project, if approved, would be consistent with the general plan and zoning designation required to accommodate the Project, and because it meets many of the goals and policies identified in the 2014 Clovis General Plan, the Project is considered consistent with this requirement.

| Goal/Policy Number | Goal/Policy | How the project meets the goal/policy |
|-------------------------|--|---|
| Land Use Element | | |
| Goal 3 | Orderly and sustainable outward growth into three Urban Centers with neighborhoods that provide a balanced mix of land uses and development types to support | The Project is an infill development located in the Loma Vista Urban Center and will provide single-family residential homes with options of adding multigenerational units within the residence. |

| | | |
|-------------------------------------|---|--|
| | community lifestyle and small town character | |
| 3.9 | Connected development. New Development in Urban Centers must fully improve roadway, pedestrian, and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development. | The Project will provide connectivity to adjacent developments through a local public street and sidewalks. |
| Goal 5 | A city with housing, employment, and lifestyle opportunities for all ages and income of residents | The Project will provide additional housing opportunities for current and future Clovis residents. |
| Policy 5.3 | Innovative housing. Encourage innovative product types, including multigenerational, cooperative, and variations on live-work housing. | The project will provide single-family residential housing that allow for the opportunity to add multigenerational living quarters. |
| Policy 5.6 | Workforce housing. Encourage the development of workforce housing that serves the needs of those working in Clovis. | The Project provides housing opportunity for those working in the nearby schools, hospital, and commercial centers. |
| 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. | Although the Project is proposing an amendment to the City's General Plan, it will bring value to by providing housing on an otherwise unused site and would not alter the integrity of 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: <ul style="list-style-type: none"> a. The proposed change is and will be fiscally neutral or positive. b. 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. | <p>The Project will not have a negative fiscal impact on the City's operations, instead may have a positive impact with the additional rooftops contributing towards the special district funds.</p> <p>The project was reviewed with studies concluding that the change will not have a negative impact of services on existing development and future development and can be adequately served by public facilities.</p> |
| Economic Development Element | | |
| Goal 5 | A mix of land uses and types of development sufficient to | The Project is considered infill development. As an infill site, the |

| | | |
|---|---|---|
| | support a fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life. | City infrastructure needed to support development (i.e. water and sewer) is readily available with minimal effort, therefore, preserving the need to further extend utilities if the Project were located further away or at another location. |
| Circulation Element | | |
| Policy 2.3 | Fair share costs. New development shall pay its fair share of the cost for circulation improvements in accordance with the city's traffic fee mitigation program. | The Project itself is infill development as the site is underutilized and near jobs and services. |
| Policy 5.5 | Pedestrian access. Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city. | The Project would be subject to its fair share costs associated with the type of development it is. |
| Public Facilities and Services Element | | |
| Goal 1 | Reliable and cost-effective infrastructure systems that permit the city to sustainably manage its diverse water resources and needs | |
| Policy 1.1 | New Development. New development shall pay its fair share of public facility and infrastructure improvements. | The Project would install the required pedestrian access features consistent with this policy. As shown on the Project plans, new sidewalks and pedestrian paths of travel would be installed providing connectivity amongst the site itself and with the adjacent neighborhoods. |

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The project site is within city limits and is approximately 3.54 acre in size. The project site is surrounded by existing development to the north, south, east, and west. Therefore, the Project is consistent and meets this requirement.

(c) The project site has no value as habitat for endangered, rare, or threatened species.

The project site has been routinely disturbed and makes up a portion of a developed church campus. There are no trees or water features that would typically be associated with providing habitat. Further, the areas surrounding the site have been disturbed and developed. It is unlikely that the site supports or provide value as habitat for endangered, rare, or threatened species. This finding is supported with the findings included in the biological survey prepared for the project by Quad Knopf, dated March 10, 2021.

The biological field survey conducted on March 9, 2021 mapped the potential for habitats and sensitive areas, including the potential for special-status plant and animal species. According to the report, there are no special-status species plant or wildlife presented on or within 500 feet of the project site. The survey also determined that there are no wetland features on the site, however, there is a drainage basin north of the site within the edge of the 500-foot buffer. The area is fenced with restricted access and would not be affected by the project activities.

- (d) *Approval of the project would not result in any significant effects related to traffic, noise, air quality, or water quality.*

Traffic

The project site is accessible by multiple modes of transportation including vehicles and pedestrian access. The project provides a local cul-de-sac street that leads to Locan Avenue. Locan Avenue is a collector street with bicycle lanes. Additionally, the project is adjacent to a paseo (trail) network that is interconnected to surrounding neighborhoods and future commercial development. The project is substantially surrounded by existing development and is considered an infill sight. The proposed use is consistent with the surrounding land uses.

Noise

Per the City's noise ordinance, residential neighborhoods can experience noise levels between 45 dba and 65 dba. The project is surrounded by similar single-family residential development to the east and is expected to generate comparable noise levels. A church campus is located to the north with a buffer approximately 120 feet of unoccupied church property in between the church building and the project. Churches are expected to operate with internal noise not exceeding 45 dba. The project would add an additional 17 single-family residential development lots with the overall ambient noise levels comparable to the existing noise levels in the area. The project would not substantially exceed existing noise levels in the neighborhood and would be consistent with the normally acceptable noise levels as established in the City's noise ordinance.

Air Quality

An Air Quality and Greenhouse Gas Preliminary Analysis was prepared on March 23, 2021 for the project. As concluded in the analysis, the project would not exceed thresholds of significance for criteria pollutants per the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). The project is well below the screening criterion of 220 units set by SJVAPCD. As such, the project would not result in any significant effects related to air quality.

Water Quality

The Project is on an infill site surrounded by urban development and has the infrastructure for sewer, water, and stormwater conveyance. Further, the Project would be subject to the same requirements for water quality similar to other residential development. Stormwater

infrastructure would be constructed to City standards and be subject to review and approval by the City engineering department to ensure adequate water and other utility conveyance in a safe and efficient manner.

(e) *The site can be adequately served by all required utilities and public services.*

The site can adequately be served by all required utilities and public services. Sewer and water supply studies were conducted and ultimately concluded that the City has adequate services to be able to serve the site. Further, the site is substantially surrounded by the necessary infrastructure to be able to accommodate the Project. While some upgrades may be required to connect the site, the sewer and water mains currently surround the site and would be easily accessible to the site.

As described above, the site is an infill opportunity for a project that is consistent with the plans and policies of the City of Clovis, and would be able to be served by all necessary utilities. The project site is intended for residential uses, and the project would not be of the type or intensity to result in significant effects to air, water, noise, or traffic.

Exceptions:

CEQA Guidelines Section 15300.2 set forth exceptions to categorical exemptions which must be assessed as part of the determination to use a Categorical Exception. If any of the exceptions apply, a Categorical Exemption cannot be used.

(a) ***Location.*** *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

This exception does not apply to Class 32 exemptions. Therefore, this exception would not apply to the project.

(b) ***Cumulative Impact.*** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The Project would be subject to the same regulations, impact fees, and land development fees to offset any potential effects of the Project, consistent with the type of development proposed. Use and operation would be compatible with the area and would not result in cumulative impacts with the operation of the use. Thus, this exception would not apply to the project.

(c) ***Significant Effect.*** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

There are no unusual circumstances of the proposed project as a single-family residential development. If approved, the use would be allowed under the land use designation and zoning, thus, not unusual in the zone district. Therefore, this exception would not apply to

the project. Further, as described above, the Project would not result in significant impacts as concluded in the technical studies prepared for the Project.

- (d) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project site is not located near a scenic highway as it is located within an urban area. Therefore, this exception would not apply to the project.

- (e) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site is not located on a site on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, this exception would not apply to the project.

- (f) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

There are no historical resources on the project site or within its immediate vicinity. Therefore, this exception would not apply to the project.

Date: June 19, 2021

Prepared By: Lily Cha, Associate Planner

Submitted By: Lily Cha
 Lily Cha
 Associate Planner
 City of Clovis
 Planning & Development Services
 (559) 324-2335

Dear De Young Corporation and The City of Clovis:

In late October 2018, a collective of concerned homeowners and parents in the Red Bank School District attended public hearings to oppose the installation of telecommunication tower(s) with antennas, radios, and ground equipment on the property owned and adjacent to the Clovis Christian Church at 1701 Locan Avenue, in Clovis California.

Through our objection and petition efforts we obtained a firm commitment from the Clovis Christian Church in writing to the rejection and non installation of these types of tower(s) in the Red Bank School district, now and indefinitely. The City of Clovis was informed of the rejection and non installation request commitments to our district via a follow-up letter to the collaborative from the City of Clovis, affirming the above actions.

Unfortunately, the City of Clovis continues to allow telecommunication towers in other areas where children, schools walking paths, daycare facilities, fire stations, medical centers and hospitals are located.

There are significant studies showing the damage that is done to our health (both short and long term) when exposed to constant emitting radio frequency waves and/or electromagnetic fields by telecommunication towers even under current so called safe limit requirements.

The same collective of homeowners are now requesting the De Young Corporation also commit to not allowing the installation of such towers in the proposed extended building site off Locan and San Diego Streets.

Did the De Young Corporation realize that the area in the proposed expanded home construction site is in a bird migration path. The bird population will suffer substantially if tower(s) are allowed to emit frequency waves. Many tower sites have been denied solely by this fact alone in California and other states.

Also, it was found the Killdeers (geese) are on the Protected Bird Migratory List and at various times during the day and night, occupy the property surrounding the Clovis Christian Church and the adjacent water basin. In the feasibility report conducted by the City of Clovis for widening Shaw Avenue (cross street Locan), the City contended the following:

Other migratory birds could nest in the project area and vicinity, most of which are protected by the Migratory Bird Treaty Act (USCA 1918). For example, a pair of killdeer were observed copulating in a plow the study area during the reconnaissance survey. These ground nesting birds can nest anywhere is available within the project area. Both construction related disturbance and the removal of vegetation within the project area could result in nest abandonment or direct mortality of eggs, chicks, and/or fledglings. This type of impact to migratory birds, including special status bird species, would constitute take under the Migratory Bird Treaty Act and the California Endangered Species Act, and therefore is a *potentially significant impact*.

AGENDA ITEM NO. 19.

Special Status Plants: The project could also result in direct take of three species of special status plants

Without the De Young commitment to deny more towers, the City of Clovis would be in direct violation of this Migratory Bird Treaty Act.

Many in the collective of concerned homeowners who have children attending Red Bank School are not proponents of local land use for the purpose of telecommunications towers and purchased their homes in this area because there were no towers or large obstructions in the landscape.

Another concern is that property values of all variants could suffer due to obstructive visual esthetics to the surrounding environment. Some communities saw as much as a 20-40 percent decrease in home values.

Did De Young know that telecommunication towers are not a part of the City of Clovis business plan? Under the Clovis Municipal Code 9.42.010, installation of wireless communication facilities will be detrimental to the City's public health, safety and welfare.

if towers are allowed on the expanded construction site off Locan and San Diego Streets the City of Clovis and Young Corporation would be in direct violation of the above code/act.

Therefore, the De Young Corporation must (in writing) commit and declined to any and all future proposals for tower(s) on the expanded building site. Relocation and non installation of these tower(s) is the only acceptable and satisfactory resolution for the sake of the children and the community.

We respectfully thank you for your time and consideration.

Sincerely,



Peter and Virginia Luna

Homeowner

3106 Twain Ave
Clovis, CA 93619



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

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

April 22, 2021

Lily Cha
Planning Division
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Tract Map 6349
N/E Shaw and Locan avenues

Dear Ms. Cha:

The Fresno Irrigation District (FID) has reviewed the Tract Map 6349 for which the applicant approval for a proposed 17-lot single-family residential subdivision, APN: 554-040-20 (portion). This request is being processed concurrently with GPA2021-002 and R2021-005. FID has the following comment:

1. FID previously reviewed and commented on the subject property on January 26, 2021 as DRC-21-00001. Those comments and conditions still apply, and a copy has been attached for your reference.

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

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment

ATTACHMENT 9



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

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

January 26, 2021

Maria Spera
 Planning Division
 City of Clovis
 1033 Fifth Street
 Clovis, CA 93612

RE: Development Review Committee Application No. DRC-21-00001
 N/E Shaw and Locan avenues

Dear Ms. Spera:

The Fresno Irrigation District (FID) has reviewed the Development Review Committee Application No. DRC-21-00001 for which the applicant proposes a medium density residential development, APN: 554-040-20. FID has the following comment:

1. FID does not own, operate, or maintain any facilities located on the subject property, as shown on the attached FID exhibit map.
2. For informational purposes, FID's active Jefferson No. 112 and Brown No. 113 cross the intersection of Shaw and DeWolf avenues approximately 2,100 feet southeast of the subject property, as shown on the attached FID exhibit map. FID's Jefferson No. 112 continues westerly, crossing Locan Avenue approximately 1,800 feet south of the subject property, as shown on the attached FID exhibit map. Should this project include any street and/or utility improvements along Shaw Avenue, DeWolf Avenue, Locan Avenue, or in the vicinity of these facilities, FID requires it review and approve all plans.
3. For informational purposes, FID's active Dawson No. 114 runs westerly along the south side of Shaw Avenue approximately 1,530 feet southwest of the subject property, as shown on the attached FID exhibit map. Should this project include any street and/or utility improvements along Shaw Avenue or in the vicinity of this facility, FID requires it review and approve all plans.

Maria Spera
RE: DRC-21-00001
January 26, 2021
Page 2 of 2

4. 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 open 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.
5. 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.

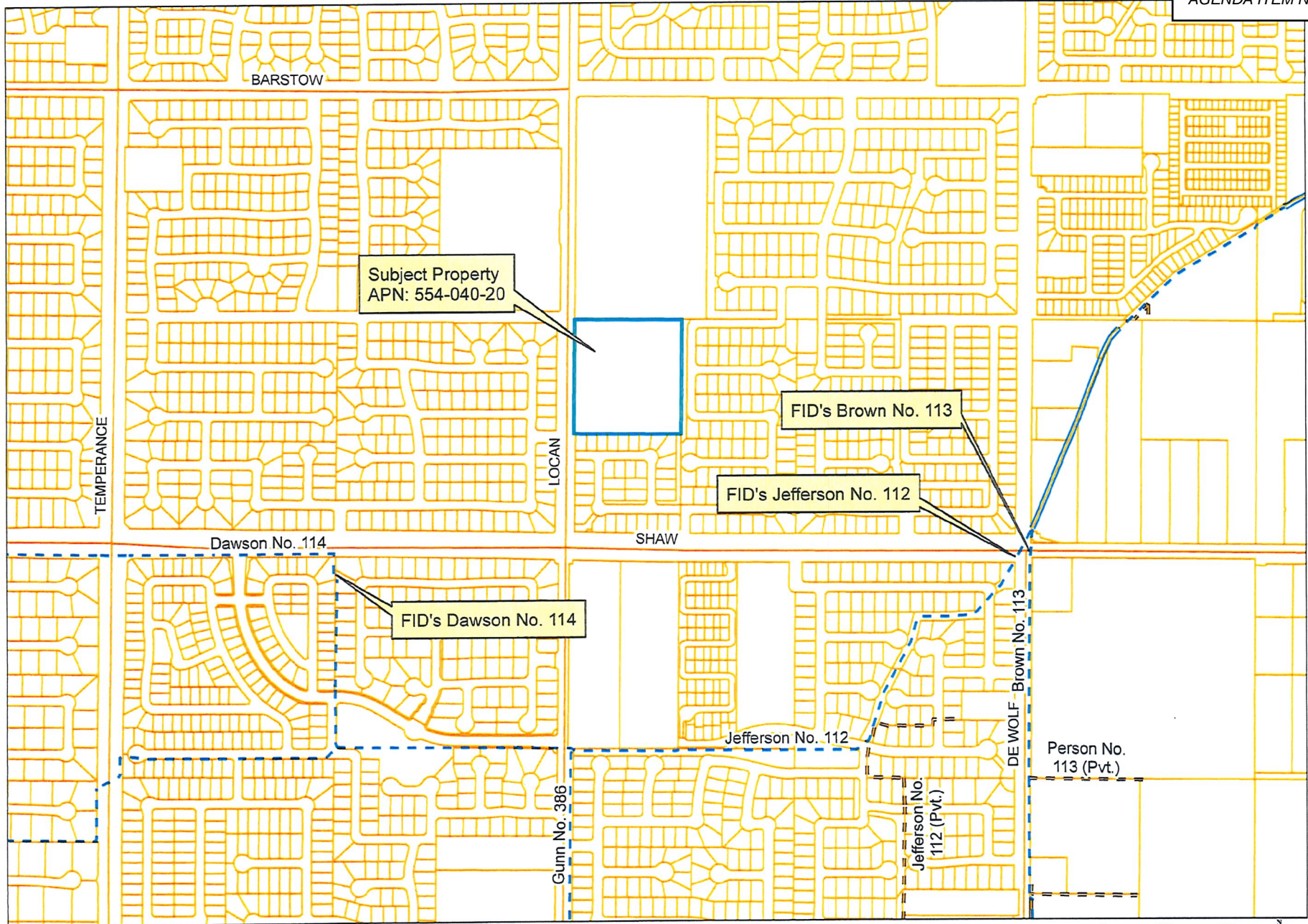
Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions, please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachment



Subject Property
APN: 554-040-20

FID's Brown No. 113

FID's Jefferson No. 112

Dawson No. 114

FID's Dawson No. 114

Jefferson No. 112

Person No. 113 (Pvt.)

Gunn No. 386

Jefferson No. 112 (Pvt.)

DE WOLF - Brown No. 113

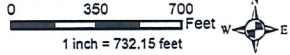


This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7181 for further information on FID facilities.

FRESNO IRRIGATION DISTRICT

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 & Hwys
- FMFCD Proposed Basins



Date Saved: 1/15/2021 7:42:40 AM
Path: G:\Figis\2020\1222 Master.mxd

**County of Fresno**
DEPARTMENT OF PUBLIC HEALTH

January 13, 2021

LU0021177
2604

Maria Spera, Planning Technician II
City of Clovis
Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

Dear Ms. Spera:

PROJECT NUMBER: **DRC-21-00001****DRC-21-00001**; Single family residential 17 lot subdivision.**APN: 554-040-20****ZONING: R-A****ADDRESS: SWC of Ashlan & Leonard Avenues**

Recommended Conditions of Approval:

- 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.
- 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.
- As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.
- Should any underground storage tank(s) be found during the project, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.

Promotion, preservation and protection of the community's health

1221 Fulton Street /P. O. Box 11867, Fresno, CA 93775

(559) 600-3271 • FAX (559) 600-7629

The County of Fresno is an Equal Employment Opportunity Employer

www.co.fresno.ca.us • www.fcdph.org

REVIEWED BY:

Kevin Tsuda

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II

(559) 600-33271

cc: Deep Sidhu- Environmental Health Division (CT. 59.09)
Clovis Christian Church- Applicant (cbd@deyoungproperties.com)

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS**

AGENDA ITEM NO. 19.

Page 1 of 3

PUBLIC AGENCY

LILY CHA
DEPARTMENT OF PLANNING AND
DEVELOPMENT SERVICES
CITY OF CLOVIS
1033 FIFTH STREET
CLOVIS, CA 93612

DEVELOPER

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

PROJECT NO: **6349**

ADDRESS: **E. SIDE OF LOCAN AVE. BTWN. SHAW AVE. AND SAN JOSE AVE.**

APN: **554-040-20**

SENT: **April 23, 2021**

| Drainage Area(s) | Preliminary Fee(s) | Development Review Service Charge(s) | Fee(s) |
|--|--------------------|---------------------------------------|---|
| 3G | \$35,056.00 | NOR Review | \$160.00 To be paid prior to release of District comments to Public Agency and Developer. |
| | | Grading Plan Review | \$445.00 Amount to be submitted with first grading plan submittal. |
| Total Drainage Fee: \$35,056.00 | | Total Service Charge: \$605.00 | |

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

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

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/22 based on the site plan submitted to the District on 4/02/21 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

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

- a.) Fees related to undeveloped or phased portions of the project may be deferrable.
- b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.
- c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.
- d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.
- e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.
- f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable \$300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

CL TRACT No. 6349

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

AGENDA ITEM NO. 19.

Page 2 of 3

CL TRACT No. 6349

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

1. a. Drainage from the site shall
 b. Grading and drainage patterns shall be as identified on Exhibit No. 1
 c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:
 Developer shall construct facilities as shown on Exhibit No. 1 as
 None required.

3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:
 Grading Plan
 Street Plan
 Storm Drain Plan
 Water & Sewer Plan
 Final Map
 Drainage Report (to be submitted with tentative map)
 Other
 None Required

4. Availability of drainage facilities:
 a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).
 b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.
 c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.
 d. See Exhibit No. 2.

5. The proposed development:
 Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)
 Does not appear to be located within a flood prone area.

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

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

AGENDA ITEM NO. 19.

Page 3 of 3

CL TRACT No. 6349

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.
- a. State General Permit for Storm Water Discharges Associated with Construction Activities, effective July 1, 2010, as amended. A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre) if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent and Permit Registration Documents to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.
 - b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 2014 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.
 - c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.
8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.
9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.
10. X See Exhibit No. 2 for additional comments, recommendations and requirements.



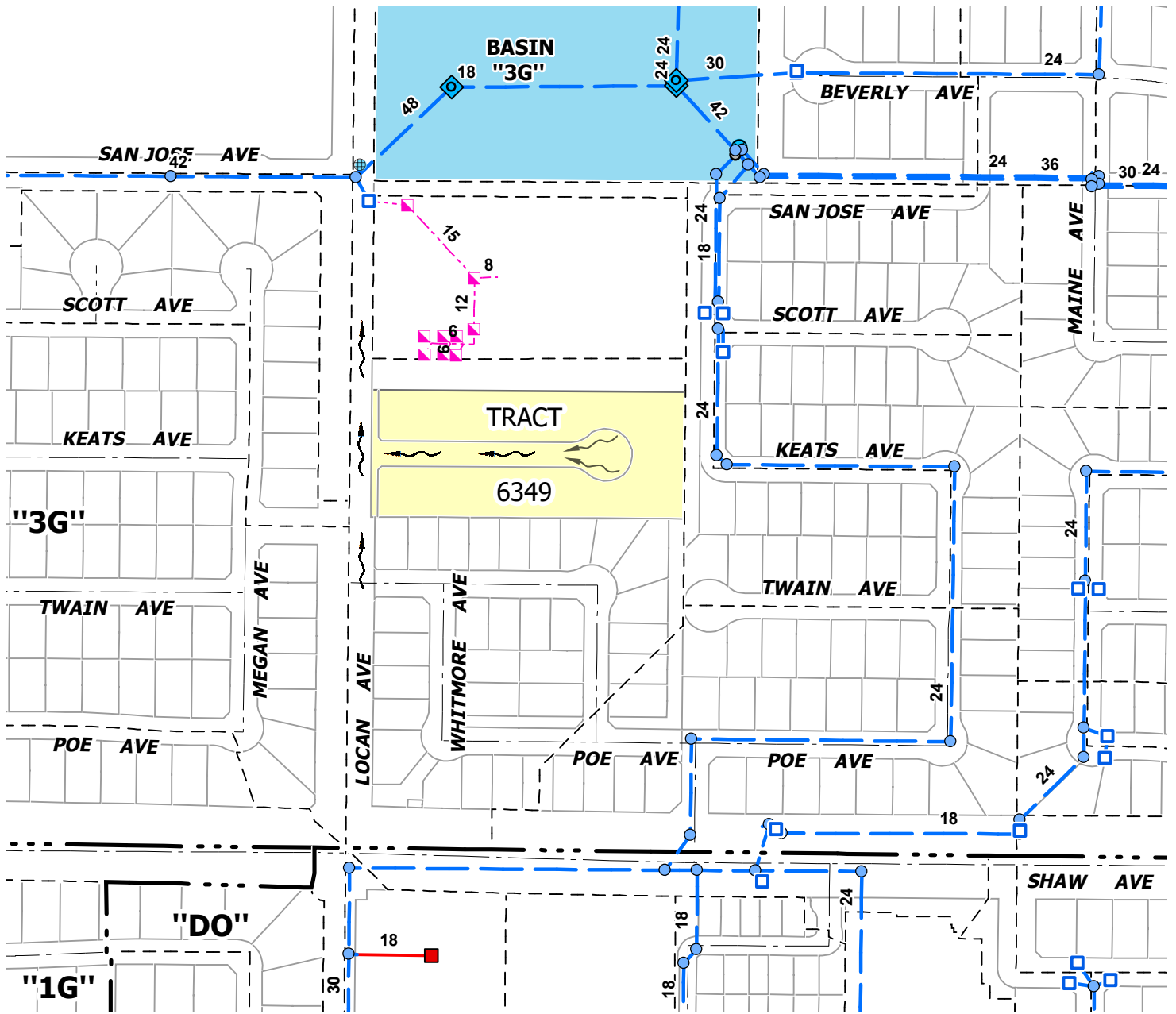
Debbie Campbell
Design Engineer, RCE

Digitally signed by Debbie Campbell Date: 4/23/2021 2:51:11 PM



Robert Villalobos
Engineering Tech III

Digitally signed by Robert Villalobos Date: 4/9/2021 3:26:59 PM



LEGEND

- Existing Master Plan Facilities
- Future Master Plan Facilities
- Private Facilities
- Inlet Boundary
- Drainage Area Boundary
- Direction Of Drainage



1" = 300'

TRACT 6349
DRAINAGE AREA "3G"

EXHIBIT NO. 1

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

OTHER REQUIREMENTS

EXHIBIT NO. 2

The Master Plan system has been designed such that during a two-year event flow will not exceed the height of the 6-inch curb. Should wedge curb (4.5 inches height) be used the same criteria shall apply whereby flow remains below the top of curb. Any extensions or pipe size increases due to meeting the requirement listed above shall be at the developer's expense.

Lot coverage must be provided to the District prior to submittal of improvement plans. The final drainage fee will be calculated commensurate with the lot coverage provided by the developer. If the lot coverage indicates a density higher than Master Planned, mitigation may be required. The lot coverage calculated by the District includes the front yard walkway, sidewalk walkway and the rear yard patio equaling an additional 6% of impervious area in addition to the City's typical lot coverage calculation.

CLOVIS PLANNING COMMISSION MINUTES
June 24, 2021

A modified meeting of the Clovis Planning Commission was called to order at 6:00 p.m. by Chair Hinkle in the Clovis Council Chamber.

Flag salute led by Commissioner Hatcher.

Present: Commissioners Antuna, Bedsted, Cunningham, Hatcher, Chair Hinkle

Absent: None

Staff: Dave Merchen, City Planner
Ricky Caperton, Senior Planner
George Gonzalez, Senior Planner
Lily Cha, Associate Planner
Kelsey George, Assistant Planner
Emily Lane, Assistant Planner
Maria Spera, Planning Technician II
Gene Abella, Civil Engineer
Wesley Carlson, City Attorney

MINUTES – 6:01

ITEM 1 – APPROVED.

Motion by Commissioner Hatcher, seconded by Commissioner Antuna, to approve the May 27, 2021 minutes. Motion carried by unanimous vote.

COMMISSION SECRETARY - 6:02

None.

PLANNING COMMISSION MEMBERS COMMENTS –6:02

None.

COMMUNICATIONS AND REFERRALS – 6:02

None.

BUSINESS FROM THE FLOOR – 6:02

None.

CONSENT CALENDAR – 6:02

None.

PUBLIC HEARINGS

ITEM 2A - 6:03 – APPROVED - **RES. 21-12, GPA2021-002**, A RESOLUTION APPROVING A REQUEST TO AMEND THE GENERAL PLAN TO RE-DESIGNATE APPROXIMATELY 3.54 ACRES FROM THE PUBLIC/QUASI-PUBLIC FACILITIES CLASSIFICATION TO THE MEDIUM DENSITY RESIDENTIAL (4.1 TO 7.0 DU/AC) CLASSIFICATION; ITEM 2B – APPROVED - **RES. 21-13, R2021-005**, A REQUEST

ATTACHMENT 10

TO REZONE APPROXIMATELY 3.54 ACRES FROM THE P-F (PUBLIC FACILITIES) ZONE DISTRICT TO THE R-1 (SINGLE-FAMILY RESIDENTIAL 6,000 SF) ZONE DISTRICT; AND ITEM 2C – APPROVED -**RES. 21-14, TM6349**, A REQUEST TO APPROVE A VESTING TENTATIVE TRACT MAP FOR A 17-LOT SINGLE-FAMILY SUBDIVISION ON APPROXIMATELY 3.54 ACRES OF LAND.

Motion by Commissioner Cunningham, seconded by Commissioner Bedsted, for the Planning Commission to approve **Resolution 21-12**, a resolution approving an amendment to the General Plan to re-designate approximately 3.54 acres from the Public/Quasi-Public Facilities classification to the Medium Density Residential (4.1 to 7.0 DU/Ac) classification. Motion carried by unanimous vote.

Motion by Commissioner Cunningham, seconded by Commissioner Bedsted, for the Planning Commission to approve **Resolution 21-13**, a resolution approving rezoning approximately 3.54 acres from the P-F (Public Facilities) Zone District to the R-1 (Single-Family Residential 6,000 SF) Zone District. Motion carried by unanimous vote.

Motion by Commissioner Cunningham, seconded by Commissioner Bedsted, for the Planning Commission to approve **Resolution 21-14**, a resolution approving a vesting tentative tract map for a 17-lot single-family subdivision on approximately 3.54 acres of land, with an additional condition requiring paved pathways on the side of the garages. Motion carried by unanimous vote.

OLD BUSINESS – 7:44

None.

NEW BUSINESS – 7:44

Commissioner Hatcher requested staff speak to Hobby Lobby about their dilapidated landscaping.

Commissioner Hatcher inquired as to whether any follow-up is necessary regarding drive-through queueing for Dutch Brothers and In-N-Out.

Senior Planner George Gonzalez informed that City staff will be reaching out to several businesses regarding dilapidated landscaping and assured that staff will look more into the drive-through queueing issue.

ADJOURNMENT AT 7:45 P.M. UNTIL the Planning Commission meeting on July 22, 2021.

Paul Hinkle, Chair



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: July 19, 2021

SUBJECT: Consider items associated with approximately 1.6 acres of property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street. TGP Investments LLC & Flyline Investments, owner/applicant; Dirk Poeschel, Representative.

a. Consider Approval - Res. 21-____, GPA2018-003, A request to amend the General Plan to re-designate from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) classification for future development.

b. Consider Introduction - Ord. 21-____, R2018-009, A request to approve a rezone from the R-1 (Single Family Residential - 6,000 Sq. Ft.) to the R-4 (Very High Density Multiple Family Residential) Zone District.

Staff: George Gonzalez, Senior Planner

Recommendation: Approve

ATTACHMENTS:

1. Draft Resolution, GPA2018-003
2. Draft Ordinance, R2018-009
3. Traffic Study Dated February 25, 2021
4. March 16, 2020, City Council Staff Report
5. March 16, 2020, City Council Minutes
6. Applicant's Neighborhood Letter
7. Notice of Categorical Exemption
8. Public Correspondence

CONFLICT OF INTEREST

None.

RECOMMENDATION

Planning Commission and staff recommend:

- Approve General Plan Amendment GPA2018-003; and
- Approve Rezone R2018-009.

EXECUTIVE SUMMARY

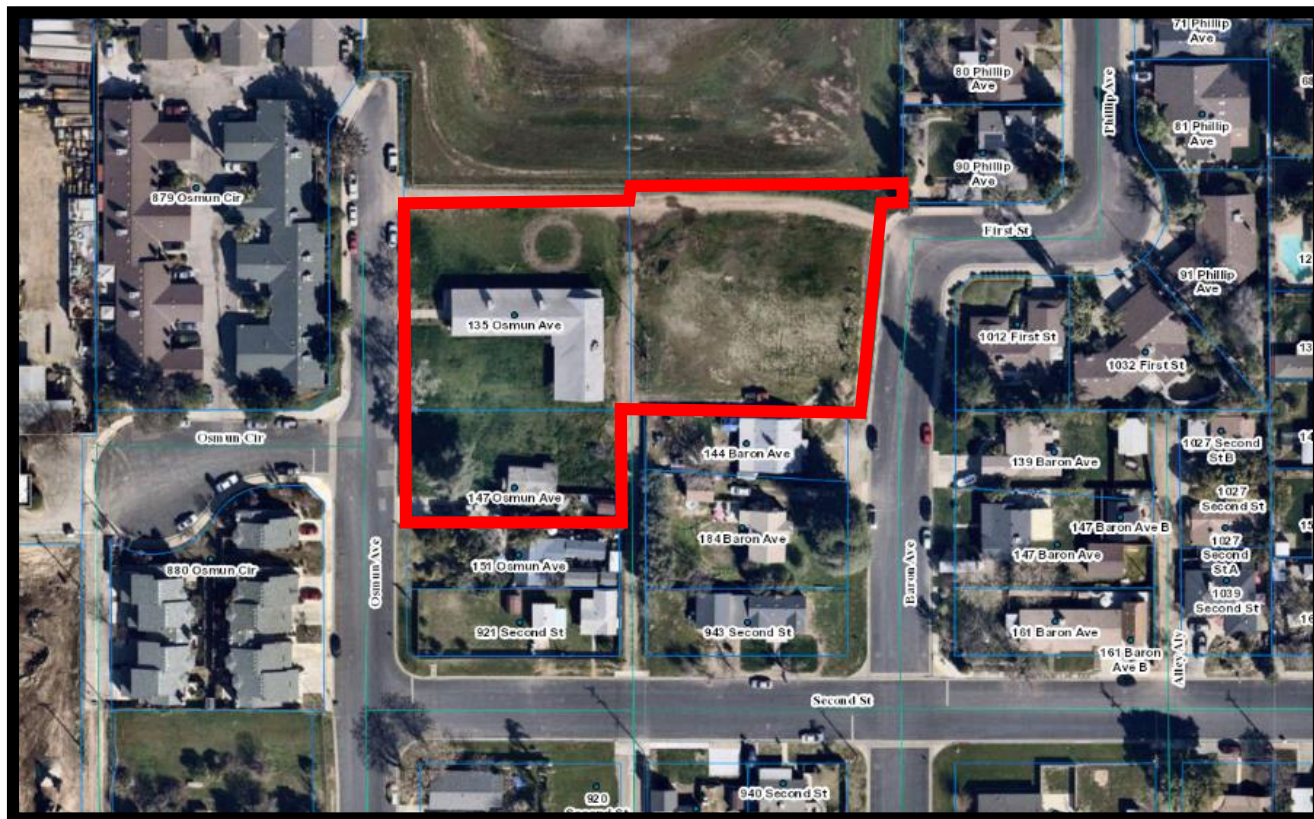
On March 16, 2020, the City Council reviewed and considered General Plan Amendment GPA2018-003 and Rezone R2018-009 to permit a 40-unit multiple-family, non-gated residential development on approximately 1.6 acres of property shown in **Figure 1** below. The Council continued this project to a date uncertain to allow the applicant to prepare a full traffic study to analyze potential traffic impacts associated with the project. The Council's direction included incorporating an analysis of pedestrian flow in the area, as well as factoring in the potential development of the nearby DeBenedetto property. The requested information was completed earlier this year, allowing the item to be rescheduled for the Council's review and consideration.

This staff report focuses on the additional information requested by the City Council during the March 16, 2020 meeting, including the traffic study findings and conclusions. The full traffic study, dated February 25, 2021, is included as **Attachment 3**. The March 16, 2020, City Council staff report, which includes the full project analysis/overview, including the proposed site plan, elevations, floor plans, circulation, and findings of consideration, can be found under **Attachment 4**.

BACKGROUND

- General Plan Designation: Medium Density Single-Family Residential
- Specific Plan Designation: Medium Density Single-Family Residential
- Existing Zoning: R-1
- Lot Size: 1.6 acres
- Current Land Use: Vacant church, Outbuilding
- Adjacent Land Uses:
 - North: Ponding Basin
 - South: Single-Family Residential
 - East: Single-Family Residential
 - West: Multiple-Family Residential
- Previous Entitlements: None

**Figure 1
Project Location Map**



PROPOSAL AND ANALYSIS

Traffic Study

The traffic study was performed in accordance with the City of Clovis Interim Transportation Impact Analysis Guidelines. The Guidelines require an evaluation of vehicle miles traveled, pursuant to the California Environmental Quality Act (CEQA), as well as an evaluation of impacts to the City's street system. The traffic study analyzed the following seven (7) intersections:

- Clovis Avenue and Sierra Avenue
- Phillip Avenue and Sierra Avenue
- Clovis Avenue and Third Street
- Osmun Avenue and Third Street
- Baron Avenue and Third Street
- Clovis Avenue and Fourth Street
- Clovis Avenue and Fifth Street

The Project is expected to generate approximately 218 vehicle trips per day with peak-hour traffic volumes at 15 trips during the morning peak-hour and 18 trips during the late afternoon

peak-hour. As a comparison, if the Project site was developed consistent with the existing land use designation of Medium Density Residential (single-family homes), the project would generate approximately 104 vehicle trips per day. A single-family residential development here would generate approximately nine (9) trips during the morning peak-hour and 11 trips during the p.m. peak-hour. Therefore, the proposed project would generate an additional 114 trips per day, with six (6) additional trips during the morning peak-hour and seven (7) additional trips during the late afternoon peak-hour.

Vehicle Miles Traveled (VMT)

The City's guidelines on vehicle miles traveled (VMT) for determining transportation effects indicates that projects generating fewer than 500 vehicles trips per day are presumed to cause less-than-significant transportation impacts. As a result, the Project would cause a less-than-significant transportation impact since it is anticipated to generate approximately 218 trips per day. Further analysis of VMT impacts is not required.

Potential Impacts to Streets & Intersections

The traffic study evaluated the potential for traffic impacts to occur under several different scenarios, allowing for a determination of Project-related impacts under existing, near term, and future conditions. The buildout of the Landmark Square project and the future development of the DeBenedetto property were incorporated into both the near-term and future-year scenarios. Because there is no active development proposal on the DeBenedetto property, the analysis assumed a hypothetical 200-unit multi-family project on that site. Also, because the new traffic counts collected in conjunction with the study were completed during the COVID pandemic, all of the figures were adjusted based on a comparison of the new Clovis Avenue counts with pre-COVID data.

As a conclusion, the traffic study did not identify potentially significant impacts resulting from the Project that would require the application of mitigation measures. The analysis determined that the Project will not cause a traffic issue at the studied intersections within the Existing-Plus-Project Conditions of the traffic analysis. The studied intersections are expected to continue to operate at acceptable levels within the Near-Term With-Project Conditions and the Near-Term With-Project Plus DeBenedetto Conditions. The intersection of Clovis Avenue and Fifth Street is expected to operate at LOS E (Level of Service) during the late afternoon peak hour within the Cumulative Year 2040 With-Project Conditions. The LOS E at the intersection of Clovis Avenue and Fifth Street was identified and disclosed in the Environmental Impact Report (EIR) prepared for the City's Landmark Square project. The proposed Project will not exacerbate the level of service previously identified in the EIR.

Pedestrian Connectivity

To improve pedestrian connectivity and as a required mitigation for the Project, the missing off-site sidewalk on the west side of Osmun Avenue, between Second and Third Streets will be installed by the developer as shown in **Figure 2** below.

Figure 2
Missing Off-Site Sidewalk Location Map



Neighborhood Outreach

On July 9th, 2021, the applicant’s representative mailed a letter to the adjacent property owners to provide an update on the Project and the results of the traffic study (see **Attachment 6**). A public notice was sent to area residents within 800 feet of the property boundaries. Staff received a separate email and phone call from area residents requesting copies of the traffic study for the Project. The requested information was provided. Staff also received an email from an adjacent property owner expressing opposition and concerns with the proposed Project (see **Attachment 8**). Staff has not received other comments or concerns from the public upon finalization of this report.

March 16, 2020 City Council Comments

The March 16, 2020, City Council minutes have been attached to this report under **Attachment 5** for the Council's review.

Regional Housing Needs Allocation (RHNA)

In accordance with State housing law, the City is required to demonstrate that it has enough property designated for residential development to accommodate housing demand for all income categories. This is referred to as the Regional Housing Needs Allocation (RHNA). The Project site is not currently included in the City's inventory of RHNA sites.

In the March 16, 2020 staff report, it was reported that if the Project site developed at a minimum density of 20 DU/Ac it would help meet the City's RHNA requirements. The Project was expected to serve as a potential "replacement" for properties in the existing inventory of low-income housing sites that might ultimately develop with non-qualifying projects. However, since March of 2020, the State Department of Housing and Community Development (HCD) clarified that current law requires that housing projects actually be sold or rented at rates affordable to low-income households to be counted as replacement RHNA sites. Simply developing a site at a minimum density of 20 DU/Ac is not sufficient to meet these requirements. Since the Project proposes to provide market-rate housing, it will not specifically help to meet the City's RHNA obligations. However, the Project will help the City meet various other goals including encouraging a mix of housing opportunities, facilitating infill housing, and adding to the housing inventory in Old Town Clovis.

California Environmental Quality Act (CEQA)

The City has determined that this Project is exempt from CEQA pursuant to Public Resources Code Section 15332 (Class 32 – Infill Development Projects). Under the Class 32 categorical exemption, projects that: (a) are consistent with the applicable land use designation, General Plan policies, and zoning; (b) are within city limits on a project site of no more than five acres substantially surrounded with urban uses; (c) are located on sites with no value as habitat for endangered, rare, or threatened species; (d) would not result in significant effects relating to traffic, noise, air quality, and water quality; and (e) is located on a site that can be adequately served by all utilities.

A Notice of Exemption has been completed during the preliminary review and is kept for public review with the project file during the processing of the project application (**Attachment 7**). Staff will file the notice with the County Clerk if the project is approved.

The City published notice of this public hearing in The Business Journal on Wednesday, July 7, 2021.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

The Project will provide a diversity in housing types, a quality residential environment for this area and needed housing in Central Clovis. The Project does not substantially impact traffic, sewer, water and other public services and will contribute to their proportionate share of infrastructure and open space. The proposed site map is consistent with the goals and policies of the General Plan, Central Clovis Specific Plan and Development Code. The Planning Commission and staff therefore recommend that the City Council approve GPA2018-003 and R2018-009.

ACTIONS FOLLOWING APPROVAL

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.

Prepared by: George González, MPA, Senior Planner

Reviewed by: City Manager 

RESOLUTION 21-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A
GENERAL PLAN AMENDMENT GPA2018-003 AMENDING THE GENERAL PLAN FOR
APPROXIMATELY 1.6 ACRES LOCATED ALONG THE EAST SIDE OF OSMUN AVENUE
AND THE WEST SIDE OF BARON AVENUE, NORTH OF SECOND STREET AND
FINDING THE PROJECT IS EXEMPT FROM CEQA PURSUANT TO A CLASS 32
CATEGORICAL EXEMPTION**

WHEREAS, TGP Investments LLC & Flyline Investments LLC, 1398 West Herndon Avenue, Suite #205, Fresno, CA 93711, has applied for a General Plan Amendment GPA2018-03; and

WHEREAS, the Applicant submitted an application for a general plan amendment to amend the General Plan to change the land use designation from Medium Density Residential to Very High Density Residential, for an approximate 1.6 acre property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street, in the County of Fresno, California; and

WHEREAS, the City published a Notice of the City Council Public Hearing for July 19, 2021, to consider GPA2018-03 in the Business Journal. A copy of the Notice was delivered to interested parties within 800 of feet of the property boundaries ten days prior to said hearing; and

WHEREAS, on July 19, 2021, 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 General Plan Amendment GPA2018-03, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the City Council has reviewed and considered the staff report and all written materials submitted in connection with the request and hearing and considering the testimony presented during the public hearing; and

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

- a. The proposed amendment is internally consistent with the goals, policies, and actions of the General Plan.
- b. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.
- c. 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.

- d. There is a compelling reason for the amendment.
- e. The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and, based upon the Class 32 Categorical Exemption, there is no substantial evidence that the project will have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis Council approves General Plan Amendment GPA2018-003.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on July 19, 2021 by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED:

Mayor

City Clerk

ORDINANCE 21-_____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLOVIS AMENDING SECTIONS 9.080.020 AND 9.86.010 OF THE CLOVIS MUNICIPAL CODE APPROVING A REZONE OF APPROXIMATELY 1.6 ACRES LOCATED ALONG THE EAST SIDE OF OSMUN AVENUE AND THE WEST SIDE OF BARON AVENUE, NORTH OF SECOND STREET FROM THE R-1 (SINGLE FAMILY RESIDENTIAL - 6,000 SQ. FT.) TO THE R-4 (VERY HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL) ZONE DISTRICT AND FINDING THE PROJECT IS EXEMPT FROM CEQA PURSUANT TO A CLASS 32 CATEGORICAL EXEMPTION

LEGAL DESCRIPTION:

See the **Attachment A**

WHEREAS, TGP Investments LLC & Flyline Investments LLC, 1398 West Herndon Avenue, Suite #205, Fresno, CA 93711, has applied for Rezone R2018-009 to rezone approximately 1.6 acres from the R-1 (Single Family Residential-6,000 sq. ft.) to the R-4 (Very High Density Multiple Family Residential) Zone District for property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street, in the City of Clovis, California; and

WHEREAS, the proposed rezone was assessed under the provisions of the California Environmental Quality Act (CEQA) and the potential effects on the environment were considered by the Planning Commission, together with comments received and public comments, and the entire public record was reviewed; and

WHEREAS, the Planning Commission held a noticed public hearing on February 27, 2020, to consider the project approval, at which time interested persons were given opportunity to comment on the project; and

WHEREAS, the Planning Commission voted and recommended that the City Council approve rezone R2018-009; and

WHEREAS, the Planning Commission's recommendations were forwarded to the City Council for consideration; and

WHEREAS, the City published a Notice of the City Council Public Hearing for July 19, 2021, to consider rezone R2018-009, in the Fresno Business Journal, mailed notices to area residents within 800 feet of said property boundaries ten days prior to said hearing, and posted notice of the Public Hearing according to applicable law; and

WHEREAS, the City Council held a noticed public hearing on July 19, 2021, to consider the approval of rezone R2018-009, at which time interested persons were given opportunity to comment on the project; and

ATTACHMENT 2

WHEREAS, on July 19, 2021, 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 (“Administrative Record”) relating to rezone R2018-009, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the City Council considered the CEQA analysis outlined in the staff report and elsewhere in the Administrative Record which supports the approval of a Class 32 Categorical Exemption pursuant to CEQA guidelines; and

WHEREAS, the City Council has reviewed and considered the staff report and all written materials submitted in connection with the request and hearing and considered the testimony presented during the public hearing.

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

Section 1

1. The proposed amendment is consistent with goals, policies, and actions of the General Plan.
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, and compatibility with adjoining land uses, and provision of utilities) for the requested designations and anticipated land uses/ projects.
4. The City Council finds that the proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and, based upon the Class 32 Categorical Exemption, there is no substantial evidence that the project will have a significant effect on the environment.
5. The City Council does approve Rezone R2018-009.

Section 2 The Official Map of the City is amended in accordance with Sections 9.08.020 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-1-6,000 to classification R-4 as described in Attachment A.

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.

APPROVED: July 19, 2021

Mayor

City Clerk

* * * * *

The foregoing Ordinance was introduced and read at a regular meeting of the City Council held on July 19, 2021, 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

ATTACHMENT A
Legal Description
(legal description to come)

Traffic Study

Proposed Apartments

Southwest of the Intersection of First Street and Baron Avenue

Clovis, California

Prepared For:

TPG Investments, LLC
1398 West Herndon Avenue, Suite 205
Fresno, California 93711

Date:

February 25, 2021

Job No.:

20-043.01



PETERS ENGINEERING GROUP

A CALIFORNIA CORPORATION



EXECUTIVE SUMMARY

This report presents the results of a traffic study for a proposed apartment complex in Clovis, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project. The traffic study was performed in general conformance with the City of Clovis *Interim Transportation Impact Analysis Guidelines* dated July 14, 2020.

The proposed apartment complex will be located southwest of the intersection of First Street and Baron Avenue in Clovis, California, extending as far west as Osmun Avenue. The project includes 40 apartment units on approximately 1.596 acres in three-story buildings. Site access will be via one driveway connecting to Baron Avenue and one driveway connecting to Osmun Avenue. Approximately seven parking stalls are also proposed along Osmun Avenue. A General Plan Amendment (GPA) is required to accommodate the Project, changing the current medium density residential designation (4.1 to 7.0 dwelling units per acre) to the high-density residential designation required to allow 40 units.

This report includes analysis of the following intersections:

1. Clovis Avenue / Sierra Avenue
2. Phillip Avenue / Sierra Avenue
3. Clovis Avenue / Third Street
4. Osmun Avenue / Third Street
5. Baron Avenue / Third Street
6. Clovis Avenue / Fourth Street
7. Clovis Avenue / Fifth Street

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions
- Existing-Plus-Project Conditions
- Near-Term With-Project Conditions (includes approved projects)
- Near-Term With-Project Plus DeBenedetto Conditions (same as near-term but includes hypothetical development on the nearby DeBenedetto site)
- Cumulative Year 2040 With-Project Conditions
- Cumulative Year 2040 With-Project Plus DeBenedetto Conditions (same as near-term but includes hypothetical development on the nearby DeBenedetto site)

Standard traffic engineering principles and methods were employed to establish the existing conditions, to estimate the number of trips expected to be generated by the Project, and to analyze the traffic conditions that are expected to occur in the future. The conclusions of the study are summarized in the following sections.

Trip Generation

The Project is expected to generate approximately 218 vehicle trips per day (109 trips entering the site and 109 trips exiting the site). Peak-hour traffic volumes are expected to be on the order of 15 trips during the a.m. peak hour and 18 trips during the p.m. peak hour.

For comparison purposes related to the proposed GPA, if the Project were developed at 7.0 dwelling units per acre, up to 11 single-family residences could be constructed. The trips generated by 11 single-family residences is estimated to be on the order of 104 vehicle trips per day (52 trips entering the site and 52 trips exiting the site). Peak-hour traffic volumes for 11 single-family residences is expected to be on the order of nine trips during the a.m. peak hour and 11 trips during the p.m. peak hour.

The number of additional trips expected to be generated as a result of the proposed GPA is 114 trips per day (57 trips entering the site and 57 trips exiting the site), six trips during the a.m. peak hour, and seven trips during the p.m. peak hour.

Vehicle Miles Traveled (VMT)

The City Guidelines provide guidance relative to analyzing VMT for purposes of determining transportation effects in accordance with the California Environmental Quality Act (CEQA). The City Guidelines indicate that Projects that generate or attract fewer than 500 vehicle trips per day are presumed to cause a less-than-significant transportation impact. The proposed Project is expected to generate 218 trips per day and may be presumed to cause a less-than-significant transportation impact. Furthermore, the Project is located in an area that generates a per-capita VMT of 12.8 based on Figure B1 of the City Guidelines. The VMT significance threshold is set at 14.0, which is 13 percent below the regional average of 16.1. The Project VMT of 12.8 is less than the threshold of 14.0 and is approximately 20 percent below the regional average; therefore, the Project may also be presumed to cause a less-than-significant VMT impact based on application of the screening map.

Existing Conditions

The study intersections are currently operating at acceptable levels of service with calculated 95th-percentile queues contained within the available storage capacity, with the exception that the calculated 95th-percentile queue in the eastbound left-turn on Fifth Street at Clovis Avenue exceeds the storage capacity during the p.m. peak hour.

Existing-Plus-Project Conditions

The study intersections will continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions. The additional average delay per vehicle caused by the Project is typically on the order one-tenth of a second. The change in the calculated 95th-percentile queue lengths caused by the Project is substantially less than one vehicle length on all approaches to the study intersections. In the eastbound left-turn on Fifth Street at Clovis Avenue during the p.m. peak hour, where the calculated 95th-percentile queue exceeds the storage capacity in the existing condition, the Project increases the calculated 95th-percentile queue length by one foot.

The Project will not cause a traffic issue at the study intersections and the Project trips are expected to be imperceptible to a vast majority of drivers.

Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and the known pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects. The study intersections are expected to continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions.

Near-Term With-Project Plus DeBenedetto Conditions

The near-term with-Project plus DeBenedetto conditions analyses represent conditions that are expected after construction of the Project, the known pending and approved projects, and a hypothetical apartment complex on the DeBenedetto site. The development on the DeBenedetto site is not currently pending and is not an actual known project. Since no project has been submitted for the DeBenedetto property, any assumptions about the type of project or its related effects are speculative. This scenario presents an estimate of the near-term cumulative effects in the event that a project with access to Osmun Circle were to be developed on the DeBenedetto site. The study intersections are expected to continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions.

Cumulative Year 2040 With-Project Conditions

The year 2040 cumulative with-Project conditions analyses are based on the assumption that the Project has been constructed, the pending and approved projects have been constructed, and that 20 years of growth has occurred in the Clovis, Fresno, and Fresno County region as incorporated into the adopted Fresno County travel model. The intersection of Clovis Avenue and Fifth Street is expected to operate at LOS E during the p.m. peak hour. The other intersections will continue to operate at acceptable levels of service.

The calculated 95th-percentile queues are likely to exceed the existing storage capacity at the following locations:

- Intersection of Clovis and Sierra Avenues: northbound-to-westbound left-turn lane and southbound-to-westbound right-turn lane.
- Intersection of Clovis Avenue and Fifth Street: eastbound-to-northbound left-turn lane, eastbound through lane (extends through Pollasky Avenue), westbound through lane (extends past Veterans Boulevard), and southbound through lanes (extends through Fourth Street).

The LOS E in the future during the p.m. peak hour at the intersection of Clovis Avenue and Fifth Street is a known condition as disclosed in the EIR for the Clovis Landmark Square and the Project will not exacerbate the levels of service that were previously identified. The intersection has been constructed to its maximum configuration and there are buildings adjacent to the roadway with no opportunity to widen the intersection. Policy 2.1 of the City of Clovis General Plan Circulation Element allows exceptions to the minimum LOS D requirement on a case-by-case basis where right-of-way constraints would make capacity expansion infeasible.

The Project will not change the traffic conditions that were already expected to occur in the year 2040 based on previous studies.

Cumulative Year 2040 With-Project Plus DeBenedetto Conditions

The year 2040 conclusions described above are considered applicable to the year 2040 conditions with the DeBenedetto project added. The Project and the DeBenedetto project combined will not change the traffic conditions that were already expected to occur in the year 2040 based on previous studies. It should be noted that no project has been submitted for the DeBenedetto property so any assumptions about the type of project or its related effects are speculative.

Alternative Transportation Options and Pedestrian Connectivity

The Project site is within walking distance from the City’s planned transit center and the Clovis Old Town Trail, with the distance being on the order of 1,000 feet or less. The Project site is also within a short walking distance of many other important Clovis destinations, such as Old Town Clovis, the City Civic Center, San Joaquin College of Law, the library, the senior activity center, Clark Intermediate School, regional commercial along Herndon Avenue, and many businesses with employment opportunities.

The Project will construct sidewalks as required along its frontage. With completion of the Project sidewalks there will be connectivity to Sierra Avenue. Sidewalks exist intermittently south of the Project site along the frontage of homes that have existed for many years. In terms of pedestrian connectivity to Old Town Clovis and schools, the Clovis Old Town Trail located within walking distance of the site is expected to be provide the best option. Access to the trail with minimal new sidewalk construction would require crossing Osmun Avenue near Osmun Circle and walking along the west side of Osmun Avenue and the north side of Third Street. Nearly 300 feet of sidewalk connectivity is lacking in the existing condition along the west side of Osmun Avenue between Second Street and Third Street.



Mr. Anthony Hageman, President
TPG Investments, LLC
1398 West Herndon Avenue, Suite 205
Fresno, California 93711

February 25, 2021

Subject: Traffic Study
Proposed Apartments
Southwest of the Intersection of First Street and Baron Avenue
Clovis, California

Dear Mr. Hageman:

1.0 INTRODUCTION

This report presents the results of a traffic study for a proposed apartment complex in Clovis, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project. The traffic study was performed in general conformance with the City of Clovis *Interim Transportation Impact Analysis Guidelines* dated July 14, 2020 (City Guidelines).

2.0 PROJECT DESCRIPTION

The proposed apartment complex will be located southwest of the intersection of First Street and Baron Avenue in Clovis, California, extending as far west as Osmun Avenue. The project includes 40 apartment units on approximately 1.596 acres in three-story buildings. Site access will be via one driveway connecting to Baron Avenue and one driveway connecting to Osmun Avenue. Approximately seven parking stalls are also proposed along Osmun Avenue. A General Plan Amendment (GPA) is required to accommodate the Project, changing the current medium density residential designation (4.1 to 7.0 dwelling units per acre) to the high-density residential designation required to allow 40 units.

A site vicinity map is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. A site plan is presented in Figure 2, Site Plan.

3.0 STUDY AREA AND TIME PERIOD

This report includes analysis of the following intersections:

1. Clovis Avenue / Sierra Avenue
2. Phillip Avenue / Sierra Avenue
3. Clovis Avenue / Third Street
4. Osmun Avenue / Third Street
5. Baron Avenue / Third Street
6. Clovis Avenue / Fourth Street
7. Clovis Avenue / Fifth Street

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions
- Existing-Plus-Project Conditions
- Near-Term With-Project Conditions (includes approved projects)
- Near-Term With-Project Plus DeBenedetto Conditions (same as near-term but includes hypothetical development on the nearby DeBenedetto site)
- Cumulative Year 2040 With-Project Conditions
- Cumulative Year 2040 With-Project Plus DeBenedetto Conditions (same as near-term but includes hypothetical development on the nearby DeBenedetto site)

4.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study intersections are illustrated in Figure 3, Existing Lane Configurations and Intersection Control. For purposes of these analyses, it is assumed that the lane configurations will remain the same through year 2040.

5.0 CITY OF CLOVIS GENERAL PLAN

The City of Clovis General Plan designates Clovis Avenue and Fifth Street as Arterial streets. Sierra Avenue is a Collector street west of Clovis Avenue and a Local road east of Clovis Avenue. Third Street is a Collector street east of Clovis Avenue and a Local road west of Clovis Avenue. Phillip Avenue, Osmun Avenue, Baron Avenue, and Fourth Street are Local roads.

6.0 SIGNIFICANCE CRITERIA

6.1 Vehicle Miles Traveled (VMT)

The City Guidelines provide guidance relative to analyzing VMT for purposes of determining transportation effects in accordance with the California Environmental Quality Act (CEQA). The City Guidelines indicate that Projects that generate or attract fewer than 500 vehicle trips per day are presumed to cause a less-than-significant transportation impact.

6.2 Level of Service

The Transportation Research Board *Highway Capacity Manual, 6th Edition*, (HCM) defines level of service (LOS) as, “A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst.” Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 1 and 2.

Table 1
Level of Service Characteristics for Unsignalized Intersections

| Level of Service | Average Vehicle Delay (seconds) |
|------------------|---------------------------------|
| A | 0-10 |
| B | >10-15 |
| C | >15-25 |
| D | >25-35 |
| E | >35-50 |
| F | >50 |

Table 2
Level of Service Characteristics for Signalized Intersections

| Level of Service | Description | Average Vehicle Delay (seconds) |
|------------------|--|---------------------------------|
| A | Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short. | <10 |
| B | Volume-to-capacity ratio is no greater than 1.0. Progression is highly favorable or the cycle length is very short. | >10-20 |
| C | Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate. | >20-35 |
| D | Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable. | >35-55 |
| E | Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent. | >55-80 |
| F | Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue. | >80 |

Reference for Tables 1 and 2: *Highway Capacity Manual, 6th Edition*, Transportation Research Board, 2016

The State of California does not recognize traffic congestion and delay as an environmental impact per CEQA. However, the City of Clovis General Plan requires a minimum LOS D at intersections under the City’s jurisdiction. The City Guidelines state the following:

“All City intersections and roadway segments shall operate at a LOS D or better under the near-term conditions, unless a finding of overriding consideration was adopted in the General Plan EIR. Under long-term conditions, all City intersections and roadway segments shall operate at a LOS D or better, except for the roadway segments adopted in the General Plan EIR to operate at LOS E or F. Exceptions to this standard may be allowed on a case by case basis where lower levels of service would result in other public benefits, such as:

- a) Preserving agriculture or open space land*
- b) Preserving the rural/historic character of a neighborhood*
- c) Preserving or creating a pedestrian-friendly environment in Old Town or mixed-use village districts*
- d) Avoiding adverse effects to pedestrians, cyclists, and transit riders*
- e) Where right-of-way constraints would make capacity expansion infeasible”*

7.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were determined at the following intersections by performing manual turning movement counts at the study intersections between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a weekday:

- A. Phillip Avenue / Sierra Avenue
- B. Osmun Avenue / Third Street
- C. Baron Avenue / Third Street

The existing traffic volumes at the intersections on Clovis Avenue were obtained from a traffic study report for a hypothetical project on the DeBenedetto site dated August 6, 2019.

The traffic count data sheets are presented in Appendix A. The existing peak-hour turning movement volumes are presented in Figure 4, Existing Peak-Hour Traffic Volumes.

The traffic counts at intersections A through C listed above were performed during the COVID pandemic. To adjust the volumes to non-pandemic conditions, the volumes were compared with the pre-pandemic traffic volumes at intersections on Clovis Avenue to determine an appropriate increase to balance the traffic volumes. The adjusted existing volumes are presented in Figure 5, Adjusted Existing Peak-Hour Traffic Volumes.

8.0 PROJECT TRIP GENERATION AND DISTRIBUTION

8.1 Project Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 3 presents trip generation estimates for the Project. It should be noted that ITE Land Use 220 for multifamily housing applies only to one-story and two-story buildings. ITE Land Use 221 applies to buildings with three to 10 stories.

Table 3
Project Trip Generation Estimate – Three-Story Multifamily

| Land Use | Units | Weekday | | A.M. Peak Hour | | | | P.M. Peak Hour | | | | | |
|--------------------------------------|-------|---------|-------|----------------|--------|----|-----|----------------|------|--------|----|-----|-------|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Multifamily Housing (Mid-Rise) (221) | 40 | 5.44 | 218 | 0.36 | 26:74 | 4 | 11 | 15 | 0.44 | 61:39 | 11 | 7 | 18 |

Reference: *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers 2017
 Rates are reported in trips per unit

The values in Table 3 indicate that the Project is expected to generate up to approximately 18 trips per peak hour, which averages to less than one vehicle every three minutes.

To address comments received from the public, Table 4 presents a trip generation calculation for comparison purposes utilizing ITE Land Use 220 for low-rise multifamily units (which as defined by ITE is a maximum of two stories). The values in Table 4 are slightly greater than those in Table 1; however, the difference is nearly negligible over the course of an hour or a day. Again, it is noted that the values in Table 4 do not apply per ITE but are presented herein in response to comments received from the public.

Table 4
Project Trip Generation Estimate – One and Two-Story Multifamily

| Land Use | Units | Weekday | | A.M. Peak Hour | | | | P.M. Peak Hour | | | | | |
|--------------------------------------|-------|---------|-------|----------------|--------|----|-----|----------------|------|--------|----|-----|-------|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Multifamily Housing (Low-Rise) (220) | 40 | 7.32 | 293 | 0.46 | 23:77 | 4 | 15 | 19 | 0.56 | 63:37 | 14 | 9 | 23 |

Reference: *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers 2017
 Rates are reported in trips per unit

For comparison purposes related to the proposed GPA, Table 5 presents trip generation estimates based on the assumption that the site could be developed at 7.0 dwelling units per acre on 1.596 acres based on the current General Plan, which equates to 11 single-family residences.

Table 5
Single-Family Trip Generation Estimate

| Land Use | Units | Weekday | | A.M. Peak Hour | | | | P.M. Peak Hour | | | | | |
|--------------------------------------|-------|---------|-------|----------------|--------|----|-----|----------------|------|--------|----|-----|-------|
| | | Rate | Total | Rate | In:Out | In | Out | Total | Rate | In:Out | In | Out | Total |
| Single-Family Detached Housing (210) | 11 | 9.44 | 104 | 0.74 | 25:75 | 2 | 7 | 9 | 0.99 | 63:37 | 7 | 4 | 11 |

Reference: *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers 2017
 Rates are reported in trips per unit

Table 6 presents the change in the number of additional trips expected to be generated at the site as a result of the proposed GPA.

Table 6
Change in Planned Trips Resulting from GPA

| Land Use | Weekday | A.M. Peak Hour | | | P.M. Peak Hour | | |
|-------------------|------------|----------------|----------|----------|----------------|----------|----------|
| | | In | Out | Total | In | Out | Total |
| Multifamily | 218 | 4 | 11 | 15 | 11 | 7 | 18 |
| Single Family | 104 | 2 | 7 | 9 | 7 | 4 | 11 |
| Difference | 114 | 2 | 4 | 6 | 4 | 3 | 7 |

8.2 Project Trip Distribution and Assignment

The regional distribution of Project trips was estimated using engineering judgment based on available traffic counts, the location and configuration of site access points and local streets, available travel routes, and the locations of complementary uses. The estimated percentage distribution of Project trips is presented in Figure 6, Peak-Hour Project Traffic Distribution Percentages. The peak-hour trips presented in Table 3 were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 6. The peak-hour Project traffic volumes at the study intersections are presented in Figure 7, Peak-Hour Project Traffic Volumes.

8.3 Project Vehicle Miles Traveled (VMT)

The City Guidelines state that projects that generate or attract fewer than 500 vehicle trips per day are presumed to cause a less-than-significant VMT impact. The proposed Project is expected to generate 218 trips per day and may be presumed to cause a less-than-significant transportation impact. Furthermore, the Project is located in an area that generates a per-capita VMT of 12.8 based on Figure B1 of the City Guidelines. The VMT significance threshold is set at 14.0, which is 13 percent below the regional average of 16.1. The Project VMT of 12.8 is less than the threshold of 14.0 and is approximately 20 percent below the regional average; therefore, the Project may also be presumed to cause a less-than-significant VMT impact based on application of the screening map (Figure B1).

9.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

Existing-Plus-Project traffic volumes are presented in Figure 8, Existing-Plus-Project Peak-Hour Traffic Volumes. The values in Figure 8 were determined by adding the values in Figures 5 and 7.

10.0 CUMULATIVE PROJECTS

Projects that have been approved or are pending but have not yet been completed are included in the analyses to assess cumulative effects. The following projects are considered in the near-term and year 2040 analyses:

- Clovis Landmark Square: library, transit center, and senior activity center located on the north side of Third Street at Veterans Way.
- DeBenedetto Project: hypothetical 200-unit apartment complex located immediately north of the Clovis Landmark Square with access to Osmun Circle and to Third Street at Veterans Way via the Clovis Landmark Square parking lot.

11.0 NEAR-TERM TRAFFIC VOLUMES

Peak-hour near-term with-Project traffic volumes are presented in Figure 9, Near-Term With-Project Peak-Hour Traffic Volumes, and include the Clovis Landmark Square project described above.

Peak-hour near-term with-Project traffic volumes with the DeBenedetto project trips added are presented in Figure 10, Near-Term With-Project Plus DeBenedetto Peak-Hour Traffic Volumes, and include both cumulative projects described above.

12.0 CUMULATIVE YEAR 2040 TRAFFIC VOLUMES

Cumulative traffic volumes for the year 2040 were determined utilizing traffic volumes presented in the Clovis Landmark Square EIR, which incorporated information derived from the Fresno County travel model maintained by the Fresno Council of Governments (COG). The projected year 2040 traffic volumes with the Project are presented in Figure 11, Year 2040 Cumulative With-Project Peak-Hour Traffic Volumes. The projected year 2040 traffic volumes with the Project and the hypothetical DeBenedetto project are presented in

Figure 12, Year 2040 Cumulative With-Project Plus DeBenedetto Peak-Hour Traffic Volumes.

13.0 INTERSECTION ANALYSES

The intersection levels of service were determined using the computer program Synchro 11, which incorporates HCM procedures for calculating levels of service. The intersection analysis sheets are presented in Appendix B.

Tables 7 through 12 present the results of the intersection analyses. For signalized intersections, the overall intersection LOS and the average delay per vehicle are presented. For two-way stop-controlled intersections, the HCM does not define an overall intersection LOS; therefore, the average delay and LOS for the approach with the greatest delay is presented. Delays and LOS worse than the target LOS are presented in bold type and are underlined.

Table 7
Intersection LOS Summary – Existing Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|------------------|-----------------|----------------|-----|----------------|-----|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Clovis / Sierra | Traffic signals | 15.9 | B | 17.9 | B |
| Phillip / Sierra | Two-way stop | 11.5 | B | 11.5 | B |
| Clovis / Third | Traffic signals | 17.6 | B | 21.7 | C |
| Osmun / Third | Two-way stop | 12.9 | B | 11.5 | B |
| Baron / Third | Two-way stop | 14.1 | B | 11.5 | B |
| Clovis / Fourth | Traffic signals | 12.7 | B | 16.5 | B |
| Clovis / Fifth | Traffic signals | 24.3 | C | 28.1 | C |

Table 8
Intersection LOS Summary – Existing-Plus-Project Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|------------------|-----------------|----------------|-----|----------------|-----|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Clovis / Sierra | Traffic signals | 15.9 | B | 18.0 | B |
| Phillip / Sierra | Two-way stop | 11.7 | B | 11.7 | B |
| Clovis / Third | Traffic signals | 17.7 | B | 21.8 | C |
| Osmun / Third | Two-way stop | 13.0 | B | 11.6 | B |
| Baron / Third | Two-way stop | 14.1 | B | 11.5 | B |
| Clovis / Fourth | Traffic signals | 12.8 | B | 16.5 | B |
| Clovis / Fifth | Traffic signals | 24.4 | C | 28.2 | C |

Table 9
Intersection LOS Summary – Near-Term With-Project Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|------------------|-----------------|----------------|-----|----------------|-----|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Clovis / Sierra | Traffic signals | 16.0 | B | 18.4 | B |
| Phillip / Sierra | Two-way stop | 11.7 | B | 11.7 | B |
| Clovis / Third | Traffic signals | 18.1 | B | 24.1 | C |
| Osmun / Third | Two-way stop | 13.1 | B | 11.9 | B |
| Baron / Third | Two-way stop | 14.3 | B | 11.8 | B |
| Clovis / Fourth | Traffic signals | 12.9 | B | 17.2 | B |
| Clovis / Fifth | Traffic signals | 24.7 | C | 29.6 | C |

Table 10
Intersection LOS Summary – Near-Term With-Project Plus DeBenedetto Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|------------------|-----------------|----------------|-----|----------------|-----|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Clovis / Sierra | Traffic signals | 16.2 | B | 18.7 | B |
| Phillip / Sierra | Two-way stop | 12.2 | B | 12.2 | B |
| Clovis / Third | Traffic signals | 18.7 | B | 25.2 | C |
| Osmun / Third | Two-way stop | 13.5 | B | 12.4 | B |
| Baron / Third | Two-way stop | 14.4 | B | 11.8 | B |
| Clovis / Fourth | Traffic signals | 13.1 | B | 17.5 | B |
| Clovis / Fifth | Traffic signals | 25.2 | C | 30.3 | C |

Table 11
Intersection LOS Summary – Year 2040 Cumulative With-Project Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|------------------|-----------------|----------------|-----|----------------|----------|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Clovis / Sierra | Traffic signals | 18.6 | B | 20.4 | C |
| Phillip / Sierra | Two-way stop | 11.7 | B | 11.9 | B |
| Clovis / Third | Traffic signals | 25.0 | C | 32.4 | C |
| Osmun / Third | Two-way stop | 13.8 | B | 12.4 | B |
| Baron / Third | Two-way stop | 15.0 | C | 12.2 | B |
| Clovis / Fourth | Traffic signals | 16.4 | B | 19.9 | B |
| Clovis / Fifth | Traffic signals | 41.2 | D | 59.7 | E |

Table 12
Intersection LOS Summary
Year 2040 Cumulative With-Project Plus DeBenedetto Conditions

| Intersection | Control | A.M. Peak Hour | | P.M. Peak Hour | |
|------------------|-----------------|----------------|-----|--------------------|-----------------|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| Clovis / Sierra | Traffic signals | 19.0 | B | 20.8 | C |
| Phillip / Sierra | Two-way stop | 12.2 | B | 12.4 | B |
| Clovis / Third | Traffic signals | 25.6 | C | 35.1 | D |
| Osmun / Third | Two-way stop | 14.3 | B | 12.9 | B |
| Baron / Third | Two-way stop | 15.1 | C | 12.3 | B |
| Clovis / Fourth | Traffic signals | 16.6 | B | 20.3 | C |
| Clovis / Fifth | Traffic signals | 43.2 | D | <u>62.4</u> | <u>E</u> |

The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths. The existing storage capacity (where applicable) and the calculated 95th-percentile queue lengths are presented in Tables 13 and 14. The storage capacities reported in Tables 13 and 14 are based on measurements from available aerial photographs. Calculated 95th-percentile queue lengths that exceed the storage capacity and are considered to be excessive are indicated in bold type and are underlined.

Table 13
Intersection Queuing Summary – Existing Through Near-Term Peak Hours

| Intersection | Existing Storage Capacity (feet) | Calculated 95 th -Percentile Queue Length (feet) | | | | | | | |
|-------------------------|----------------------------------|---|------|-----------------------|------|------------------------|------|---|------|
| | | Existing | | Existing Plus Project | | Near-Term With-Project | | Near-Term With-Project Plus DeBenedetto | |
| | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |
| Clovis / Sierra | | | | | | | | | |
| Eastbound L | 110+ | 116 | 181 | 116 | 181 | 118 | 181 | 119 | 181 |
| Eastbound T | * | 72 | 101 | 73 | 103 | 74 | 103 | 76 | 108 |
| Eastbound R (Yield) | 85 | 32 | 9 | 32 | 9 | 34 | 18 | 34 | 22 |
| Westbound L | 65 | 34 | 31 | 34 | 31 | 35 | 35 | 35 | 35 |
| Westbound T | * | 110 | 80 | 112 | 82 | 114 | 82 | 119 | 86 |
| Westbound R | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Northbound L | 155 | 73 | 87 | 73 | 87 | 75 | 104 | 80 | 107 |
| Northbound T (2) | * | 106 | 267 | 106 | 267 | 108 | 281 | 113 | 284 |
| Northbound R | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southbound L | 165 | 46 | 137 | 47 | 140 | 48 | 140 | 52 | 152 |
| Southbound T (2) | * | 121 | 186 | 121 | 186 | 156 | 196 | 128 | 200 |
| Southbound R | 65 | 28 | 67 | 28 | 67 | 28 | 71 | 28 | 71 |
| Phillip / Sierra | | | | | | | | | |
| Eastbound LTR | * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Westbound LTR | * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Northbound LTR | 500 | 3 | 0 | 5 | 3 | 5 | 3 | 8 | 3 |
| Southbound LTR | 200 | 5 | 3 | 5 | 3 | 5 | 3 | 5 | 3 |

* Greater than 1,000 feet to next major intersection.

+ Connects to a two-way left-turn lane that provides additional storage capacity or additional space is available beyond striping.

Table 13 (Continued)
Intersection Queuing Summary – Existing Through Near-Term Peak Hours

| Intersection | Existing Storage Capacity (feet) | Calculated 95 th -Percentile Queue Length (feet) | | | | | | | |
|------------------------|----------------------------------|---|-----------|-----------------------|-----------|------------------------|------------|---|------------|
| | | Existing | | Existing Plus Project | | Near-Term With-Project | | Near-Term With-Project Plus DeBenedetto | |
| | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |
| Clovis / Third | | | | | | | | | |
| Eastbound L | 55 | 18 | 37 | 18 | 37 | 19 | 37 | 19 | 37 |
| Eastbound TR | 320 | 73 | 115 | 73 | 116 | 75 | 120 | 75 | 120 |
| Westbound L | 90+ | 37 | 55 | 39 | 57 | 48 | 119 | 69 | 147 |
| Westbound T | 355 | 125 | 105 | 126 | 106 | 128 | 111 | 129 | 111 |
| Westbound R+ | 50 | 47 | 50 | 47 | 49 | 48 | 57 | 51 | 59 |
| Northbound LTR | 400 | 113 | 232 | 113 | 233 | 118 | 247 | 120 | 256 |
| Southbound LTR | * | 153 | 229 | 153 | 230 | 160 | 252 | 161 | 258 |
| Osmun / Third | | | | | | | | | |
| Eastbound L | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Eastbound TR | No stop | | | | | | | | |
| Westbound L | 170+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Westbound TR | No stop | | | | | | | | |
| Northbound LTR | 400 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 |
| Southbound LTR | 440 | 5 | 3 | 5 | 3 | 5 | 3 | 10 | 5 |
| Baron / Third | | | | | | | | | |
| Eastbound L | 170+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastbound TR | No stop | | | | | | | | |
| Westbound L | 170+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Westbound TR | No stop | | | | | | | | |
| Northbound LTR | 400 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Southbound LTR | 400 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 |
| Clovis / Fourth | | | | | | | | | |
| Eastbound LTR | 320 | 22 | 53 | 22 | 53 | 23 | 59 | 23 | 59 |
| Westbound LTR | 130 | 19 | 28 | 19 | 28 | 19 | 28 | 19 | 29 |
| Northbound LTR | 400 | 94 | 189 | 94 | 190 | 98 | 205 | 100 | 213 |
| Southbound LTR | 400 | 96 | 171 | 97 | 172 | 99 | 192 | 106 | 200 |
| Clovis / Fifth | | | | | | | | | |
| Eastbound L | 75 | 54 | 95 | 54 | 96 | 58 | 103 | 61 | 118 |
| Eastbound TR | 315 | 176 | 274 | 176 | 274 | 178 | 278 | 178 | 278 |
| Westbound L | 145+ | 118 | 102 | 118 | 102 | 119 | 117 | 119 | 117 |
| Westbound TR | 345 | 217 | 224 | 217 | 224 | 220 | 230 | 220 | 230 |
| Northbound LTR | * | 188 | 240 | 188 | 240 | 194 | 252 | 196 | 258 |
| Southbound LTR | 400 | 153 | 229 | 155 | 230 | 157 | 247 | 168 | 254 |

* Greater than 1,000 feet to next major intersection.

+ Connects to a two-way left-turn lane that provides additional storage capacity or additional space is available beyond striping.

Table 14
Intersection Queuing Summary – Year 2040 Scenarios

| Intersection | Existing Storage Capacity (feet) | Calculated 95 th -Percentile Queue Length (feet) | | | |
|-------------------------|----------------------------------|---|------------|---|------------|
| | | Year 2040 With Project | | Year 2040 With Project Plus DeBenedetto | |
| Approach | | A.M. | P.M. | A.M. | P.M. |
| Clovis / Sierra | | | | | |
| Eastbound L | 110+ | 157 | 200 | 158 | 200 |
| Eastbound T | * | 98 | 105 | 100 | 110 |
| Eastbound R (Yield) | 85 | 45 | 55 | 45 | 56 |
| Westbound L | 65 | 44 | 37 | 44 | 37 |
| Westbound T | * | 153 | 90 | 158 | 94 |
| Westbound R | 25 | 0 | 0 | 0 | 0 |
| Northbound L | 155 | 131 | 190 | 138 | 197 |
| Northbound T (2) | * | 205 | 374 | 211 | 376 |
| Northbound R | 65 | 0 | 0 | 0 | 0 |
| Southbound L | 165 | 55 | 143 | 60 | 153 |
| Southbound T (2) | * | 223 | 238 | 226 | 242 |
| Southbound R | 65 | 43 | 85 | 44 | 85 |
| Phillip / Sierra | | | | | |
| Eastbound LTR | * | 0 | 0 | 0 | 0 |
| Westbound LTR | * | 0 | 0 | 0 | 0 |
| Northbound LTR | 500 | 5 | 3 | 8 | 5 |
| Southbound LTR | 200 | 5 | 3 | 5 | 3 |
| Clovis / Third | | | | | |
| Eastbound L | 55 | 41 | 58 | 41 | 58 |
| Eastbound TR | 320 | 101 | 142 | 101 | 142 |
| Westbound L | 90+ | 59 | 136 | 85 | 162 |
| Westbound T | 355 | 171 | 129 | 171 | 129 |
| Westbound R+ | 50 | 56 | 68 | 58 | 70 |
| Northbound LTR | 400 | 221 | 304 | 224 | 314 |
| Southbound LTR | * | 351 | 404 | 354 | 416 |
| Osmun / Third | | | | | |
| Eastbound L | 335 | 0 | 0 | 0 | 3 |
| Eastbound TR | No stop | | | | |
| Westbound L | 170+ | 0 | 0 | 0 | 0 |
| Westbound TR | No stop | | | | |
| Northbound LTR | 400 | 3 | 3 | 3 | 3 |
| Southbound LTR | 440 | 5 | 3 | 10 | 5 |
| Baron / Third | | | | | |
| Eastbound L | 170+ | 0 | 0 | 0 | 0 |
| Eastbound TR | No stop | | | | |
| Westbound L | 170+ | 0 | 0 | 0 | 0 |
| Westbound TR | No stop | | | | |
| Northbound LTR | 400 | 3 | 3 | 3 | 3 |
| Southbound LTR | 400 | 5 | 0 | 5 | 0 |

* Greater than 1,000 feet to next major intersection.
 + Connects to a two-way left-turn lane that provides additional storage capacity or additional space is available beyond striping.

Table 14 (Continued)
Intersection Queuing Summary – Year 2040 Scenarios

| Intersection | Existing Storage Capacity (feet) | Calculated 95 th -Percentile Queue Length (feet) | | | |
|------------------------|----------------------------------|---|------------|---|------------|
| | | Year 2040 With Project | | Year 2040 With Project Plus DeBenedetto | |
| Approach | | A.M. | P.M. | A.M. | P.M. |
| Clovis / Fourth | | | | | |
| Eastbound LTR | 320 | 40 | 73 | 41 | 73 |
| Westbound LTR | 130 | 38 | 37 | 39 | 37 |
| Northbound LTR | 400 | 164 | 238 | 169 | 248 |
| Southbound LTR | 400 | 180 | 258 | 188 | 265 |
| Clovis / Fifth | | | | | |
| Eastbound L | 75 | 62 | 158 | 65 | 177 |
| Eastbound TR | 315 | 278 | 511 | 278 | 511 |
| Westbound L | 145+ | 150 | 187 | 150 | 187 |
| Westbound TR | 345 | 300 | 365 | 300 | 365 |
| Northbound LTR | * | 278 | 421 | 280 | 434 |
| Southbound LTR | 400 | 313 | 459 | 334 | 473 |

- * Greater than 1,000 feet to next major intersection.
- + Connects to a two-way left-turn lane that provides additional storage capacity or additional space is available beyond striping.

14.0 ALTERNATIVE TRANSPORTATION OPTIONS AND PEDESTRIAN CONNECTIVITY

The Project site is within walking distance from the City’s planned transit center and the Clovis Old Town Trail, with the distance being on the order of 1,000 feet or less. The Project site is also within a short walking distance of many other important Clovis destinations, such as Old Town Clovis, the City Civic Center, San Joaquin College of Law, the library, the senior activity center, Clark Intermediate School, regional commercial along Herndon Avenue, and many businesses with employment opportunities.

The Project will construct sidewalks as required along its frontage. With completion of the Project sidewalks there will be connectivity to Sierra Avenue. Sidewalks exist intermittently south of the Project site along the frontage of homes that have existed for many years. In terms of pedestrian connectivity to Old Town Clovis and schools, the Clovis Old Town Trail located within walking distance of the site is expected to provide the best option. Access to the trail with minimal new sidewalk construction would require crossing Osmun Avenue near Osmun Circle and walking along the west side of Osmun Avenue and the north side of Third Street. Nearly 300 feet of sidewalk connectivity is lacking in the existing condition along the west side of Osmun Avenue between Second Street and Third Street.

15.0 DISCUSSION

15.1 Existing Conditions

The results of the analyses indicate that the study intersections are currently operating at acceptable levels of service with calculated 95th-percentile queues contained within the available storage capacity, with the exception that the calculated 95th-percentile queue in the

eastbound left-turn on Fifth Street at Clovis Avenue exceeds the storage capacity during the p.m. peak hour.

15.2 Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project if none of the pending and approved projects were constructed. This scenario isolates the specific effects of the Project.

The results of the analyses indicate that the study intersections are expected to continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions. The additional average delay per vehicle caused by the Project is typically on the order one-tenth of a second at the study intersections and is expected to be imperceptible to a vast majority of drivers. The change in the calculated 95th-percentile queue lengths caused by the Project is substantially less than one vehicle length on all approaches to the study intersections and is also expected to be imperceptible to a vast majority of drivers.

In the eastbound left-turn on Fifth Street at Clovis Avenue during the p.m. peak hour, where the calculated 95th-percentile queue exceeds the storage capacity in the existing condition, the Project increases the calculated 95th-percentile queue length by one foot.

15.3 Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and the known pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects.

The results of the analyses indicate that the study intersections are expected to continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions.

In the eastbound left-turn on Fifth Street at Clovis Avenue during the p.m. peak hour, where the calculated 95th-percentile queue exceeds the storage capacity in the existing condition, the cumulative near-term projects increase the calculated 95th-percentile queue length by eight feet as compared to the existing condition.

15.4 Near-Term With-Project Plus DeBenedetto Conditions

The near-term with-Project plus DeBenedetto conditions analyses represent conditions that are expected after construction of the Project, the known pending and approved projects, and a hypothetical apartment complex on the DeBenedetto site. The development on the DeBenedetto site is not currently pending and is not an actual known project. Since no project has been submitted for the DeBenedetto property, any assumptions about the type of project or its related effects are speculative. This scenario presents an estimate of the near-term cumulative effects in the event that a project with access to Osmun Circle were to be developed on the DeBenedetto site.

The results of the analyses indicate that the study intersections are expected to continue to operate at acceptable levels of service with queuing conditions contained within the available storage capacity, with the exception of the eastbound left-turn on Fifth Street at Clovis Avenue. In the eastbound left-turn on Fifth Street at Clovis Avenue during the p.m. peak

hour, where the calculated 95th-percentile queue exceeds the storage capacity in the existing condition, the cumulative near-term projects plus the hypothetical DeBenedetto project will increase the calculated 95th-percentile queue length by 23 feet as compared to the existing condition.

15.5 Cumulative Year 2040 With-Project Conditions

The year 2040 cumulative with-Project conditions analyses are based on the assumption that the Project has been constructed, the pending and approved projects have been constructed, and that 20 years of growth has occurred in the Clovis, Fresno, and Fresno County region as incorporated into the adopted Fresno County travel model.

The analyses indicate that all of the study intersections, with the exception of the intersection of Clovis Avenue and Fifth Street, are expected to continue to operate at acceptable levels of service. The intersection of Clovis Avenue and Fifth Street is expected to operate at LOS E during the p.m. peak hour.

The calculated 95th-percentile queues are likely to exceed the existing storage capacity at the following locations:

- Intersection of Clovis and Sierra Avenues: the calculated 95th-percentile queue exceeds the storage capacity in the northbound-to-westbound left-turn lane by 35 feet and in the southbound-to-westbound right-turn lane by 20 feet.
- Intersection of Clovis Avenue and Fifth Street: the calculated 95th-percentile queue exceeds the storage capacity in the eastbound-to-northbound left-turn lane by 83 feet, in the eastbound through lane the queue extends through Pollasky Avenue, in the westbound through lane the queue extends past Veterans Boulevard, and in the southbound through lanes the queue extends through Fourth Street.

The LOS E in the future during the p.m. peak hour at the intersection of Clovis Avenue and Fifth Street is a known condition as disclosed in the EIR for the Clovis Landmark Square. The Project will not exacerbate the levels of service at the study intersections on Clovis Avenue that were previously identified in the Clovis Landmark Square EIR. The intersection has been constructed to its maximum configuration and there are buildings adjacent to the roadway with no opportunity to widen the intersection. Policy 2.1 of the City of Clovis General Plan Circulation Element allows exceptions to the minimum LOS D requirement on a case-by-case basis where right-of-way constraints would make capacity expansion infeasible.

The Project will not change the traffic conditions that were already expected to occur in the year 2040 based on previous studies.

15.6 Cumulative Year 2040 With-Project Plus DeBenedetto Conditions

The year 2040 cumulative with-Project plus DeBenedetto conditions analyses are based on the assumption that the Project has been constructed, the pending and approved projects have been constructed, the DeBenedetto site has been developed, and that 20 years of growth has occurred in the Clovis, Fresno, and Fresno County region as incorporated into the adopted Fresno County travel model.

The analyses indicate that all of the study intersections, with the exception of the intersection of Clovis Avenue and Fifth Street, are expected to continue to operate at acceptable levels of service. The intersection of Clovis Avenue and Fifth Street is expected to operate at LOS E during the p.m. peak hour.

The calculated 95th-percentile queues are likely to exceed the existing storage capacity at the following locations:

- Intersection of Clovis and Sierra Avenues: the calculated 95th-percentile queue exceeds the storage capacity in the northbound-to-westbound left-turn lane by 42 feet and in the southbound-to-westbound right-turn lane by 20 feet.
- Intersection of Clovis Avenue and Fifth Street: the calculated 95th-percentile queue exceeds the storage capacity in the eastbound-to-northbound left-turn lane by 102 feet, in the eastbound through lane the queue extends through Pollasky Avenue, in the westbound through lane the queue extends past Veterans Boulevard, and in the southbound through lanes the queue extends through Fourth Street.

The LOS E in the future during the p.m. peak hour at the intersection of Clovis Avenue and Fifth Street is a known condition as disclosed in the EIR for the Clovis Landmark Square. The projects will not exacerbate the levels of service at the study intersections on Clovis Avenue that were previously identified in the Clovis Landmark Square EIR. The intersection has been constructed to its maximum configuration and there are buildings adjacent to the roadway with no opportunity to widen the intersection. Policy 2.1 of the City of Clovis General Plan Circulation Element allows exceptions to the minimum LOS D requirement on a case-by-case basis where right-of-way constraints would make capacity expansion infeasible.

The Project and the DeBenedetto project combined will not change the traffic conditions that were already expected to occur in the year 2040 based on previous studies. It should be noted that no project has been submitted for the DeBenedetto property so any assumptions about the type of project or its related effects are speculative.

16.0 CONCLUSIONS AND RECOMMENDATIONS

Standard traffic engineering principles and methods were employed to establish the existing conditions, to estimate the number of trips expected to be generated by the Project, and to analyze the traffic conditions that are expected to occur in the future. The conclusions of the study are summarized in the following sections.

Trip Generation

The Project is expected to generate approximately 218 vehicle trips per day (109 trips entering the site and 109 trips exiting the site). Peak-hour traffic volumes are expected to be on the order of 15 trips during the a.m. peak hour and 18 trips during the p.m. peak hour.

For comparison purposes related to the proposed GPA, if the Project were developed at 7.0 dwelling units per acre, up to 11 single-family residences could be constructed. The trips generated by 11 single-family residences is estimated to be on the order of 104 vehicle trips per day (52 trips entering the site and 52 trips exiting the site). Peak-hour traffic volumes for

11 single-family residences is expected to be on the order of nine trips during the a.m. peak hour and 11 trips during the p.m. peak hour.

The number of additional trips expected to be generated as a result of the proposed GPA is 114 trips per day (57 trips entering the site and 57 trips exiting the site), six trips during the a.m. peak hour, and seven trips during the p.m. peak hour.

Vehicle Miles Traveled (VMT)

The City Guidelines provide guidance relative to analyzing VMT for purposes of determining transportation effects in accordance with the California Environmental Quality Act (CEQA). The City Guidelines indicate that Projects that generate or attract fewer than 500 vehicle trips per day are presumed to cause a less-than-significant transportation impact. The proposed Project is expected to generate 218 trips per day and may be presumed to cause a less-than-significant transportation impact. Furthermore, the Project is located in an area that generates a per-capita VMT of 12.8 based on Figure B1 of the City Guidelines. The VMT significance threshold is set at 14.0, which is 13 percent below the regional average of 16.1. The Project VMT of 12.8 is less than the threshold of 14.0 and is approximately 20 percent below the regional average; therefore, the Project may also be presumed to cause a less-than-significant VMT impact based on application of the screening map.

Existing Conditions

The study intersections are currently operating at acceptable levels of service with calculated 95th-percentile queues contained within the available storage capacity, with the exception that the calculated 95th-percentile queue in the eastbound left-turn on Fifth Street at Clovis Avenue exceeds the storage capacity during the p.m. peak hour.

Existing-Plus-Project Conditions

The study intersections will continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions. The additional average delay per vehicle caused by the Project is typically on the order one-tenth of a second. The change in the calculated 95th-percentile queue lengths caused by the Project is substantially less than one vehicle length on all approaches to the study intersections. In the eastbound left-turn on Fifth Street at Clovis Avenue during the p.m. peak hour, where the calculated 95th-percentile queue exceeds the storage capacity in the existing condition, the Project increases the calculated 95th-percentile queue length by one foot.

The Project will not cause a traffic issue at the study intersections and the Project trips are expected to be imperceptible to a vast majority of drivers.

Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and the known pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects. The study intersections are expected to continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions.

Near-Term With-Project Plus DeBenedetto Conditions

The near-term with-Project plus DeBenedetto conditions analyses represent conditions that are expected after construction of the Project, the known pending and approved projects, and a hypothetical apartment complex on the DeBenedetto site. The development on the DeBenedetto site is not currently pending and is not an actual known project. Since no project has been submitted for the DeBenedetto property, any assumptions about the type of project or its related effects are speculative. This scenario presents an estimate of the near-term cumulative effects in the event that a project with access to Osmun Circle were to be developed on the DeBenedetto site. The study intersections are expected to continue to operate at acceptable levels of service with queuing conditions very similar to the existing conditions.

Cumulative Year 2040 With-Project Conditions

The year 2040 cumulative with-Project conditions analyses are based on the assumption that the Project has been constructed, the pending and approved projects have been constructed, and that 20 years of growth has occurred in the Clovis, Fresno, and Fresno County region as incorporated into the adopted Fresno County travel model. The intersection of Clovis Avenue and Fifth Street is expected to operate at LOS E during the p.m. peak hour. The other intersections will continue to operate at acceptable levels of service.

The calculated 95th-percentile queues are likely to exceed the existing storage capacity at the following locations:

- Intersection of Clovis and Sierra Avenues: northbound-to-westbound left-turn lane and southbound-to-westbound right-turn lane.
- Intersection of Clovis Avenue and Fifth Street: eastbound-to-northbound left-turn lane, eastbound through lane (extends through Pollasky Avenue), westbound through lane (extends past Veterans Boulevard), and southbound through lanes (extends through Fourth Street).

The LOS E in the future during the p.m. peak hour at the intersection of Clovis Avenue and Fifth Street is a known condition as disclosed in the EIR for the Clovis Landmark Square and the Project will not exacerbate the levels of service that were previously identified. The intersection has been constructed to its maximum configuration and there are buildings adjacent to the roadway with no opportunity to widen the intersection. Policy 2.1 of the City of Clovis General Plan Circulation Element allows exceptions to the minimum LOS D requirement on a case-by-case basis where right-of-way constraints would make capacity expansion infeasible.

The Project will not change the traffic conditions that were already expected to occur in the year 2040 based on previous studies.

Cumulative Year 2040 With-Project Plus DeBenedetto Conditions

The year 2040 conclusions described above are considered applicable to the year 2040 conditions with the DeBenedetto project added. The Project and the DeBenedetto project combined will not change the traffic conditions that were already expected to occur in the

year 2040 based on previous studies. It should be noted that no project has been submitted for the DeBenedetto property so any assumptions about the type of project or its related effects are speculative.

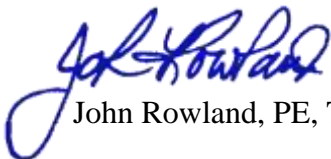
Alternative Transportation Options and Pedestrian Connectivity

The Project site is within walking distance from the City’s planned transit center and the Clovis Old Town Trail, with the distance being on the order of 1,000 feet or less. The Project site is also within a short walking distance of many other important Clovis destinations, such as Old Town Clovis, the City Civic Center, San Joaquin College of Law, the library, the senior activity center, Clark Intermediate School, regional commercial along Herndon Avenue, and many businesses with employment opportunities.

The Project will construct sidewalks as required along its frontage. With completion of the Project sidewalks there will be connectivity to Sierra Avenue. Sidewalks exist intermittently south of the Project site along the frontage of homes that have existed for many years. In terms of pedestrian connectivity to Old Town Clovis and schools, the Clovis Old Town Trail located within walking distance of the site is expected to be provide the best option. Access to the trail with minimal new sidewalk construction would require crossing Osmun Avenue near Osmun Circle and walking along the west side of Osmun Avenue and the north side of Third Street. Nearly 300 feet of sidewalk connectivity is lacking in the existing condition along the west side of Osmun Avenue between Second Street and Third Street.

Thank you for the opportunity to perform this Traffic Study. Please feel free to contact me if you have any questions.

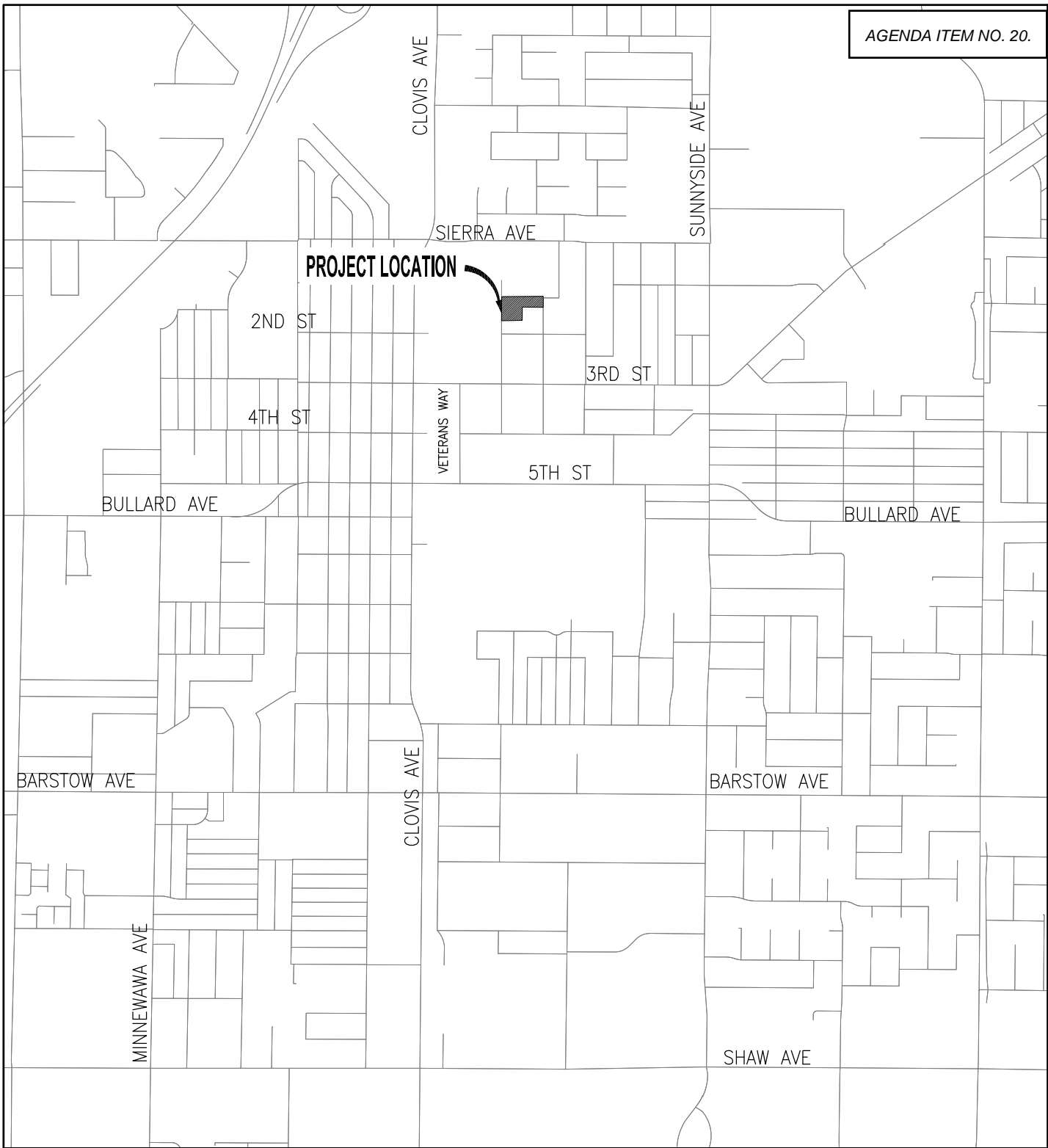
PETERS ENGINEERING GROUP


John Rowland, PE, TE



- Attachments: Figures 1 through 12
- Appendix A - Traffic Count Data Sheets
- Appendix B - Intersection Analyses

FIGURES

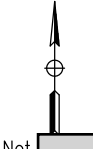


LEGEND

 PROJECT SITE

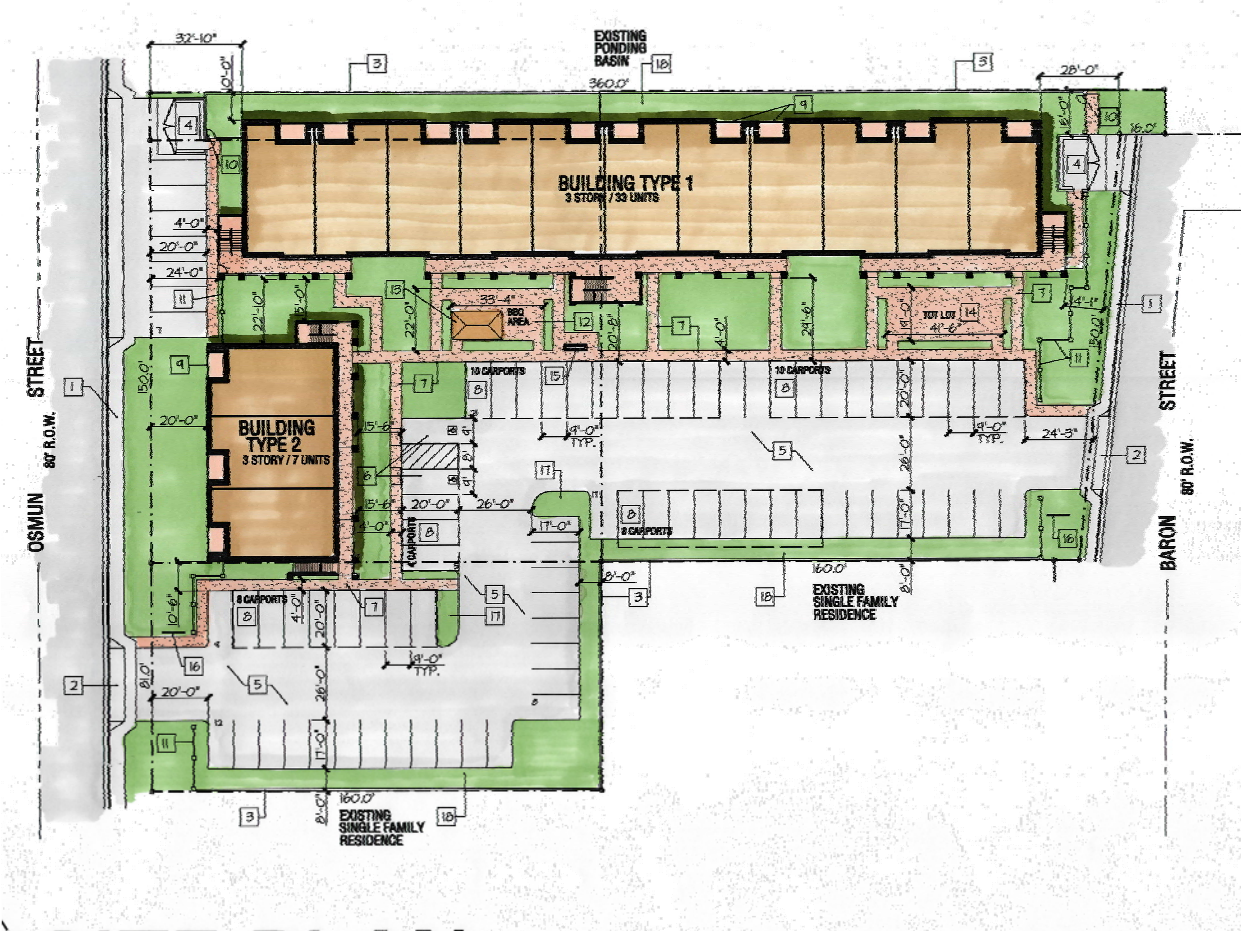
Proposed Apartments
Clovis, California

VICINITY MAP



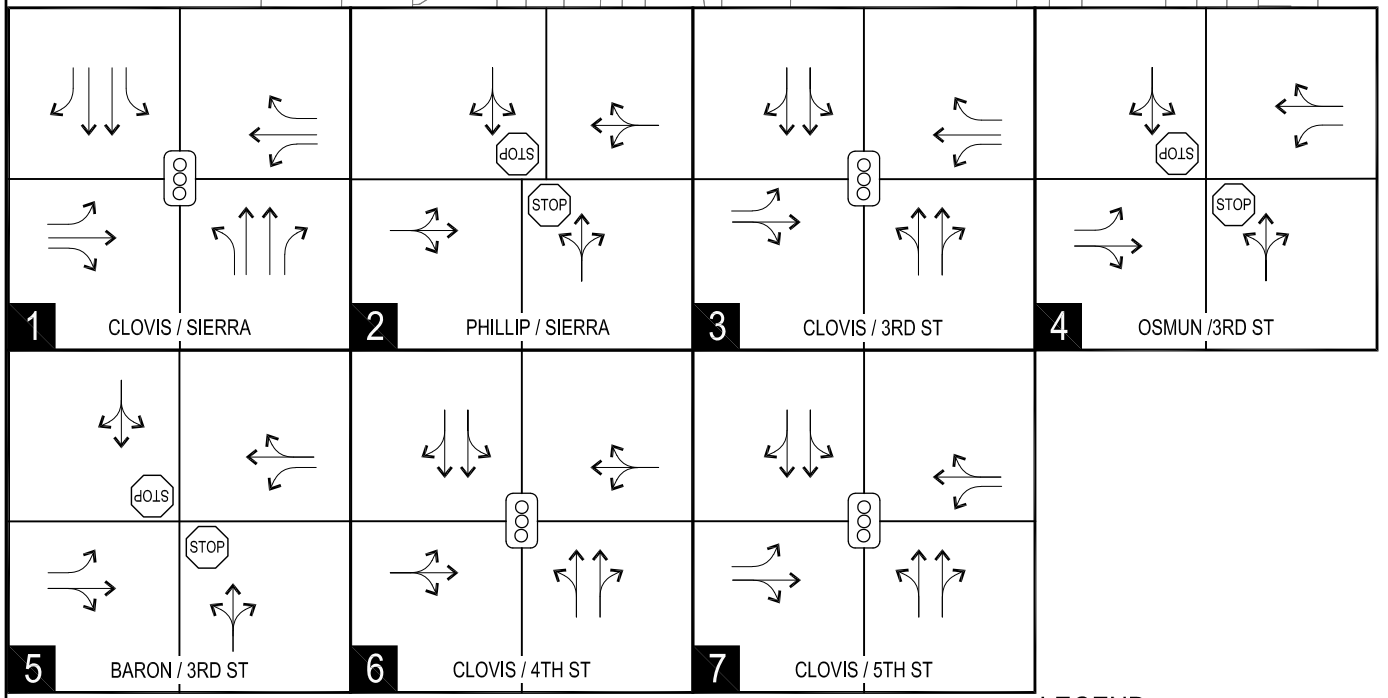
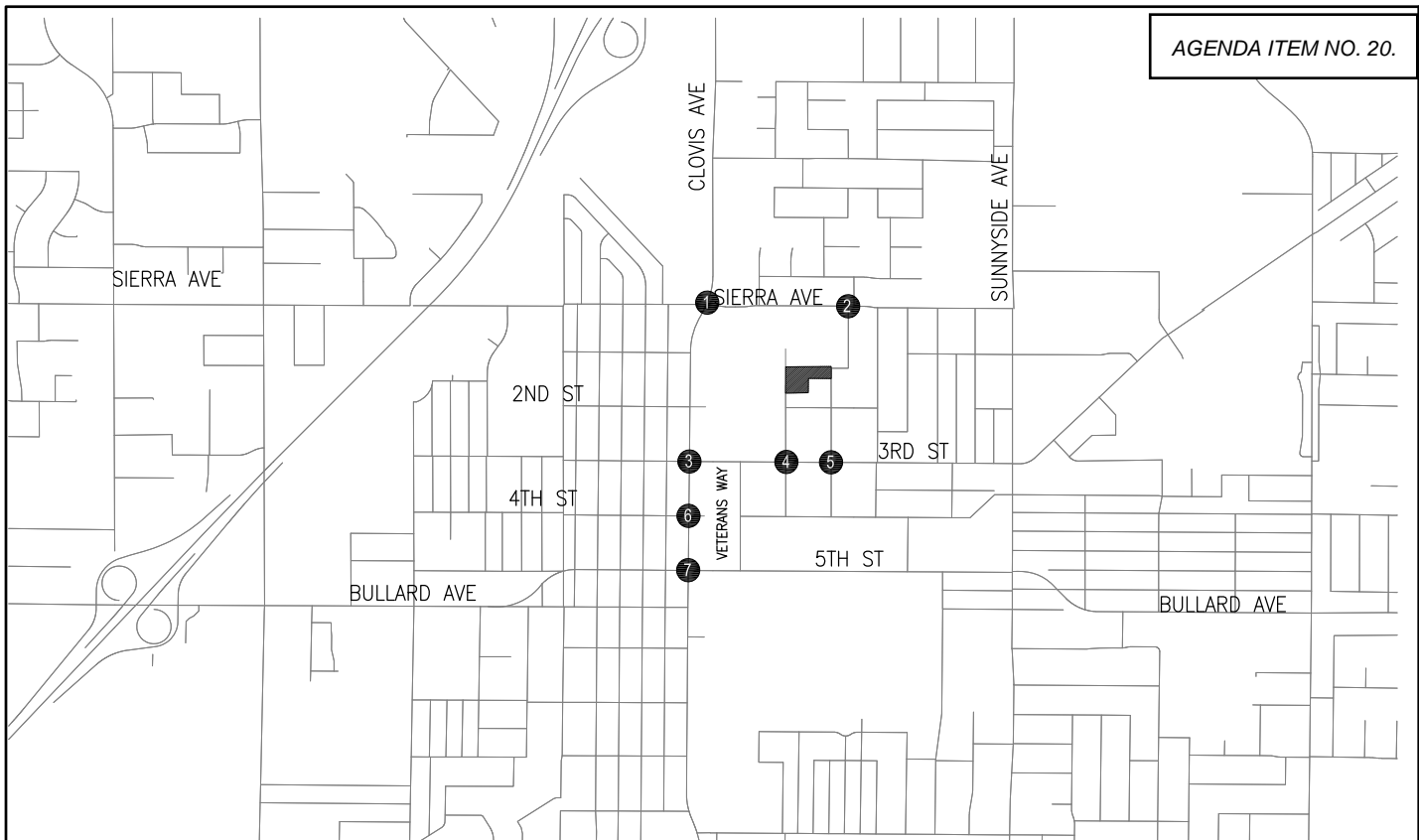
Not

Figure 1



Proposed Apartments
Clovis, California

SITE PLAN

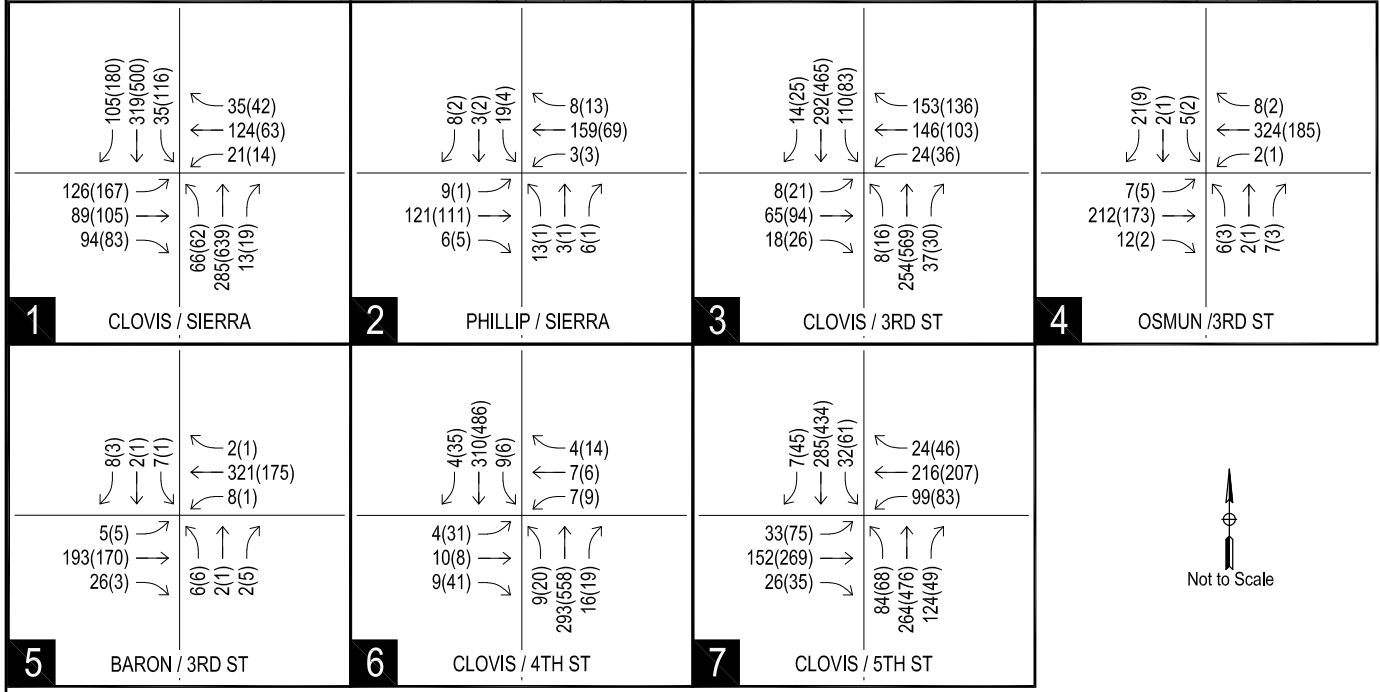
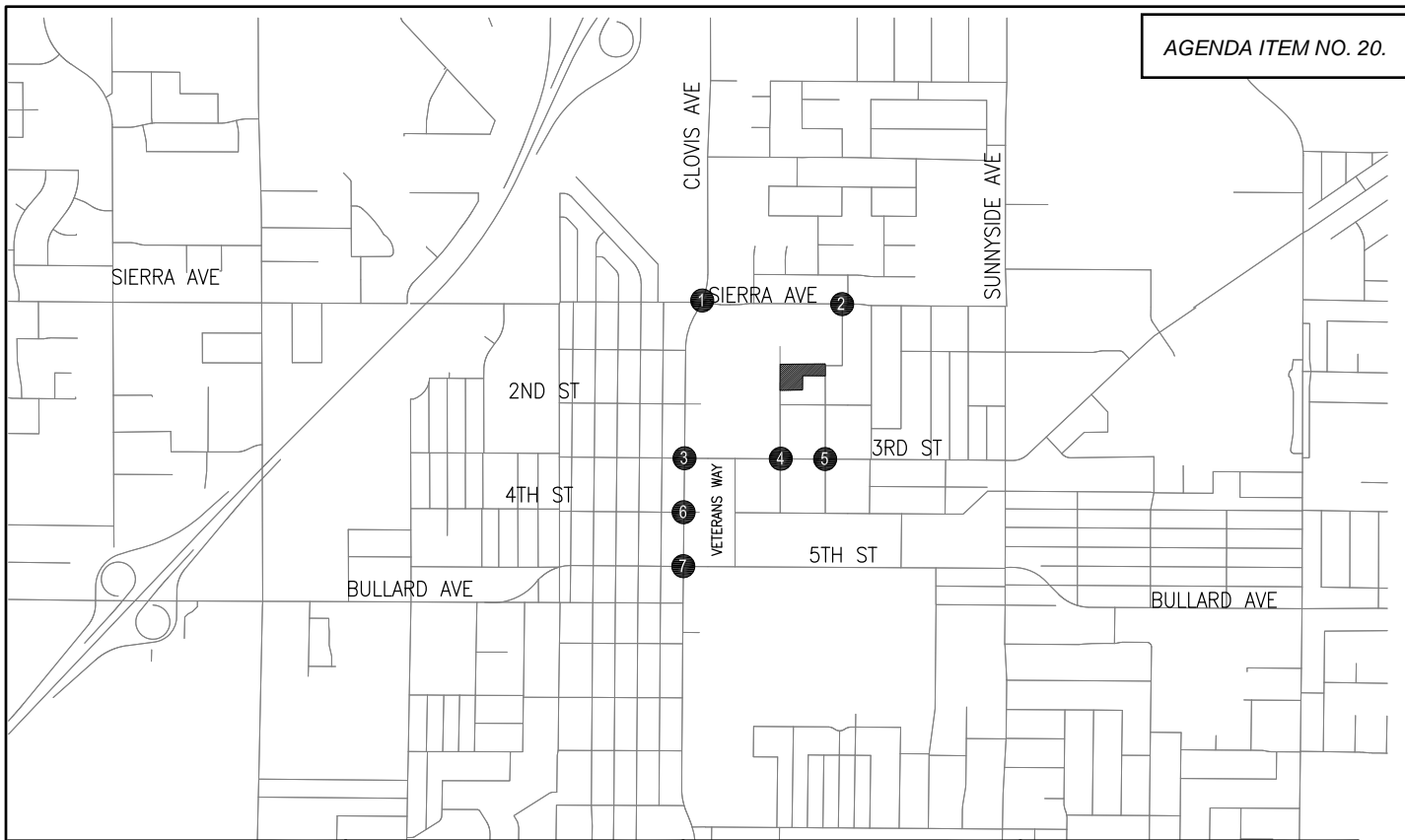


Proposed Apartments
Clovis, California

- LEGEND**
- STUDY AREA INTERSECTIONS
 - PROJECT SITE
 - SIGNALIZED INTERSECTION
 - STOP SIGN
 - DIRECTION OF TRAVEL

EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL

Figure 3

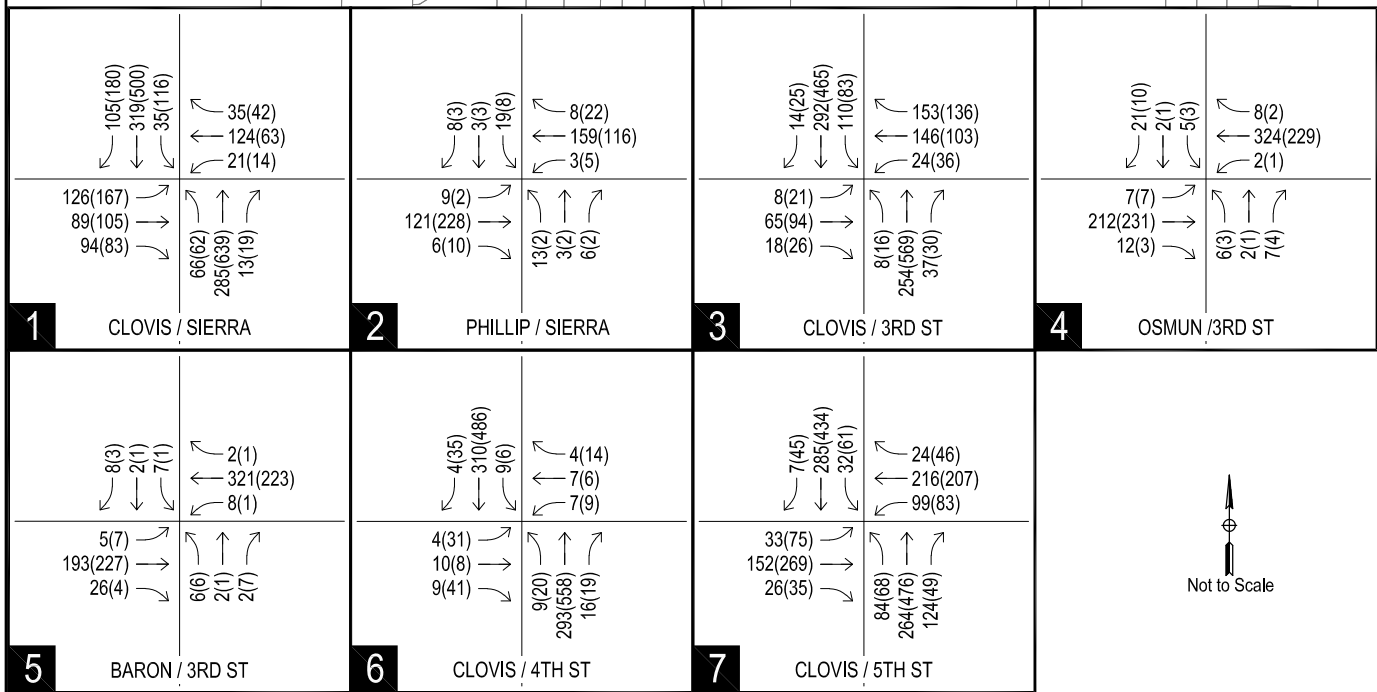
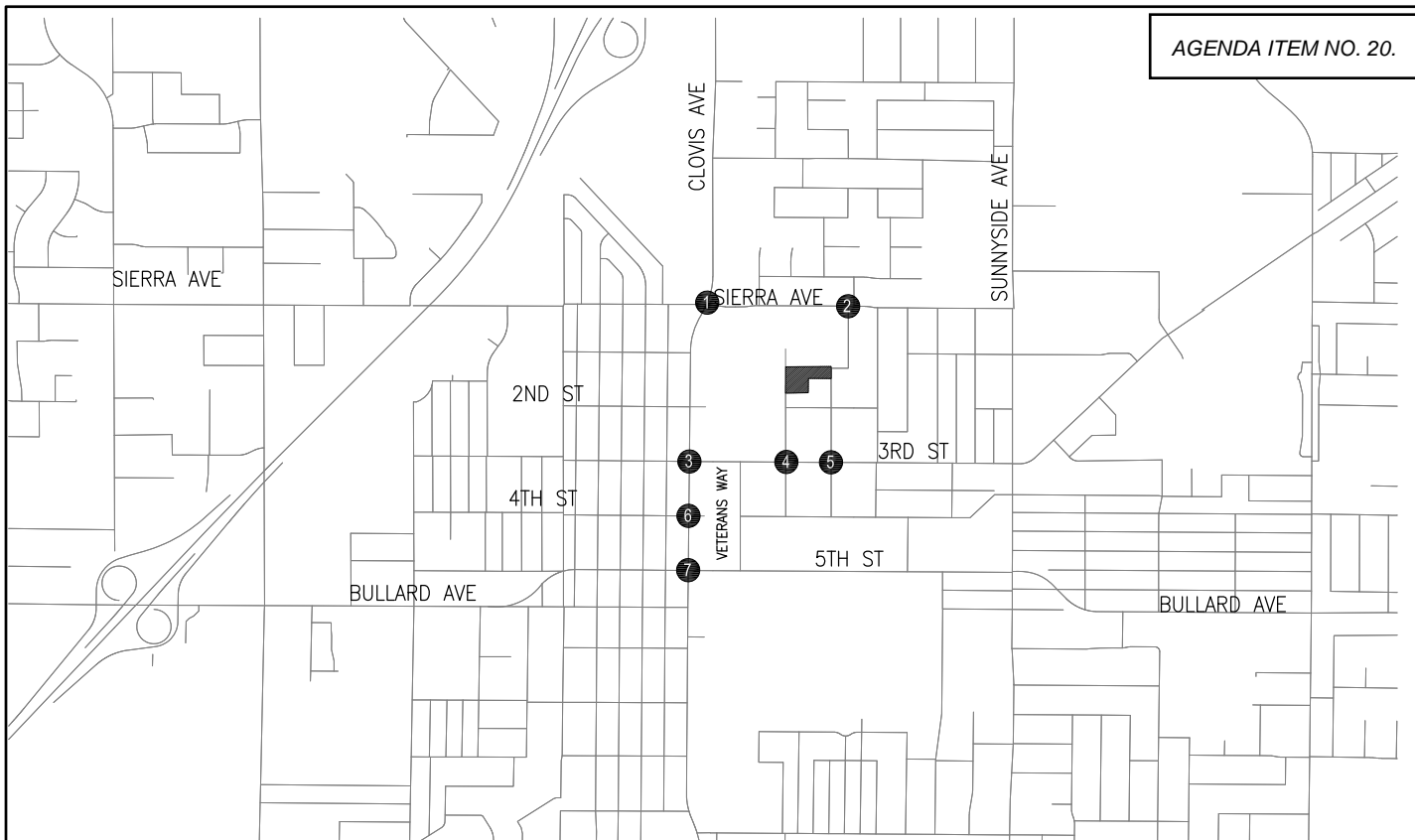


Proposed Apartments
Clovis, California

LEGEND

- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

EXISTING PEAK-HOUR TRAFFIC VOLUMES

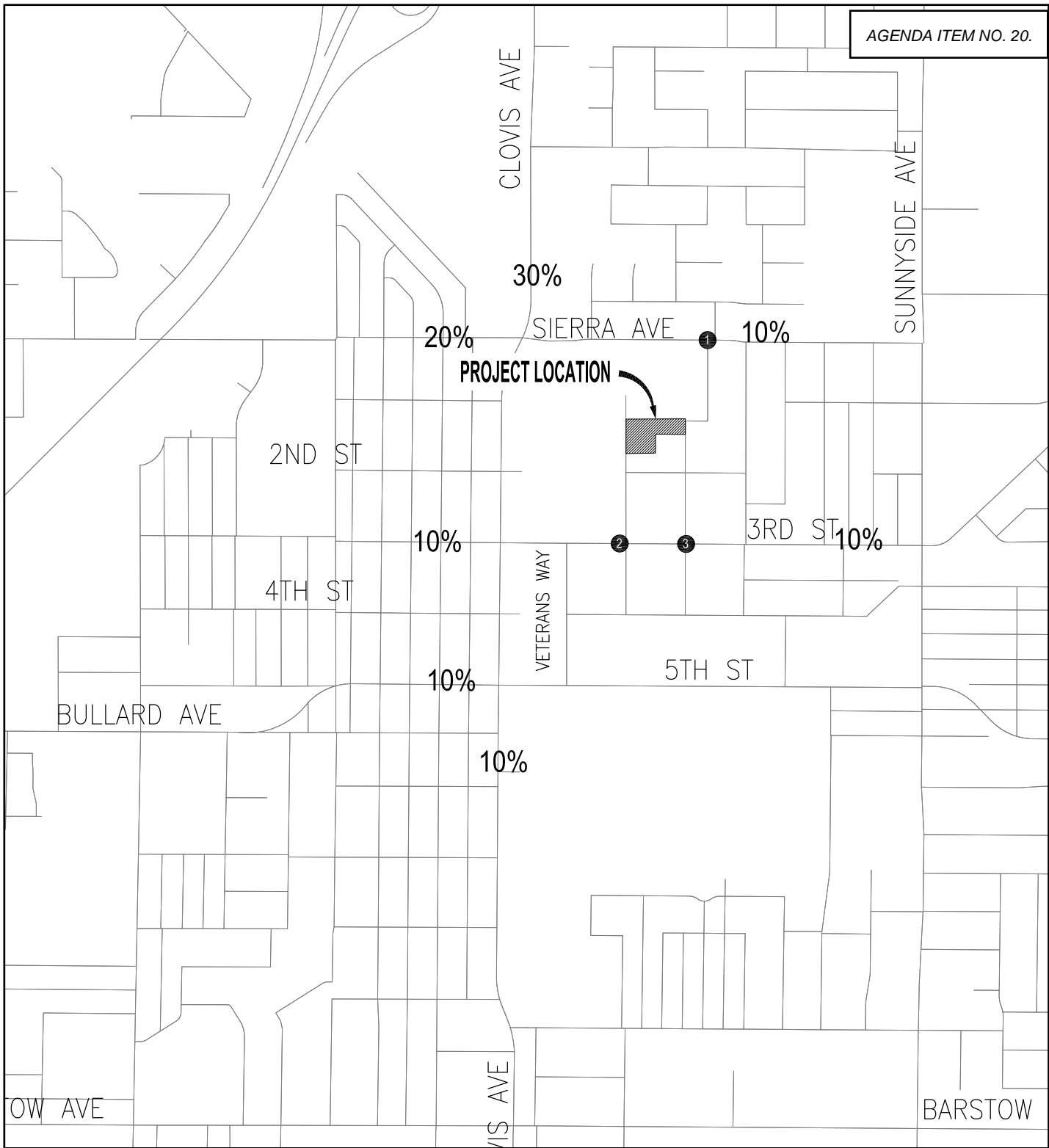


Proposed Apartments
Clovis, California


LEGEND

- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

ADJUSTED EXISTING PEAK-HOUR TRAFFIC VOLUMES

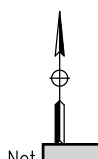


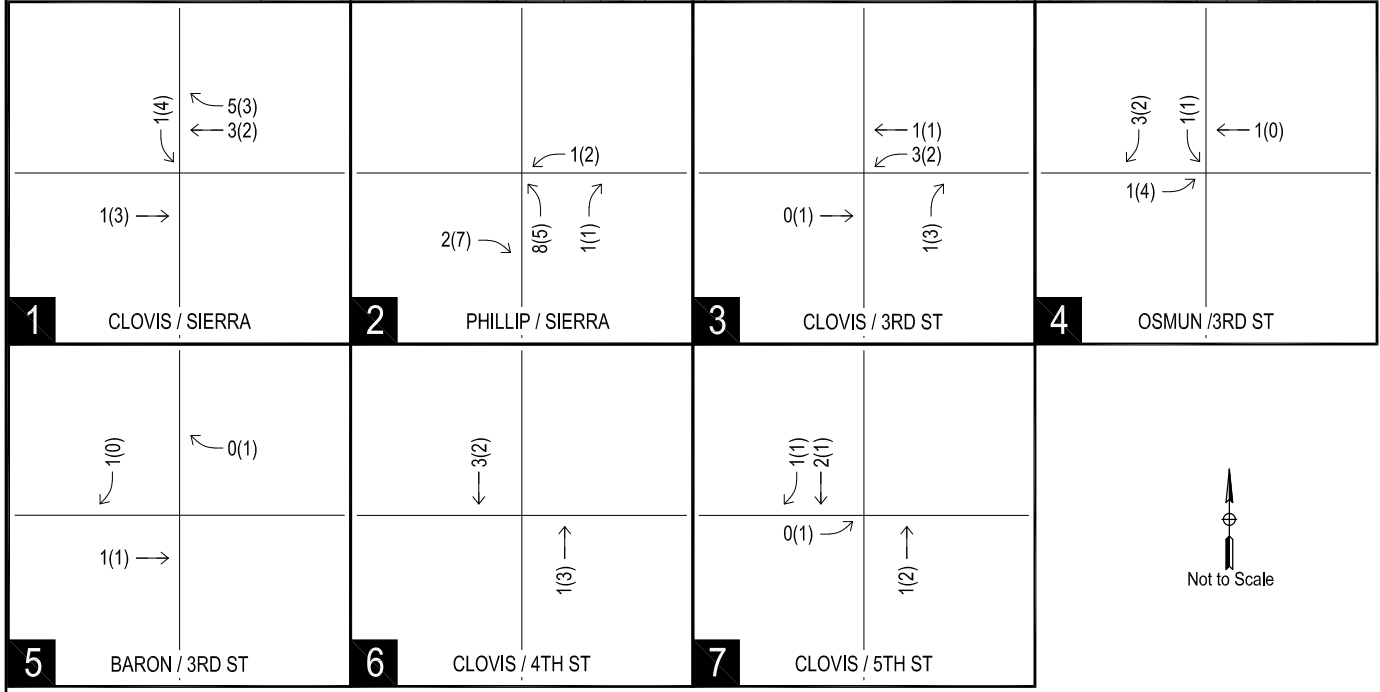
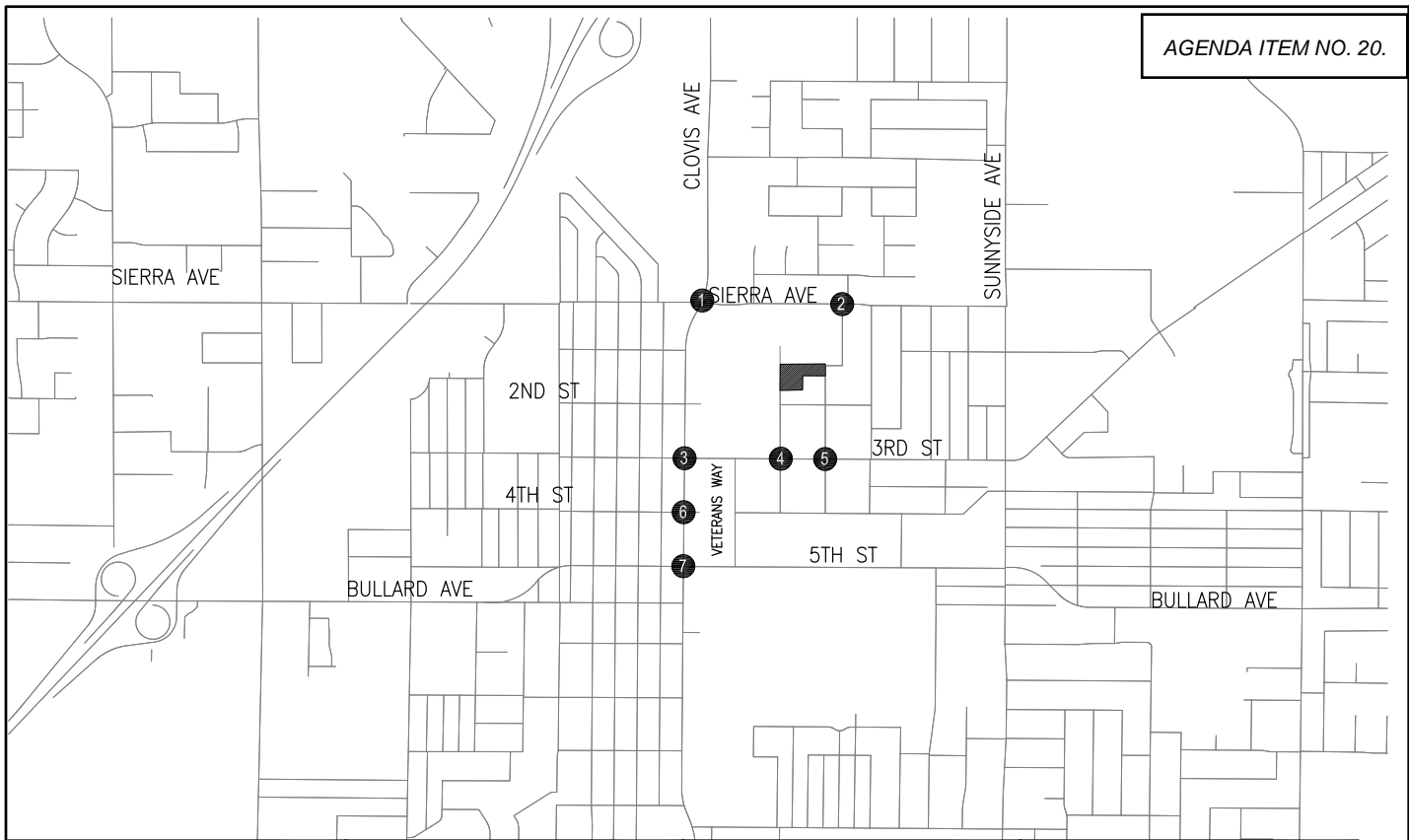
LEGEND

-  PROJECT SITE
- XX % PROJECT TRIP PERCENTAGES

Proposed Apartments
Clovis, California

PEAK-HOUR PROJECT TRAFFIC DISTRIBUTION PERCENTAGES



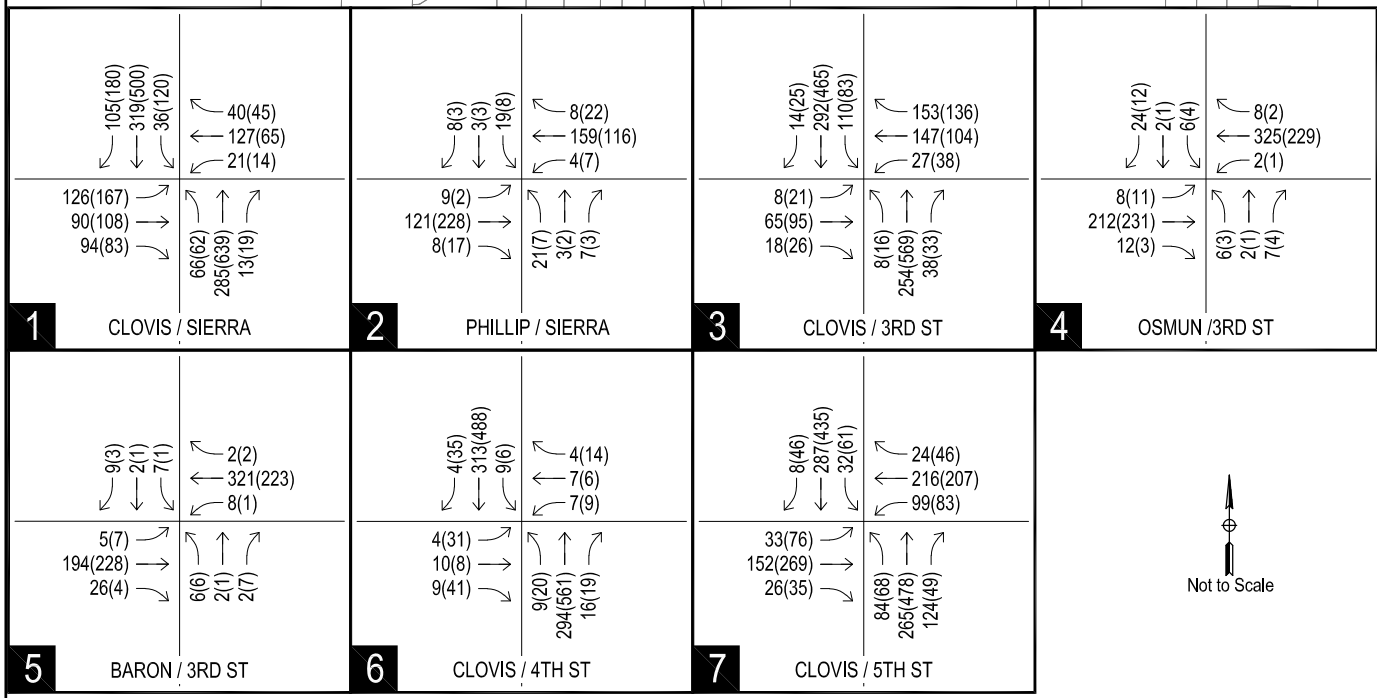
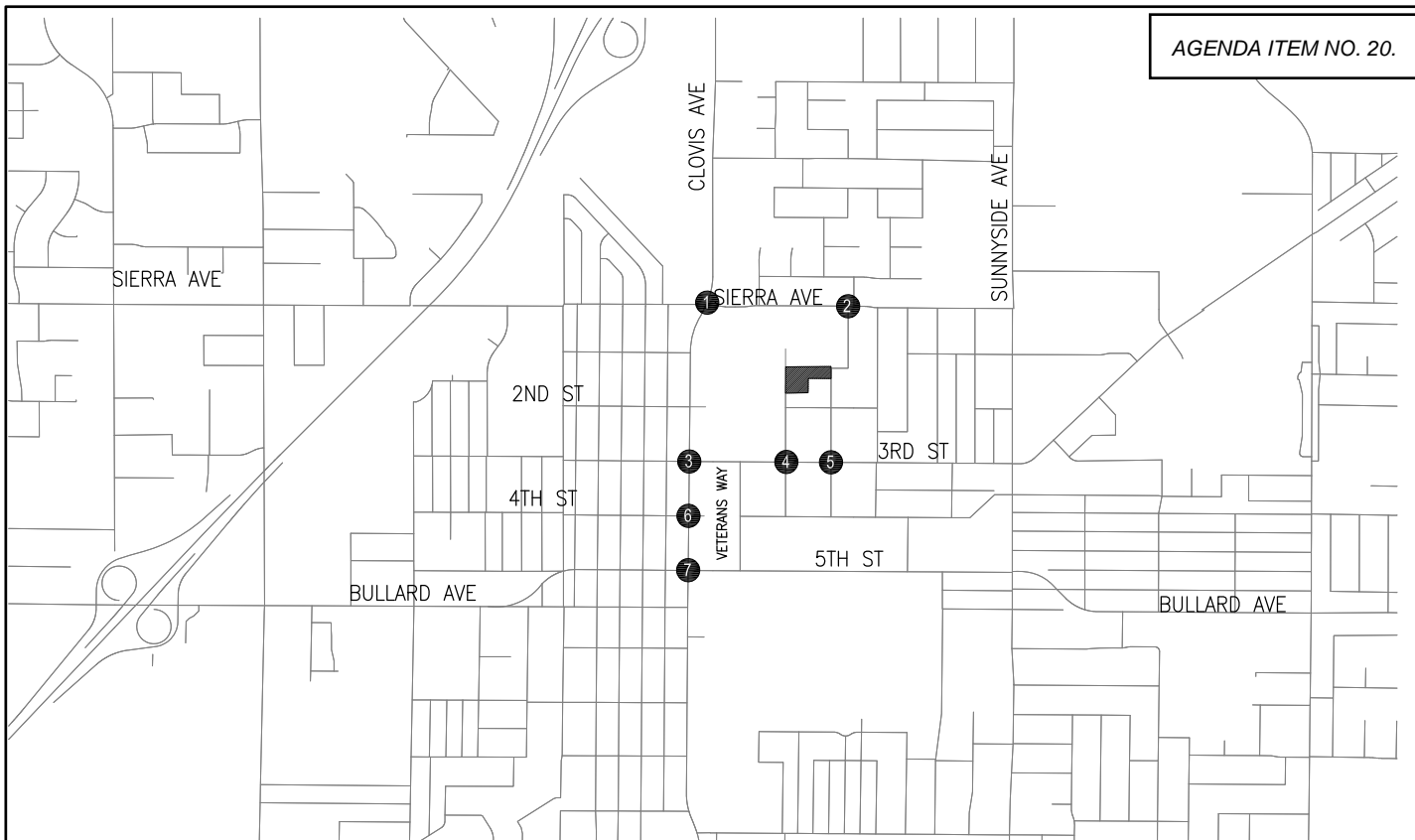


Proposed Apartments
Clovis, California

LEGEND

- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

PEAK-HOUR PROJECT TRAFFIC VOLUMES

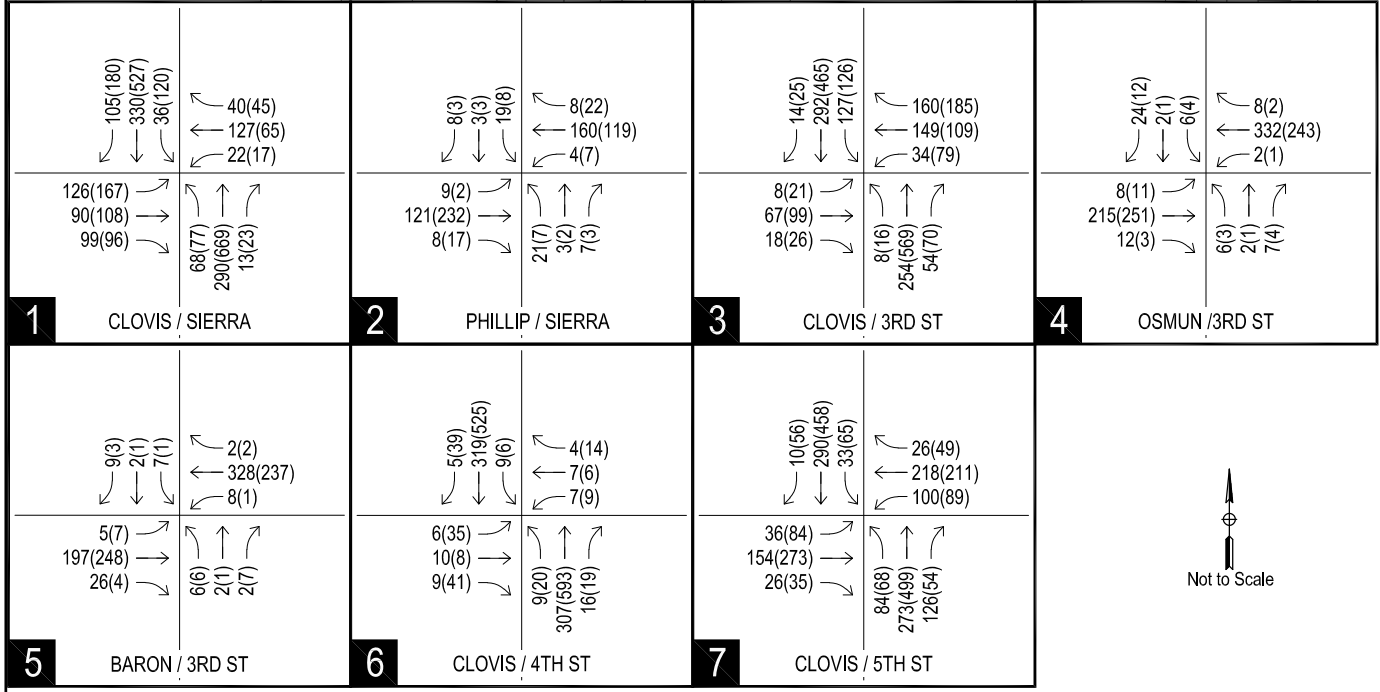
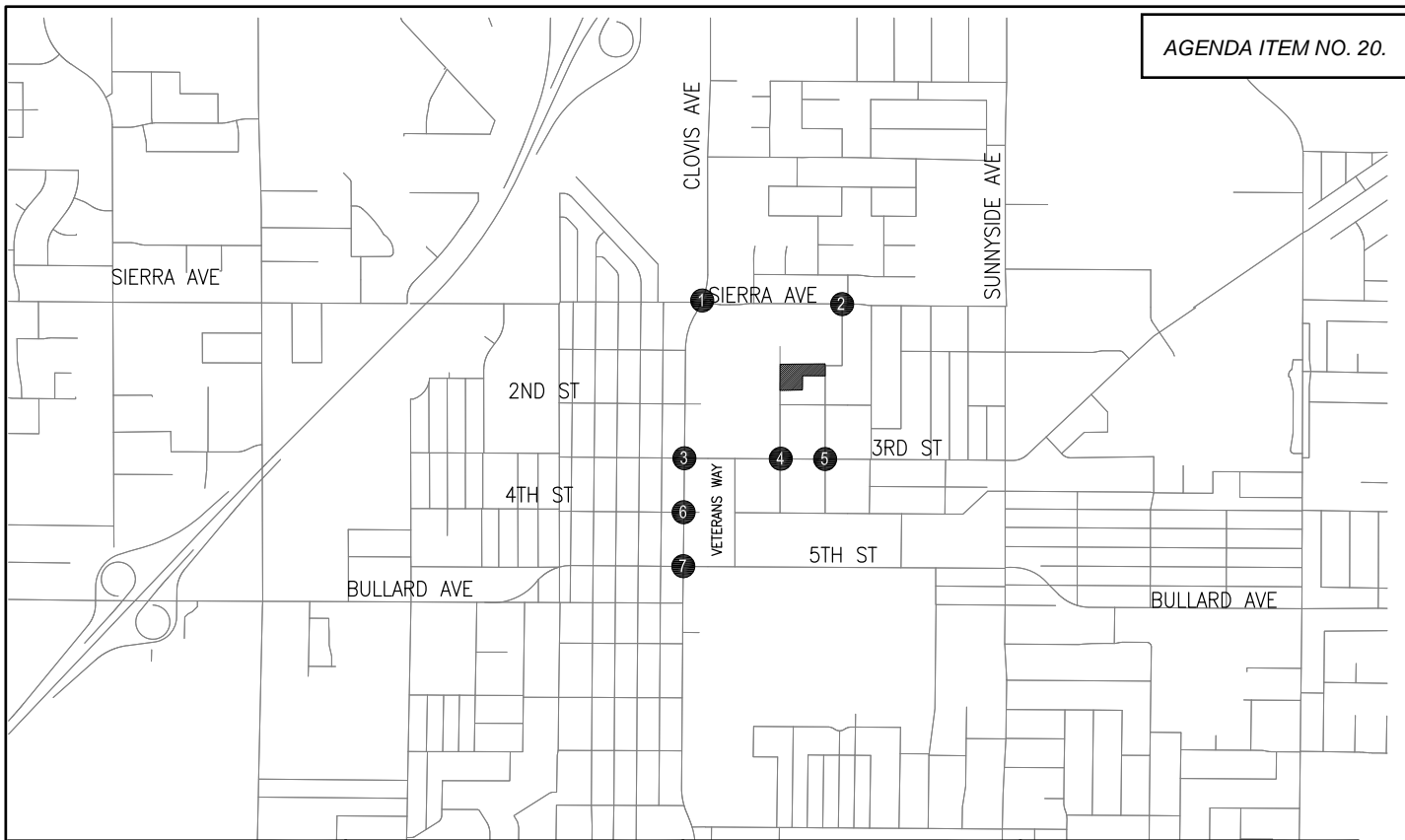


Proposed Apartments
Clovis, California

LEGEND

- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

EXISTING PLUS PROJECT PEAK-HOUR TRAFFIC VOLUMES

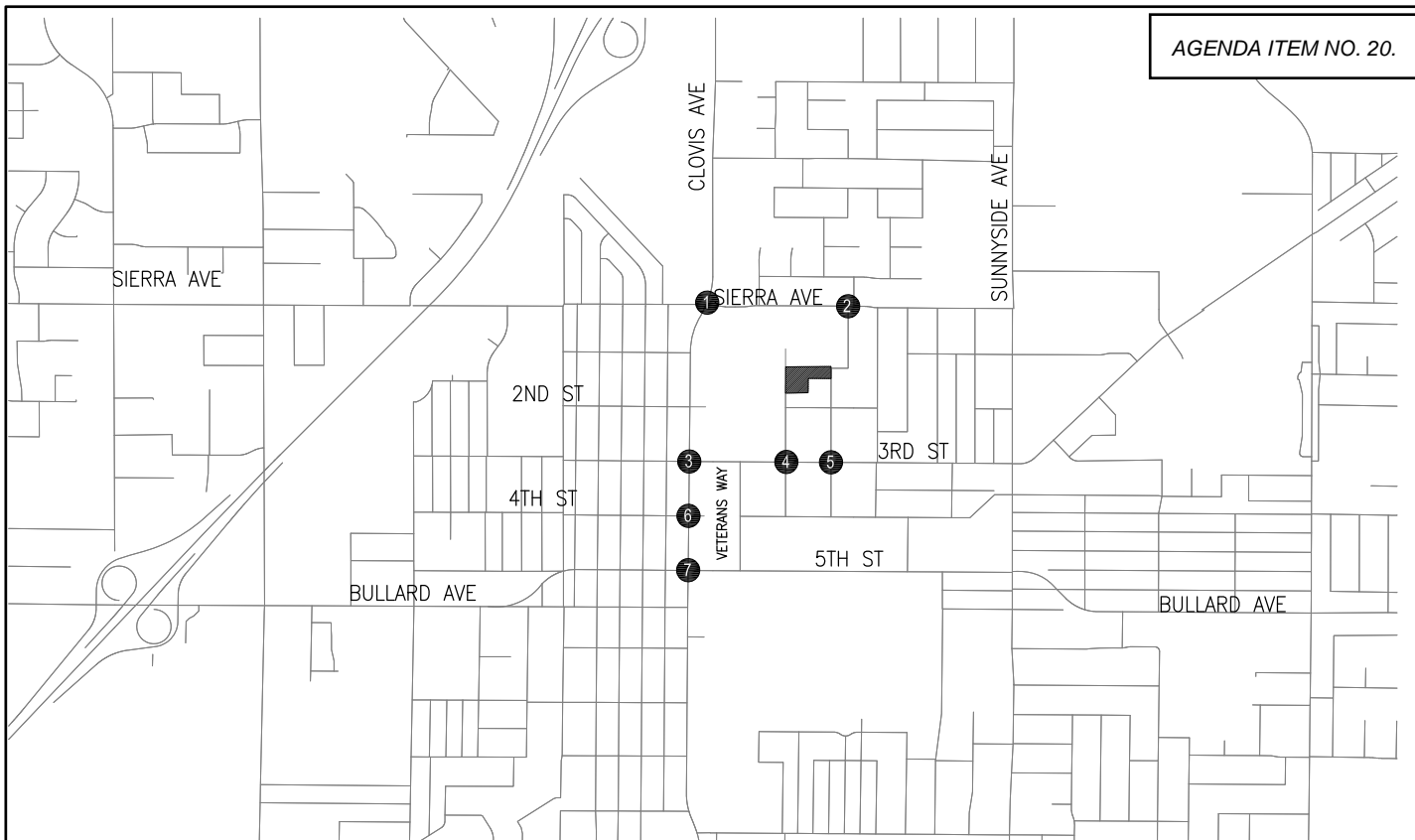


Proposed Apartments
Clovis, California

LEGEND

- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- PROJECT SITE

NEAR-TERM WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES



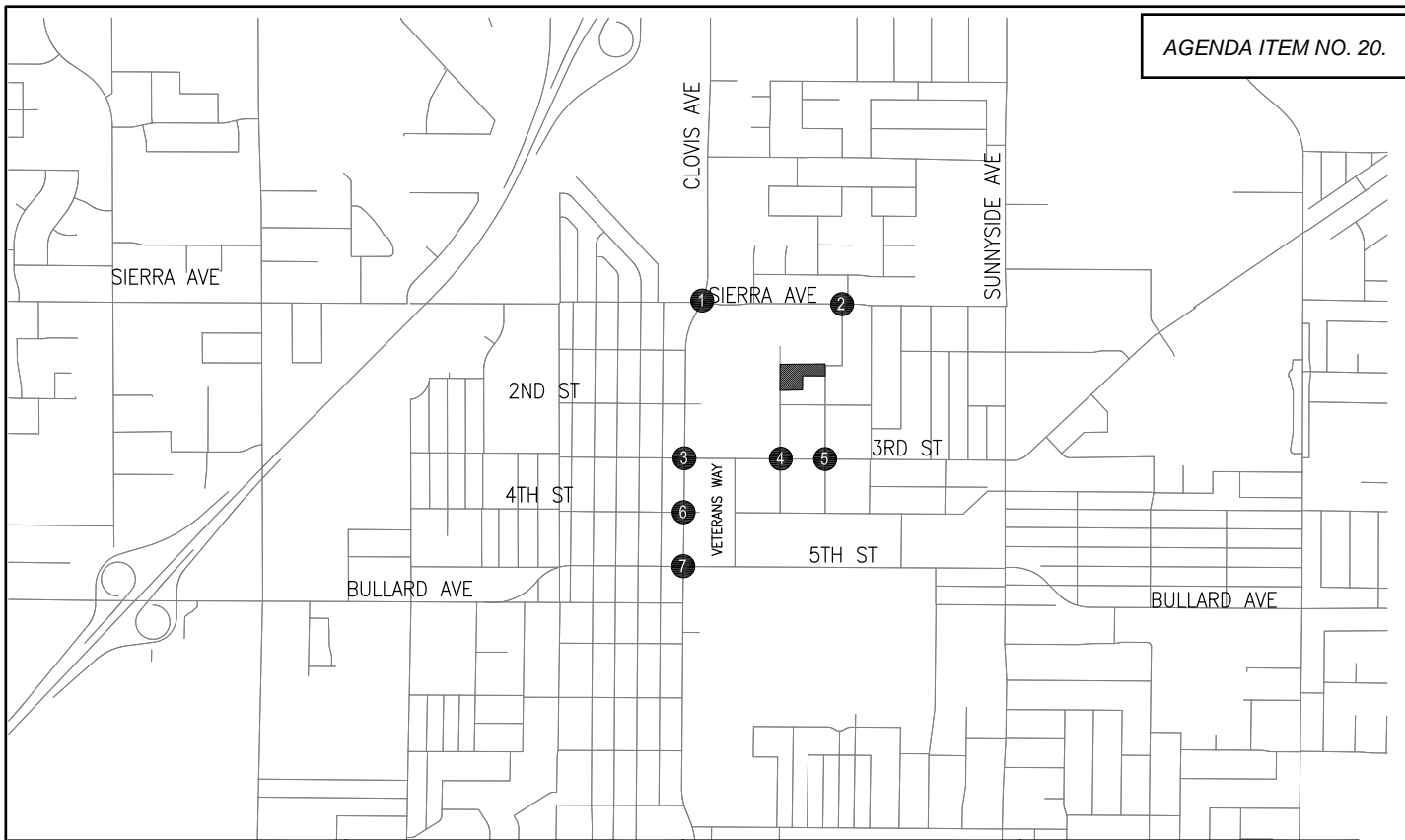
| | | | |
|---|--|--|--|
| <p>1</p> <p>CLOVIS / SIERRA</p> <p>105(180) → 334(637) ↓ 40(130) ↘</p> <p>50(51) ↗ 132(69) ← 22(17) ↙</p> <p>126(167) → 93(114) ↘ 100(101) ↓</p> <p>73(80) ↗ 300(675) ↑ 13(23) ↘</p> | <p>2</p> <p>PHILLIP / SIERRA</p> <p>8(3) ↗ 3(3) ↓ 19(8) ↘</p> <p>8(22) ↗ 160(119) ← 4(7) ↙</p> <p>9(2) → 121(232) → 15(34) ↓</p> <p>36(17) ↗ 3(2) ↑ 7(3) ↘</p> | <p>3</p> <p>CLOVIS / 3RD ST</p> <p>14(25) ↗ 292(465) ↓ 132(141) ↘</p> <p>175(194) ↗ 149(109) ← 57(94) ↙</p> <p>8(21) → 67(99) → 18(26) ↓</p> <p>8(16) ↗ 254(569) ↑ 62(93) ↘</p> | <p>4</p> <p>OSMUN / 3RD ST</p> <p>43(23) ↗ 2(1) ↓ 8(5) ↘</p> <p>9(5) ↗ 332(246) ← 2(1) ↙</p> <p>14(30) → 217(252) → 12(3) ↓</p> <p>6(3) ↗ 2(1) ↑ 7(4) ↘</p> |
| <p>5</p> <p>BARON / 3RD ST</p> <p>9(3) ↗ 2(1) ↓ 7(1) ↘</p> <p>2(2) ↗ 329(242) ← 8(1) ↙</p> <p>5(7) → 202(251) → 26(4) ↓</p> <p>6(6) ↗ 2(1) ↑ 2(7) ↘</p> | <p>6</p> <p>CLOVIS / 4TH ST</p> <p>5(39) ↗ 342(540) ↓ 9(6) ↘</p> <p>4(14) ↗ 7(6) ← 7(9) ↙</p> <p>6(35) → 10(8) → 9(41) ↓</p> <p>9(20) ↗ 315(616) ↑ 16(19) ↘</p> | <p>7</p> <p>CLOVIS / 5TH ST</p> <p>19(62) ↗ 304(467) ↓ 33(65) ↘</p> <p>26(49) ↗ 218(211) ← 100(89) ↙</p> <p>39(93) → 154(273) → 26(35) ↓</p> <p>84(68) ↗ 278(513) ↑ 126(54) ↘</p> | <p>Not to Scale</p> |

Proposed Apartments
Clovis, California

LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

NEAR-TERM WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES
PLUS DEBENEDETTO



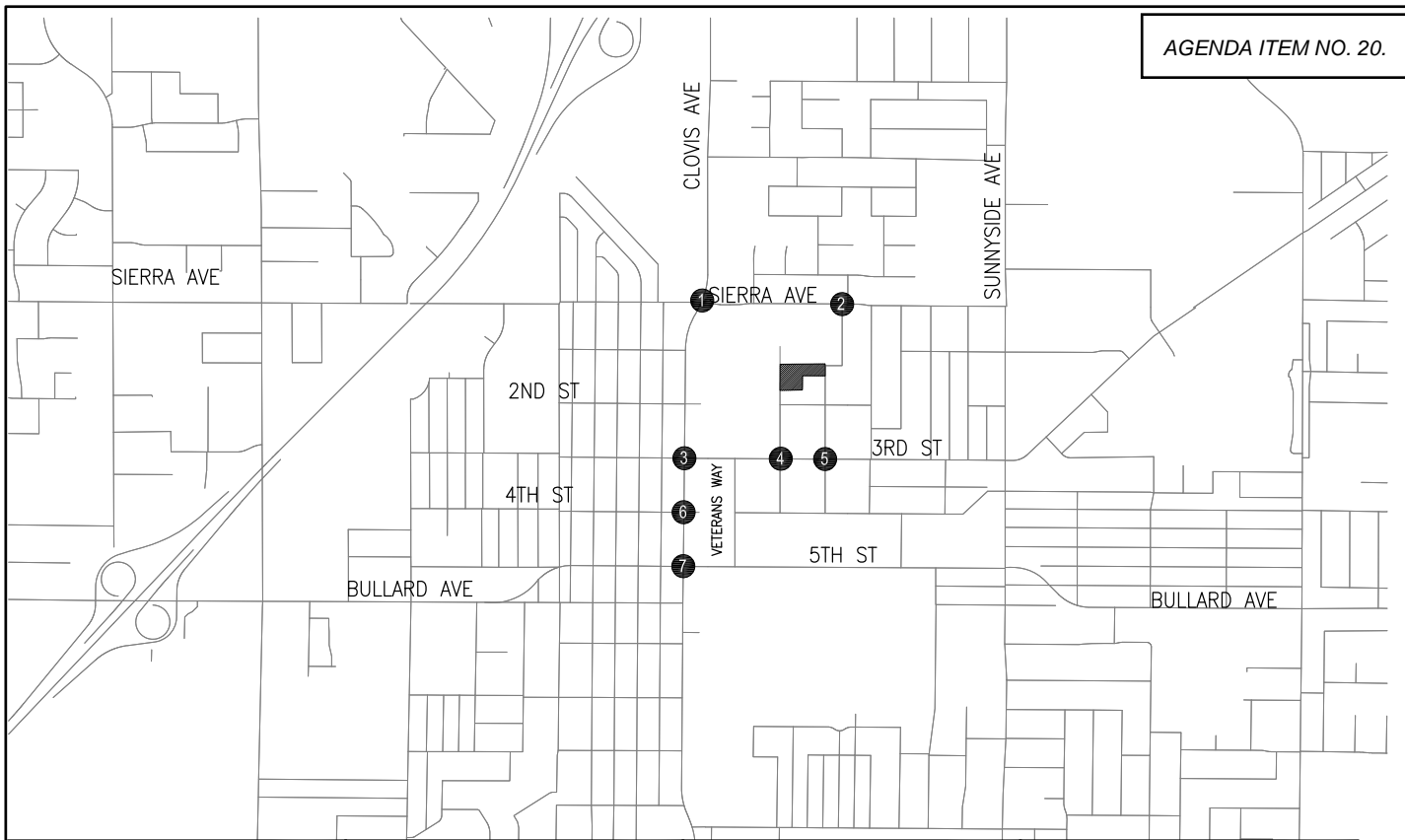
| | | | |
|--|--|---|--|
| <p>1</p> <p>CLOVIS / SIERRA</p> <p>128(200) ↓ 542(628) ↓ 36(122) ↓</p> <p>40(46) ↗ 146(73) ← 26(18) ↘</p> <p>151(185) → 106(110) → 153(220) →</p> <p>114(124) ↖ 521(845) ↖ 13(28) ↖</p> | <p>2</p> <p>PHILLIP / SIERRA</p> <p>8(4) ↓ 3(4) ↓ 19(8) ↓</p> <p>8(23) ↗ 162(121) ← 5(8) ↘</p> <p>10(4) → 122(234) → 9(18) →</p> <p>21(8) ↖ 3(2) ↖ 8(3) ↖</p> | <p>3</p> <p>CLOVIS / 3RD ST</p> <p>26(31) ↓ 513(621) ↓ 180(177) ↓</p> <p>177(271) ↗ 173(129) ← 39(87) ↘</p> <p>22(38) → 81(119) → 22(31) →</p> <p>20(16) ↖ 435(684) ↖ 78(78) ↖</p> | <p>4</p> <p>OSMUN / 3RD ST</p> <p>24(13) ↓ 2(1) ↓ 5(4) ↓</p> <p>9(2) ↗ 336(263) ← 3(1) ↘</p> <p>10(11) → 252(255) → 13(2) →</p> <p>6(4) ↖ 2(1) ↖ 7(4) ↖</p> |
| <p>5</p> <p>BARON / 3RD ST</p> <p>9(4) ↓ 2(1) ↓ 8(1) ↓</p> <p>3(2) ↗ 332(256) ← 9(1) ↘</p> <p>5(6) → 234(252) → 26(4) →</p> <p>6(7) ↖ 2(1) ↖ 2(6) ↖</p> | <p>6</p> <p>CLOVIS / 4TH ST</p> <p>15(46) ↓ 529(661) ↓ 11(11) ↓</p> <p>25(20) ↗ 9(7) ← 14(14) ↘</p> <p>16(43) → 12(10) → 21(58) →</p> <p>10(24) ↖ 470(677) ↖ 20(23) ↖</p> | <p>7</p> <p>CLOVIS / 5TH ST</p> <p>28(114) ↓ 496(512) ↓ 43(86) ↓</p> <p>62(60) ↗ 264(234) ← 131(101) ↘</p> <p>40(91) → 228(328) → 32(55) →</p> <p>102(91) ↖ 396(593) ↖ 151(67) ↖</p> | <p>Not to Scale</p> |

Proposed Apartments
Clovis, California

LEGEND

| | |
|---------|--------------------------|
| ⊗ | STUDY AREA INTERSECTIONS |
| XX (YY) | AM (PM) VOLUMES |
| ▨ | PROJECT SITE |

CUMULATIVE YEAR 2040 WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES



| | | | |
|--|--|--|---|
| <p>1</p> <p>CLOVIS / SIERRA</p> <p>128(200) ↓ 546(638) ↓ 40(132) ↓</p> <p>50(52) ↗ 151(77) ← 26(18) ↘</p> <p>151(185) → 109(116) → 154(225) →</p> <p>119(127) ↖ 531(851) ↖ 13(28) ↖</p> | <p>2</p> <p>PHILLIP / SIERRA</p> <p>8(4) ↓ 3(4) ↓ 19(8) ↓</p> <p>8(23) ↗ 162(121) ← 5(8) ↘</p> <p>10(4) → 122(234) → 15(35) →</p> <p>36(18) ↖ 3(2) ↖ 8(3) ↖</p> | <p>3</p> <p>CLOVIS / 3RD ST</p> <p>26(31) ↓ 513(621) ↓ 185(192) ↓</p> <p>192(280) ↗ 173(129) ← 62(102) ↘</p> <p>22(38) → 81(119) → 22(31) →</p> <p>20(16) ↖ 435(684) ↖ 86(101) ↖</p> | <p>4</p> <p>OSMUN / 3RD ST</p> <p>43(24) ↓ 2(1) ↓ 8(5) ↓</p> <p>10(5) ↗ 336(266) ← 3(1) ↘</p> <p>16(30) → 255(256) → 13(2) →</p> <p>6(4) ↖ 2(1) ↖ 7(4) ↖</p> |
| <p>5</p> <p>BARON / 3RD ST</p> <p>9(4) ↓ 2(1) ↓ 8(1) ↓</p> <p>3(2) ↗ 333(261) ← 9(1) ↘</p> <p>5(6) → 239(255) → 26(4) →</p> <p>6(7) ↖ 2(1) ↖ 2(6) ↖</p> | <p>6</p> <p>CLOVIS / 4TH ST</p> <p>15(46) ↓ 552(676) ↓ 11(11) ↓</p> <p>25(20) ↗ 9(7) ← 14(14) ↘</p> <p>16(43) → 12(10) → 21(58) →</p> <p>10(24) ↖ 478(700) ↖ 20(23) ↖</p> | <p>7</p> <p>CLOVIS / 5TH ST</p> <p>37(120) ↓ 510(521) ↓ 43(86) ↓</p> <p>62(60) ↗ 264(234) ← 131(101) ↘</p> <p>43(100) → 228(328) → 32(55) →</p> <p>102(91) ↖ 401(607) ↖ 151(67) ↖</p> | <p>Not to Scale</p> |

Proposed Apartments
Clovis, California

LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

CUMULATIVE YEAR 2040 WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES PLUS DEBENEDETTO

APPENDIX A
TRAFFIC COUNT DATA SHEETS



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Phillip Ave @ Sierra Ave

LATITUDE 36.8303

COUNTY Fresno

LONGITUDE -119.6959

COLLECTION DATE Tuesday, November 17, 2020

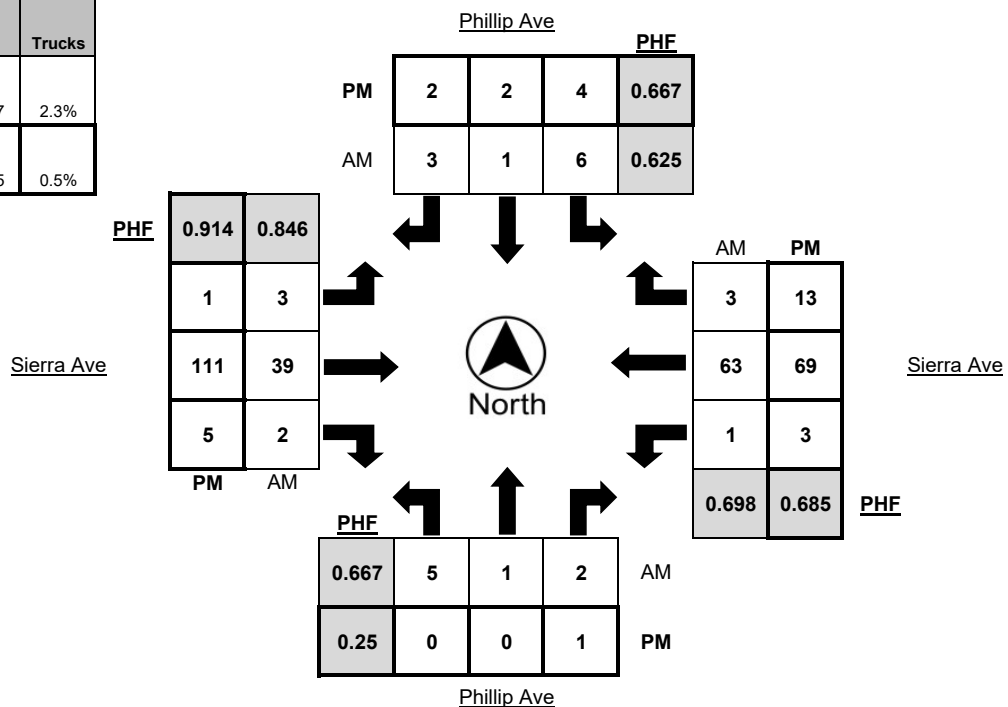
WEATHER Clear

| Time | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|-------------------|------------|----------|----------|----------|------------|----------|----------|----------|-----------|-----------|----------|----------|-----------|------------|-----------|----------|---|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | |
| 7:00 AM - 7:15 AM | 1 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 0 |
| 7:15 AM - 7:30 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 1 | 10 | 0 | 0 | |
| 7:30 AM - 7:45 AM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 23 | 1 | 0 | |
| 7:45 AM - 8:00 AM | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 10 | 1 | 0 | 0 | 18 | 2 | 0 | |
| 8:00 AM - 8:15 AM | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 7 | 0 | 0 | 0 | 12 | 0 | 1 | |
| 8:15 AM - 8:30 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 10 | 1 | 0 | |
| 8:30 AM - 8:45 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 10 | 3 | 0 | |
| 8:45 AM - 9:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 14 | 1 | 0 | 0 | 16 | 2 | 0 | |
| TOTAL | 9 | 1 | 4 | 1 | 10 | 3 | 6 | 1 | 3 | 76 | 4 | 1 | 2 | 104 | 10 | 1 | |

| Time | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|----------|----------|----------|------------|----------|----------|----------|-----------|------------|-----------|----------|-----------|------------|-----------|----------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 21 | 2 | 0 | 1 | 23 | 7 | 1 |
| 4:15 PM - 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 32 | 0 | 0 | 0 | 16 | 3 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 1 | 17 | 3 | 0 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 13 | 0 | 0 |
| 5:00 PM - 5:15 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 25 | 4 | 0 |
| 5:15 PM - 5:30 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 20 | 2 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 1 | 0 | 1 | 22 | 1 | 0 |
| 5:45 PM - 6:00 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 | 3 | 0 | 0 | 10 | 1 | 0 |
| TOTAL | 5 | 0 | 2 | 0 | 7 | 3 | 3 | 0 | 2 | 191 | 11 | 0 | 4 | 146 | 21 | 1 |

| PEAK HOUR | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 5 | 1 | 2 | 0 | 6 | 1 | 3 | 1 | 3 | 39 | 2 | 1 | 1 | 63 | 3 | 1 |
| 4:00 PM - 5:00 PM | 0 | 0 | 1 | 0 | 4 | 2 | 2 | 0 | 1 | 111 | 5 | 0 | 3 | 69 | 13 | 1 |

| | PHF | Trucks |
|----|-------|--------|
| AM | 0.827 | 2.3% |
| PM | 0.925 | 0.5% |





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

AGENDA ITEM NO. 20.

Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Baron Ave @ 3rd St

LATITUDE 36.8266

COUNTY Fresno

LONGITUDE -119.6964

COLLECTION DATE Tuesday, November 17, 2020

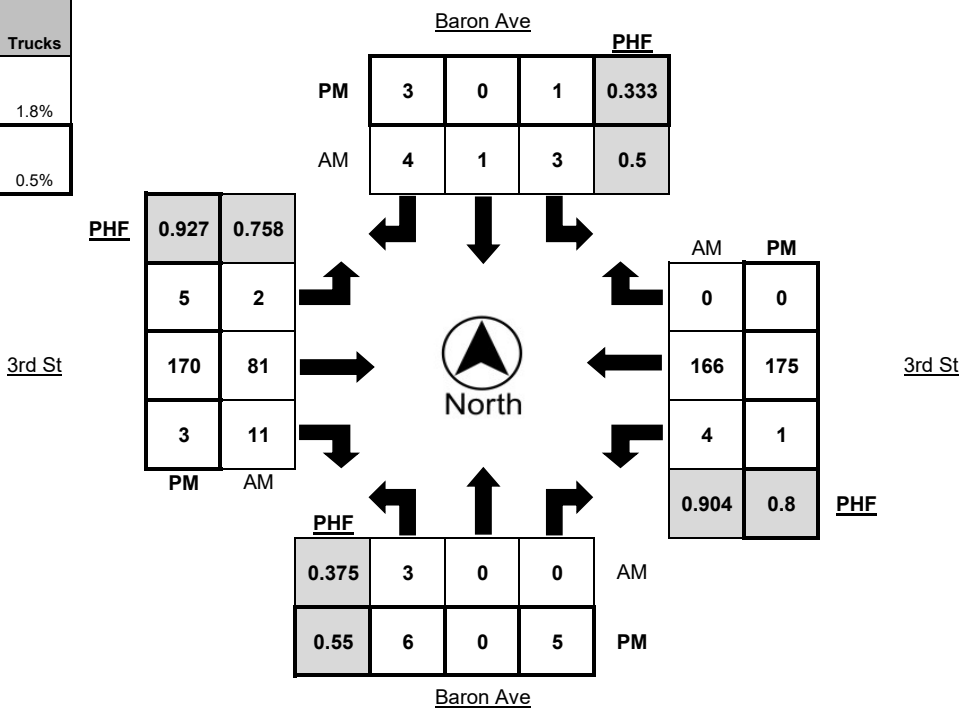
WEATHER Clear

| Time | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|----------|----------|----------|------------|----------|----------|----------|-----------|------------|-----------|----------|-----------|------------|----------|----------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 14 | 1 | 1 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 1 | 1 | 0 | 30 | 0 | 0 |
| 7:30 AM - 7:45 AM | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 13 | 2 | 1 | 0 | 45 | 0 | 0 |
| 7:45 AM - 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 2 | 1 | 43 | 0 | 1 |
| 8:00 AM - 8:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 25 | 1 | 0 | 2 | 45 | 0 | 0 |
| 8:15 AM - 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 18 | 2 | 0 | 1 | 33 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 16 | 0 | 1 | 0 | 27 | 0 | 1 |
| 8:45 AM - 9:00 AM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 33 | 0 | 0 |
| TOTAL | 4 | 1 | 1 | 0 | 7 | 2 | 6 | 1 | 2 | 153 | 13 | 5 | 4 | 270 | 1 | 3 |

| Time | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|----------|----------|----------|------------|----------|----------|----------|-----------|------------|----------|----------|-----------|------------|----------|----------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 35 | 1 | 1 | 0 | 39 | 0 | 0 |
| 4:15 PM - 4:30 PM | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 37 | 0 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 41 | 0 | 0 | 0 | 44 | 0 | 1 |
| 4:45 PM - 5:00 PM | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 41 | 1 | 0 | 0 | 48 | 0 | 0 |
| 5:00 PM - 5:15 PM | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 1 | 1 | 1 | 54 | 0 | 0 |
| 5:15 PM - 5:30 PM | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 46 | 1 | 0 | 0 | 29 | 0 | 0 |
| 5:30 PM - 5:45 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 38 | 0 | 1 | 0 | 28 | 0 | 0 |
| 5:45 PM - 6:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 43 | 1 | 0 | 0 | 26 | 1 | 0 |
| TOTAL | 13 | 1 | 7 | 0 | 3 | 0 | 5 | 0 | 8 | 317 | 5 | 3 | 1 | 305 | 1 | 1 |

| PEAK HOUR | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 7:30 AM - 8:30 AM | 3 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 2 | 81 | 11 | 3 | 4 | 166 | 0 | 1 |
| 4:30 PM - 5:30 PM | 6 | 0 | 5 | 0 | 1 | 0 | 3 | 0 | 5 | 170 | 3 | 1 | 1 | 175 | 0 | 1 |

| | PHF | Trucks |
|----|-------|--------|
| AM | 0.905 | 1.8% |
| PM | 0.887 | 0.5% |





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

AGENDA ITEM NO. 20.

Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Osmun Ave @ 3rd St

LATITUDE 36.8266

COUNTY Fresno

LONGITUDE -119.6978

COLLECTION DATE Tuesday, November 17, 2020

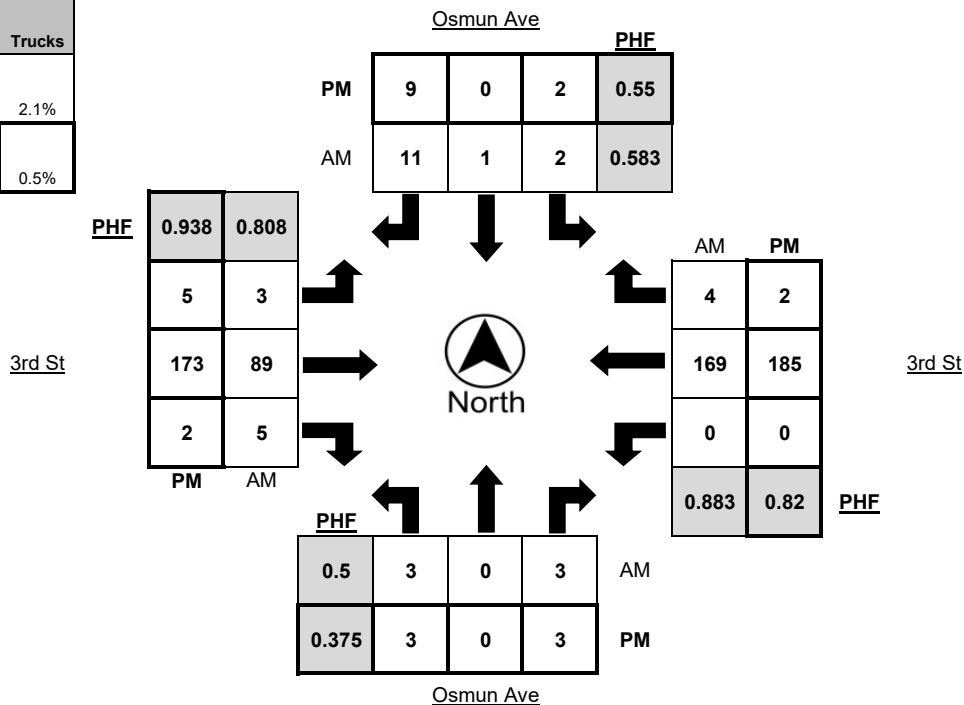
WEATHER Clear

| Time | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|----------|----------|----------|------------|----------|-----------|----------|-----------|------------|----------|----------|-----------|------------|----------|----------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 7:00 AM - 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 20 | 0 | 0 | 0 | 15 | 0 | 0 |
| 7:15 AM - 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 17 | 0 | 0 | 1 | 27 | 0 | 0 |
| 7:30 AM - 7:45 AM | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 0 | 14 | 3 | 1 | 0 | 45 | 4 | 1 |
| 7:45 AM - 8:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 29 | 0 | 2 | 0 | 43 | 0 | 1 |
| 8:00 AM - 8:15 AM | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 27 | 2 | 0 | 0 | 46 | 0 | 1 |
| 8:15 AM - 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 19 | 0 | 0 | 0 | 35 | 0 | 0 |
| 8:30 AM - 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 16 | 2 | 1 | 2 | 26 | 1 | 1 |
| 8:45 AM - 9:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 34 | 0 | 0 |
| TOTAL | 3 | 0 | 3 | 0 | 5 | 1 | 21 | 2 | 5 | 161 | 7 | 4 | 3 | 271 | 5 | 4 |

| Time | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|----------|----------|----------|------------|----------|-----------|----------|-----------|------------|----------|----------|-----------|------------|----------|----------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 33 | 0 | 1 | 0 | 35 | 2 | 0 |
| 4:15 PM - 4:30 PM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 29 | 1 | 0 | 1 | 38 | 2 | 0 |
| 4:30 PM - 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 43 | 1 | 0 | 0 | 47 | 0 | 1 |
| 4:45 PM - 5:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 42 | 1 | 0 | 0 | 51 | 1 | 0 |
| 5:00 PM - 5:15 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 1 | 0 | 57 | 0 | 0 |
| 5:15 PM - 5:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 47 | 0 | 0 | 0 | 30 | 1 | 0 |
| 5:30 PM - 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 40 | 2 | 0 | 0 | 27 | 0 | 0 |
| 5:45 PM - 6:00 PM | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 41 | 0 | 0 | 2 | 25 | 1 | 0 |
| TOTAL | 5 | 1 | 3 | 0 | 10 | 0 | 13 | 0 | 15 | 316 | 5 | 2 | 3 | 310 | 7 | 1 |

| PEAK HOUR | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks | Left | Thru | Right | Trucks |
| 7:30 AM - 8:30 AM | 3 | 0 | 3 | 0 | 2 | 1 | 11 | 0 | 3 | 89 | 5 | 3 | 0 | 169 | 4 | 3 |
| 4:30 PM - 5:30 PM | 3 | 0 | 3 | 0 | 2 | 0 | 9 | 0 | 5 | 173 | 2 | 1 | 0 | 185 | 2 | 1 |

| | PHF | Trucks |
|----|-------|--------|
| AM | 0.884 | 2.1% |
| PM | 0.941 | 0.5% |



VEHICLE TURNING MOVEMENT COUNT

#001 Clovis Ave & Sierra Ave - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | Sierra Ave | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 7:00 AM | 10 | 58 | 2 | 9 | 61 | 18 | 11 | 9 | 12 | 2 | 14 | 15 | 221 |
| 7:15 AM | 21 | 69 | 2 | 7 | 79 | 14 | 14 | 5 | 22 | 3 | 20 | 11 | 267 |
| 7:30 AM | 26 | 88 | 1 | 7 | 74 | 22 | 20 | 21 | 22 | 4 | 36 | 12 | 333 |
| 7:45 AM | 24 | 67 | 4 | 12 | 87 | 24 | 37 | 25 | 31 | 7 | 39 | 11 | 368 |
| 8:00 AM | 3 | 61 | 4 | 6 | 78 | 35 | 34 | 28 | 23 | 3 | 36 | 3 | 314 |
| 8:15 AM | 13 | 69 | 4 | 10 | 80 | 24 | 35 | 15 | 18 | 7 | 13 | 9 | 297 |
| 8:30 AM | 12 | 85 | 3 | 13 | 85 | 30 | 20 | 12 | 10 | 2 | 11 | 10 | 293 |
| 8:45 AM | 12 | 74 | 2 | 23 | 83 | 19 | 24 | 8 | 13 | 2 | 12 | 13 | 285 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-------|------------|-------|-------|------------|-------|-------|------------|-------|-------|------------|-------|-------|
| TOTAL: | 121 | 571 | 22 | 87 | 627 | 186 | 195 | 123 | 151 | 30 | 181 | 84 | 2378 |
| P.H.V: ₁ | 66 | 285 | 13 | 35 | 319 | 105 | 126 | 89 | 94 | 21 | 124 | 35 | 1312 |
| P.H.F: ₂ | _____ | 0.791_____ | _____ | _____ | 0.933_____ | _____ | _____ | 0.831_____ | _____ | _____ | 0.789_____ | _____ | 0.891 |

(1) Peak Hour Volume (Peak Hour Begins At 730 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#001 Clovis Ave & Sierra Ave - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | Sierra Ave | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|-----|----|----|-----|----|----|----|----|----|----|----|--------|
| LANES: | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 4:00 PM | 11 | 146 | 1 | 36 | 121 | 46 | 51 | 23 | 17 | 5 | 21 | 5 | 483 |
| 4:15 PM | 15 | 149 | 6 | 21 | 132 | 43 | 45 | 31 | 26 | 2 | 15 | 9 | 494 |
| 4:30 PM | 8 | 158 | 6 | 26 | 135 | 57 | 38 | 30 | 19 | 6 | 16 | 6 | 505 |
| 4:45 PM | 16 | 167 | 3 | 25 | 115 | 33 | 38 | 18 | 19 | 3 | 12 | 10 | 459 |
| 5:00 PM | 23 | 165 | 4 | 44 | 118 | 47 | 46 | 26 | 19 | 3 | 20 | 17 | 532 |
| 5:15 PM | 19 | 138 | 2 | 47 | 111 | 43 | 36 | 30 | 15 | 1 | 22 | 16 | 480 |
| 5:30 PM | 7 | 122 | 5 | 37 | 113 | 43 | 35 | 36 | 33 | 4 | 20 | 4 | 459 |
| 5:45 PM | 14 | 112 | 4 | 23 | 136 | 46 | 41 | 40 | 24 | 7 | 13 | 13 | 473 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-------|------|-------|-----|-------|-----|-------|-----|-----|----|-----|----|-------|
| TOTAL: | 113 | 1157 | 31 | 259 | 981 | 358 | 330 | 234 | 172 | 31 | 139 | 80 | 3885 |
| P.H.V: ₁ | 62 | 639 | 19 | 116 | 500 | 180 | 167 | 105 | 83 | 14 | 63 | 42 | 1990 |
| P.H.F: ₂ | 0.938 | | 0.913 | | 0.870 | | 0.744 | | | | | | 0.935 |

(1) Peak Hour Volume (Peak Hour Begins At 4:15 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#001 Clovis Ave & Sierra Ave - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | Sierra Ave | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 7:00 AM | 2 | 1 | 0 | 1 | 4 |
| 7:15 AM | 1 | 0 | 1 | 1 | 3 |
| 7:30 AM | 0 | 2 | 0 | 1 | 3 |
| 7:45 AM | 0 | 1 | 0 | 1 | 2 |
| 8:00 AM | 1 | 0 | 0 | 1 | 2 |
| 8:15 AM | 0 | 3 | 3 | 0 | 6 |
| 8:30 AM | 0 | 0 | 0 | 0 | |
| 8:45 AM | 1 | 0 | 1 | 1 | 3 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 5 | 7 | 5 | 6 | 23 |
| P.H.V: ₁ | 1 | 6 | 3 | 3 | 13 |
| P.H.F: ₂ | 0.250 | 0.500 | 0.250 | 0.750 | 0.542 |

(1) Peak Hour Volume (Peak hour begins at: 730 AM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#001 Clovis Ave & Sierra Ave - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | Sierra Ave | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 4:00 PM | 2 | 0 | 0 | 1 | 3 |
| 4:15 PM | 0 | 3 | 1 | 3 | 7 |
| 4:30 PM | 2 | 1 | 2 | 2 | 7 |
| 4:45 PM | 1 | 1 | 1 | 2 | 5 |
| 5:00 PM | 2 | 4 | 3 | 2 | 11 |
| 5:15 PM | 0 | 0 | 0 | 0 | |
| 5:30 PM | 2 | 1 | 3 | 4 | 10 |
| 5:45 PM | 0 | 0 | 2 | 1 | 3 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 9 | 10 | 12 | 15 | 46 |
| P.H.V: ¹ | 5 | 9 | 7 | 9 | 30 |
| P.H.F: ² | 0.625 | 0.563 | 0.583 | 0.750 | 0.682 |

(1) Peak Hour Volume (Peak hour begins at: 4:15 PM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#001 Clovis Ave & Sierra Ave - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | Sierra Ave | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-------|----|----|-------|----|----|-------|----|----|-------|----|----|--------|
| TOTAL: | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 1 | 0 | 10 |
| P.H.V: ₁ | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 6 |
| P.H.F: ₂ | 0.750 | | | 0.000 | | | 0.500 | | | 0.250 | | | 0.750 |

(1) Peak Hour Volume (Peak Hour Begins At 800 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#001 Clovis Ave & Sierra Ave - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 001 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | Sierra Ave | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 4:30 PM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 4:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|----|-------|----|----|-------|----|----|-------|----|----|-------|----|--------|
| TOTAL: | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 6 | 0 | 16 |
| P.H.V: ₁ | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 11 |
| P.H.F: ₂ | | 0.625 | | | 0.250 | | | 0.000 | | | 0.625 | | 0.688 |

(1) Peak Hour Volume (Peak Hour Begins At 400 PM)

(2) Peak Hour Factor (directional aggregate)



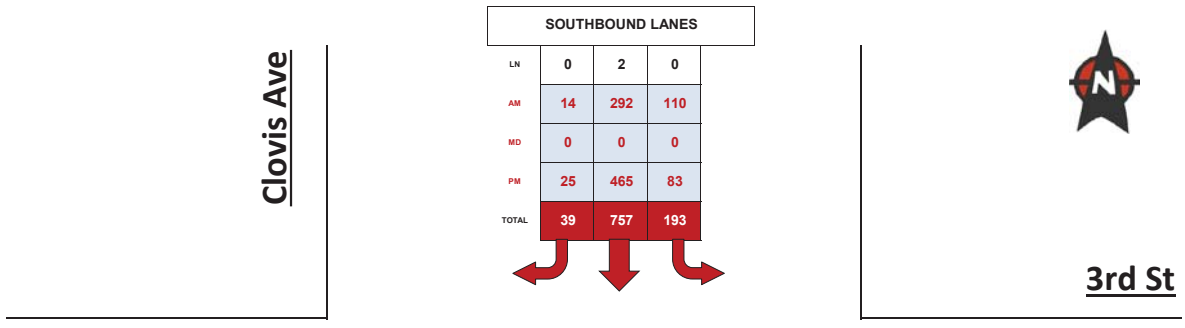
QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEAK HOUR ITM SUMMARY

#003 Clovis Ave & 3rd St

| | | | | | |
|----------------|------------|------------|----------------------------|----------|--------|
| LOCATION#: | 003 | QTD PROJ#: | 2019132 | AM PEAK: | 715 AM |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 | MD PEAK: | |
| EAST / WEST: | 3rd St | VICINITY: | Clovis | PM PEAK: | 415 PM |



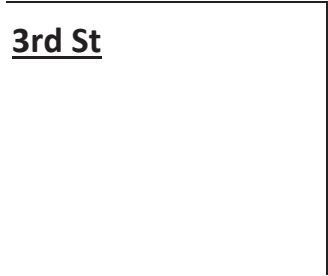
EASTBOUND LANES

| LN | AM | MD | PM | TOTAL |
|----|----|----|----|-------|
| 1 | 8 | 0 | 21 | 29 |
| 2 | 65 | 0 | 94 | 159 |
| 0 | 18 | 0 | 26 | 44 |

SIGNALIZED

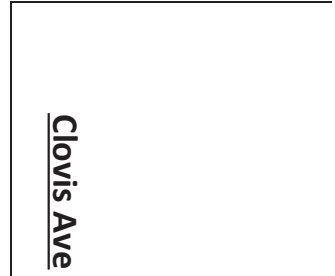
WESTBOUND LANES

| TOTAL | PM | MD | AM | LN |
|-------|-----|----|-----|----|
| 289 | 136 | 0 | 153 | 1 |
| 249 | 103 | 0 | 146 | 1 |
| 60 | 36 | 0 | 24 | 1 |



NORTHBOUND LANES

| | | | |
|-------|----|-----|----|
| TOTAL | 24 | 823 | 67 |
| PM | 16 | 569 | 30 |
| MD | 0 | 0 | 0 |
| AM | 8 | 254 | 37 |
| LN | 0 | 2 | 0 |



| | | | |
|----------|---------|----|---------|
| AM COUNT | 7:00 AM | TO | 9:00 AM |
| MD COUNT | - | TO | - |
| PM COUNT | 4:00 PM | TO | 6:00 PM |

VEHICLE TURNING MOVEMENT COUNT

#003 Clovis Ave & 3rd St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 003 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 3rd St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 186 |
| 7:00 AM | 0 | 51 | 5 | 15 | 54 | 3 | 1 | 9 | 2 | 3 | 19 | 24 | 186 |
| 7:15 AM | 0 | 59 | 10 | 21 | 75 | 1 | 3 | 22 | 5 | 4 | 31 | 38 | 269 |
| 7:30 AM | 3 | 78 | 14 | 30 | 62 | 6 | 3 | 10 | 4 | 7 | 40 | 49 | 306 |
| 7:45 AM | 3 | 60 | 8 | 35 | 82 | 4 | 0 | 15 | 4 | 5 | 38 | 40 | 294 |
| 8:00 AM | 2 | 57 | 5 | 24 | 73 | 3 | 2 | 18 | 5 | 8 | 37 | 26 | 260 |
| 8:15 AM | 2 | 63 | 6 | 26 | 68 | 5 | 1 | 13 | 3 | 7 | 22 | 15 | 231 |
| 8:30 AM | 1 | 80 | 9 | 18 | 71 | 2 | 2 | 9 | 3 | 6 | 17 | 21 | 239 |
| 8:45 AM | 1 | 62 | 6 | 17 | 74 | 4 | 2 | 7 | 1 | 6 | 19 | 20 | 219 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-----------------|-----|-----------------|-----|-----------------|----|-----------------|-----|----|----|-----|-----|--------|
| TOTAL: | 12 | 510 | 63 | 186 | 559 | 28 | 14 | 103 | 27 | 46 | 223 | 233 | 2004 |
| P.H.V: ₁ | 8 | 254 | 37 | 110 | 292 | 14 | 8 | 65 | 18 | 24 | 146 | 153 | 1129 |
| P.H.F: ₂ | └─── 0.787 ───┐ | | └─── 0.860 ───┐ | | └─── 0.758 ───┐ | | └─── 0.841 ───┐ | | | | | | 0.922 |

- (1) Peak Hour Volume (Peak Hour Begins At 7:15 AM)
- (2) Peak Hour Factor (directional aggregate)

QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#003 Clovis Ave & 3rd St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 003 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 3rd St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|-----|----|----|-----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | |
| 4:00 PM | 9 | 120 | 5 | 16 | 113 | 10 | 5 | 19 | 4 | 8 | 25 | 31 | 365 |
| 4:15 PM | 3 | 138 | 6 | 24 | 120 | 7 | 2 | 24 | 7 | 11 | 31 | 26 | 399 |
| 4:30 PM | 4 | 139 | 7 | 22 | 133 | 5 | 2 | 29 | 5 | 7 | 22 | 33 | 408 |
| 4:45 PM | 6 | 155 | 9 | 16 | 110 | 7 | 9 | 21 | 5 | 7 | 27 | 33 | 405 |
| 5:00 PM | 3 | 137 | 8 | 21 | 102 | 6 | 8 | 20 | 9 | 11 | 23 | 44 | 392 |
| 5:15 PM | 1 | 105 | 10 | 22 | 97 | 3 | 2 | 28 | 3 | 10 | 13 | 43 | 337 |
| 5:30 PM | 4 | 119 | 8 | 28 | 119 | 3 | 7 | 28 | 2 | 5 | 17 | 20 | 360 |
| 5:45 PM | 4 | 108 | 7 | 26 | 144 | 1 | 4 | 19 | 10 | 9 | 14 | 22 | 368 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-------|------|-------|-----|-------|----|-------|-----|----|----|-----|-----|-------|
| TOTAL: | 34 | 1021 | 60 | 175 | 938 | 42 | 39 | 188 | 45 | 68 | 172 | 252 | 3034 |
| P.H.V: ₁ | 16 | 569 | 30 | 83 | 465 | 25 | 21 | 94 | 26 | 36 | 103 | 136 | 1604 |
| P.H.F: ₂ | 0.904 | | 0.895 | | 0.953 | | 0.881 | | | | | | 0.983 |

(1) Peak Hour Volume (Peak Hour Begins At 4:15 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#003 Clovis Ave & 3rd St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 003 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 3rd St | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 7:00 AM | 0 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 2 | 0 | 2 | 4 |
| 8:15 AM | 0 | 0 | 0 | 2 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | |
| 8:45 AM | 1 | 0 | 2 | 3 | 6 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 1 | 2 | 2 | 8 | 13 |
| P.H.V: ₁ | 1 | 2 | 2 | 7 | 12 |
| P.H.F: ₂ | 0.250 | 0.250 | 0.250 | 0.583 | 0.500 |

(1) Peak Hour Volume (Peak hour begins at: 800 AM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#003 Clovis Ave & 3rd St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 003 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 3rd St | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 4:00 PM | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 1 | 1 |
| 4:30 PM | 1 | 2 | 0 | 1 | 4 |
| 4:45 PM | 3 | 0 | 1 | 0 | 4 |
| 5:00 PM | 3 | 1 | 0 | 3 | 7 |
| 5:15 PM | 3 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 1 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 10 | 5 | 1 | 5 | 21 |
| P.H.V: ¹ | 10 | 3 | 1 | 4 | 18 |
| P.H.F: ² | 0.833 | 0.375 | 0.250 | 0.333 | 0.643 |

(1) Peak Hour Volume (Peak hour begins at: 4:30 PM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#003 Clovis Ave & 3rd St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 003 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 3rd St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-------|----|----|-------|----|----|-------|----|----|-------|----|----|--------|
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.V: ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.F: ₂ | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 |

(1) Peak Hour Volume (Peak Hour Begins At 0 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#003 Clovis Ave & 3rd St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 003 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 3rd St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|----|-------|----|----|-------|----|----|-------|----|----|-------|----|--------|
| TOTAL: | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| P.H.V: ₁ | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| P.H.F: ₂ | | 0.250 | | | 0.500 | | | 0.250 | | | 0.000 | | 0.500 |

(1) Peak Hour Volume (Peak Hour Begins At 4:15 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#005 Clovis Ave & 4th St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 005 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 4th St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|-----|----|----|-----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 4:00 PM | 6 | 124 | 6 | 0 | 115 | 13 | 6 | 0 | 13 | 0 | 3 | 1 | 287 |
| 4:15 PM | 5 | 138 | 4 | 0 | 132 | 9 | 6 | 3 | 12 | 4 | 3 | 0 | 316 |
| 4:30 PM | 2 | 132 | 10 | 2 | 129 | 10 | 8 | 2 | 9 | 3 | 0 | 6 | 313 |
| 4:45 PM | 6 | 154 | 2 | 3 | 119 | 5 | 9 | 3 | 12 | 1 | 0 | 4 | 318 |
| 5:00 PM | 7 | 134 | 3 | 1 | 109 | 11 | 8 | 0 | 8 | 1 | 3 | 4 | 289 |
| 5:15 PM | 7 | 107 | 3 | 4 | 101 | 9 | 10 | 1 | 15 | 1 | 6 | 3 | 267 |
| 5:30 PM | 2 | 123 | 12 | 0 | 122 | 7 | 7 | 9 | 10 | 5 | 3 | 2 | 302 |
| 5:45 PM | 6 | 117 | 10 | 2 | 149 | 11 | 4 | 5 | 11 | 1 | 2 | 2 | 320 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-------|------------|----|-------|------------|----|-------|------------|----|-------|------------|----|-------|
| TOTAL: | 41 | 1029 | 50 | 12 | 976 | 75 | 58 | 23 | 90 | 16 | 20 | 22 | 2412 |
| P.H.V: ₁ | 20 | 558 | 19 | 6 | 489 | 35 | 31 | 8 | 41 | 9 | 6 | 14 | 1236 |
| P.H.F: ₂ | _____ | 0.921_____ | | _____ | 0.940_____ | | _____ | 0.833_____ | | _____ | 0.806_____ | | 0.972 |

(1) Peak Hour Volume (Peak Hour Begins At 4:15 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#005 Clovis Ave & 4th St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 005 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 4th St | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 7:00 AM | 0 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 1 | 0 | 1 | 2 |
| 8:15 AM | 1 | 1 | 0 | 2 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 1 | 1 | 3 | 5 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 1 | 3 | 2 | 7 | 13 |
| P.H.V: ₁ | 1 | 3 | 1 | 6 | 11 |
| P.H.F: ₂ | 0.250 | 0.750 | 0.250 | 0.500 | 0.550 |

(1) Peak Hour Volume (Peak hour begins at: 800 AM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#005 Clovis Ave & 4th St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 005 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 4th St | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 4:00 PM | 0 | 3 | 0 | 1 | 4 |
| 4:15 PM | 0 | 2 | 0 | 2 | 4 |
| 4:30 PM | 0 | 3 | 0 | 1 | 4 |
| 4:45 PM | 0 | 7 | 0 | 4 | 11 |
| 5:00 PM | 0 | 8 | 0 | 1 | 9 |
| 5:15 PM | 0 | 1 | 3 | 3 | 7 |
| 5:30 PM | 3 | 13 | 2 | 4 | 22 |
| 5:45 PM | 1 | 4 | 0 | 4 | 9 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 4 | 41 | 5 | 20 | 70 |
| P.H.V: ¹ | 3 | 29 | 5 | 12 | 49 |
| P.H.F: ² | 0.250 | 0.558 | 0.417 | 0.750 | 0.557 |

(1) Peak Hour Volume (Peak hour begins at: 445 PM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#005 Clovis Ave & 4th St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 005 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 4th St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-------|----|----|-------|----|----|-------|----|----|-------|----|----|--------|
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| P.H.V: ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| P.H.F: ₂ | 0.000 | | | 0.000 | | | 0.250 | | | 0.000 | | | 0.250 |

(1) Peak Hour Volume (Peak Hour Begins At 730 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#005 Clovis Ave & 4th St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 005 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 4th St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|--------|
| TOTAL: | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| P.H.V: ₁ | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| P.H.F: ₂ | 0.000 | | 0.333 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.333 |

(1) Peak Hour Volume (Peak Hour Begins At 445 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#006 Clovis Ave & 5th St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 006 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 5th St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | |
| 7:00 AM | 10 | 40 | 18 | 5 | 48 | 3 | 3 | 41 | 3 | 20 | 45 | 5 | 241 |
| 7:15 AM | 22 | 64 | 52 | 21 | 60 | 1 | 7 | 61 | 7 | 36 | 56 | 13 | 400 |
| 7:30 AM | 34 | 80 | 52 | 7 | 66 | 0 | 9 | 31 | 7 | 37 | 72 | 8 | 403 |
| 7:45 AM | 10 | 69 | 9 | 1 | 84 | 1 | 5 | 30 | 6 | 15 | 51 | 2 | 283 |
| 8:00 AM | 18 | 51 | 11 | 3 | 75 | 5 | 12 | 30 | 6 | 11 | 37 | 1 | 260 |
| 8:15 AM | 5 | 65 | 16 | 5 | 65 | 1 | 7 | 34 | 10 | 23 | 43 | 6 | 280 |
| 8:30 AM | 14 | 66 | 15 | 2 | 69 | 8 | 12 | 45 | 7 | 13 | 31 | 10 | 292 |
| 8:45 AM | 11 | 60 | 7 | 6 | 67 | 11 | 9 | 30 | 10 | 8 | 53 | 5 | 277 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-------|------------|-------|-------|------------|-------|-------|------------|-------|-------|------------|-------|-------|
| TOTAL: | 124 | 495 | 180 | 50 | 534 | 30 | 64 | 302 | 56 | 163 | 388 | 50 | 2436 |
| P.H.V: ₁ | 84 | 264 | 124 | 32 | 285 | 7 | 33 | 152 | 26 | 99 | 216 | 24 | 1346 |
| P.H.F: ₂ | _____ | 0.711_____ | _____ | _____ | 0.942_____ | _____ | _____ | 0.703_____ | _____ | _____ | 0.724_____ | _____ | 0.835 |

(1) Peak Hour Volume (Peak Hour Begins At 7:15 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#006 Clovis Ave & 5th St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 006 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 5th St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|-----|----|----|-----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | |
| 4:00 PM | 19 | 105 | 17 | 13 | 102 | 13 | 25 | 51 | 9 | 22 | 45 | 7 | 428 |
| 4:15 PM | 15 | 116 | 10 | 15 | 119 | 13 | 23 | 62 | 12 | 16 | 57 | 8 | 466 |
| 4:30 PM | 19 | 115 | 11 | 17 | 114 | 11 | 14 | 70 | 4 | 23 | 44 | 16 | 458 |
| 4:45 PM | 13 | 134 | 13 | 13 | 108 | 11 | 21 | 64 | 10 | 15 | 48 | 6 | 456 |
| 5:00 PM | 21 | 111 | 15 | 16 | 93 | 10 | 17 | 73 | 9 | 29 | 58 | 16 | 468 |
| 5:15 PM | 12 | 98 | 16 | 13 | 94 | 9 | 11 | 64 | 20 | 21 | 48 | 8 | 414 |
| 5:30 PM | 9 | 110 | 15 | 16 | 105 | 16 | 20 | 62 | 6 | 18 | 47 | 6 | 430 |
| 5:45 PM | 14 | 105 | 14 | 7 | 146 | 6 | 19 | 53 | 13 | 16 | 41 | 8 | 442 |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---------------------|-----|-------|-----|-----|-------|----|-----|-------|----|-----|-------|----|-------|
| TOTAL: | 122 | 894 | 111 | 110 | 881 | 89 | 150 | 499 | 83 | 160 | 388 | 75 | 3562 |
| P.H.V: ₁ | 68 | 476 | 49 | 61 | 434 | 45 | 75 | 269 | 35 | 83 | 207 | 46 | 1848 |
| P.H.F: ₂ | | 0.927 | | | 0.918 | | | 0.957 | | | 0.816 | | 0.987 |

(1) Peak Hour Volume (Peak Hour Begins At 4:15 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#006 Clovis Ave & 5th St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 006 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 5th St | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 7:00 AM | 2 | 6 | 0 | 1 | 9 |
| 7:15 AM | 1 | 10 | 0 | 0 | 11 |
| 7:30 AM | 2 | 3 | 0 | 0 | 5 |
| 7:45 AM | 0 | 2 | 0 | 0 | 2 |
| 8:00 AM | 1 | 2 | 0 | 3 | 6 |
| 8:15 AM | 1 | 0 | 0 | 2 | 3 |
| 8:30 AM | 0 | 4 | 0 | 0 | 4 |
| 8:45 AM | 0 | 2 | 0 | 0 | 2 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 7 | 29 | 0 | 6 | 42 |
| P.H.V: ₁ | 5 | 21 | 0 | 1 | 27 |
| P.H.F: ₂ | 0.625 | 0.525 | 0.000 | 0.250 | 0.614 |

(1) Peak Hour Volume (Peak hour begins at: 700 AM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

PEDESTRIAN CROSSWALK COUNTS

#006 Clovis Ave & 5th St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 006 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 5th St | VICINITY: | Clovis |

| DIRECTION: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|------------|--------------------|--------------------|-------------------|-------------------|--------|
| 4:00 PM | 3 | 12 | 0 | 1 | 16 |
| 4:15 PM | 3 | 4 | 0 | 4 | 11 |
| 4:30 PM | 3 | 10 | 0 | 5 | 18 |
| 4:45 PM | 7 | 9 | 0 | 2 | 18 |
| 5:00 PM | 4 | 3 | 0 | 1 | 8 |
| 5:15 PM | 6 | 5 | 0 | 2 | 13 |
| 5:30 PM | 1 | 1 | 0 | 4 | 6 |
| 5:45 PM | 3 | 0 | 0 | 6 | 9 |

| VOLUME STATS: | NORTHERN CROSSWALK | SOUTHERN CROSSWALK | EASTERN CROSSWALK | WESTERN CROSSWALK | TOTALS |
|---------------------|--------------------|--------------------|-------------------|-------------------|--------|
| TOTAL: | 30 | 44 | 0 | 25 | 99 |
| P.H.V: ¹ | 16 | 35 | 0 | 12 | 63 |
| P.H.F: ² | 0.571 | 0.729 | 0.000 | 0.600 | 0.875 |

(1) Peak Hour Volume (Peak hour begins at: 400 PM)

(2) Peak Hour Factor



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#006 Clovis Ave & 5th St - AM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 006 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 5th St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-------|----|----|-------|----|----|-------|----|----|-------|----|----|--------|
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.V: ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P.H.F: ₂ | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 |

(1) Peak Hour Volume (Peak Hour Begins At 0 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

BICYCLE TURNING MOVEMENT COUNT

#006 Clovis Ave & 5th St - PM PEAK

| | | | |
|-----------------------|------------|-------------------|----------------------------|
| LOCATION#: | 006 | QTD PROJ#: | 2019132 |
| NORTH / SOUTH: | Clovis Ave | DATE: | Tuesday, February 26, 2019 |
| EAST / WEST: | 5th St | VICINITY: | Clovis |

| DIRECTION: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|--------|
| LANES: | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| VOLUME STATS: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTALS |
|---------------------|-------|----|----|-------|----|----|-------|----|----|-------|----|----|--------|
| TOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| P.H.V: ₁ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| P.H.F: ₂ | 0.000 | | | 0.000 | | | 0.000 | | | 0.250 | | | 0.250 |

(1) Peak Hour Volume (Peak Hour Begins At 500 PM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

Phone: 877-852-4355 Fax: 877-877-3698 Info@QualityTrafficData.com

APPENDIX B
INTERSECTION ANALYSES

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 126 | 89 | 94 | 21 | 124 | 35 | 66 | 285 | 13 | 35 | 319 | 105 |
| Future Volume (veh/h) | 126 | 89 | 94 | 21 | 124 | 35 | 66 | 285 | 13 | 35 | 319 | 105 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 142 | 100 | 0 | 24 | 139 | 26 | 74 | 320 | 11 | 39 | 347 | 78 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 191 | 452 | | 52 | 306 | 250 | 124 | 874 | 372 | 78 | 782 | 331 |
| Arrive On Green | 0.11 | 0.24 | 0.00 | 0.03 | 0.16 | 0.16 | 0.07 | 0.25 | 0.25 | 0.04 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1527 | 1781 | 3554 | 1510 | 1781 | 3554 | 1505 |
| Grp Volume(v), veh/h | 142 | 100 | 0 | 24 | 139 | 26 | 74 | 320 | 11 | 39 | 347 | 78 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1527 | 1781 | 1777 | 1510 | 1781 | 1777 | 1505 |
| Q Serve(g_s), s | 3.1 | 1.7 | 0.0 | 0.5 | 2.7 | 0.6 | 1.6 | 3.0 | 0.2 | 0.9 | 3.4 | 1.7 |
| Cycle Q Clear(g_c), s | 3.1 | 1.7 | 0.0 | 0.5 | 2.7 | 0.6 | 1.6 | 3.0 | 0.2 | 0.9 | 3.4 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 191 | 452 | | 52 | 306 | 250 | 124 | 874 | 372 | 78 | 782 | 331 |
| V/C Ratio(X) | 0.74 | 0.22 | | 0.46 | 0.45 | 0.10 | 0.60 | 0.37 | 0.03 | 0.50 | 0.44 | 0.24 |
| Avail Cap(c_a), veh/h | 967 | 1712 | | 396 | 1112 | 908 | 615 | 2727 | 1159 | 440 | 2376 | 1006 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.5 | 12.3 | 0.0 | 19.4 | 15.3 | 14.4 | 18.3 | 12.7 | 11.6 | 18.9 | 13.7 | 13.0 |
| Incr Delay (d2), s/veh | 5.6 | 0.2 | 0.0 | 6.2 | 1.1 | 0.2 | 4.5 | 0.3 | 0.0 | 4.9 | 0.4 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.6 | 0.0 | 0.3 | 1.1 | 0.2 | 0.7 | 1.0 | 0.1 | 0.4 | 1.1 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.1 | 12.6 | 0.0 | 25.6 | 16.4 | 14.6 | 22.8 | 12.9 | 11.6 | 23.8 | 14.1 | 13.4 |
| LnGrp LOS | C | B | | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 242 | A | | 189 | | | 405 | | | 464 | |
| Approach Delay, s/veh | | 18.8 | | | 17.3 | | | 14.7 | | | 14.8 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 5.8 | 14.9 | 5.2 | 14.7 | 6.8 | 13.8 | 8.3 | 11.5 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 10.0 | 31.1 | 9.0 | 37.1 | 14.0 | 27.1 | 22.0 | 24.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.9 | 5.0 | 2.5 | 3.7 | 3.6 | 5.4 | 5.1 | 4.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.1 | 0.0 | 0.5 | 0.1 | 2.4 | 0.3 | 0.7 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.9 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 142 | 100 | 106 | 24 | 139 | 39 | 74 | 320 | 15 | 39 | 347 | 118 |
| v/c Ratio | 0.38 | 0.16 | 0.18 | 0.10 | 0.36 | 0.09 | 0.25 | 0.20 | 0.02 | 0.15 | 0.27 | 0.19 |
| Control Delay | 28.2 | 17.5 | 5.7 | 30.5 | 27.1 | 0.4 | 29.2 | 17.8 | 0.1 | 29.9 | 22.4 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.2 | 17.5 | 5.7 | 30.5 | 27.1 | 0.4 | 29.2 | 17.8 | 0.1 | 29.9 | 22.4 | 4.3 |
| Queue Length 50th (ft) | 44 | 20 | 0 | 8 | 44 | 0 | 23 | 36 | 0 | 12 | 56 | 0 |
| Queue Length 95th (ft) | 116 | 72 | 32 | 34 | 110 | 0 | 73 | 106 | 0 | 46 | 121 | 28 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 852 | 1257 | 1068 | 355 | 947 | 848 | 553 | 2117 | 953 | 395 | 1935 | 883 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.08 | 0.10 | 0.07 | 0.15 | 0.05 | 0.13 | 0.15 | 0.02 | 0.10 | 0.18 | 0.13 |

Intersection Summary

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 121 | 6 | 3 | 159 | 8 | 13 | 3 | 6 | 19 | 3 | 8 |
| Future Vol, veh/h | 9 | 121 | 6 | 3 | 159 | 8 | 13 | 3 | 6 | 19 | 3 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 146 | 7 | 4 | 192 | 10 | 16 | 4 | 7 | 23 | 4 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 212 | 0 | 0 | 163 | 0 | 0 | 404 | 402 | 170 | 402 | 400 | 217 |
| Stage 1 | - | - | - | - | - | - | 182 | 182 | - | 215 | 215 | - |
| Stage 2 | - | - | - | - | - | - | 222 | 220 | - | 187 | 185 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1358 | - | - | 1416 | - | - | 557 | 537 | 874 | 559 | 538 | 823 |
| Stage 1 | - | - | - | - | - | - | 820 | 749 | - | 787 | 725 | - |
| Stage 2 | - | - | - | - | - | - | 780 | 721 | - | 815 | 747 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1345 | - | - | 1403 | - | - | 532 | 520 | 857 | 536 | 521 | 807 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 532 | 520 | - | 536 | 521 | - |
| Stage 1 | - | - | - | - | - | - | 805 | 735 | - | 773 | 716 | - |
| Stage 2 | - | - | - | - | - | - | 757 | 712 | - | 789 | 733 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.1 | | | 11.4 | | | 11.5 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 591 | 1345 | - | - | 1403 | - | - | 587 |
| HCM Lane V/C Ratio | 0.045 | 0.008 | - | - | 0.003 | - | - | 0.062 |
| HCM Control Delay (s) | 11.4 | 7.7 | 0 | - | 7.6 | 0 | - | 11.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

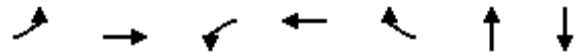
3: Clovis Ave & 3rd Street
 HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↗ | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 8 | 65 | 18 | 24 | 146 | 153 | 8 | 254 | 37 | 110 | 292 | 14 |
| Future Volume (veh/h) | 8 | 65 | 18 | 24 | 146 | 153 | 8 | 254 | 37 | 110 | 292 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.94 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 9 | 71 | 13 | 26 | 159 | 82 | 9 | 276 | 28 | 120 | 317 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 21 | 235 | 43 | 55 | 324 | 265 | 18 | 565 | 60 | 209 | 589 | 21 |
| Arrive On Green | 0.01 | 0.15 | 0.15 | 0.03 | 0.17 | 0.17 | 0.18 | 0.18 | 0.18 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1527 | 280 | 1781 | 1870 | 1529 | 101 | 3209 | 339 | 937 | 2639 | 95 |
| Grp Volume(v), veh/h | 9 | 0 | 84 | 26 | 159 | 82 | 166 | 0 | 147 | 234 | 0 | 214 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1807 | 1781 | 1870 | 1529 | 1865 | 0 | 1785 | 1824 | 0 | 1847 |
| Q Serve(g_s), s | 0.2 | 0.0 | 1.9 | 0.6 | 3.5 | 2.1 | 3.6 | 0.0 | 3.3 | 5.1 | 0.0 | 4.6 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 1.9 | 0.6 | 3.5 | 2.1 | 3.6 | 0.0 | 3.3 | 5.1 | 0.0 | 4.6 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 1.00 | 0.05 | | 0.19 | 0.51 | | 0.05 |
| Lane Grp Cap(c), veh/h | 21 | 0 | 278 | 55 | 324 | 265 | 329 | 0 | 314 | 407 | 0 | 412 |
| V/C Ratio(X) | 0.43 | 0.00 | 0.30 | 0.47 | 0.49 | 0.31 | 0.50 | 0.00 | 0.47 | 0.57 | 0.00 | 0.52 |
| Avail Cap(c_a), veh/h | 277 | 0 | 888 | 317 | 961 | 785 | 1082 | 0 | 1036 | 1018 | 0 | 1031 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.1 | 0.0 | 16.9 | 21.4 | 16.8 | 16.2 | 16.8 | 0.0 | 16.6 | 15.6 | 0.0 | 15.4 |
| Incr Delay (d2), s/veh | 13.1 | 0.0 | 0.6 | 6.2 | 1.2 | 0.7 | 1.2 | 0.0 | 1.1 | 1.3 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.7 | 0.3 | 1.4 | 0.7 | 1.4 | 0.0 | 1.2 | 1.9 | 0.0 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.2 | 0.0 | 17.5 | 27.6 | 18.0 | 16.9 | 17.9 | 0.0 | 17.7 | 16.8 | 0.0 | 16.4 |
| LnGrp LOS | D | A | B | C | B | B | B | A | B | B | A | B |
| Approach Vol, veh/h | | 93 | | | 267 | | | 313 | | | 448 | |
| Approach Delay, s/veh | | 19.2 | | | 18.6 | | | 17.8 | | | 16.6 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 12.8 | 5.4 | 11.8 | | 14.9 | 4.5 | 12.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 8.0 | 22.1 | | 25.1 | 7.0 | 23.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.6 | 2.6 | 3.9 | | 7.1 | 2.2 | 5.5 | | | | |
| Green Ext Time (p_c), s | | 1.6 | 0.0 | 0.3 | | 2.4 | 0.0 | 1.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 17.6 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

3: Clovis Ave & 3rd Street
Queues



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 9 | 91 | 26 | 159 | 166 | 325 | 452 |
| v/c Ratio | 0.04 | 0.26 | 0.12 | 0.37 | 0.35 | 0.45 | 0.53 |
| Control Delay | 30.5 | 22.2 | 30.0 | 22.9 | 6.8 | 22.5 | 22.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.5 | 22.2 | 30.0 | 22.9 | 6.8 | 22.5 | 22.2 |
| Queue Length 50th (ft) | 2 | 17 | 6 | 37 | 0 | 37 | 54 |
| Queue Length 95th (ft) | 18 | 73 | 37 | 125 | 47 | 113 | 153 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 246 | 792 | 281 | 855 | 792 | 1796 | 1731 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.11 | 0.09 | 0.19 | 0.21 | 0.18 | 0.26 |

Intersection Summary

4: Osmun Ave & 3rd Street
HCM 6th TWSC

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 212 | 12 | 2 | 324 | 8 | 6 | 2 | 7 | 5 | 2 | 21 |
| Future Vol, veh/h | 7 | 212 | 12 | 2 | 324 | 8 | 6 | 2 | 7 | 5 | 2 | 21 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 238 | 13 | 2 | 364 | 9 | 7 | 2 | 8 | 6 | 2 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 383 | 0 | 0 | 261 | 0 | 0 | 667 | 658 | 265 | 659 | 660 | 389 |
| Stage 1 | - | - | - | - | - | - | 271 | 271 | - | 383 | 383 | - |
| Stage 2 | - | - | - | - | - | - | 396 | 387 | - | 276 | 277 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1175 | - | - | 1303 | - | - | 372 | 384 | 774 | 377 | 383 | 659 |
| Stage 1 | - | - | - | - | - | - | 735 | 685 | - | 640 | 612 | - |
| Stage 2 | - | - | - | - | - | - | 629 | 610 | - | 730 | 681 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1164 | - | - | 1291 | - | - | 348 | 373 | 759 | 362 | 372 | 647 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 348 | 373 | - | 362 | 372 | - |
| Stage 1 | - | - | - | - | - | - | 723 | 673 | - | 630 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 597 | 603 | - | 708 | 669 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 0 | 12.9 | 12.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 471 | 1164 | - | - | 1291 | - | - | 542 |
| HCM Lane V/C Ratio | 0.036 | 0.007 | - | - | 0.002 | - | - | 0.058 |
| HCM Control Delay (s) | 12.9 | 8.1 | - | - | 7.8 | - | - | 12.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

5: Baron Ave & 3rd Street
HCM 6th TWSC

Intersection

Int Delay, s/veh 0.8

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 193 | 26 | 8 | 321 | 2 | 6 | 2 | 2 | 7 | 2 | 8 |
| Future Vol, veh/h | 5 | 193 | 26 | 8 | 321 | 2 | 6 | 2 | 2 | 7 | 2 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 219 | 30 | 9 | 365 | 2 | 7 | 2 | 2 | 8 | 2 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 377 | 0 | 0 | 259 | 0 | 0 | 656 | 651 | 254 | 652 | 665 | 386 |
| Stage 1 | - | - | - | - | - | - | 256 | 256 | - | 394 | 394 | - |
| Stage 2 | - | - | - | - | - | - | 400 | 395 | - | 258 | 271 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1181 | - | - | 1306 | - | - | 379 | 388 | 785 | 381 | 381 | 662 |
| Stage 1 | - | - | - | - | - | - | 749 | 696 | - | 631 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 626 | 605 | - | 747 | 685 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1170 | - | - | 1294 | - | - | 362 | 376 | 770 | 368 | 369 | 649 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 362 | 376 | - | 368 | 369 | - |
| Stage 1 | - | - | - | - | - | - | 738 | 686 | - | 622 | 595 | - |
| Stage 2 | - | - | - | - | - | - | 605 | 595 | - | 731 | 675 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 14.1 | | | 13.1 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 408 | 1170 | - | - | 1294 | - | - | 462 |
| HCM Lane V/C Ratio | 0.028 | 0.005 | - | - | 0.007 | - | - | 0.042 |
| HCM Control Delay (s) | 14.1 | 8.1 | - | - | 7.8 | - | - | 13.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

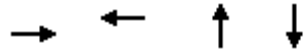
6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 4 | 10 | 9 | 7 | 7 | 4 | 9 | 293 | 16 | 9 | 310 | 4 |
| Future Volume (veh/h) | 4 | 10 | 9 | 7 | 7 | 4 | 9 | 293 | 16 | 9 | 310 | 4 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.95 | | 0.93 | 0.95 | | 0.93 | 1.00 | | 0.92 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 4 | 11 | 8 | 7 | 7 | 3 | 10 | 312 | 13 | 10 | 330 | 3 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 136 | 140 | 85 | 195 | 143 | 43 | 24 | 770 | 34 | 23 | 806 | 8 |
| Arrive On Green | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 134 | 950 | 578 | 378 | 972 | 289 | 106 | 3437 | 150 | 104 | 3588 | 34 |
| Grp Volume(v), veh/h | 23 | 0 | 0 | 17 | 0 | 0 | 176 | 0 | 159 | 180 | 0 | 163 |
| Grp Sat Flow(s),veh/h/ln | 1662 | 0 | 0 | 1639 | 0 | 0 | 1865 | 0 | 1828 | 1865 | 0 | 1861 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 2.7 | 3.0 | 0.0 | 2.7 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 3.0 | 0.0 | 2.7 | 3.0 | 0.0 | 2.7 |
| Prop In Lane | 0.17 | | 0.35 | 0.41 | | 0.18 | 0.06 | | 0.08 | 0.06 | | 0.02 |
| Lane Grp Cap(c), veh/h | 362 | 0 | 0 | 382 | 0 | 0 | 418 | 0 | 409 | 419 | 0 | 418 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.42 | 0.00 | 0.39 | 0.43 | 0.00 | 0.39 |
| Avail Cap(c_a), veh/h | 1012 | 0 | 0 | 1004 | 0 | 0 | 1490 | 0 | 1460 | 1337 | 0 | 1333 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.4 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 12.1 | 0.0 | 12.0 | 12.1 | 0.0 | 12.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.7 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.0 | 0.0 | 0.9 | 1.0 | 0.0 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.5 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 12.8 | 0.0 | 12.6 | 12.8 | 0.0 | 12.6 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 23 | | | 17 | | | 335 | | | | 343 |
| Approach Delay, s/veh | | 13.5 | | | 13.4 | | | 12.7 | | | | 12.7 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 13.1 | | 10.3 | | 13.1 | | 10.3 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 29.1 | | 20.1 | | 26.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.0 | | 2.4 | | 5.0 | | 2.3 | | | | |
| Green Ext Time (p_c), s | | 1.9 | | 0.0 | | 1.8 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 12.7 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

6: Clovis Ave & 4th Street
Queues



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 25 | 18 | 339 | 344 |
| v/c Ratio | 0.07 | 0.05 | 0.34 | 0.34 |
| Control Delay | 13.6 | 15.1 | 13.9 | 14.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.6 | 15.1 | 13.9 | 14.0 |
| Queue Length 50th (ft) | 2 | 2 | 17 | 17 |
| Queue Length 95th (ft) | 22 | 19 | 94 | 96 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 1024 | 1000 | 2880 | 2770 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.02 | 0.02 | 0.12 | 0.12 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 33 | 152 | 26 | 99 | 216 | 24 | 84 | 264 | 124 | 32 | 285 | 7 |
| Future Volume (veh/h) | 33 | 152 | 26 | 99 | 216 | 24 | 84 | 264 | 124 | 32 | 285 | 7 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 39 | 181 | 21 | 118 | 257 | 21 | 100 | 314 | 104 | 38 | 339 | 6 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 71 | 313 | 36 | 154 | 405 | 33 | 151 | 491 | 170 | 63 | 595 | 11 |
| Arrive On Green | 0.04 | 0.19 | 0.19 | 0.09 | 0.24 | 0.24 | 0.23 | 0.23 | 0.23 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 1635 | 190 | 1781 | 1699 | 139 | 654 | 2123 | 734 | 351 | 3294 | 61 |
| Grp Volume(v), veh/h | 39 | 0 | 202 | 118 | 0 | 278 | 281 | 0 | 237 | 201 | 0 | 182 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1825 | 1781 | 0 | 1838 | 1838 | 0 | 1673 | 1853 | 0 | 1853 |
| Q Serve(g_s), s | 1.3 | 0.0 | 6.1 | 3.9 | 0.0 | 8.2 | 8.4 | 0.0 | 7.7 | 6.0 | 0.0 | 5.4 |
| Cycle Q Clear(g_c), s | 1.3 | 0.0 | 6.1 | 3.9 | 0.0 | 8.2 | 8.4 | 0.0 | 7.7 | 6.0 | 0.0 | 5.4 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.08 | 0.36 | | 0.44 | 0.19 | | 0.03 |
| Lane Grp Cap(c), veh/h | 71 | 0 | 349 | 154 | 0 | 438 | 425 | 0 | 387 | 335 | 0 | 335 |
| V/C Ratio(X) | 0.55 | 0.00 | 0.58 | 0.76 | 0.00 | 0.63 | 0.66 | 0.00 | 0.61 | 0.60 | 0.00 | 0.54 |
| Avail Cap(c_a), veh/h | 207 | 0 | 638 | 413 | 0 | 856 | 825 | 0 | 751 | 586 | 0 | 586 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.4 | 0.0 | 22.2 | 27.0 | 0.0 | 20.6 | 21.0 | 0.0 | 20.8 | 22.7 | 0.0 | 22.5 |
| Incr Delay (d2), s/veh | 6.5 | 0.0 | 1.5 | 7.6 | 0.0 | 1.5 | 1.8 | 0.0 | 1.6 | 1.7 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 2.6 | 1.9 | 0.0 | 3.4 | 3.4 | 0.0 | 2.9 | 2.5 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.0 | 0.0 | 23.7 | 34.6 | 0.0 | 22.1 | 22.8 | 0.0 | 22.4 | 24.4 | 0.0 | 23.8 |
| LnGrp LOS | C | A | C | C | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 241 | | | 396 | | | 518 | | | | 383 |
| Approach Delay, s/veh | | 25.5 | | | 25.8 | | | 22.6 | | | | 24.1 |
| Approach LOS | | C | | | C | | | C | | | | C |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 18.9 | 9.2 | 16.5 | | 15.8 | 6.4 | 19.3 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 27.1 | 14.0 | 21.1 | | 19.1 | 7.0 | 28.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.4 | 5.9 | 8.1 | | 8.0 | 3.3 | 10.2 | | | | |
| Green Ext Time (p_c), s | | 2.8 | 0.2 | 0.9 | | 1.6 | 0.0 | 1.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 24.3 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

7: Clovis Ave & 5th Street
Queues



| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 39 | 212 | 118 | 286 | 562 | 385 |
| v/c Ratio | 0.24 | 0.59 | 0.47 | 0.57 | 0.66 | 0.58 |
| Control Delay | 42.9 | 36.9 | 41.4 | 30.5 | 28.9 | 34.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.9 | 36.9 | 41.4 | 30.5 | 28.9 | 34.1 |
| Queue Length 50th (ft) | 18 | 90 | 52 | 120 | 115 | 88 |
| Queue Length 95th (ft) | 54 | 176 | 118 | 217 | 188 | 153 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 179 | 558 | 358 | 746 | 1322 | 970 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 0.38 | 0.33 | 0.38 | 0.43 | 0.40 |
| Intersection Summary | | | | | | |

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 167 | 105 | 83 | 14 | 63 | 42 | 62 | 639 | 19 | 116 | 500 | 180 |
| Future Volume (veh/h) | 167 | 105 | 83 | 14 | 63 | 42 | 62 | 639 | 19 | 116 | 500 | 180 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 180 | 113 | 0 | 15 | 68 | 31 | 67 | 687 | 14 | 125 | 538 | 136 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 452 | | 33 | 239 | 193 | 106 | 1079 | 461 | 165 | 1196 | 512 |
| Arrive On Green | 0.13 | 0.24 | 0.00 | 0.02 | 0.13 | 0.13 | 0.06 | 0.30 | 0.30 | 0.09 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1516 | 1781 | 3554 | 1518 | 1781 | 3554 | 1522 |
| Grp Volume(v), veh/h | 180 | 113 | 0 | 15 | 68 | 31 | 67 | 687 | 14 | 125 | 538 | 136 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1516 | 1781 | 1777 | 1518 | 1781 | 1777 | 1522 |
| Q Serve(g_s), s | 5.1 | 2.5 | 0.0 | 0.4 | 1.7 | 0.9 | 1.9 | 8.6 | 0.3 | 3.5 | 6.1 | 3.4 |
| Cycle Q Clear(g_c), s | 5.1 | 2.5 | 0.0 | 0.4 | 1.7 | 0.9 | 1.9 | 8.6 | 0.3 | 3.5 | 6.1 | 3.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 236 | 452 | | 33 | 239 | 193 | 106 | 1079 | 461 | 165 | 1196 | 512 |
| V/C Ratio(X) | 0.76 | 0.25 | | 0.45 | 0.29 | 0.16 | 0.63 | 0.64 | 0.03 | 0.76 | 0.45 | 0.27 |
| Avail Cap(c_a), veh/h | 687 | 1158 | | 206 | 653 | 529 | 344 | 2269 | 970 | 550 | 2681 | 1148 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.7 | 15.9 | 0.0 | 25.2 | 20.5 | 20.1 | 23.8 | 15.6 | 12.7 | 22.9 | 13.4 | 12.5 |
| Incr Delay (d2), s/veh | 5.0 | 0.3 | 0.0 | 9.2 | 0.6 | 0.4 | 6.0 | 0.6 | 0.0 | 6.9 | 0.3 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 1.0 | 0.0 | 0.3 | 0.7 | 0.3 | 0.9 | 3.0 | 0.1 | 1.7 | 2.1 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 26.7 | 16.2 | 0.0 | 34.3 | 21.1 | 20.5 | 29.8 | 16.2 | 12.7 | 29.9 | 13.7 | 12.8 |
| LnGrp LOS | C | B | | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 293 | A | | 114 | | | 768 | | | 799 | |
| Approach Delay, s/veh | | 22.6 | | | 22.7 | | | 17.3 | | | 16.1 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.8 | 20.6 | 5.0 | 17.4 | 7.1 | 22.3 | 10.9 | 11.5 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 33.1 | 6.0 | 32.1 | 10.0 | 39.1 | 20.0 | 18.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.5 | 10.6 | 2.4 | 4.5 | 3.9 | 8.1 | 7.1 | 3.7 | | | | |
| Green Ext Time (p_c), s | 0.2 | 4.7 | 0.0 | 0.6 | 0.1 | 4.3 | 0.4 | 0.3 | | | | |

Intersection Summary

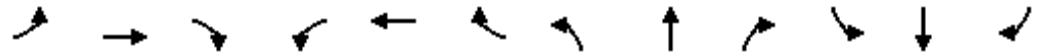
| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 17.9 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 180 | 113 | 89 | 15 | 68 | 45 | 67 | 687 | 20 | 125 | 538 | 194 |
| v/c Ratio | 0.52 | 0.19 | 0.15 | 0.09 | 0.26 | 0.12 | 0.30 | 0.58 | 0.03 | 0.43 | 0.41 | 0.30 |
| Control Delay | 36.9 | 21.3 | 1.5 | 41.7 | 36.0 | 0.7 | 40.0 | 25.1 | 0.1 | 38.3 | 20.4 | 7.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.9 | 21.3 | 1.5 | 41.7 | 36.0 | 0.7 | 40.0 | 25.1 | 0.1 | 38.3 | 20.4 | 7.8 |
| Queue Length 50th (ft) | 72 | 33 | 0 | 6 | 28 | 0 | 27 | 136 | 0 | 51 | 95 | 13 |
| Queue Length 95th (ft) | 181 | 101 | 9 | 31 | 80 | 0 | 87 | 267 | 0 | 137 | 186 | 67 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 594 | 997 | 887 | 178 | 566 | 593 | 297 | 1932 | 901 | 475 | 2154 | 970 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.30 | 0.11 | 0.10 | 0.08 | 0.12 | 0.08 | 0.23 | 0.36 | 0.02 | 0.26 | 0.25 | 0.20 |

Intersection Summary

Intersection

Int Delay, s/veh 0.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 228 | 10 | 5 | 116 | 22 | 2 | 2 | 2 | 8 | 3 | 3 |
| Future Vol, veh/h | 2 | 228 | 10 | 5 | 116 | 22 | 2 | 2 | 2 | 8 | 3 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 245 | 11 | 5 | 125 | 24 | 2 | 2 | 2 | 9 | 3 | 3 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 159 | 0 | 0 | 266 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1420 | - | - | 1298 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1406 | - | - | 1286 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.1 | 0.3 | 11.4 | 11.5 |
| HCM LOS | | | B | B |

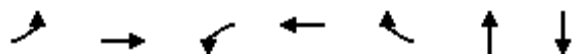
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 573 | 1406 | - | - | 1286 | - | - | 568 |
| HCM Lane V/C Ratio | 0.011 | 0.002 | - | - | 0.004 | - | - | 0.027 |
| HCM Control Delay (s) | 11.4 | 7.6 | 0 | - | 7.8 | 0 | - | 11.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

3: Clovis Ave & 3rd Street HCM 6th Signalized Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 94 | 26 | 36 | 103 | 136 | 16 | 569 | 30 | 83 | 465 | 25 |
| Future Volume (veh/h) | 21 | 94 | 26 | 36 | 103 | 136 | 16 | 569 | 30 | 83 | 465 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 21 | 96 | 20 | 37 | 105 | 70 | 16 | 581 | 22 | 85 | 474 | 19 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 44 | 199 | 41 | 69 | 276 | 225 | 24 | 898 | 36 | 125 | 735 | 31 |
| Arrive On Green | 0.02 | 0.13 | 0.13 | 0.04 | 0.15 | 0.15 | 0.26 | 0.26 | 0.26 | 0.24 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1781 | 1488 | 310 | 1781 | 1870 | 1523 | 92 | 3474 | 138 | 518 | 3040 | 127 |
| Grp Volume(v), veh/h | 21 | 0 | 116 | 37 | 105 | 70 | 326 | 0 | 293 | 303 | 0 | 275 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1798 | 1781 | 1870 | 1523 | 1866 | 0 | 1838 | 1844 | 0 | 1840 |
| Q Serve(g_s), s | 0.7 | 0.0 | 3.4 | 1.2 | 2.9 | 2.3 | 9.0 | 0.0 | 8.0 | 8.5 | 0.0 | 7.6 |
| Cycle Q Clear(g_c), s | 0.7 | 0.0 | 3.4 | 1.2 | 2.9 | 2.3 | 9.0 | 0.0 | 8.0 | 8.5 | 0.0 | 7.6 |
| Prop In Lane | 1.00 | | 0.17 | 1.00 | | 1.00 | 0.05 | | 0.08 | 0.28 | | 0.07 |
| Lane Grp Cap(c), veh/h | 44 | 0 | 240 | 69 | 276 | 225 | 482 | 0 | 475 | 446 | 0 | 445 |
| V/C Ratio(X) | 0.48 | 0.00 | 0.48 | 0.53 | 0.38 | 0.31 | 0.68 | 0.00 | 0.62 | 0.68 | 0.00 | 0.62 |
| Avail Cap(c_a), veh/h | 187 | 0 | 602 | 218 | 659 | 536 | 984 | 0 | 969 | 811 | 0 | 809 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.5 | 0.0 | 22.9 | 26.9 | 22.0 | 21.7 | 19.0 | 0.0 | 18.7 | 19.6 | 0.0 | 19.3 |
| Incr Delay (d2), s/veh | 7.7 | 0.0 | 1.5 | 6.3 | 0.9 | 0.8 | 1.7 | 0.0 | 1.3 | 1.8 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 1.4 | 0.6 | 1.2 | 0.8 | 3.6 | 0.0 | 3.2 | 3.5 | 0.0 | 3.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.2 | 0.0 | 24.4 | 33.2 | 22.8 | 22.5 | 20.7 | 0.0 | 20.0 | 21.5 | 0.0 | 20.7 |
| LnGrp LOS | D | A | C | C | C | C | C | A | B | C | A | C |
| Approach Vol, veh/h | | 137 | | | 212 | | | 619 | | | 578 | |
| Approach Delay, s/veh | | 26.1 | | | 24.5 | | | 20.4 | | | 21.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 19.7 | 6.2 | 12.5 | | 18.7 | 5.4 | 13.3 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | 7.0 | 19.1 | | 25.1 | 6.0 | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.0 | 3.2 | 5.4 | | 10.5 | 2.7 | 4.9 | | | | |
| Green Ext Time (p_c), s | | 3.5 | 0.0 | 0.4 | | 2.9 | 0.0 | 0.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 21.7 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

3: Clovis Ave & 3rd Street
Queues



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 21 | 123 | 37 | 105 | 139 | 628 | 585 |
| v/c Ratio | 0.13 | 0.43 | 0.21 | 0.30 | 0.35 | 0.64 | 0.65 |
| Control Delay | 41.3 | 33.9 | 40.8 | 31.4 | 9.3 | 27.2 | 29.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.3 | 33.9 | 40.8 | 31.4 | 9.3 | 27.2 | 29.0 |
| Queue Length 50th (ft) | 9 | 47 | 16 | 36 | 0 | 134 | 126 |
| Queue Length 95th (ft) | 37 | 115 | 55 | 105 | 50 | 232 | 229 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 166 | 545 | 194 | 593 | 582 | 1659 | 1375 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.23 | 0.19 | 0.18 | 0.24 | 0.38 | 0.43 |
| Intersection Summary | | | | | | | |

4: Osmun Ave & 3rd Street
HCM 6th TWSC

Intersection

Int Delay, s/veh 0.6

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 231 | 3 | 1 | 229 | 2 | 3 | 1 | 4 | 3 | 1 | 10 |
| Future Vol, veh/h | 7 | 231 | 3 | 1 | 229 | 2 | 3 | 1 | 4 | 3 | 1 | 10 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 243 | 3 | 1 | 241 | 2 | 3 | 1 | 4 | 3 | 1 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 253 | 0 | 0 | 256 | 0 | 0 | 529 | 524 | 265 | 525 | 524 | 262 |
| Stage 1 | - | - | - | - | - | - | 269 | 269 | - | 254 | 254 | - |
| Stage 2 | - | - | - | - | - | - | 260 | 255 | - | 271 | 270 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1312 | - | - | 1309 | - | - | 460 | 458 | 774 | 463 | 458 | 777 |
| Stage 1 | - | - | - | - | - | - | 737 | 687 | - | 750 | 697 | - |
| Stage 2 | - | - | - | - | - | - | 745 | 696 | - | 735 | 686 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1300 | - | - | 1297 | - | - | 442 | 446 | 759 | 449 | 446 | 762 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 442 | 446 | - | 449 | 446 | - |
| Stage 1 | - | - | - | - | - | - | 726 | 677 | - | 739 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 726 | 688 | - | 719 | 676 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 0 | 11.5 | 10.8 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 559 | 1300 | - | - | 1297 | - | - | 635 |
| HCM Lane V/C Ratio | 0.015 | 0.006 | - | - | 0.001 | - | - | 0.023 |
| HCM Control Delay (s) | 11.5 | 7.8 | - | - | 7.8 | - | - | 10.8 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

5: Baron Ave & 3rd Street
HCM 6th TWSC

Intersection

Int Delay, s/veh 0.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 227 | 4 | 1 | 223 | 1 | 6 | 1 | 7 | 1 | 1 | 3 |
| Future Vol, veh/h | 7 | 227 | 4 | 1 | 223 | 1 | 6 | 1 | 7 | 1 | 1 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 239 | 4 | 1 | 235 | 1 | 6 | 1 | 7 | 1 | 1 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 246 | 0 | 0 | 253 | 0 | 0 | 515 | 513 | 261 | 517 | 515 | 256 |
| Stage 1 | - | - | - | - | - | - | 265 | 265 | - | 248 | 248 | - |
| Stage 2 | - | - | - | - | - | - | 250 | 248 | - | 269 | 267 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1320 | - | - | 1312 | - | - | 470 | 465 | 778 | 469 | 464 | 783 |
| Stage 1 | - | - | - | - | - | - | 740 | 689 | - | 756 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 754 | 701 | - | 737 | 688 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1307 | - | - | 1300 | - | - | 456 | 453 | 763 | 453 | 452 | 768 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 456 | 453 | - | 453 | 452 | - |
| Stage 1 | - | - | - | - | - | - | 729 | 679 | - | 745 | 693 | - |
| Stage 2 | - | - | - | - | - | - | 742 | 693 | - | 718 | 678 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|----|
| HCM Control Delay, s | 0.2 | 0 | 11.5 | 11 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 571 | 1307 | - | - | 1300 | - | - | 601 |
| HCM Lane V/C Ratio | 0.026 | 0.006 | - | - | 0.001 | - | - | 0.009 |
| HCM Control Delay (s) | 11.5 | 7.8 | - | - | 7.8 | - | - | 11 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

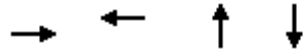
6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 31 | 8 | 41 | 9 | 6 | 14 | 20 | 558 | 19 | 6 | 486 | 35 |
| Future Volume (veh/h) | 31 | 8 | 41 | 9 | 6 | 14 | 20 | 558 | 19 | 6 | 486 | 35 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 32 | 8 | 30 | 9 | 6 | 10 | 21 | 575 | 14 | 6 | 501 | 25 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 185 | 62 | 104 | 155 | 97 | 101 | 34 | 984 | 25 | 10 | 880 | 46 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.28 | 0.28 | 0.28 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 478 | 386 | 647 | 334 | 605 | 626 | 122 | 3499 | 89 | 40 | 3467 | 182 |
| Grp Volume(v), veh/h | 70 | 0 | 0 | 25 | 0 | 0 | 321 | 0 | 289 | 281 | 0 | 251 |
| Grp Sat Flow(s),veh/h/ln | 1511 | 0 | 0 | 1566 | 0 | 0 | 1864 | 0 | 1846 | 1868 | 0 | 1820 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 0.0 | 6.5 | 6.4 | 0.0 | 5.8 |
| Cycle Q Clear(g_c), s | 1.8 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 7.2 | 0.0 | 6.5 | 6.4 | 0.0 | 5.8 |
| Prop In Lane | 0.46 | | 0.43 | 0.36 | | 0.40 | 0.07 | | 0.05 | 0.02 | | 0.10 |
| Lane Grp Cap(c), veh/h | 352 | 0 | 0 | 353 | 0 | 0 | 524 | 0 | 519 | 474 | 0 | 462 |
| V/C Ratio(X) | 0.20 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.61 | 0.00 | 0.56 | 0.59 | 0.00 | 0.54 |
| Avail Cap(c_a), veh/h | 720 | 0 | 0 | 733 | 0 | 0 | 1161 | 0 | 1150 | 970 | 0 | 945 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.8 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 15.1 | 0.0 | 14.8 | 15.8 | 0.0 | 15.6 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.2 | 0.0 | 0.9 | 1.2 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 2.7 | 0.0 | 2.4 | 2.4 | 0.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 18.0 | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 | 16.3 | 0.0 | 15.8 | 17.0 | 0.0 | 16.6 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 70 | | | 25 | | | 610 | | | | 532 |
| Approach Delay, s/veh | | 18.0 | | | 17.4 | | | 16.0 | | | | 16.8 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 18.5 | | 12.7 | | 17.2 | | 12.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | | 20.1 | | 25.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 9.2 | | 3.8 | | 8.4 | | 2.6 | | | | |
| Green Ext Time (p_c), s | | 3.5 | | 0.3 | | 2.8 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 16.5 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

6: Clovis Ave & 4th Street
Queues



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 82 | 29 | 616 | 543 |
| v/c Ratio | 0.30 | 0.11 | 0.56 | 0.55 |
| Control Delay | 17.2 | 17.9 | 19.3 | 20.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.2 | 17.9 | 19.3 | 20.2 |
| Queue Length 50th (ft) | 11 | 4 | 81 | 72 |
| Queue Length 95th (ft) | 53 | 28 | 189 | 171 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 641 | 641 | 2186 | 1881 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.05 | 0.28 | 0.29 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↰ | → | | ↰ | → | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 75 | 269 | 35 | 83 | 207 | 46 | 68 | 476 | 49 | 61 | 434 | 45 |
| Future Volume (veh/h) | 75 | 269 | 35 | 83 | 207 | 46 | 68 | 476 | 49 | 61 | 434 | 45 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 77 | 274 | 25 | 85 | 211 | 33 | 69 | 486 | 35 | 62 | 443 | 33 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 100 | 370 | 34 | 110 | 354 | 55 | 95 | 703 | 53 | 87 | 648 | 50 |
| Arrive On Green | 0.06 | 0.22 | 0.22 | 0.06 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1781 | 1681 | 153 | 1781 | 1568 | 245 | 410 | 3022 | 228 | 404 | 3018 | 235 |
| Grp Volume(v), veh/h | 77 | 0 | 299 | 85 | 0 | 244 | 312 | 0 | 278 | 284 | 0 | 254 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1835 | 1781 | 0 | 1813 | 1850 | 0 | 1809 | 1850 | 0 | 1806 |
| Q Serve(g_s), s | 2.9 | 0.0 | 10.5 | 3.2 | 0.0 | 8.3 | 10.7 | 0.0 | 9.6 | 9.8 | 0.0 | 8.9 |
| Cycle Q Clear(g_c), s | 2.9 | 0.0 | 10.5 | 3.2 | 0.0 | 8.3 | 10.7 | 0.0 | 9.6 | 9.8 | 0.0 | 8.9 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.14 | 0.22 | | 0.13 | 0.22 | | 0.13 |
| Lane Grp Cap(c), veh/h | 100 | 0 | 403 | 110 | 0 | 409 | 430 | 0 | 421 | 397 | 0 | 388 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.74 | 0.77 | 0.00 | 0.60 | 0.72 | 0.00 | 0.66 | 0.72 | 0.00 | 0.65 |
| Avail Cap(c_a), veh/h | 243 | 0 | 641 | 233 | 0 | 623 | 700 | 0 | 685 | 593 | 0 | 579 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.1 | 0.0 | 25.1 | 31.9 | 0.0 | 23.9 | 24.4 | 0.0 | 24.0 | 25.1 | 0.0 | 24.7 |
| Incr Delay (d2), s/veh | 11.9 | 0.0 | 2.7 | 10.9 | 0.0 | 1.4 | 2.3 | 0.0 | 1.8 | 2.4 | 0.0 | 1.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 0.0 | 4.6 | 1.7 | 0.0 | 3.5 | 4.6 | 0.0 | 4.0 | 4.3 | 0.0 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 44.0 | 0.0 | 27.8 | 42.8 | 0.0 | 25.3 | 26.7 | 0.0 | 25.8 | 27.6 | 0.0 | 26.6 |
| LnGrp LOS | D | A | C | D | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 376 | | | 329 | | | 590 | | | 538 | |
| Approach Delay, s/veh | | 31.1 | | | 29.8 | | | 26.3 | | | 27.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 20.9 | 8.3 | 20.1 | | 19.7 | 7.9 | 20.5 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 9.0 | 24.1 | | 22.1 | 9.4 | 23.7 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.7 | 5.2 | 12.5 | | 11.8 | 4.9 | 10.3 | | | | |
| Green Ext Time (p_c), s | | 2.9 | 0.1 | 1.3 | | 2.3 | 0.1 | 1.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 28.1 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

7: Clovis Ave & 5th Street
Queues



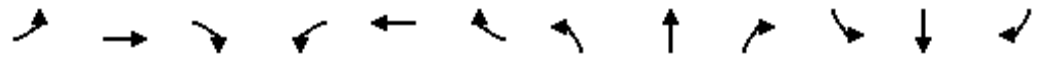
| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 77 | 310 | 85 | 258 | 605 | 551 |
| v/c Ratio | 0.42 | 0.74 | 0.47 | 0.62 | 0.71 | 0.72 |
| Control Delay | 48.3 | 43.2 | 50.4 | 37.6 | 34.8 | 37.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.3 | 43.2 | 50.4 | 37.6 | 34.8 | 37.4 |
| Queue Length 50th (ft) | 42 | 162 | 47 | 128 | 164 | 150 |
| Queue Length 95th (ft) | 95 | 274 | 102 | 224 | 240 | 229 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 216 | 576 | 207 | 562 | 1180 | 999 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.54 | 0.41 | 0.46 | 0.51 | 0.55 |
| Intersection Summary | | | | | | |

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 126 | 90 | 94 | 21 | 127 | 40 | 66 | 285 | 13 | 36 | 319 | 105 |
| Future Volume (veh/h) | 126 | 90 | 94 | 21 | 127 | 40 | 66 | 285 | 13 | 36 | 319 | 105 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 142 | 101 | 0 | 24 | 143 | 32 | 74 | 320 | 11 | 40 | 347 | 78 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 191 | 457 | | 52 | 311 | 254 | 124 | 869 | 369 | 80 | 780 | 330 |
| Arrive On Green | 0.11 | 0.24 | 0.00 | 0.03 | 0.17 | 0.17 | 0.07 | 0.24 | 0.24 | 0.04 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 3554 | 1510 | 1781 | 3554 | 1505 |
| Grp Volume(v), veh/h | 142 | 101 | 0 | 24 | 143 | 32 | 74 | 320 | 11 | 40 | 347 | 78 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 1777 | 1510 | 1781 | 1777 | 1505 |
| Q Serve(g_s), s | 3.1 | 1.8 | 0.0 | 0.5 | 2.8 | 0.7 | 1.6 | 3.0 | 0.2 | 0.9 | 3.4 | 1.7 |
| Cycle Q Clear(g_c), s | 3.1 | 1.8 | 0.0 | 0.5 | 2.8 | 0.7 | 1.6 | 3.0 | 0.2 | 0.9 | 3.4 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 191 | 457 | | 52 | 311 | 254 | 124 | 869 | 369 | 80 | 780 | 330 |
| V/C Ratio(X) | 0.74 | 0.22 | | 0.46 | 0.46 | 0.13 | 0.60 | 0.37 | 0.03 | 0.50 | 0.44 | 0.24 |
| Avail Cap(c_a), veh/h | 962 | 1704 | | 394 | 1107 | 904 | 612 | 2714 | 1153 | 437 | 2365 | 1001 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.6 | 12.3 | 0.0 | 19.5 | 15.3 | 14.5 | 18.4 | 12.8 | 11.7 | 19.0 | 13.7 | 13.1 |
| Incr Delay (d2), s/veh | 5.6 | 0.2 | 0.0 | 6.2 | 1.1 | 0.2 | 4.5 | 0.3 | 0.0 | 4.8 | 0.4 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.6 | 0.0 | 0.3 | 1.1 | 0.2 | 0.7 | 1.0 | 0.1 | 0.4 | 1.1 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.2 | 12.5 | 0.0 | 25.7 | 16.4 | 14.7 | 22.9 | 13.0 | 11.7 | 23.8 | 14.1 | 13.4 |
| LnGrp LOS | C | B | | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 243 | A | | 199 | | | 405 | | | 465 | |
| Approach Delay, s/veh | | 18.8 | | | 17.2 | | | 14.8 | | | 14.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 5.8 | 14.9 | 5.2 | 14.9 | 6.8 | 13.8 | 8.4 | 11.7 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 10.0 | 31.1 | 9.0 | 37.1 | 14.0 | 27.1 | 22.0 | 24.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.9 | 5.0 | 2.5 | 3.8 | 3.6 | 5.4 | 5.1 | 4.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.1 | 0.0 | 0.5 | 0.1 | 2.4 | 0.3 | 0.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.9 |
| HCM 6th LOS | B |

Notes

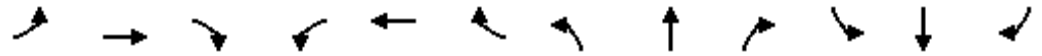
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 142 | 101 | 106 | 24 | 143 | 45 | 74 | 320 | 15 | 40 | 347 | 118 |
| v/c Ratio | 0.38 | 0.16 | 0.18 | 0.10 | 0.36 | 0.10 | 0.25 | 0.20 | 0.02 | 0.15 | 0.27 | 0.19 |
| Control Delay | 28.2 | 17.5 | 5.6 | 30.6 | 27.1 | 0.5 | 29.3 | 17.9 | 0.1 | 30.0 | 22.5 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.2 | 17.5 | 5.6 | 30.6 | 27.1 | 0.5 | 29.3 | 17.9 | 0.1 | 30.0 | 22.5 | 4.3 |
| Queue Length 50th (ft) | 45 | 20 | 0 | 8 | 45 | 0 | 23 | 36 | 0 | 13 | 56 | 0 |
| Queue Length 95th (ft) | 116 | 73 | 32 | 34 | 112 | 0 | 73 | 106 | 0 | 47 | 121 | 28 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 851 | 1255 | 1066 | 358 | 945 | 847 | 556 | 2112 | 951 | 397 | 1932 | 881 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.08 | 0.10 | 0.07 | 0.15 | 0.05 | 0.13 | 0.15 | 0.02 | 0.10 | 0.18 | 0.13 |

Intersection Summary

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 121 | 8 | 4 | 159 | 8 | 21 | 3 | 7 | 19 | 3 | 8 |
| Future Vol, veh/h | 9 | 121 | 8 | 4 | 159 | 8 | 21 | 3 | 7 | 19 | 3 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 146 | 10 | 5 | 192 | 10 | 25 | 4 | 8 | 23 | 4 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 212 | 0 | 0 | 166 | 0 | 0 | 407 | 405 | 171 | 406 | 405 | 217 |
| Stage 1 | - | - | - | - | - | - | 183 | 183 | - | 217 | 217 | - |
| Stage 2 | - | - | - | - | - | - | 224 | 222 | - | 189 | 188 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1358 | - | - | 1412 | - | - | 555 | 535 | 873 | 555 | 535 | 823 |
| Stage 1 | - | - | - | - | - | - | 819 | 748 | - | 785 | 723 | - |
| Stage 2 | - | - | - | - | - | - | 779 | 720 | - | 813 | 745 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1345 | - | - | 1399 | - | - | 530 | 517 | 856 | 531 | 517 | 807 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 530 | 517 | - | 531 | 517 | - |
| Stage 1 | - | - | - | - | - | - | 804 | 734 | - | 771 | 713 | - |
| Stage 2 | - | - | - | - | - | - | 755 | 710 | - | 786 | 731 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.2 | | | 11.7 | | | 11.6 | | |
| HCM LOS | | | | | | | B | | | B | | |

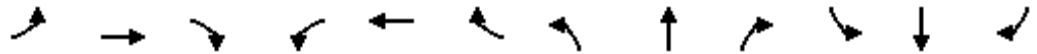
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 578 | 1345 | - | - | 1399 | - | - | 583 |
| HCM Lane V/C Ratio | 0.065 | 0.008 | - | - | 0.003 | - | - | 0.062 |
| HCM Control Delay (s) | 11.7 | 7.7 | 0 | - | 7.6 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

3: Clovis Ave & 3rd Street
 HCM 6th Signalized Intersection Summary

Existing Plan

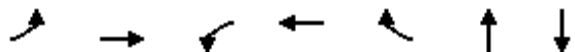
AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 65 | 18 | 27 | 147 | 153 | 8 | 254 | 38 | 110 | 292 | 14 |
| Future Volume (veh/h) | 8 | 65 | 18 | 27 | 147 | 153 | 8 | 254 | 38 | 110 | 292 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.94 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 9 | 71 | 13 | 29 | 160 | 82 | 9 | 276 | 29 | 120 | 317 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 21 | 232 | 42 | 60 | 325 | 266 | 18 | 564 | 62 | 209 | 588 | 21 |
| Arrive On Green | 0.01 | 0.15 | 0.15 | 0.03 | 0.17 | 0.17 | 0.18 | 0.18 | 0.18 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1527 | 280 | 1781 | 1870 | 1529 | 101 | 3196 | 350 | 937 | 2639 | 95 |
| Grp Volume(v), veh/h | 9 | 0 | 84 | 29 | 160 | 82 | 166 | 0 | 148 | 234 | 0 | 214 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1807 | 1781 | 1870 | 1529 | 1865 | 0 | 1782 | 1824 | 0 | 1847 |
| Q Serve(g_s), s | 0.2 | 0.0 | 1.9 | 0.7 | 3.5 | 2.1 | 3.6 | 0.0 | 3.4 | 5.1 | 0.0 | 4.6 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 1.9 | 0.7 | 3.5 | 2.1 | 3.6 | 0.0 | 3.4 | 5.1 | 0.0 | 4.6 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 1.00 | 0.05 | | 0.20 | 0.51 | | 0.05 |
| Lane Grp Cap(c), veh/h | 21 | 0 | 274 | 60 | 325 | 266 | 329 | 0 | 314 | 407 | 0 | 412 |
| V/C Ratio(X) | 0.43 | 0.00 | 0.31 | 0.48 | 0.49 | 0.31 | 0.51 | 0.00 | 0.47 | 0.57 | 0.00 | 0.52 |
| Avail Cap(c_a), veh/h | 277 | 0 | 886 | 316 | 959 | 784 | 1081 | 0 | 1032 | 1016 | 0 | 1029 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.1 | 0.0 | 17.0 | 21.4 | 16.8 | 16.3 | 16.8 | 0.0 | 16.7 | 15.6 | 0.0 | 15.4 |
| Incr Delay (d2), s/veh | 13.1 | 0.0 | 0.6 | 5.9 | 1.2 | 0.7 | 1.2 | 0.0 | 1.1 | 1.3 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.7 | 0.4 | 1.4 | 0.7 | 1.4 | 0.0 | 1.3 | 1.9 | 0.0 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.2 | 0.0 | 17.6 | 27.2 | 18.0 | 16.9 | 18.0 | 0.0 | 17.7 | 16.9 | 0.0 | 16.4 |
| LnGrp LOS | D | A | B | C | B | B | B | A | B | B | A | B |
| Approach Vol, veh/h | | 93 | | | 271 | | | 314 | | | 448 | |
| Approach Delay, s/veh | | 19.3 | | | 18.6 | | | 17.9 | | | 16.7 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 12.8 | 5.5 | 11.7 | | 14.9 | 4.5 | 12.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 8.0 | 22.1 | | 25.1 | 7.0 | 23.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.6 | 2.7 | 3.9 | | 7.1 | 2.2 | 5.5 | | | | |
| Green Ext Time (p_c), s | | 1.7 | 0.0 | 0.3 | | 2.4 | 0.0 | 1.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 17.7 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

3: Clovis Ave & 3rd Street
Queues



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 9 | 91 | 29 | 160 | 166 | 326 | 452 |
| v/c Ratio | 0.04 | 0.26 | 0.13 | 0.38 | 0.35 | 0.45 | 0.52 |
| Control Delay | 30.6 | 22.4 | 30.1 | 23.3 | 6.8 | 22.6 | 22.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.6 | 22.4 | 30.1 | 23.3 | 6.8 | 22.6 | 22.2 |
| Queue Length 50th (ft) | 2 | 18 | 7 | 40 | 0 | 39 | 55 |
| Queue Length 95th (ft) | 18 | 73 | 39 | 126 | 47 | 113 | 153 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 243 | 785 | 278 | 847 | 786 | 1777 | 1715 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.12 | 0.10 | 0.19 | 0.21 | 0.18 | 0.26 |
| Intersection Summary | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↶ | ↷ | | ↶ | ↷ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 212 | 12 | 2 | 325 | 8 | 6 | 2 | 7 | 6 | 2 | 24 |
| Future Vol, veh/h | 8 | 212 | 12 | 2 | 325 | 8 | 6 | 2 | 7 | 6 | 2 | 24 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 238 | 13 | 2 | 365 | 9 | 7 | 2 | 8 | 7 | 2 | 27 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 384 | 0 | 0 | 261 | 0 | 0 | 671 | 661 | 265 | 662 | 663 | 390 |
| Stage 1 | - | - | - | - | - | - | 273 | 273 | - | 384 | 384 | - |
| Stage 2 | - | - | - | - | - | - | 398 | 388 | - | 278 | 279 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1174 | - | - | 1303 | - | - | 370 | 383 | 774 | 375 | 382 | 658 |
| Stage 1 | - | - | - | - | - | - | 733 | 684 | - | 639 | 611 | - |
| Stage 2 | - | - | - | - | - | - | 628 | 609 | - | 728 | 680 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1163 | - | - | 1291 | - | - | 344 | 372 | 759 | 360 | 371 | 646 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 344 | 372 | - | 360 | 371 | - |
| Stage 1 | - | - | - | - | - | - | 721 | 672 | - | 628 | 604 | - |
| Stage 2 | - | - | - | - | - | - | 593 | 602 | - | 706 | 668 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 13 | 12.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 468 | 1163 | - | - | 1291 | - | - | 540 |
| HCM Lane V/C Ratio | 0.036 | 0.008 | - | - | 0.002 | - | - | 0.067 |
| HCM Control Delay (s) | 13 | 8.1 | - | - | 7.8 | - | - | 12.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

5: Baron Ave & 3rd Street
HCM 6th TWSC

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 194 | 26 | 8 | 321 | 2 | 6 | 2 | 2 | 7 | 2 | 9 |
| Future Vol, veh/h | 5 | 194 | 26 | 8 | 321 | 2 | 6 | 2 | 2 | 7 | 2 | 9 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 220 | 30 | 9 | 365 | 2 | 7 | 2 | 2 | 8 | 2 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 377 | 0 | 0 | 260 | 0 | 0 | 657 | 652 | 255 | 653 | 666 | 386 |
| Stage 1 | - | - | - | - | - | - | 257 | 257 | - | 394 | 394 | - |
| Stage 2 | - | - | - | - | - | - | 400 | 395 | - | 259 | 272 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1181 | - | - | 1304 | - | - | 378 | 387 | 784 | 380 | 380 | 662 |
| Stage 1 | - | - | - | - | - | - | 748 | 695 | - | 631 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 626 | 605 | - | 746 | 685 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1170 | - | - | 1292 | - | - | 360 | 375 | 769 | 367 | 368 | 649 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 360 | 375 | - | 367 | 368 | - |
| Stage 1 | - | - | - | - | - | - | 737 | 685 | - | 622 | 595 | - |
| Stage 2 | - | - | - | - | - | - | 604 | 595 | - | 731 | 675 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|----|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 14.1 | | | 13 | | |
| HCM LOS | | | | | | | B | | | B | | |

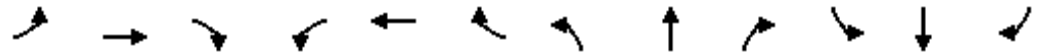
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 406 | 1170 | - | - | 1292 | - | - | 469 |
| HCM Lane V/C Ratio | 0.028 | 0.005 | - | - | 0.007 | - | - | 0.044 |
| HCM Control Delay (s) | 14.1 | 8.1 | - | - | 7.8 | - | - | 13 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

Existing Plan

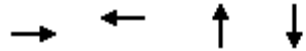
AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Volume (veh/h) | 4 | 10 | 9 | 7 | 7 | 4 | 9 | 294 | 16 | 9 | 313 | 4 |
| Future Volume (veh/h) | 4 | 10 | 9 | 7 | 7 | 4 | 9 | 294 | 16 | 9 | 313 | 4 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.95 | | 0.93 | 0.95 | | 0.93 | 1.00 | | 0.92 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 4 | 11 | 8 | 7 | 7 | 3 | 10 | 313 | 13 | 10 | 333 | 3 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 136 | 140 | 85 | 195 | 143 | 43 | 24 | 770 | 33 | 23 | 809 | 8 |
| Arrive On Green | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.22 | 0.22 | 0.22 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 134 | 950 | 578 | 378 | 971 | 289 | 105 | 3438 | 149 | 103 | 3589 | 34 |
| Grp Volume(v), veh/h | 23 | 0 | 0 | 17 | 0 | 0 | 177 | 0 | 159 | 181 | 0 | 165 |
| Grp Sat Flow(s),veh/h/ln | 1662 | 0 | 0 | 1638 | 0 | 0 | 1865 | 0 | 1828 | 1865 | 0 | 1861 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 2.7 | 3.0 | 0.0 | 2.7 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 3.0 | 0.0 | 2.7 | 3.0 | 0.0 | 2.7 |
| Prop In Lane | 0.17 | | 0.35 | 0.41 | | 0.18 | 0.06 | | 0.08 | 0.06 | | 0.02 |
| Lane Grp Cap(c), veh/h | 361 | 0 | 0 | 381 | 0 | 0 | 418 | 0 | 410 | 421 | 0 | 420 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.42 | 0.00 | 0.39 | 0.43 | 0.00 | 0.39 |
| Avail Cap(c_a), veh/h | 1010 | 0 | 0 | 1001 | 0 | 0 | 1487 | 0 | 1457 | 1334 | 0 | 1331 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.4 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 12.1 | 0.0 | 12.0 | 12.1 | 0.0 | 12.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.7 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.0 | 0.0 | 0.9 | 1.0 | 0.0 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.5 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 12.8 | 0.0 | 12.6 | 12.8 | 0.0 | 12.6 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 23 | | | 17 | | | 336 | | | | 346 |
| Approach Delay, s/veh | | 13.5 | | | 13.4 | | | 12.7 | | | | 12.7 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 13.1 | | 10.3 | | 13.1 | | 10.3 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 29.1 | | 20.1 | | 26.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.0 | | 2.4 | | 5.0 | | 2.3 | | | | |
| Green Ext Time (p_c), s | | 1.9 | | 0.0 | | 1.8 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 12.8 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

6: Clovis Ave & 4th Street
Queues



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 25 | 18 | 340 | 347 |
| v/c Ratio | 0.07 | 0.05 | 0.34 | 0.34 |
| Control Delay | 13.6 | 15.1 | 13.9 | 14.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.6 | 15.1 | 13.9 | 14.1 |
| Queue Length 50th (ft) | 2 | 2 | 17 | 18 |
| Queue Length 95th (ft) | 22 | 19 | 94 | 97 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 1022 | 997 | 2879 | 2767 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.02 | 0.02 | 0.12 | 0.13 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 33 | 152 | 26 | 99 | 216 | 24 | 84 | 265 | 124 | 32 | 287 | 8 |
| Future Volume (veh/h) | 33 | 152 | 26 | 99 | 216 | 24 | 84 | 265 | 124 | 32 | 287 | 8 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 39 | 181 | 21 | 118 | 257 | 21 | 100 | 315 | 104 | 38 | 342 | 8 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 71 | 313 | 36 | 154 | 405 | 33 | 151 | 491 | 169 | 63 | 596 | 15 |
| Arrive On Green | 0.04 | 0.19 | 0.19 | 0.09 | 0.24 | 0.24 | 0.23 | 0.23 | 0.23 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 1635 | 190 | 1781 | 1699 | 139 | 653 | 2126 | 732 | 346 | 3274 | 80 |
| Grp Volume(v), veh/h | 39 | 0 | 202 | 118 | 0 | 278 | 281 | 0 | 238 | 203 | 0 | 185 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1825 | 1781 | 0 | 1838 | 1838 | 0 | 1673 | 1853 | 0 | 1847 |
| Q Serve(g_s), s | 1.3 | 0.0 | 6.1 | 3.9 | 0.0 | 8.2 | 8.4 | 0.0 | 7.7 | 6.1 | 0.0 | 5.5 |
| Cycle Q Clear(g_c), s | 1.3 | 0.0 | 6.1 | 3.9 | 0.0 | 8.2 | 8.4 | 0.0 | 7.7 | 6.1 | 0.0 | 5.5 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.08 | 0.36 | | 0.44 | 0.19 | | 0.04 |
| Lane Grp Cap(c), veh/h | 71 | 0 | 349 | 154 | 0 | 438 | 425 | 0 | 387 | 337 | 0 | 336 |
| V/C Ratio(X) | 0.55 | 0.00 | 0.58 | 0.76 | 0.00 | 0.63 | 0.66 | 0.00 | 0.61 | 0.60 | 0.00 | 0.55 |
| Avail Cap(c_a), veh/h | 206 | 0 | 636 | 412 | 0 | 854 | 823 | 0 | 749 | 585 | 0 | 583 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.5 | 0.0 | 22.3 | 27.0 | 0.0 | 20.7 | 21.1 | 0.0 | 20.8 | 22.7 | 0.0 | 22.5 |
| Incr Delay (d2), s/veh | 6.5 | 0.0 | 1.5 | 7.6 | 0.0 | 1.5 | 1.8 | 0.0 | 1.6 | 1.7 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 2.6 | 1.9 | 0.0 | 3.4 | 3.5 | 0.0 | 2.9 | 2.6 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.1 | 0.0 | 23.8 | 34.7 | 0.0 | 22.2 | 22.9 | 0.0 | 22.4 | 24.5 | 0.0 | 23.9 |
| LnGrp LOS | D | A | C | C | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 241 | | | 396 | | | 519 | | | 388 | |
| Approach Delay, s/veh | | 25.6 | | | 25.9 | | | 22.7 | | | 24.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 18.9 | 9.2 | 16.5 | | 15.9 | 6.4 | 19.3 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 27.1 | 14.0 | 21.1 | | 19.1 | 7.0 | 28.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.4 | 5.9 | 8.1 | | 8.1 | 3.3 | 10.2 | | | | |
| Green Ext Time (p_c), s | | 2.8 | 0.2 | 0.9 | | 1.6 | 0.0 | 1.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 24.4 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

7: Clovis Ave & 5th Street
Queues

Existing Pl

AGENDA ITEM NO. 20.

02/02/2021



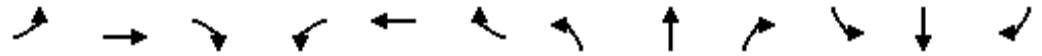
| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 39 | 212 | 118 | 286 | 563 | 390 |
| v/c Ratio | 0.24 | 0.59 | 0.47 | 0.57 | 0.66 | 0.58 |
| Control Delay | 43.0 | 37.0 | 41.4 | 30.6 | 28.9 | 34.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.0 | 37.0 | 41.4 | 30.6 | 28.9 | 34.2 |
| Queue Length 50th (ft) | 18 | 90 | 52 | 121 | 116 | 90 |
| Queue Length 95th (ft) | 54 | 176 | 118 | 217 | 188 | 155 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 179 | 557 | 358 | 745 | 1322 | 968 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 0.38 | 0.33 | 0.38 | 0.43 | 0.40 |
| Intersection Summary | | | | | | |

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 167 | 108 | 83 | 14 | 65 | 45 | 62 | 639 | 19 | 120 | 500 | 180 |
| Future Volume (veh/h) | 167 | 108 | 83 | 14 | 65 | 45 | 62 | 639 | 19 | 120 | 500 | 180 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 180 | 116 | 0 | 15 | 70 | 34 | 67 | 687 | 14 | 129 | 538 | 136 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 451 | | 33 | 238 | 193 | 106 | 1077 | 460 | 170 | 1205 | 516 |
| Arrive On Green | 0.13 | 0.24 | 0.00 | 0.02 | 0.13 | 0.13 | 0.06 | 0.30 | 0.30 | 0.10 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1516 | 1781 | 3554 | 1518 | 1781 | 3554 | 1522 |
| Grp Volume(v), veh/h | 180 | 116 | 0 | 15 | 70 | 34 | 67 | 687 | 14 | 129 | 538 | 136 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1516 | 1781 | 1777 | 1518 | 1781 | 1777 | 1522 |
| Q Serve(g_s), s | 5.1 | 2.6 | 0.0 | 0.4 | 1.8 | 1.0 | 1.9 | 8.7 | 0.3 | 3.7 | 6.1 | 3.4 |
| Cycle Q Clear(g_c), s | 5.1 | 2.6 | 0.0 | 0.4 | 1.8 | 1.0 | 1.9 | 8.7 | 0.3 | 3.7 | 6.1 | 3.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 236 | 451 | | 33 | 238 | 193 | 106 | 1077 | 460 | 170 | 1205 | 516 |
| V/C Ratio(X) | 0.76 | 0.26 | | 0.45 | 0.29 | 0.18 | 0.63 | 0.64 | 0.03 | 0.76 | 0.45 | 0.26 |
| Avail Cap(c_a), veh/h | 683 | 1152 | | 205 | 649 | 526 | 342 | 2257 | 964 | 547 | 2666 | 1142 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.8 | 16.0 | 0.0 | 25.3 | 20.6 | 20.3 | 24.0 | 15.7 | 12.8 | 23.0 | 13.4 | 12.5 |
| Incr Delay (d2), s/veh | 5.0 | 0.3 | 0.0 | 9.2 | 0.7 | 0.4 | 6.1 | 0.6 | 0.0 | 6.7 | 0.3 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 1.0 | 0.0 | 0.3 | 0.8 | 0.4 | 0.9 | 3.1 | 0.1 | 1.7 | 2.1 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 26.8 | 16.3 | 0.0 | 34.5 | 21.3 | 20.7 | 30.0 | 16.3 | 12.8 | 29.7 | 13.7 | 12.8 |
| LnGrp LOS | C | B | | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 296 | A | | 119 | | | 768 | | | 803 | |
| Approach Delay, s/veh | | 22.7 | | | 22.8 | | | 17.5 | | | 16.1 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.0 | 20.7 | 5.0 | 17.5 | 7.1 | 22.6 | 10.9 | 11.5 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 33.1 | 6.0 | 32.1 | 10.0 | 39.1 | 20.0 | 18.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.7 | 10.7 | 2.4 | 4.6 | 3.9 | 8.1 | 7.1 | 3.8 | | | | |
| Green Ext Time (p_c), s | 0.2 | 4.7 | 0.0 | 0.6 | 0.1 | 4.3 | 0.4 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.0 |
| HCM 6th LOS | B |

Notes

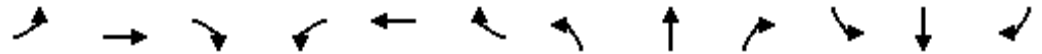
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 180 | 116 | 89 | 15 | 70 | 48 | 67 | 687 | 20 | 129 | 538 | 194 |
| v/c Ratio | 0.52 | 0.20 | 0.15 | 0.09 | 0.27 | 0.13 | 0.30 | 0.58 | 0.03 | 0.44 | 0.41 | 0.30 |
| Control Delay | 37.1 | 21.4 | 1.5 | 41.9 | 36.1 | 0.7 | 40.1 | 25.3 | 0.1 | 38.5 | 20.5 | 7.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.1 | 21.4 | 1.5 | 41.9 | 36.1 | 0.7 | 40.1 | 25.3 | 0.1 | 38.5 | 20.5 | 7.8 |
| Queue Length 50th (ft) | 73 | 34 | 0 | 6 | 29 | 0 | 28 | 137 | 0 | 53 | 96 | 13 |
| Queue Length 95th (ft) | 181 | 103 | 9 | 31 | 82 | 0 | 87 | 267 | 0 | 140 | 186 | 67 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 595 | 994 | 885 | 178 | 567 | 594 | 297 | 1926 | 899 | 476 | 2147 | 968 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.30 | 0.12 | 0.10 | 0.08 | 0.12 | 0.08 | 0.23 | 0.36 | 0.02 | 0.27 | 0.25 | 0.20 |

Intersection Summary

Intersection

Int Delay, s/veh 0.9

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 228 | 17 | 7 | 116 | 22 | 7 | 2 | 3 | 8 | 3 | 3 |
| Future Vol, veh/h | 2 | 228 | 17 | 7 | 116 | 22 | 7 | 2 | 3 | 8 | 3 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 245 | 18 | 8 | 125 | 24 | 8 | 2 | 3 | 9 | 3 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 159 | 0 | 0 | 273 | 0 | 0 | 434 | 443 | 274 | 434 | 440 | 157 |
| Stage 1 | - | - | - | - | - | - | 268 | 268 | - | 163 | 163 | - |
| Stage 2 | - | - | - | - | - | - | 166 | 175 | - | 271 | 277 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1420 | - | - | 1290 | - | - | 532 | 509 | 765 | 532 | 511 | 889 |
| Stage 1 | - | - | - | - | - | - | 738 | 687 | - | 839 | 763 | - |
| Stage 2 | - | - | - | - | - | - | 836 | 754 | - | 735 | 681 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1406 | - | - | 1278 | - | - | 514 | 494 | 750 | 514 | 496 | 872 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 514 | 494 | - | 514 | 496 | - |
| Stage 1 | - | - | - | - | - | - | 729 | 679 | - | 829 | 750 | - |
| Stage 2 | - | - | - | - | - | - | 816 | 741 | - | 721 | 673 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.1 | | | 0.4 | | | 11.7 | | | 11.6 | | |
| HCM LOS | | | | | | | B | | | B | | |

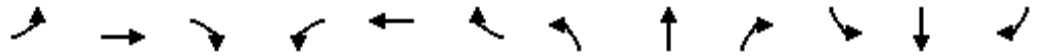
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 554 | 1406 | - | - | 1278 | - | - | 559 |
| HCM Lane V/C Ratio | 0.023 | 0.002 | - | - | 0.006 | - | - | 0.027 |
| HCM Control Delay (s) | 11.7 | 7.6 | 0 | - | 7.8 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

3: Clovis Ave & 3rd Street
 HCM 6th Signalized Intersection Summary

Existing Plan

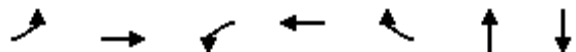
AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | | ↕ | ↖ | ↗ | ↖ | ↗ |
| Traffic Volume (veh/h) | 21 | 95 | 26 | 38 | 104 | 136 | 16 | 569 | 33 | 83 | 465 | 25 |
| Future Volume (veh/h) | 21 | 95 | 26 | 38 | 104 | 136 | 16 | 569 | 33 | 83 | 465 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 21 | 97 | 20 | 39 | 106 | 70 | 16 | 581 | 25 | 85 | 474 | 19 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 44 | 199 | 41 | 72 | 279 | 227 | 24 | 894 | 40 | 125 | 733 | 31 |
| Arrive On Green | 0.02 | 0.13 | 0.13 | 0.04 | 0.15 | 0.15 | 0.26 | 0.26 | 0.26 | 0.24 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1781 | 1492 | 308 | 1781 | 1870 | 1523 | 91 | 3452 | 156 | 518 | 3040 | 127 |
| Grp Volume(v), veh/h | 21 | 0 | 117 | 39 | 106 | 70 | 328 | 0 | 294 | 303 | 0 | 275 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1799 | 1781 | 1870 | 1523 | 1866 | 0 | 1833 | 1844 | 0 | 1840 |
| Q Serve(g_s), s | 0.7 | 0.0 | 3.5 | 1.2 | 2.9 | 2.4 | 9.1 | 0.0 | 8.1 | 8.6 | 0.0 | 7.7 |
| Cycle Q Clear(g_c), s | 0.7 | 0.0 | 3.5 | 1.2 | 2.9 | 2.4 | 9.1 | 0.0 | 8.1 | 8.6 | 0.0 | 7.7 |
| Prop In Lane | 1.00 | | 0.17 | 1.00 | | 1.00 | 0.05 | | 0.09 | 0.28 | | 0.07 |
| Lane Grp Cap(c), veh/h | 44 | 0 | 241 | 72 | 279 | 227 | 483 | 0 | 475 | 445 | 0 | 444 |
| V/C Ratio(X) | 0.48 | 0.00 | 0.49 | 0.54 | 0.38 | 0.31 | 0.68 | 0.00 | 0.62 | 0.68 | 0.00 | 0.62 |
| Avail Cap(c_a), veh/h | 186 | 0 | 599 | 217 | 655 | 533 | 978 | 0 | 962 | 807 | 0 | 805 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.6 | 0.0 | 23.0 | 27.0 | 22.0 | 21.8 | 19.1 | 0.0 | 18.8 | 19.8 | 0.0 | 19.4 |
| Incr Delay (d2), s/veh | 7.7 | 0.0 | 1.5 | 6.2 | 0.9 | 0.8 | 1.7 | 0.0 | 1.3 | 1.8 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 1.5 | 0.6 | 1.3 | 0.8 | 3.7 | 0.0 | 3.2 | 3.5 | 0.0 | 3.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.4 | 0.0 | 24.6 | 33.3 | 22.9 | 22.5 | 20.8 | 0.0 | 20.1 | 21.6 | 0.0 | 20.9 |
| LnGrp LOS | D | A | C | C | C | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 138 | | | 215 | | | 622 | | | | 578 |
| Approach Delay, s/veh | | 26.2 | | | 24.6 | | | 20.5 | | | | 21.3 |
| Approach LOS | | C | | | C | | | C | | | | C |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 19.8 | 6.3 | 12.6 | | 18.7 | 5.4 | 13.5 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | 7.0 | 19.1 | | 25.1 | 6.0 | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.1 | 3.2 | 5.5 | | 10.6 | 2.7 | 4.9 | | | | |
| Green Ext Time (p_c), s | | 3.5 | 0.0 | 0.4 | | 2.9 | 0.0 | 0.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 21.8 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

3: Clovis Ave & 3rd Street
Queues



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 21 | 124 | 39 | 106 | 139 | 631 | 585 |
| v/c Ratio | 0.13 | 0.44 | 0.22 | 0.30 | 0.35 | 0.64 | 0.65 |
| Control Delay | 41.4 | 34.2 | 41.0 | 31.4 | 9.2 | 27.2 | 29.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.4 | 34.2 | 41.0 | 31.4 | 9.2 | 27.2 | 29.1 |
| Queue Length 50th (ft) | 9 | 48 | 17 | 37 | 0 | 135 | 126 |
| Queue Length 95th (ft) | 37 | 116 | 57 | 106 | 49 | 233 | 230 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 166 | 543 | 194 | 592 | 581 | 1651 | 1370 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.23 | 0.20 | 0.18 | 0.24 | 0.38 | 0.43 |
| Intersection Summary | | | | | | | |

4: Osmun Ave & 3rd Street
HCM 6th TWSC

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 231 | 3 | 1 | 229 | 2 | 3 | 1 | 4 | 4 | 1 | 12 |
| Future Vol, veh/h | 11 | 231 | 3 | 1 | 229 | 2 | 3 | 1 | 4 | 4 | 1 | 12 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 243 | 3 | 1 | 241 | 2 | 3 | 1 | 4 | 4 | 1 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 253 | 0 | 0 | 256 | 0 | 0 | 540 | 534 | 265 | 535 | 534 | 262 |
| Stage 1 | - | - | - | - | - | - | 279 | 279 | - | 254 | 254 | - |
| Stage 2 | - | - | - | - | - | - | 261 | 255 | - | 281 | 280 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1312 | - | - | 1309 | - | - | 453 | 452 | 774 | 456 | 452 | 777 |
| Stage 1 | - | - | - | - | - | - | 728 | 680 | - | 750 | 697 | - |
| Stage 2 | - | - | - | - | - | - | 744 | 696 | - | 726 | 679 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1300 | - | - | 1297 | - | - | 433 | 438 | 759 | 440 | 438 | 762 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 433 | 438 | - | 440 | 438 | - |
| Stage 1 | - | - | - | - | - | - | 714 | 667 | - | 736 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 723 | 688 | - | 707 | 666 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.3 | | | 0 | | | 11.6 | | | 10.9 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 552 | 1300 | - | - | 1297 | - | - | 627 |
| HCM Lane V/C Ratio | 0.015 | 0.009 | - | - | 0.001 | - | - | 0.029 |
| HCM Control Delay (s) | 11.6 | 7.8 | - | - | 7.8 | - | - | 10.9 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 228 | 4 | 1 | 223 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |
| Future Vol, veh/h | 7 | 228 | 4 | 1 | 223 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 240 | 4 | 1 | 235 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 247 | 0 | 0 | 254 | 0 | 0 | 516 | 515 | 262 | 518 | 516 | 256 |
| Stage 1 | - | - | - | - | - | - | 266 | 266 | - | 248 | 248 | - |
| Stage 2 | - | - | - | - | - | - | 250 | 249 | - | 270 | 268 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1319 | - | - | 1311 | - | - | 470 | 464 | 777 | 468 | 463 | 783 |
| Stage 1 | - | - | - | - | - | - | 739 | 689 | - | 756 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 754 | 701 | - | 736 | 687 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1306 | - | - | 1299 | - | - | 456 | 452 | 762 | 452 | 451 | 768 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 456 | 452 | - | 452 | 451 | - |
| Stage 1 | - | - | - | - | - | - | 728 | 679 | - | 745 | 693 | - |
| Stage 2 | - | - | - | - | - | - | 742 | 693 | - | 717 | 677 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0 | | | 11.5 | | | 11.1 | | |
| HCM LOS | | | | | | | B | | | B | | |

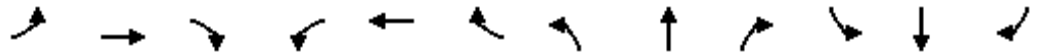
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 570 | 1306 | - | - | 1299 | - | - | 600 |
| HCM Lane V/C Ratio | 0.026 | 0.006 | - | - | 0.001 | - | - | 0.009 |
| HCM Control Delay (s) | 11.5 | 7.8 | - | - | 7.8 | - | - | 11.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021



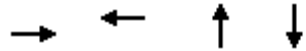
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 31 | 8 | 41 | 9 | 6 | 14 | 20 | 561 | 19 | 6 | 488 | 35 |
| Future Volume (veh/h) | 31 | 8 | 41 | 9 | 6 | 14 | 20 | 561 | 19 | 6 | 488 | 35 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 32 | 8 | 30 | 9 | 6 | 10 | 21 | 578 | 14 | 6 | 503 | 25 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 185 | 62 | 104 | 155 | 97 | 101 | 34 | 986 | 25 | 10 | 882 | 46 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.28 | 0.28 | 0.28 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 478 | 385 | 647 | 334 | 605 | 626 | 122 | 3500 | 89 | 40 | 3468 | 181 |
| Grp Volume(v), veh/h | 70 | 0 | 0 | 25 | 0 | 0 | 322 | 0 | 291 | 282 | 0 | 252 |
| Grp Sat Flow(s),veh/h/ln | 1510 | 0 | 0 | 1566 | 0 | 0 | 1864 | 0 | 1846 | 1868 | 0 | 1820 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | 0.0 | 6.5 | 6.4 | 0.0 | 5.8 |
| Cycle Q Clear(g_c), s | 1.8 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 7.3 | 0.0 | 6.5 | 6.4 | 0.0 | 5.8 |
| Prop In Lane | 0.46 | | 0.43 | 0.36 | | 0.40 | 0.07 | | 0.05 | 0.02 | | 0.10 |
| Lane Grp Cap(c), veh/h | 351 | 0 | 0 | 353 | 0 | 0 | 525 | 0 | 520 | 475 | 0 | 463 |
| V/C Ratio(X) | 0.20 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.61 | 0.00 | 0.56 | 0.59 | 0.00 | 0.54 |
| Avail Cap(c_a), veh/h | 718 | 0 | 0 | 731 | 0 | 0 | 1158 | 0 | 1147 | 968 | 0 | 943 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.8 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 15.1 | 0.0 | 14.8 | 15.9 | 0.0 | 15.6 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.2 | 0.0 | 0.9 | 1.2 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 2.7 | 0.0 | 2.4 | 2.5 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 18.1 | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 | 16.3 | 0.0 | 15.8 | 17.1 | 0.0 | 16.6 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 70 | | | 25 | | | 613 | | | | 534 |
| Approach Delay, s/veh | | 18.1 | | | 17.4 | | | 16.0 | | | | 16.9 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 18.5 | | 12.7 | | 17.2 | | 12.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | | 20.1 | | 25.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 9.3 | | 3.8 | | 8.4 | | 2.6 | | | | |
| Green Ext Time (p_c), s | | 3.6 | | 0.3 | | 2.8 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 16.5 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

6: Clovis Ave & 4th Street
Queues

Existing Pl

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBT | WBT | NBT | SBT |
|-------------------------|------|------|------|------|
| Lane Group Flow (vph) | 82 | 29 | 619 | 545 |
| v/c Ratio | 0.30 | 0.11 | 0.57 | 0.55 |
| Control Delay | 17.3 | 18.0 | 19.3 | 20.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.3 | 18.0 | 19.3 | 20.3 |
| Queue Length 50th (ft) | 11 | 4 | 82 | 73 |
| Queue Length 95th (ft) | 53 | 28 | 190 | 172 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 639 | 639 | 2181 | 1875 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.05 | 0.28 | 0.29 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

Existing Plan

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 76 | 269 | 35 | 83 | 207 | 46 | 68 | 478 | 49 | 61 | 435 | 46 |
| Future Volume (veh/h) | 76 | 269 | 35 | 83 | 207 | 46 | 68 | 478 | 49 | 61 | 435 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 78 | 274 | 25 | 85 | 211 | 33 | 69 | 488 | 35 | 62 | 444 | 34 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 101 | 369 | 34 | 110 | 352 | 55 | 95 | 705 | 53 | 86 | 647 | 52 |
| Arrive On Green | 0.06 | 0.22 | 0.22 | 0.06 | 0.22 | 0.22 | 0.23 | 0.23 | 0.23 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1781 | 1681 | 153 | 1781 | 1568 | 245 | 408 | 3025 | 227 | 402 | 3012 | 241 |
| Grp Volume(v), veh/h | 78 | 0 | 299 | 85 | 0 | 244 | 313 | 0 | 279 | 285 | 0 | 255 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1834 | 1781 | 0 | 1813 | 1850 | 0 | 1810 | 1850 | 0 | 1804 |
| Q Serve(g_s), s | 3.0 | 0.0 | 10.5 | 3.2 | 0.0 | 8.3 | 10.8 | 0.0 | 9.7 | 9.9 | 0.0 | 8.9 |
| Cycle Q Clear(g_c), s | 3.0 | 0.0 | 10.5 | 3.2 | 0.0 | 8.3 | 10.8 | 0.0 | 9.7 | 9.9 | 0.0 | 8.9 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.14 | 0.22 | | 0.13 | 0.22 | | 0.13 |
| Lane Grp Cap(c), veh/h | 101 | 0 | 403 | 110 | 0 | 408 | 431 | 0 | 422 | 398 | 0 | 388 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.74 | 0.77 | 0.00 | 0.60 | 0.73 | 0.00 | 0.66 | 0.72 | 0.00 | 0.66 |
| Avail Cap(c_a), veh/h | 242 | 0 | 640 | 232 | 0 | 622 | 699 | 0 | 684 | 592 | 0 | 577 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.1 | 0.0 | 25.1 | 31.9 | 0.0 | 24.0 | 24.5 | 0.0 | 24.0 | 25.2 | 0.0 | 24.8 |
| Incr Delay (d2), s/veh | 11.8 | 0.0 | 2.7 | 10.9 | 0.0 | 1.4 | 2.3 | 0.0 | 1.8 | 2.4 | 0.0 | 1.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 0.0 | 4.6 | 1.7 | 0.0 | 3.5 | 4.6 | 0.0 | 4.0 | 4.3 | 0.0 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 44.0 | 0.0 | 27.8 | 42.8 | 0.0 | 25.4 | 26.8 | 0.0 | 25.8 | 27.6 | 0.0 | 26.7 |
| LnGrp LOS | D | A | C | D | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 377 | | | 329 | | | 592 | | | 540 | |
| Approach Delay, s/veh | | 31.2 | | | 29.9 | | | 26.3 | | | 27.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 21.0 | 8.3 | 20.1 | | 19.7 | 7.9 | 20.4 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 9.0 | 24.1 | | 22.1 | 9.4 | 23.7 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.8 | 5.2 | 12.5 | | 11.9 | 5.0 | 10.3 | | | | |
| Green Ext Time (p_c), s | | 2.9 | 0.1 | 1.3 | | 2.3 | 0.1 | 1.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 28.2 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

7: Clovis Ave & 5th Street
Queues

Existing Pl

AGENDA ITEM NO. 20.

02/02/2021



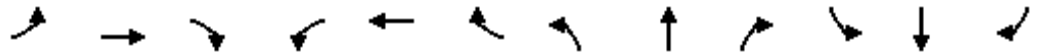
| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 78 | 310 | 85 | 258 | 607 | 553 |
| v/c Ratio | 0.43 | 0.74 | 0.47 | 0.62 | 0.71 | 0.72 |
| Control Delay | 48.6 | 43.3 | 50.5 | 37.6 | 34.9 | 37.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.6 | 43.3 | 50.5 | 37.6 | 34.9 | 37.5 |
| Queue Length 50th (ft) | 42 | 162 | 47 | 128 | 165 | 151 |
| Queue Length 95th (ft) | 96 | 274 | 102 | 224 | 240 | 230 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 216 | 575 | 207 | 561 | 1179 | 998 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.54 | 0.41 | 0.46 | 0.51 | 0.55 |
| Intersection Summary | | | | | | |

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary

Near-Term With Project-AM (No

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↕ | ↘ | ↖ | ↕ | ↘ |
| Traffic Volume (veh/h) | 126 | 90 | 99 | 22 | 127 | 40 | 68 | 290 | 13 | 36 | 330 | 105 |
| Future Volume (veh/h) | 126 | 90 | 99 | 22 | 127 | 40 | 68 | 290 | 13 | 36 | 330 | 105 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 142 | 101 | 0 | 25 | 143 | 32 | 76 | 326 | 11 | 40 | 359 | 75 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 191 | 455 | | 54 | 310 | 253 | 126 | 884 | 376 | 79 | 791 | 335 |
| Arrive On Green | 0.11 | 0.24 | 0.00 | 0.03 | 0.17 | 0.17 | 0.07 | 0.25 | 0.25 | 0.04 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 3554 | 1511 | 1781 | 3554 | 1506 |
| Grp Volume(v), veh/h | 142 | 101 | 0 | 25 | 143 | 32 | 76 | 326 | 11 | 40 | 359 | 75 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 1777 | 1511 | 1781 | 1777 | 1506 |
| Q Serve(g_s), s | 3.2 | 1.8 | 0.0 | 0.6 | 2.8 | 0.7 | 1.7 | 3.1 | 0.2 | 0.9 | 3.6 | 1.7 |
| Cycle Q Clear(g_c), s | 3.2 | 1.8 | 0.0 | 0.6 | 2.8 | 0.7 | 1.7 | 3.1 | 0.2 | 0.9 | 3.6 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 191 | 455 | | 54 | 310 | 253 | 126 | 884 | 376 | 79 | 791 | 335 |
| V/C Ratio(X) | 0.74 | 0.22 | | 0.46 | 0.46 | 0.13 | 0.60 | 0.37 | 0.03 | 0.50 | 0.45 | 0.22 |
| Avail Cap(c_a), veh/h | 954 | 1690 | | 390 | 1098 | 897 | 607 | 2692 | 1144 | 434 | 2345 | 994 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.8 | 12.4 | 0.0 | 19.6 | 15.5 | 14.6 | 18.5 | 12.8 | 11.7 | 19.2 | 13.8 | 13.1 |
| Incr Delay (d2), s/veh | 5.6 | 0.2 | 0.0 | 6.1 | 1.1 | 0.2 | 4.6 | 0.3 | 0.0 | 4.9 | 0.4 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.6 | 0.0 | 0.3 | 1.1 | 0.2 | 0.8 | 1.0 | 0.1 | 0.4 | 1.2 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.4 | 12.7 | 0.0 | 25.7 | 16.5 | 14.8 | 23.1 | 13.0 | 11.7 | 24.0 | 14.2 | 13.4 |
| LnGrp LOS | C | B | | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 243 | A | | 200 | | | 413 | | | 474 | |
| Approach Delay, s/veh | | 18.9 | | | 17.4 | | | 14.8 | | | 14.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 5.8 | 15.1 | 5.2 | 14.9 | 6.9 | 14.0 | 8.4 | 11.7 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 10.0 | 31.1 | 9.0 | 37.1 | 14.0 | 27.1 | 22.0 | 24.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.9 | 5.1 | 2.6 | 3.8 | 3.7 | 5.6 | 5.2 | 4.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.1 | 0.0 | 0.5 | 0.1 | 2.5 | 0.3 | 0.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.0 |
| HCM 6th LOS | B |

Notes

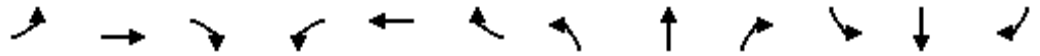
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Near-Term With Project-AM (No

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 142 | 101 | 111 | 25 | 143 | 45 | 76 | 326 | 15 | 40 | 359 | 118 |
| v/c Ratio | 0.38 | 0.16 | 0.19 | 0.10 | 0.36 | 0.10 | 0.26 | 0.20 | 0.02 | 0.15 | 0.28 | 0.18 |
| Control Delay | 28.5 | 17.9 | 5.7 | 30.9 | 27.5 | 0.5 | 29.6 | 17.8 | 0.1 | 30.4 | 22.4 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.5 | 17.9 | 5.7 | 30.9 | 27.5 | 0.5 | 29.6 | 17.8 | 0.1 | 30.4 | 22.4 | 4.3 |
| Queue Length 50th (ft) | 45 | 21 | 0 | 8 | 45 | 0 | 24 | 37 | 0 | 13 | 58 | 0 |
| Queue Length 95th (ft) | 118 | 74 | 34 | 35 | 114 | 0 | 75 | 108 | 0 | 48 | 126 | 28 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 847 | 1248 | 1062 | 358 | 941 | 844 | 557 | 2101 | 947 | 398 | 1922 | 878 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.08 | 0.10 | 0.07 | 0.15 | 0.05 | 0.14 | 0.16 | 0.02 | 0.10 | 0.19 | 0.13 |

Intersection Summary

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 121 | 8 | 4 | 160 | 8 | 21 | 3 | 7 | 19 | 3 | 8 |
| Future Vol, veh/h | 9 | 121 | 8 | 4 | 160 | 8 | 21 | 3 | 7 | 19 | 3 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 146 | 10 | 5 | 193 | 10 | 25 | 4 | 8 | 23 | 4 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 213 | 0 | 0 | 166 | 0 | 0 | 408 | 406 | 171 | 407 | 406 | 218 |
| Stage 1 | - | - | - | - | - | - | 183 | 183 | - | 218 | 218 | - |
| Stage 2 | - | - | - | - | - | - | 225 | 223 | - | 189 | 188 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1357 | - | - | 1412 | - | - | 554 | 534 | 873 | 555 | 534 | 822 |
| Stage 1 | - | - | - | - | - | - | 819 | 748 | - | 784 | 723 | - |
| Stage 2 | - | - | - | - | - | - | 778 | 719 | - | 813 | 745 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1344 | - | - | 1399 | - | - | 529 | 516 | 856 | 531 | 516 | 806 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 529 | 516 | - | 531 | 516 | - |
| Stage 1 | - | - | - | - | - | - | 804 | 734 | - | 770 | 713 | - |
| Stage 2 | - | - | - | - | - | - | 754 | 709 | - | 786 | 731 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.2 | | | 11.7 | | | 11.6 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 577 | 1344 | - | - | 1399 | - | - | 582 |
| HCM Lane V/C Ratio | 0.065 | 0.008 | - | - | 0.003 | - | - | 0.062 |
| HCM Control Delay (s) | 11.7 | 7.7 | 0 | - | 7.6 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

3: Clovis Ave & 3rd Street
 HCM 6th Signalized Intersection Summary

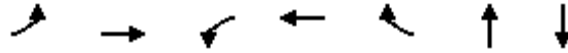
Near-Term With Project-AM (No

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↖ | ↖ | | ↕ | ↕ | | ↕ | ↕ |
| Traffic Volume (veh/h) | 8 | 67 | 18 | 34 | 149 | 160 | 8 | 254 | 54 | 127 | 292 | 14 |
| Future Volume (veh/h) | 8 | 67 | 18 | 34 | 149 | 160 | 8 | 254 | 54 | 127 | 292 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.94 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 9 | 73 | 13 | 37 | 162 | 78 | 9 | 276 | 47 | 138 | 317 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 21 | 221 | 39 | 73 | 324 | 265 | 17 | 542 | 96 | 235 | 577 | 21 |
| Arrive On Green | 0.01 | 0.14 | 0.14 | 0.04 | 0.17 | 0.17 | 0.18 | 0.18 | 0.18 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 1535 | 273 | 1781 | 1870 | 1529 | 95 | 2981 | 528 | 1035 | 2541 | 91 |
| Grp Volume(v), veh/h | 9 | 0 | 86 | 37 | 162 | 78 | 177 | 0 | 155 | 243 | 0 | 223 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1808 | 1781 | 1870 | 1529 | 1866 | 0 | 1738 | 1819 | 0 | 1848 |
| Q Serve(g_s), s | 0.2 | 0.0 | 2.0 | 0.9 | 3.6 | 2.0 | 4.0 | 0.0 | 3.7 | 5.5 | 0.0 | 4.9 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 2.0 | 0.9 | 3.6 | 2.0 | 4.0 | 0.0 | 3.7 | 5.5 | 0.0 | 4.9 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 1.00 | 0.05 | | 0.30 | 0.57 | | 0.05 |
| Lane Grp Cap(c), veh/h | 21 | 0 | 260 | 73 | 324 | 265 | 339 | 0 | 316 | 413 | 0 | 420 |
| V/C Ratio(X) | 0.43 | 0.00 | 0.33 | 0.51 | 0.50 | 0.29 | 0.52 | 0.00 | 0.49 | 0.59 | 0.00 | 0.53 |
| Avail Cap(c_a), veh/h | 271 | 0 | 868 | 309 | 938 | 767 | 1057 | 0 | 985 | 991 | 0 | 1008 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.6 | 0.0 | 17.7 | 21.6 | 17.2 | 16.6 | 17.0 | 0.0 | 16.9 | 15.9 | 0.0 | 15.6 |
| Incr Delay (d2), s/veh | 13.2 | 0.0 | 0.7 | 5.4 | 1.2 | 0.6 | 1.2 | 0.0 | 1.2 | 1.3 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.8 | 0.5 | 1.5 | 0.7 | 1.6 | 0.0 | 1.4 | 2.0 | 0.0 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.8 | 0.0 | 18.5 | 27.0 | 18.4 | 17.2 | 18.3 | 0.0 | 18.1 | 17.2 | 0.0 | 16.7 |
| LnGrp LOS | D | A | B | C | B | B | B | A | B | B | A | B |
| Approach Vol, veh/h | | 95 | | | 277 | | | 332 | | | 466 | |
| Approach Delay, s/veh | | 20.1 | | | 19.2 | | | 18.2 | | | 17.0 | |
| Approach LOS | | C | | | B | | | B | | | B | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 13.3 | 5.9 | 11.5 | | 15.4 | 4.5 | 12.9 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 8.0 | 22.1 | | 25.1 | 7.0 | 23.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 6.0 | 2.9 | 4.0 | | 7.5 | 2.2 | 5.6 | | | | |
| Green Ext Time (p_c), s | | 1.8 | 0.0 | 0.3 | | 2.5 | 0.0 | 1.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 18.1 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 9 | 93 | 37 | 162 | 174 | 344 | 470 |
| v/c Ratio | 0.04 | 0.27 | 0.17 | 0.38 | 0.36 | 0.47 | 0.54 |
| Control Delay | 31.1 | 22.9 | 30.5 | 23.6 | 6.8 | 22.5 | 22.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.1 | 22.9 | 30.5 | 23.6 | 6.8 | 22.5 | 22.5 |
| Queue Length 50th (ft) | 2 | 19 | 10 | 41 | 0 | 41 | 58 |
| Queue Length 95th (ft) | 19 | 75 | 48 | 128 | 48 | 118 | 160 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 240 | 774 | 274 | 834 | 781 | 1738 | 1688 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.12 | 0.14 | 0.19 | 0.22 | 0.20 | 0.28 |
| Intersection Summary | | | | | | | |

Intersection

Int Delay, s/veh 1.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 215 | 12 | 2 | 332 | 8 | 6 | 2 | 7 | 6 | 2 | 24 |
| Future Vol, veh/h | 8 | 215 | 12 | 2 | 332 | 8 | 6 | 2 | 7 | 6 | 2 | 24 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 242 | 13 | 2 | 373 | 9 | 7 | 2 | 8 | 7 | 2 | 27 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 392 | 0 | 0 | 265 | 0 | 0 | 683 | 673 | 269 | 674 | 675 | 398 |
| Stage 1 | - | - | - | - | - | - | 277 | 277 | - | 392 | 392 | - |
| Stage 2 | - | - | - | - | - | - | 406 | 396 | - | 282 | 283 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1167 | - | - | 1299 | - | - | 363 | 377 | 770 | 368 | 376 | 652 |
| Stage 1 | - | - | - | - | - | - | 729 | 681 | - | 633 | 606 | - |
| Stage 2 | - | - | - | - | - | - | 622 | 604 | - | 725 | 677 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1156 | - | - | 1287 | - | - | 337 | 366 | 755 | 353 | 365 | 640 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 337 | 366 | - | 353 | 365 | - |
| Stage 1 | - | - | - | - | - | - | 717 | 669 | - | 622 | 599 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 597 | - | 703 | 665 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.3 | 0 | 13.1 | 12.2 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 461 | 1156 | - | - | 1287 | - | - | 534 |
| HCM Lane V/C Ratio | 0.037 | 0.008 | - | - | 0.002 | - | - | 0.067 |
| HCM Control Delay (s) | 13.1 | 8.1 | - | - | 7.8 | - | - | 12.2 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 197 | 26 | 8 | 328 | 2 | 6 | 2 | 2 | 7 | 2 | 9 |
| Future Vol, veh/h | 5 | 197 | 26 | 8 | 328 | 2 | 6 | 2 | 2 | 7 | 2 | 9 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 224 | 30 | 9 | 373 | 2 | 7 | 2 | 2 | 8 | 2 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 385 | 0 | 0 | 264 | 0 | 0 | 669 | 664 | 259 | 665 | 678 | 394 |
| Stage 1 | - | - | - | - | - | - | 261 | 261 | - | 402 | 402 | - |
| Stage 2 | - | - | - | - | - | - | 408 | 403 | - | 263 | 276 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1173 | - | - | 1300 | - | - | 371 | 381 | 780 | 374 | 374 | 655 |
| Stage 1 | - | - | - | - | - | - | 744 | 692 | - | 625 | 600 | - |
| Stage 2 | - | - | - | - | - | - | 620 | 600 | - | 742 | 682 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1162 | - | - | 1288 | - | - | 353 | 369 | 765 | 361 | 362 | 643 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 353 | 369 | - | 361 | 362 | - |
| Stage 1 | - | - | - | - | - | - | 733 | 682 | - | 616 | 590 | - |
| Stage 2 | - | - | - | - | - | - | 598 | 590 | - | 727 | 672 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 14.3 | | | 13.1 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 399 | 1162 | - | - | 1288 | - | - | 463 |
| HCM Lane V/C Ratio | 0.028 | 0.005 | - | - | 0.007 | - | - | 0.044 |
| HCM Control Delay (s) | 14.3 | 8.1 | - | - | 7.8 | - | - | 13.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

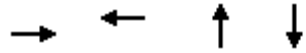
Near-Term With Project-AM (No

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 6 | 10 | 9 | 7 | 7 | 4 | 9 | 307 | 16 | 9 | 319 | 5 |
| Future Volume (veh/h) | 6 | 10 | 9 | 7 | 7 | 4 | 9 | 307 | 16 | 9 | 319 | 5 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.95 | | 0.93 | 0.95 | | 0.93 | 1.00 | | 0.92 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 6 | 11 | 8 | 7 | 7 | 3 | 10 | 327 | 13 | 10 | 339 | 4 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 149 | 139 | 79 | 194 | 144 | 43 | 23 | 785 | 33 | 23 | 810 | 10 |
| Arrive On Green | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 191 | 933 | 529 | 381 | 968 | 289 | 101 | 3450 | 143 | 101 | 3578 | 44 |
| Grp Volume(v), veh/h | 25 | 0 | 0 | 17 | 0 | 0 | 184 | 0 | 166 | 185 | 0 | 168 |
| Grp Sat Flow(s),veh/h/ln | 1653 | 0 | 0 | 1638 | 0 | 0 | 1865 | 0 | 1829 | 1865 | 0 | 1858 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 2.8 | 3.2 | 0.0 | 2.8 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 3.1 | 0.0 | 2.8 | 3.2 | 0.0 | 2.8 |
| Prop In Lane | 0.24 | | 0.32 | 0.41 | | 0.18 | 0.05 | | 0.08 | 0.05 | | 0.02 |
| Lane Grp Cap(c), veh/h | 366 | 0 | 0 | 381 | 0 | 0 | 424 | 0 | 416 | 422 | 0 | 421 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.43 | 0.00 | 0.40 | 0.44 | 0.00 | 0.40 |
| Avail Cap(c_a), veh/h | 992 | 0 | 0 | 988 | 0 | 0 | 1468 | 0 | 1439 | 1316 | 0 | 1311 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.6 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 12.2 | 0.0 | 12.1 | 12.3 | 0.0 | 12.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.7 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.1 | 0.0 | 1.0 | 1.1 | 0.0 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.7 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 | 12.9 | 0.0 | 12.8 | 13.0 | 0.0 | 12.8 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 25 | | | 17 | | | 350 | | | | 353 |
| Approach Delay, s/veh | | 13.7 | | | 13.6 | | | 12.9 | | | | 12.9 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 13.3 | | 10.4 | | 13.3 | | 10.4 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 29.1 | | 20.1 | | 26.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.1 | | 2.5 | | 5.2 | | 2.3 | | | | |
| Green Ext Time (p_c), s | | 1.9 | | 0.1 | | 1.9 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 12.9 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 27 | 18 | 354 | 354 |
| v/c Ratio | 0.08 | 0.05 | 0.35 | 0.35 |
| Control Delay | 13.8 | 15.2 | 14.0 | 14.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.8 | 15.2 | 14.0 | 14.1 |
| Queue Length 50th (ft) | 2 | 2 | 18 | 18 |
| Queue Length 95th (ft) | 23 | 19 | 98 | 99 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 996 | 992 | 2877 | 2754 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.03 | 0.02 | 0.12 | 0.13 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

Near-Term With Project-AM (No

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 36 | 154 | 26 | 100 | 218 | 26 | 84 | 273 | 126 | 33 | 290 | 10 |
| Future Volume (veh/h) | 36 | 154 | 26 | 100 | 218 | 26 | 84 | 273 | 126 | 33 | 290 | 10 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 43 | 183 | 21 | 119 | 260 | 23 | 100 | 325 | 106 | 39 | 345 | 10 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 75 | 313 | 36 | 156 | 398 | 35 | 149 | 501 | 171 | 64 | 593 | 18 |
| Arrive On Green | 0.04 | 0.19 | 0.19 | 0.09 | 0.24 | 0.24 | 0.23 | 0.23 | 0.23 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 1637 | 188 | 1781 | 1687 | 149 | 638 | 2144 | 730 | 350 | 3247 | 98 |
| Grp Volume(v), veh/h | 43 | 0 | 204 | 119 | 0 | 283 | 288 | 0 | 243 | 207 | 0 | 187 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1825 | 1781 | 0 | 1836 | 1838 | 0 | 1675 | 1853 | 0 | 1842 |
| Q Serve(g_s), s | 1.5 | 0.0 | 6.2 | 4.0 | 0.0 | 8.5 | 8.7 | 0.0 | 8.0 | 6.3 | 0.0 | 5.7 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 6.2 | 4.0 | 0.0 | 8.5 | 8.7 | 0.0 | 8.0 | 6.3 | 0.0 | 5.7 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.08 | 0.35 | | 0.44 | 0.19 | | 0.05 |
| Lane Grp Cap(c), veh/h | 75 | 0 | 349 | 156 | 0 | 433 | 429 | 0 | 391 | 339 | 0 | 337 |
| V/C Ratio(X) | 0.57 | 0.00 | 0.58 | 0.77 | 0.00 | 0.65 | 0.67 | 0.00 | 0.62 | 0.61 | 0.00 | 0.56 |
| Avail Cap(c_a), veh/h | 204 | 0 | 629 | 407 | 0 | 842 | 813 | 0 | 741 | 578 | 0 | 574 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.8 | 0.0 | 22.6 | 27.3 | 0.0 | 21.1 | 21.3 | 0.0 | 21.0 | 23.0 | 0.0 | 22.8 |
| Incr Delay (d2), s/veh | 6.6 | 0.0 | 1.6 | 7.6 | 0.0 | 1.7 | 1.8 | 0.0 | 1.6 | 1.8 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 2.6 | 1.9 | 0.0 | 3.6 | 3.6 | 0.0 | 3.0 | 2.7 | 0.0 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 35.4 | 0.0 | 24.1 | 34.9 | 0.0 | 22.8 | 23.2 | 0.0 | 22.7 | 24.8 | 0.0 | 24.2 |
| LnGrp LOS | D | A | C | C | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 247 | | | 402 | | | 531 | | | 394 | |
| Approach Delay, s/veh | | 26.1 | | | 26.4 | | | 22.9 | | | 24.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 19.2 | 9.3 | 16.6 | | 16.1 | 6.6 | 19.4 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 27.1 | 14.0 | 21.1 | | 19.1 | 7.0 | 28.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.7 | 6.0 | 8.2 | | 8.3 | 3.5 | 10.5 | | | | |
| Green Ext Time (p_c), s | | 2.9 | 0.2 | 0.9 | | 1.6 | 0.0 | 1.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 24.7 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |



























| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 43 | 214 | 119 | 291 | 575 | 396 |
| v/c Ratio | 0.27 | 0.59 | 0.48 | 0.58 | 0.67 | 0.59 |
| Control Delay | 43.8 | 37.4 | 41.8 | 31.0 | 29.3 | 34.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.8 | 37.4 | 41.8 | 31.0 | 29.3 | 34.5 |
| Queue Length 50th (ft) | 20 | 92 | 54 | 125 | 120 | 92 |
| Queue Length 95th (ft) | 58 | 178 | 119 | 220 | 194 | 157 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 177 | 552 | 355 | 737 | 1310 | 958 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.24 | 0.39 | 0.34 | 0.39 | 0.44 | 0.41 |
| Intersection Summary | | | | | | |

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary

Near-Term With Project-PM (No

AGENDA ITEM NO. 20.
 02/02/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|--|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 167 | 108 | 96 | 17 | 65 | 45 | 77 | 669 | 23 | 120 | 527 | 180 |
| Future Volume (veh/h) | 167 | 108 | 96 | 17 | 65 | 45 | 77 | 669 | 23 | 120 | 527 | 180 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 180 | 116 | 0 | 18 | 70 | 34 | 83 | 719 | 19 | 129 | 567 | 136 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 442 | | 39 | 236 | 191 | 118 | 1104 | 472 | 170 | 1207 | 517 |
| Arrive On Green | 0.13 | 0.24 | 0.00 | 0.02 | 0.13 | 0.13 | 0.07 | 0.31 | 0.31 | 0.10 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1516 | 1781 | 3554 | 1519 | 1781 | 3554 | 1522 |
| Grp Volume(v), veh/h | 180 | 116 | 0 | 18 | 70 | 34 | 83 | 719 | 19 | 129 | 567 | 136 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1516 | 1781 | 1777 | 1519 | 1781 | 1777 | 1522 |
| Q Serve(g_s), s | 5.2 | 2.7 | 0.0 | 0.5 | 1.8 | 1.1 | 2.4 | 9.3 | 0.5 | 3.7 | 6.7 | 3.4 |
| Cycle Q Clear(g_c), s | 5.2 | 2.7 | 0.0 | 0.5 | 1.8 | 1.1 | 2.4 | 9.3 | 0.5 | 3.7 | 6.7 | 3.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 236 | 442 | | 39 | 236 | 191 | 118 | 1104 | 472 | 170 | 1207 | 517 |
| V/C Ratio(X) | 0.76 | 0.26 | | 0.46 | 0.30 | 0.18 | 0.70 | 0.65 | 0.04 | 0.76 | 0.47 | 0.26 |
| Avail Cap(c_a), veh/h | 671 | 1131 | | 201 | 638 | 517 | 336 | 2217 | 947 | 537 | 2618 | 1121 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.2 | 16.5 | 0.0 | 25.6 | 21.1 | 20.7 | 24.3 | 15.8 | 12.8 | 23.4 | 13.8 | 12.7 |
| Incr Delay (d2), s/veh | 5.1 | 0.3 | 0.0 | 8.2 | 0.7 | 0.4 | 7.3 | 0.7 | 0.0 | 6.8 | 0.3 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 1.1 | 0.0 | 0.3 | 0.8 | 0.4 | 1.2 | 3.3 | 0.1 | 1.7 | 2.3 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.3 | 16.8 | 0.0 | 33.8 | 21.8 | 21.2 | 31.5 | 16.5 | 12.8 | 30.2 | 14.0 | 13.0 |
| LnGrp LOS | C | B | | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 296 | A | | 122 | | | 821 | | | 832 | |
| Approach Delay, s/veh | | 23.2 | | | 23.4 | | | 17.9 | | | 16.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.1 | 21.4 | 5.2 | 17.4 | 7.5 | 22.9 | 11.0 | 11.6 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 33.1 | 6.0 | 32.1 | 10.0 | 39.1 | 20.0 | 18.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.7 | 11.3 | 2.5 | 4.7 | 4.4 | 8.7 | 7.2 | 3.8 | | | | |
| Green Ext Time (p_c), s | 0.2 | 5.0 | 0.0 | 0.6 | 0.1 | 4.5 | 0.4 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.4 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Near-Term With Project-PM (No

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 180 | 116 | 103 | 18 | 70 | 48 | 83 | 719 | 25 | 129 | 567 | 194 |
| v/c Ratio | 0.52 | 0.21 | 0.19 | 0.11 | 0.27 | 0.13 | 0.36 | 0.60 | 0.04 | 0.45 | 0.43 | 0.30 |
| Control Delay | 37.4 | 24.0 | 2.6 | 42.2 | 36.5 | 0.7 | 41.3 | 25.6 | 0.1 | 38.9 | 20.9 | 8.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.4 | 24.0 | 2.6 | 42.2 | 36.5 | 0.7 | 41.3 | 25.6 | 0.1 | 38.9 | 20.9 | 8.2 |
| Queue Length 50th (ft) | 74 | 35 | 0 | 8 | 29 | 0 | 35 | 146 | 0 | 54 | 104 | 15 |
| Queue Length 95th (ft) | 181 | 103 | 18 | 35 | 82 | 0 | 104 | 281 | 0 | 140 | 196 | 71 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 588 | 987 | 879 | 176 | 560 | 589 | 294 | 1912 | 894 | 471 | 2131 | 959 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.12 | 0.12 | 0.10 | 0.13 | 0.08 | 0.28 | 0.38 | 0.03 | 0.27 | 0.27 | 0.20 |

Intersection Summary

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 232 | 17 | 7 | 119 | 22 | 7 | 2 | 3 | 8 | 3 | 3 |
| Future Vol, veh/h | 2 | 232 | 17 | 7 | 119 | 22 | 7 | 2 | 3 | 8 | 3 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 249 | 18 | 8 | 128 | 24 | 8 | 2 | 3 | 9 | 3 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 162 | 0 | 0 | 277 | 0 | 0 | 441 | 450 | 278 | 441 | 447 | 160 |
| Stage 1 | - | - | - | - | - | - | 272 | 272 | - | 166 | 166 | - |
| Stage 2 | - | - | - | - | - | - | 169 | 178 | - | 275 | 281 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1417 | - | - | 1286 | - | - | 527 | 504 | 761 | 527 | 506 | 885 |
| Stage 1 | - | - | - | - | - | - | 734 | 685 | - | 836 | 761 | - |
| Stage 2 | - | - | - | - | - | - | 833 | 752 | - | 731 | 678 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1404 | - | - | 1274 | - | - | 509 | 489 | 747 | 510 | 491 | 868 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 509 | 489 | - | 510 | 491 | - |
| Stage 1 | - | - | - | - | - | - | 725 | 677 | - | 826 | 748 | - |
| Stage 2 | - | - | - | - | - | - | 813 | 739 | - | 717 | 670 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.1 | | | 0.4 | | | 11.7 | | | 11.7 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 549 | 1404 | - | - | 1274 | - | - | 554 |
| HCM Lane V/C Ratio | 0.024 | 0.002 | - | - | 0.006 | - | - | 0.027 |
| HCM Control Delay (s) | 11.7 | 7.6 | 0 | - | 7.8 | 0 | - | 11.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

3: Clovis Ave & 3rd Street
 HCM 6th Signalized Intersection Summary

Near-Term With Project-PM (No

AGENDA ITEM NO. 20.

02/02/2021



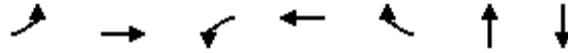
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 99 | 26 | 79 | 109 | 185 | 16 | 569 | 70 | 126 | 465 | 25 |
| Future Volume (veh/h) | 21 | 99 | 26 | 79 | 109 | 185 | 16 | 569 | 70 | 126 | 465 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 21 | 101 | 19 | 81 | 111 | 94 | 16 | 581 | 50 | 129 | 474 | 18 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 44 | 199 | 38 | 108 | 313 | 256 | 23 | 855 | 77 | 180 | 700 | 28 |
| Arrive On Green | 0.02 | 0.13 | 0.13 | 0.06 | 0.17 | 0.17 | 0.26 | 0.26 | 0.26 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 1518 | 286 | 1781 | 1870 | 1528 | 87 | 3282 | 297 | 729 | 2836 | 112 |
| Grp Volume(v), veh/h | 21 | 0 | 120 | 81 | 111 | 94 | 344 | 0 | 303 | 324 | 0 | 297 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1804 | 1781 | 1870 | 1528 | 1866 | 0 | 1800 | 1834 | 0 | 1844 |
| Q Serve(g_s), s | 0.7 | 0.0 | 3.8 | 2.8 | 3.3 | 3.4 | 10.4 | 0.0 | 9.3 | 10.1 | 0.0 | 9.0 |
| Cycle Q Clear(g_c), s | 0.7 | 0.0 | 3.8 | 2.8 | 3.3 | 3.4 | 10.4 | 0.0 | 9.3 | 10.1 | 0.0 | 9.0 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.05 | | 0.16 | 0.40 | | 0.06 |
| Lane Grp Cap(c), veh/h | 44 | 0 | 237 | 108 | 313 | 256 | 486 | 0 | 469 | 453 | 0 | 455 |
| V/C Ratio(X) | 0.48 | 0.00 | 0.51 | 0.75 | 0.35 | 0.37 | 0.71 | 0.00 | 0.65 | 0.72 | 0.00 | 0.65 |
| Avail Cap(c_a), veh/h | 172 | 0 | 554 | 201 | 605 | 494 | 904 | 0 | 872 | 741 | 0 | 745 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.9 | 0.0 | 25.1 | 28.7 | 22.9 | 22.9 | 20.8 | 0.0 | 20.4 | 21.4 | 0.0 | 21.0 |
| Incr Delay (d2), s/veh | 8.0 | 0.0 | 1.7 | 10.0 | 0.7 | 0.9 | 1.9 | 0.0 | 1.5 | 2.1 | 0.0 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 1.7 | 1.4 | 1.4 | 1.2 | 4.3 | 0.0 | 3.7 | 4.2 | 0.0 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.9 | 0.0 | 26.8 | 38.7 | 23.6 | 23.8 | 22.7 | 0.0 | 21.9 | 23.6 | 0.0 | 22.6 |
| LnGrp LOS | D | A | C | D | C | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 141 | | | 286 | | | 647 | | | 621 | |
| Approach Delay, s/veh | | 28.4 | | | 27.9 | | | 22.4 | | | 23.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 21.1 | 7.8 | 13.1 | | 20.2 | 5.5 | 15.3 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | 7.0 | 19.1 | | 25.1 | 6.0 | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.4 | 4.8 | 5.8 | | 12.1 | 2.7 | 5.4 | | | | |
| Green Ext Time (p_c), s | | 3.6 | 0.0 | 0.4 | | 3.0 | 0.0 | 0.7 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 24.1 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

3: Clovis Ave & 3rd Street
Queues

Near-Term With Project-PM (No

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 21 | 128 | 81 | 111 | 189 | 668 | 629 |
| v/c Ratio | 0.14 | 0.47 | 0.48 | 0.28 | 0.40 | 0.69 | 0.70 |
| Control Delay | 42.8 | 37.2 | 50.0 | 31.9 | 8.4 | 29.7 | 31.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.8 | 37.2 | 50.0 | 31.9 | 8.4 | 29.7 | 31.8 |
| Queue Length 50th (ft) | 10 | 53 | 38 | 41 | 0 | 150 | 143 |
| Queue Length 95th (ft) | 37 | 120 | #119 | 111 | 57 | 247 | 252 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 151 | 496 | 176 | 541 | 578 | 1492 | 1246 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.26 | 0.46 | 0.21 | 0.33 | 0.45 | 0.50 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 251 | 3 | 1 | 243 | 2 | 3 | 1 | 4 | 4 | 1 | 12 |
| Future Vol, veh/h | 11 | 251 | 3 | 1 | 243 | 2 | 3 | 1 | 4 | 4 | 1 | 12 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 264 | 3 | 1 | 256 | 2 | 3 | 1 | 4 | 4 | 1 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 268 | 0 | 0 | 277 | 0 | 0 | 576 | 570 | 286 | 571 | 570 | 277 |
| Stage 1 | - | - | - | - | - | - | 300 | 300 | - | 269 | 269 | - |
| Stage 2 | - | - | - | - | - | - | 276 | 270 | - | 302 | 301 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1296 | - | - | 1286 | - | - | 428 | 431 | 753 | 432 | 431 | 762 |
| Stage 1 | - | - | - | - | - | - | 709 | 666 | - | 737 | 687 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 686 | - | 707 | 665 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1284 | - | - | 1274 | - | - | 409 | 418 | 739 | 417 | 418 | 748 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 409 | 418 | - | 417 | 418 | - |
| Stage 1 | - | - | - | - | - | - | 696 | 653 | - | 723 | 679 | - |
| Stage 2 | - | - | - | - | - | - | 709 | 678 | - | 689 | 652 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.3 | 0 | 11.9 | 11.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 528 | 1284 | - | - | 1274 | - | - | 607 |
| HCM Lane V/C Ratio | 0.016 | 0.009 | - | - | 0.001 | - | - | 0.029 |
| HCM Control Delay (s) | 11.9 | 7.8 | - | - | 7.8 | - | - | 11.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

Intersection

Int Delay, s/veh 0.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 248 | 4 | 1 | 237 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |
| Future Vol, veh/h | 7 | 248 | 4 | 1 | 237 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 261 | 4 | 1 | 249 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 261 | 0 | 0 | 275 | 0 | 0 | 551 | 550 | 283 | 553 | 551 | 270 |
| Stage 1 | - | - | - | - | - | - | 287 | 287 | - | 262 | 262 | - |
| Stage 2 | - | - | - | - | - | - | 264 | 263 | - | 291 | 289 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1303 | - | - | 1288 | - | - | 445 | 443 | 756 | 444 | 442 | 769 |
| Stage 1 | - | - | - | - | - | - | 720 | 674 | - | 743 | 691 | - |
| Stage 2 | - | - | - | - | - | - | 741 | 691 | - | 717 | 673 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1291 | - | - | 1276 | - | - | 432 | 431 | 742 | 428 | 431 | 754 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 432 | 431 | - | 428 | 431 | - |
| Stage 1 | - | - | - | - | - | - | 709 | 664 | - | 732 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 683 | - | 698 | 663 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0 | | | 11.8 | | | 11.3 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 546 | 1291 | - | - | 1276 | - | - | 579 |
| HCM Lane V/C Ratio | 0.027 | 0.006 | - | - | 0.001 | - | - | 0.009 |
| HCM Control Delay (s) | 11.8 | 7.8 | - | - | 7.8 | - | - | 11.3 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

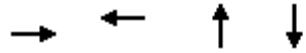
Near-Term With Project-PM (No

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 35 | 8 | 41 | 9 | 6 | 14 | 20 | 593 | 19 | 6 | 525 | 39 |
| Future Volume (veh/h) | 35 | 8 | 41 | 9 | 6 | 14 | 20 | 593 | 19 | 6 | 525 | 39 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 36 | 8 | 30 | 9 | 6 | 10 | 21 | 611 | 14 | 6 | 541 | 29 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 190 | 58 | 97 | 151 | 96 | 100 | 33 | 1007 | 24 | 10 | 906 | 51 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.29 | 0.29 | 0.29 | 0.26 | 0.26 | 0.26 |
| Sat Flow, veh/h | 528 | 364 | 608 | 338 | 600 | 626 | 115 | 3513 | 84 | 37 | 3455 | 194 |
| Grp Volume(v), veh/h | 74 | 0 | 0 | 25 | 0 | 0 | 340 | 0 | 306 | 305 | 0 | 271 |
| Grp Sat Flow(s),veh/h/ln | 1500 | 0 | 0 | 1564 | 0 | 0 | 1865 | 0 | 1848 | 1869 | 0 | 1817 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 7.1 | 7.2 | 0.0 | 6.5 |
| Cycle Q Clear(g_c), s | 1.9 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 8.0 | 0.0 | 7.1 | 7.2 | 0.0 | 6.5 |
| Prop In Lane | 0.49 | | 0.41 | 0.36 | | 0.40 | 0.06 | | 0.05 | 0.02 | | 0.11 |
| Lane Grp Cap(c), veh/h | 345 | 0 | 0 | 346 | 0 | 0 | 535 | 0 | 530 | 490 | 0 | 476 |
| V/C Ratio(X) | 0.21 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.64 | 0.00 | 0.58 | 0.62 | 0.00 | 0.57 |
| Avail Cap(c_a), veh/h | 690 | 0 | 0 | 703 | 0 | 0 | 1114 | 0 | 1104 | 931 | 0 | 905 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.6 | 0.0 | 0.0 | 18.1 | 0.0 | 0.0 | 15.7 | 0.0 | 15.4 | 16.4 | 0.0 | 16.1 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.3 | 0.0 | 1.0 | 1.3 | 0.0 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 3.0 | 0.0 | 2.7 | 2.8 | 0.0 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 18.9 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 | 16.9 | 0.0 | 16.4 | 17.7 | 0.0 | 17.2 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 74 | | | 25 | | | 646 | | | | 576 |
| Approach Delay, s/veh | | 18.9 | | | 18.2 | | | 16.7 | | | | 17.4 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 19.3 | | 12.9 | | 18.1 | | 12.9 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | | 20.1 | | 25.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.0 | | 3.9 | | 9.2 | | 2.6 | | | | |
| Green Ext Time (p_c), s | | 3.7 | | 0.3 | | 3.0 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 17.2 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 86 | 29 | 652 | 587 |
| v/c Ratio | 0.33 | 0.12 | 0.59 | 0.57 |
| Control Delay | 18.8 | 18.8 | 20.0 | 21.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.8 | 18.8 | 20.0 | 21.0 |
| Queue Length 50th (ft) | 13 | 4 | 91 | 82 |
| Queue Length 95th (ft) | 59 | 28 | 205 | 192 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 611 | 615 | 2112 | 1798 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.05 | 0.31 | 0.33 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

Near-Term With Project-PM (No

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 84 | 273 | 35 | 89 | 211 | 49 | 68 | 499 | 54 | 65 | 458 | 56 |
| Future Volume (veh/h) | 84 | 273 | 35 | 89 | 211 | 49 | 68 | 499 | 54 | 65 | 458 | 56 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 86 | 279 | 25 | 91 | 215 | 36 | 69 | 509 | 40 | 66 | 467 | 44 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 111 | 367 | 33 | 118 | 343 | 57 | 92 | 711 | 58 | 88 | 651 | 64 |
| Arrive On Green | 0.06 | 0.22 | 0.22 | 0.07 | 0.22 | 0.22 | 0.24 | 0.24 | 0.24 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1684 | 151 | 1781 | 1550 | 260 | 391 | 3016 | 248 | 399 | 2952 | 291 |
| Grp Volume(v), veh/h | 86 | 0 | 304 | 91 | 0 | 251 | 327 | 0 | 291 | 306 | 0 | 271 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1835 | 1781 | 0 | 1810 | 1851 | 0 | 1804 | 1850 | 0 | 1791 |
| Q Serve(g_s), s | 3.4 | 0.0 | 11.2 | 3.6 | 0.0 | 9.0 | 11.8 | 0.0 | 10.6 | 11.1 | 0.0 | 10.0 |
| Cycle Q Clear(g_c), s | 3.4 | 0.0 | 11.2 | 3.6 | 0.0 | 9.0 | 11.8 | 0.0 | 10.6 | 11.1 | 0.0 | 10.0 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.14 | 0.21 | | 0.14 | 0.22 | | 0.16 |
| Lane Grp Cap(c), veh/h | 111 | 0 | 399 | 118 | 0 | 400 | 436 | 0 | 425 | 408 | 0 | 395 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.76 | 0.77 | 0.00 | 0.63 | 0.75 | 0.00 | 0.68 | 0.75 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 233 | 0 | 615 | 223 | 0 | 596 | 671 | 0 | 654 | 568 | 0 | 550 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.2 | 0.0 | 26.4 | 33.1 | 0.0 | 25.3 | 25.5 | 0.0 | 25.0 | 26.2 | 0.0 | 25.7 |
| Incr Delay (d2), s/veh | 10.8 | 0.0 | 3.0 | 10.3 | 0.0 | 1.6 | 2.6 | 0.0 | 2.0 | 3.5 | 0.0 | 2.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 0.0 | 5.0 | 1.8 | 0.0 | 3.9 | 5.1 | 0.0 | 4.5 | 5.0 | 0.0 | 4.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 44.0 | 0.0 | 29.4 | 43.3 | 0.0 | 27.0 | 28.1 | 0.0 | 27.0 | 29.7 | 0.0 | 27.9 |
| LnGrp LOS | D | A | C | D | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 390 | | | 342 | | | 618 | | | | 577 |
| Approach Delay, s/veh | | 32.6 | | | 31.3 | | | 27.6 | | | | 28.8 |
| Approach LOS | | C | | | C | | | C | | | | C |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 21.9 | 8.7 | 20.6 | | 20.8 | 8.5 | 20.8 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 9.0 | 24.1 | | 22.1 | 9.4 | 23.7 | | | | |
| Max Q Clear Time (g_c+I1), s | | 13.8 | 5.6 | 13.2 | | 13.1 | 5.4 | 11.0 | | | | |
| Green Ext Time (p_c), s | | 2.9 | 0.1 | 1.3 | | 2.3 | 0.1 | 1.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 29.6 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 86 | 315 | 91 | 265 | 633 | 590 |
| v/c Ratio | 0.48 | 0.75 | 0.51 | 0.64 | 0.73 | 0.75 |
| Control Delay | 51.1 | 44.9 | 52.9 | 39.0 | 35.9 | 38.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.1 | 44.9 | 52.9 | 39.0 | 35.9 | 38.9 |
| Queue Length 50th (ft) | 49 | 172 | 52 | 138 | 180 | 167 |
| Queue Length 95th (ft) | 103 | 278 | #117 | 230 | 252 | 247 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 210 | 559 | 201 | 545 | 1145 | 968 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.56 | 0.45 | 0.49 | 0.55 | 0.61 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary

Near-Term With Project-AM (With

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 126 | 93 | 100 | 22 | 132 | 50 | 73 | 300 | 13 | 40 | 334 | 105 |
| Future Volume (veh/h) | 126 | 93 | 100 | 22 | 132 | 50 | 73 | 300 | 13 | 40 | 334 | 105 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 142 | 104 | 0 | 25 | 148 | 43 | 82 | 337 | 11 | 45 | 363 | 75 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 191 | 461 | | 54 | 317 | 259 | 131 | 879 | 374 | 87 | 791 | 335 |
| Arrive On Green | 0.11 | 0.25 | 0.00 | 0.03 | 0.17 | 0.17 | 0.07 | 0.25 | 0.25 | 0.05 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 3554 | 1510 | 1781 | 3554 | 1506 |
| Grp Volume(v), veh/h | 142 | 104 | 0 | 25 | 148 | 43 | 82 | 337 | 11 | 45 | 363 | 75 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 1777 | 1510 | 1781 | 1777 | 1506 |
| Q Serve(g_s), s | 3.2 | 1.8 | 0.0 | 0.6 | 3.0 | 1.0 | 1.9 | 3.3 | 0.2 | 1.0 | 3.7 | 1.7 |
| Cycle Q Clear(g_c), s | 3.2 | 1.8 | 0.0 | 0.6 | 3.0 | 1.0 | 1.9 | 3.3 | 0.2 | 1.0 | 3.7 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 191 | 461 | | 54 | 317 | 259 | 131 | 879 | 374 | 87 | 791 | 335 |
| V/C Ratio(X) | 0.74 | 0.23 | | 0.47 | 0.47 | 0.17 | 0.63 | 0.38 | 0.03 | 0.52 | 0.46 | 0.22 |
| Avail Cap(c_a), veh/h | 941 | 1666 | | 385 | 1082 | 885 | 599 | 2654 | 1128 | 428 | 2313 | 980 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.0 | 12.5 | 0.0 | 19.9 | 15.6 | 14.8 | 18.7 | 13.0 | 11.9 | 19.3 | 14.0 | 13.2 |
| Incr Delay (d2), s/veh | 5.6 | 0.2 | 0.0 | 6.1 | 1.1 | 0.3 | 4.8 | 0.3 | 0.0 | 4.7 | 0.4 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.7 | 0.0 | 0.3 | 1.2 | 0.3 | 0.8 | 1.1 | 0.1 | 0.5 | 1.2 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.7 | 12.8 | 0.0 | 26.0 | 16.7 | 15.1 | 23.6 | 13.3 | 11.9 | 24.1 | 14.4 | 13.6 |
| LnGrp LOS | C | B | | C | B | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 246 | A | | 216 | | | 430 | | | 483 | |
| Approach Delay, s/veh | | 19.1 | | | 17.4 | | | 15.2 | | | 15.2 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.0 | 15.2 | 5.3 | 15.2 | 7.1 | 14.2 | 8.5 | 11.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 10.0 | 31.1 | 9.0 | 37.1 | 14.0 | 27.1 | 22.0 | 24.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.0 | 5.3 | 2.6 | 3.8 | 3.9 | 5.7 | 5.2 | 5.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.2 | 0.0 | 0.6 | 0.1 | 2.5 | 0.3 | 0.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.2 |
| HCM 6th LOS | B |

Notes

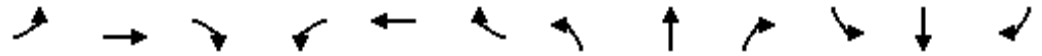
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Near-Term With Project-AM (With

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 142 | 104 | 112 | 25 | 148 | 56 | 82 | 337 | 15 | 45 | 363 | 118 |
| v/c Ratio | 0.38 | 0.16 | 0.19 | 0.10 | 0.37 | 0.13 | 0.27 | 0.22 | 0.02 | 0.17 | 0.28 | 0.18 |
| Control Delay | 28.8 | 18.1 | 5.7 | 31.3 | 27.9 | 0.6 | 29.8 | 19.8 | 0.1 | 30.6 | 22.7 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.8 | 18.1 | 5.7 | 31.3 | 27.9 | 0.6 | 29.8 | 19.8 | 0.1 | 30.6 | 22.7 | 4.3 |
| Queue Length 50th (ft) | 46 | 21 | 0 | 8 | 47 | 0 | 27 | 54 | 0 | 15 | 60 | 0 |
| Queue Length 95th (ft) | 119 | 76 | 34 | 35 | 119 | 0 | 80 | 113 | 0 | 52 | 128 | 28 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 841 | 1238 | 1055 | 361 | 935 | 839 | 563 | 2086 | 941 | 402 | 1908 | 872 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.08 | 0.11 | 0.07 | 0.16 | 0.07 | 0.15 | 0.16 | 0.02 | 0.11 | 0.19 | 0.14 |

Intersection Summary

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 121 | 15 | 4 | 160 | 8 | 36 | 3 | 7 | 19 | 3 | 8 |
| Future Vol, veh/h | 9 | 121 | 15 | 4 | 160 | 8 | 36 | 3 | 7 | 19 | 3 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 146 | 18 | 5 | 193 | 10 | 43 | 4 | 8 | 23 | 4 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 213 | 0 | 0 | 174 | 0 | 0 | 412 | 410 | 175 | 411 | 414 | 218 |
| Stage 1 | - | - | - | - | - | - | 187 | 187 | - | 218 | 218 | - |
| Stage 2 | - | - | - | - | - | - | 225 | 223 | - | 193 | 196 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1357 | - | - | 1403 | - | - | 550 | 531 | 868 | 551 | 529 | 822 |
| Stage 1 | - | - | - | - | - | - | 815 | 745 | - | 784 | 723 | - |
| Stage 2 | - | - | - | - | - | - | 778 | 719 | - | 809 | 739 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1344 | - | - | 1390 | - | - | 525 | 513 | 852 | 527 | 512 | 806 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 525 | 513 | - | 527 | 512 | - |
| Stage 1 | - | - | - | - | - | - | 800 | 731 | - | 770 | 713 | - |
| Stage 2 | - | - | - | - | - | - | 754 | 709 | - | 782 | 725 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.2 | | | 12.2 | | | 11.6 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 557 | 1344 | - | - | 1390 | - | - | 579 |
| HCM Lane V/C Ratio | 0.1 | 0.008 | - | - | 0.003 | - | - | 0.062 |
| HCM Control Delay (s) | 12.2 | 7.7 | 0 | - | 7.6 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0.2 |

3: Clovis Ave & 3rd Street
 HCM 6th Signalized Intersection Summary

Near-Term With Project-AM (Witth)

AGENDA ITEM NO. 20.

02/02/2021

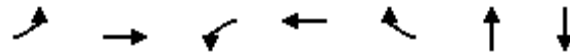


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↗ | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 8 | 67 | 18 | 57 | 149 | 175 | 8 | 254 | 62 | 132 | 292 | 14 |
| Future Volume (veh/h) | 8 | 67 | 18 | 57 | 149 | 175 | 8 | 254 | 62 | 132 | 292 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.97 | 1.00 | | 0.94 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 9 | 73 | 13 | 62 | 162 | 94 | 9 | 276 | 55 | 143 | 317 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 21 | 213 | 38 | 105 | 348 | 285 | 17 | 528 | 109 | 240 | 568 | 20 |
| Arrive On Green | 0.01 | 0.14 | 0.14 | 0.06 | 0.19 | 0.19 | 0.18 | 0.18 | 0.18 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 1534 | 273 | 1781 | 1870 | 1532 | 92 | 2895 | 599 | 1060 | 2516 | 90 |
| Grp Volume(v), veh/h | 9 | 0 | 86 | 62 | 162 | 94 | 182 | 0 | 158 | 245 | 0 | 226 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1807 | 1781 | 1870 | 1532 | 1866 | 0 | 1720 | 1817 | 0 | 1849 |
| Q Serve(g_s), s | 0.2 | 0.0 | 2.0 | 1.6 | 3.7 | 2.5 | 4.2 | 0.0 | 3.9 | 5.7 | 0.0 | 5.1 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 2.0 | 1.6 | 3.7 | 2.5 | 4.2 | 0.0 | 3.9 | 5.7 | 0.0 | 5.1 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 1.00 | 0.05 | | 0.35 | 0.58 | | 0.05 |
| Lane Grp Cap(c), veh/h | 21 | 0 | 251 | 105 | 348 | 285 | 341 | 0 | 314 | 411 | 0 | 418 |
| V/C Ratio(X) | 0.43 | 0.00 | 0.34 | 0.59 | 0.47 | 0.33 | 0.53 | 0.00 | 0.50 | 0.60 | 0.00 | 0.54 |
| Avail Cap(c_a), veh/h | 263 | 0 | 841 | 300 | 910 | 745 | 1026 | 0 | 945 | 961 | 0 | 977 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.3 | 0.0 | 18.5 | 21.8 | 17.2 | 16.8 | 17.6 | 0.0 | 17.5 | 16.4 | 0.0 | 16.2 |
| Incr Delay (d2), s/veh | 13.2 | 0.0 | 0.8 | 5.2 | 1.0 | 0.7 | 1.3 | 0.0 | 1.2 | 1.4 | 0.0 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.8 | 0.8 | 1.5 | 0.8 | 1.7 | 0.0 | 1.4 | 2.2 | 0.0 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.5 | 0.0 | 19.3 | 27.0 | 18.2 | 17.4 | 18.9 | 0.0 | 18.7 | 17.8 | 0.0 | 17.3 |
| LnGrp LOS | D | A | B | C | B | B | B | A | B | B | A | B |
| Approach Vol, veh/h | | 95 | | | 318 | | | 340 | | | | 471 |
| Approach Delay, s/veh | | 20.9 | | | 19.7 | | | 18.8 | | | | 17.6 |
| Approach LOS | | C | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 13.6 | 6.8 | 11.5 | | 15.6 | 4.6 | 13.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 8.0 | 22.1 | | 25.1 | 7.0 | 23.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 6.2 | 3.6 | 4.0 | | 7.7 | 2.2 | 5.7 | | | | |
| Green Ext Time (p_c), s | | 1.8 | 0.0 | 0.3 | | 2.5 | 0.0 | 1.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 18.7 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

3: Clovis Ave & 3rd Street
Queues

Near-Term With Project-AM (With

02/02/2021



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 9 | 93 | 62 | 162 | 190 | 352 | 475 |
| v/c Ratio | 0.05 | 0.29 | 0.28 | 0.34 | 0.36 | 0.49 | 0.56 |
| Control Delay | 32.1 | 24.7 | 32.7 | 22.6 | 6.4 | 23.8 | 23.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.1 | 24.7 | 32.7 | 22.6 | 6.4 | 23.8 | 23.9 |
| Queue Length 50th (ft) | 3 | 26 | 21 | 42 | 0 | 55 | 80 |
| Queue Length 95th (ft) | 19 | 75 | 69 | 129 | 51 | 120 | 161 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 228 | 736 | 260 | 793 | 761 | 1649 | 1603 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.13 | 0.24 | 0.20 | 0.25 | 0.21 | 0.30 |

Intersection Summary

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 14 | 217 | 12 | 2 | 332 | 9 | 6 | 2 | 7 | 8 | 2 | 43 |
| Future Vol, veh/h | 14 | 217 | 12 | 2 | 332 | 9 | 6 | 2 | 7 | 8 | 2 | 43 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 244 | 13 | 2 | 373 | 10 | 7 | 2 | 8 | 9 | 2 | 48 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 393 | 0 | 0 | 267 | 0 | 0 | 710 | 690 | 271 | 690 | 691 | 398 |
| Stage 1 | - | - | - | - | - | - | 293 | 293 | - | 392 | 392 | - |
| Stage 2 | - | - | - | - | - | - | 417 | 397 | - | 298 | 299 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1166 | - | - | 1297 | - | - | 348 | 368 | 768 | 359 | 368 | 652 |
| Stage 1 | - | - | - | - | - | - | 715 | 670 | - | 633 | 606 | - |
| Stage 2 | - | - | - | - | - | - | 613 | 603 | - | 711 | 666 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1155 | - | - | 1285 | - | - | 310 | 355 | 753 | 343 | 355 | 640 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 310 | 355 | - | 343 | 355 | - |
| Stage 1 | - | - | - | - | - | - | 699 | 654 | - | 618 | 599 | - |
| Stage 2 | - | - | - | - | - | - | 558 | 596 | - | 685 | 650 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.5 | 0 | 13.5 | 12.3 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 438 | 1155 | - | - | 1285 | - | - | 551 |
| HCM Lane V/C Ratio | 0.038 | 0.014 | - | - | 0.002 | - | - | 0.108 |
| HCM Control Delay (s) | 13.5 | 8.2 | - | - | 7.8 | - | - | 12.3 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.4 |

Intersection

Int Delay, s/veh 0.8

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 202 | 26 | 8 | 329 | 2 | 6 | 2 | 2 | 7 | 2 | 9 |
| Future Vol, veh/h | 5 | 202 | 26 | 8 | 329 | 2 | 6 | 2 | 2 | 7 | 2 | 9 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 230 | 30 | 9 | 374 | 2 | 7 | 2 | 2 | 8 | 2 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 386 | 0 | 0 | 270 | 0 | 0 | 676 | 671 | 265 | 672 | 685 | 395 |
| Stage 1 | - | - | - | - | - | - | 267 | 267 | - | 403 | 403 | - |
| Stage 2 | - | - | - | - | - | - | 409 | 404 | - | 269 | 282 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1172 | - | - | 1293 | - | - | 367 | 378 | 774 | 370 | 371 | 654 |
| Stage 1 | - | - | - | - | - | - | 738 | 688 | - | 624 | 600 | - |
| Stage 2 | - | - | - | - | - | - | 619 | 599 | - | 737 | 678 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1161 | - | - | 1281 | - | - | 349 | 366 | 759 | 357 | 359 | 642 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 349 | 366 | - | 357 | 359 | - |
| Stage 1 | - | - | - | - | - | - | 727 | 678 | - | 615 | 590 | - |
| Stage 2 | - | - | - | - | - | - | 597 | 589 | - | 722 | 668 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 14.4 | | | 13.2 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 395 | 1161 | - | - | 1281 | - | - | 459 |
| HCM Lane V/C Ratio | 0.029 | 0.005 | - | - | 0.007 | - | - | 0.045 |
| HCM Control Delay (s) | 14.4 | 8.1 | - | - | 7.8 | - | - | 13.2 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

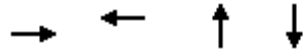
Near-Term With Project-AM (Witth)

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 6 | 10 | 9 | 7 | 7 | 4 | 9 | 315 | 16 | 9 | 342 | 5 |
| Future Volume (veh/h) | 6 | 10 | 9 | 7 | 7 | 4 | 9 | 315 | 16 | 9 | 342 | 5 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.95 | | 0.93 | 0.95 | | 0.93 | 1.00 | | 0.92 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 6 | 11 | 8 | 7 | 7 | 3 | 10 | 335 | 13 | 10 | 364 | 4 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 147 | 138 | 78 | 192 | 143 | 43 | 23 | 789 | 32 | 22 | 836 | 10 |
| Arrive On Green | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 190 | 935 | 529 | 383 | 965 | 289 | 99 | 3457 | 140 | 94 | 3589 | 41 |
| Grp Volume(v), veh/h | 25 | 0 | 0 | 17 | 0 | 0 | 188 | 0 | 170 | 198 | 0 | 180 |
| Grp Sat Flow(s),veh/h/ln | 1654 | 0 | 0 | 1637 | 0 | 0 | 1865 | 0 | 1830 | 1866 | 0 | 1859 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 3.0 | 3.4 | 0.0 | 3.1 |
| Cycle Q Clear(g_c), s | 0.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 3.3 | 0.0 | 3.0 | 3.4 | 0.0 | 3.1 |
| Prop In Lane | 0.24 | | 0.32 | 0.41 | | 0.18 | 0.05 | | 0.08 | 0.05 | | 0.02 |
| Lane Grp Cap(c), veh/h | 363 | 0 | 0 | 377 | 0 | 0 | 426 | 0 | 418 | 435 | 0 | 433 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.44 | 0.00 | 0.41 | 0.46 | 0.00 | 0.42 |
| Avail Cap(c_a), veh/h | 975 | 0 | 0 | 971 | 0 | 0 | 1442 | 0 | 1415 | 1294 | 0 | 1289 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.9 | 0.0 | 0.0 | 13.8 | 0.0 | 0.0 | 12.5 | 0.0 | 12.3 | 12.4 | 0.0 | 12.3 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.7 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.1 | 0.0 | 1.0 | 1.2 | 0.0 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.9 | 0.0 | 0.0 | 13.8 | 0.0 | 0.0 | 13.2 | 0.0 | 13.0 | 13.1 | 0.0 | 12.9 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 25 | | | 17 | | | 358 | | | | 378 |
| Approach Delay, s/veh | | 13.9 | | | 13.8 | | | 13.1 | | | | 13.0 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 13.5 | | 10.5 | | 13.7 | | 10.5 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 29.1 | | 20.1 | | 26.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.3 | | 2.5 | | 5.4 | | 2.3 | | | | |
| Green Ext Time (p_c), s | | 2.0 | | 0.1 | | 2.0 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 13.1 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 27 | 18 | 362 | 379 |
| v/c Ratio | 0.08 | 0.05 | 0.36 | 0.37 |
| Control Delay | 14.0 | 15.3 | 14.1 | 14.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 14.0 | 15.3 | 14.1 | 14.3 |
| Queue Length 50th (ft) | 2 | 2 | 19 | 21 |
| Queue Length 95th (ft) | 23 | 19 | 100 | 106 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 982 | 979 | 2867 | 2737 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.03 | 0.02 | 0.13 | 0.14 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

Near-Term With Project-AM (Witth)

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 39 | 154 | 26 | 100 | 218 | 26 | 84 | 278 | 126 | 33 | 304 | 19 |
| Future Volume (veh/h) | 39 | 154 | 26 | 100 | 218 | 26 | 84 | 278 | 126 | 33 | 304 | 19 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 46 | 183 | 21 | 119 | 260 | 23 | 100 | 331 | 106 | 39 | 362 | 21 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 78 | 311 | 36 | 155 | 393 | 35 | 148 | 505 | 169 | 62 | 597 | 36 |
| Arrive On Green | 0.04 | 0.19 | 0.19 | 0.09 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1781 | 1637 | 188 | 1781 | 1687 | 149 | 632 | 2161 | 723 | 325 | 3154 | 191 |
| Grp Volume(v), veh/h | 46 | 0 | 204 | 119 | 0 | 283 | 291 | 0 | 246 | 222 | 0 | 200 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1825 | 1781 | 0 | 1836 | 1839 | 0 | 1677 | 1854 | 0 | 1816 |
| Q Serve(g_s), s | 1.6 | 0.0 | 6.4 | 4.1 | 0.0 | 8.7 | 9.0 | 0.0 | 8.2 | 6.9 | 0.0 | 6.2 |
| Cycle Q Clear(g_c), s | 1.6 | 0.0 | 6.4 | 4.1 | 0.0 | 8.7 | 9.0 | 0.0 | 8.2 | 6.9 | 0.0 | 6.2 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.08 | 0.34 | | 0.43 | 0.18 | | 0.11 |
| Lane Grp Cap(c), veh/h | 78 | 0 | 346 | 155 | 0 | 428 | 429 | 0 | 392 | 351 | 0 | 344 |
| V/C Ratio(X) | 0.59 | 0.00 | 0.59 | 0.77 | 0.00 | 0.66 | 0.68 | 0.00 | 0.63 | 0.63 | 0.00 | 0.58 |
| Avail Cap(c_a), veh/h | 200 | 0 | 618 | 400 | 0 | 828 | 800 | 0 | 729 | 568 | 0 | 557 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.2 | 0.0 | 23.0 | 27.8 | 0.0 | 21.7 | 21.7 | 0.0 | 21.4 | 23.3 | 0.0 | 23.0 |
| Incr Delay (d2), s/veh | 6.8 | 0.0 | 1.6 | 7.6 | 0.0 | 1.8 | 1.9 | 0.0 | 1.7 | 1.9 | 0.0 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 2.7 | 2.0 | 0.0 | 3.7 | 3.7 | 0.0 | 3.1 | 2.9 | 0.0 | 2.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.0 | 0.0 | 24.6 | 35.4 | 0.0 | 23.4 | 23.6 | 0.0 | 23.1 | 25.2 | 0.0 | 24.6 |
| LnGrp LOS | D | A | C | D | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 250 | | | 402 | | | 537 | | | 422 | |
| Approach Delay, s/veh | | 26.7 | | | 27.0 | | | 23.4 | | | 24.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 19.5 | 9.4 | 16.7 | | 16.7 | 6.7 | 19.4 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 27.1 | 14.0 | 21.1 | | 19.1 | 7.0 | 28.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.0 | 6.1 | 8.4 | | 8.9 | 3.6 | 10.7 | | | | |
| Green Ext Time (p_c), s | | 2.9 | 0.2 | 0.9 | | 1.7 | 0.0 | 1.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 25.2 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 46 | 214 | 119 | 291 | 581 | 424 |
| v/c Ratio | 0.29 | 0.59 | 0.48 | 0.58 | 0.67 | 0.62 |
| Control Delay | 44.7 | 37.9 | 42.4 | 31.5 | 29.8 | 35.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.7 | 37.9 | 42.4 | 31.5 | 29.8 | 35.0 |
| Queue Length 50th (ft) | 22 | 94 | 55 | 127 | 124 | 100 |
| Queue Length 95th (ft) | 61 | 178 | 119 | 220 | 196 | 168 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 174 | 545 | 349 | 727 | 1292 | 942 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.39 | 0.34 | 0.40 | 0.45 | 0.45 |
| Intersection Summary | | | | | | |

1: Clovis Ave & Sierra Ave
 HCM 6th Signalized Intersection Summary

Near-Term With Project-PM (With

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↕ | ↗ | ↘ | ↕ | ↖ |
| Traffic Volume (veh/h) | 167 | 114 | 101 | 17 | 69 | 51 | 80 | 675 | 23 | 130 | 537 | 180 |
| Future Volume (veh/h) | 167 | 114 | 101 | 17 | 69 | 51 | 80 | 675 | 23 | 130 | 537 | 180 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 180 | 123 | 0 | 18 | 74 | 41 | 86 | 726 | 19 | 140 | 577 | 136 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 235 | 440 | | 39 | 234 | 189 | 119 | 1103 | 471 | 184 | 1232 | 528 |
| Arrive On Green | 0.13 | 0.24 | 0.00 | 0.02 | 0.12 | 0.12 | 0.07 | 0.31 | 0.31 | 0.10 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1515 | 1781 | 3554 | 1519 | 1781 | 3554 | 1523 |
| Grp Volume(v), veh/h | 180 | 123 | 0 | 18 | 74 | 41 | 86 | 726 | 19 | 140 | 577 | 136 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1515 | 1781 | 1777 | 1519 | 1781 | 1777 | 1523 |
| Q Serve(g_s), s | 5.3 | 2.9 | 0.0 | 0.5 | 1.9 | 1.3 | 2.6 | 9.6 | 0.5 | 4.1 | 6.8 | 3.5 |
| Cycle Q Clear(g_c), s | 5.3 | 2.9 | 0.0 | 0.5 | 1.9 | 1.3 | 2.6 | 9.6 | 0.5 | 4.1 | 6.8 | 3.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 235 | 440 | | 39 | 234 | 189 | 119 | 1103 | 471 | 184 | 1232 | 528 |
| V/C Ratio(X) | 0.77 | 0.28 | | 0.46 | 0.32 | 0.22 | 0.72 | 0.66 | 0.04 | 0.76 | 0.47 | 0.26 |
| Avail Cap(c_a), veh/h | 659 | 1111 | | 198 | 626 | 507 | 330 | 2176 | 930 | 527 | 2570 | 1101 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.6 | 16.9 | 0.0 | 26.1 | 21.5 | 21.3 | 24.7 | 16.2 | 13.0 | 23.6 | 13.8 | 12.7 |
| Incr Delay (d2), s/veh | 5.1 | 0.3 | 0.0 | 8.3 | 0.8 | 0.6 | 7.9 | 0.7 | 0.0 | 6.3 | 0.3 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 1.2 | 0.0 | 0.3 | 0.8 | 0.5 | 1.2 | 3.4 | 0.1 | 1.9 | 2.4 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.8 | 17.3 | 0.0 | 34.4 | 22.3 | 21.8 | 32.6 | 16.8 | 13.1 | 29.9 | 14.1 | 12.9 |
| LnGrp LOS | C | B | | C | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 303 | A | | 133 | | | 831 | | | 853 | |
| Approach Delay, s/veh | | 23.5 | | | 23.8 | | | 18.4 | | | 16.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.6 | 21.7 | 5.2 | 17.6 | 7.6 | 23.6 | 11.1 | 11.7 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 33.1 | 6.0 | 32.1 | 10.0 | 39.1 | 20.0 | 18.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.1 | 11.6 | 2.5 | 4.9 | 4.6 | 8.8 | 7.3 | 3.9 | | | | |
| Green Ext Time (p_c), s | 0.2 | 5.0 | 0.0 | 0.6 | 0.1 | 4.6 | 0.4 | 0.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.7 |
| HCM 6th LOS | B |

Notes

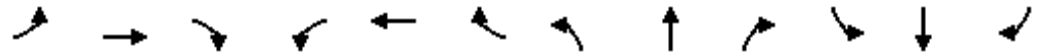
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Near-Term With Project-PM (With

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 180 | 123 | 109 | 18 | 74 | 55 | 86 | 726 | 25 | 140 | 577 | 194 |
| v/c Ratio | 0.52 | 0.23 | 0.20 | 0.11 | 0.28 | 0.15 | 0.37 | 0.61 | 0.04 | 0.47 | 0.44 | 0.30 |
| Control Delay | 37.9 | 24.5 | 3.0 | 42.9 | 37.2 | 0.8 | 42.1 | 25.9 | 0.1 | 39.7 | 20.9 | 8.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.9 | 24.5 | 3.0 | 42.9 | 37.2 | 0.8 | 42.1 | 25.9 | 0.1 | 39.7 | 20.9 | 8.1 |
| Queue Length 50th (ft) | 76 | 38 | 0 | 8 | 32 | 0 | 37 | 151 | 0 | 59 | 108 | 15 |
| Queue Length 95th (ft) | 181 | 108 | 22 | 35 | 86 | 0 | 107 | 284 | 0 | 152 | 200 | 71 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 588 | 977 | 871 | 176 | 560 | 589 | 294 | 1891 | 886 | 470 | 2106 | 950 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.13 | 0.13 | 0.10 | 0.13 | 0.09 | 0.29 | 0.38 | 0.03 | 0.30 | 0.27 | 0.20 |

Intersection Summary

Intersection

Int Delay, s/veh 1.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 232 | 34 | 7 | 119 | 22 | 17 | 2 | 3 | 8 | 3 | 3 |
| Future Vol, veh/h | 2 | 232 | 34 | 7 | 119 | 22 | 17 | 2 | 3 | 8 | 3 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 249 | 37 | 8 | 128 | 24 | 18 | 2 | 3 | 9 | 3 | 3 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 162 | 0 | 0 | 296 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1417 | - | - | 1265 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1404 | - | - | 1253 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.1 | 0.4 | 12.2 | 11.8 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 522 | 1404 | - | - | 1253 | - | - | 546 |
| HCM Lane V/C Ratio | 0.045 | 0.002 | - | - | 0.006 | - | - | 0.028 |
| HCM Control Delay (s) | 12.2 | 7.6 | 0 | - | 7.9 | 0 | - | 11.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

3: Clovis Ave & 3rd Street
 HCM 6th Signalized Intersection Summary

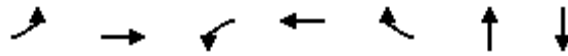
Near-Term With Project-PM (With

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 99 | 26 | 94 | 109 | 194 | 16 | 569 | 93 | 141 | 465 | 25 |
| Future Volume (veh/h) | 21 | 99 | 26 | 94 | 109 | 194 | 16 | 569 | 93 | 141 | 465 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 21 | 101 | 19 | 96 | 111 | 103 | 16 | 581 | 74 | 144 | 474 | 18 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 43 | 196 | 37 | 123 | 326 | 267 | 22 | 830 | 111 | 196 | 686 | 27 |
| Arrive On Green | 0.02 | 0.13 | 0.13 | 0.07 | 0.17 | 0.17 | 0.26 | 0.26 | 0.26 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 1518 | 286 | 1781 | 1870 | 1530 | 83 | 3134 | 420 | 794 | 2772 | 109 |
| Grp Volume(v), veh/h | 21 | 0 | 120 | 96 | 111 | 103 | 359 | 0 | 312 | 332 | 0 | 304 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1804 | 1781 | 1870 | 1530 | 1866 | 0 | 1771 | 1831 | 0 | 1844 |
| Q Serve(g_s), s | 0.8 | 0.0 | 4.0 | 3.4 | 3.4 | 3.9 | 11.3 | 0.0 | 10.2 | 10.8 | 0.0 | 9.6 |
| Cycle Q Clear(g_c), s | 0.8 | 0.0 | 4.0 | 3.4 | 3.4 | 3.9 | 11.3 | 0.0 | 10.2 | 10.8 | 0.0 | 9.6 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.04 | | 0.24 | 0.43 | | 0.06 |
| Lane Grp Cap(c), veh/h | 43 | 0 | 233 | 123 | 326 | 267 | 494 | 0 | 469 | 453 | 0 | 456 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.51 | 0.78 | 0.34 | 0.39 | 0.73 | 0.00 | 0.66 | 0.73 | 0.00 | 0.67 |
| Avail Cap(c_a), veh/h | 165 | 0 | 532 | 193 | 581 | 475 | 868 | 0 | 824 | 710 | 0 | 715 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.2 | 0.0 | 26.3 | 29.6 | 23.4 | 23.6 | 21.6 | 0.0 | 21.2 | 22.4 | 0.0 | 22.0 |
| Incr Delay (d2), s/veh | 8.2 | 0.0 | 1.7 | 10.0 | 0.6 | 0.9 | 2.1 | 0.0 | 1.6 | 2.3 | 0.0 | 1.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 1.8 | 1.7 | 1.5 | 1.4 | 4.8 | 0.0 | 4.0 | 4.5 | 0.0 | 4.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.4 | 0.0 | 28.0 | 39.6 | 24.1 | 24.6 | 23.7 | 0.0 | 22.8 | 24.7 | 0.0 | 23.6 |
| LnGrp LOS | D | A | C | D | C | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 141 | | | 310 | | | 671 | | | 636 | |
| Approach Delay, s/veh | | 29.7 | | | 29.0 | | | 23.3 | | | 24.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 22.0 | 8.5 | 13.3 | | 20.9 | 5.6 | 16.2 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | 7.0 | 19.1 | | 25.1 | 6.0 | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 13.3 | 5.4 | 6.0 | | 12.8 | 2.8 | 5.9 | | | | |
| Green Ext Time (p_c), s | | 3.7 | 0.0 | 0.4 | | 3.0 | 0.0 | 0.8 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 25.2 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 21 | 128 | 96 | 111 | 198 | 692 | 644 |
| v/c Ratio | 0.16 | 0.49 | 0.60 | 0.25 | 0.38 | 0.72 | 0.73 |
| Control Delay | 43.8 | 37.9 | 57.4 | 31.7 | 7.8 | 31.0 | 33.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.8 | 37.9 | 57.4 | 31.7 | 7.8 | 31.0 | 33.8 |
| Queue Length 50th (ft) | 10 | 55 | 48 | 43 | 0 | 158 | 153 |
| Queue Length 95th (ft) | 37 | 120 | #147 | 111 | 59 | 256 | 258 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 137 | 450 | 160 | 491 | 549 | 1346 | 1128 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.28 | 0.60 | 0.23 | 0.36 | 0.51 | 0.57 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 1.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 252 | 3 | 1 | 246 | 5 | 3 | 1 | 4 | 5 | 1 | 23 |
| Future Vol, veh/h | 30 | 252 | 3 | 1 | 246 | 5 | 3 | 1 | 4 | 5 | 1 | 23 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 265 | 3 | 1 | 259 | 5 | 3 | 1 | 4 | 5 | 1 | 24 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 274 | 0 | 0 | 278 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1289 | - | - | 1285 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1277 | - | - | 1273 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.8 | 0 | 12.4 | 11.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 494 | 1277 | - | - | 1273 | - | - | 623 |
| HCM Lane V/C Ratio | 0.017 | 0.025 | - | - | 0.001 | - | - | 0.049 |
| HCM Control Delay (s) | 12.4 | 7.9 | - | - | 7.8 | - | - | 11.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 251 | 4 | 1 | 242 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |
| Future Vol, veh/h | 7 | 251 | 4 | 1 | 242 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 264 | 4 | 1 | 255 | 2 | 6 | 1 | 7 | 1 | 1 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 267 | 0 | 0 | 278 | 0 | 0 | 560 | 559 | 286 | 562 | 560 | 276 |
| Stage 1 | - | - | - | - | - | - | 290 | 290 | - | 268 | 268 | - |
| Stage 2 | - | - | - | - | - | - | 270 | 269 | - | 294 | 292 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1297 | - | - | 1285 | - | - | 439 | 438 | 753 | 438 | 437 | 763 |
| Stage 1 | - | - | - | - | - | - | 718 | 672 | - | 738 | 687 | - |
| Stage 2 | - | - | - | - | - | - | 736 | 687 | - | 714 | 671 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1285 | - | - | 1273 | - | - | 426 | 427 | 739 | 423 | 426 | 749 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 426 | 427 | - | 423 | 426 | - |
| Stage 1 | - | - | - | - | - | - | 707 | 662 | - | 727 | 679 | - |
| Stage 2 | - | - | - | - | - | - | 724 | 679 | - | 695 | 661 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0 | | | 11.8 | | | 11.3 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 541 | 1285 | - | - | 1273 | - | - | 574 |
| HCM Lane V/C Ratio | 0.027 | 0.006 | - | - | 0.001 | - | - | 0.009 |
| HCM Control Delay (s) | 11.8 | 7.8 | - | - | 7.8 | - | - | 11.3 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

6: Clovis Ave & 4th Street
 HCM 6th Signalized Intersection Summary

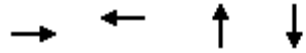
Near-Term With Project-PM (With

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 35 | 8 | 41 | 9 | 6 | 14 | 20 | 616 | 19 | 6 | 540 | 39 |
| Future Volume (veh/h) | 35 | 8 | 41 | 9 | 6 | 14 | 20 | 616 | 19 | 6 | 540 | 39 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 36 | 8 | 30 | 9 | 6 | 10 | 21 | 635 | 14 | 6 | 557 | 29 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 188 | 57 | 96 | 149 | 95 | 99 | 32 | 1026 | 24 | 9 | 916 | 50 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.29 | 0.29 | 0.29 | 0.26 | 0.26 | 0.26 |
| Sat Flow, veh/h | 530 | 362 | 608 | 339 | 599 | 625 | 111 | 3521 | 81 | 36 | 3462 | 189 |
| Grp Volume(v), veh/h | 74 | 0 | 0 | 25 | 0 | 0 | 352 | 0 | 318 | 313 | 0 | 279 |
| Grp Sat Flow(s),veh/h/ln | 1499 | 0 | 0 | 1563 | 0 | 0 | 1865 | 0 | 1849 | 1869 | 0 | 1819 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 7.6 | 7.6 | 0.0 | 6.8 |
| Cycle Q Clear(g_c), s | 2.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 8.5 | 0.0 | 7.6 | 7.6 | 0.0 | 6.8 |
| Prop In Lane | 0.49 | | 0.41 | 0.36 | | 0.40 | 0.06 | | 0.04 | 0.02 | | 0.10 |
| Lane Grp Cap(c), veh/h | 341 | 0 | 0 | 342 | 0 | 0 | 543 | 0 | 538 | 494 | 0 | 481 |
| V/C Ratio(X) | 0.22 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.65 | 0.00 | 0.59 | 0.63 | 0.00 | 0.58 |
| Avail Cap(c_a), veh/h | 676 | 0 | 0 | 690 | 0 | 0 | 1093 | 0 | 1083 | 913 | 0 | 889 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 0.0 | 0.0 | 18.5 | 0.0 | 0.0 | 15.9 | 0.0 | 15.6 | 16.7 | 0.0 | 16.4 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.3 | 0.0 | 1.0 | 1.4 | 0.0 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 3.2 | 0.0 | 2.8 | 3.0 | 0.0 | 2.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.4 | 0.0 | 0.0 | 18.6 | 0.0 | 0.0 | 17.2 | 0.0 | 16.6 | 18.0 | 0.0 | 17.5 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 74 | | | 25 | | | 670 | | | | 592 |
| Approach Delay, s/veh | | 19.4 | | | 18.6 | | | 16.9 | | | | 17.8 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 19.9 | | 13.0 | | 18.5 | | 13.0 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | | 20.1 | | 25.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.5 | | 4.0 | | 9.6 | | 2.6 | | | | |
| Green Ext Time (p_c), s | | 3.9 | | 0.3 | | 3.1 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 17.5 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 86 | 29 | 676 | 603 |
| v/c Ratio | 0.33 | 0.12 | 0.60 | 0.58 |
| Control Delay | 19.2 | 19.2 | 20.2 | 21.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 19.2 | 19.2 | 20.2 | 21.5 |
| Queue Length 50th (ft) | 13 | 4 | 97 | 87 |
| Queue Length 95th (ft) | 59 | 29 | 213 | 200 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 602 | 610 | 2091 | 1774 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.05 | 0.32 | 0.34 |
| Intersection Summary | | | | |

7: Clovis Ave & 5th Street
 HCM 6th Signalized Intersection Summary

Near-Term With Project-PM (With

AGENDA ITEM NO. 20.

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 93 | 273 | 35 | 89 | 211 | 49 | 68 | 513 | 54 | 65 | 467 | 62 |
| Future Volume (veh/h) | 93 | 273 | 35 | 89 | 211 | 49 | 68 | 513 | 54 | 65 | 467 | 62 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 95 | 279 | 25 | 91 | 215 | 36 | 69 | 523 | 40 | 66 | 477 | 50 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 123 | 364 | 33 | 118 | 331 | 55 | 91 | 721 | 58 | 87 | 653 | 72 |
| Arrive On Green | 0.07 | 0.22 | 0.22 | 0.07 | 0.21 | 0.21 | 0.24 | 0.24 | 0.24 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1684 | 151 | 1781 | 1550 | 260 | 382 | 3032 | 243 | 388 | 2926 | 321 |
| Grp Volume(v), veh/h | 95 | 0 | 304 | 91 | 0 | 251 | 334 | 0 | 298 | 315 | 0 | 278 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1835 | 1781 | 0 | 1809 | 1851 | 0 | 1806 | 1851 | 0 | 1783 |
| Q Serve(g_s), s | 3.8 | 0.0 | 11.3 | 3.7 | 0.0 | 9.2 | 12.3 | 0.0 | 11.0 | 11.6 | 0.0 | 10.5 |
| Cycle Q Clear(g_c), s | 3.8 | 0.0 | 11.3 | 3.7 | 0.0 | 9.2 | 12.3 | 0.0 | 11.0 | 11.6 | 0.0 | 10.5 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.14 | 0.21 | | 0.13 | 0.21 | | 0.18 |
| Lane Grp Cap(c), veh/h | 123 | 0 | 397 | 118 | 0 | 386 | 440 | 0 | 430 | 413 | 0 | 398 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.77 | 0.77 | 0.00 | 0.65 | 0.76 | 0.00 | 0.69 | 0.76 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 230 | 0 | 606 | 220 | 0 | 588 | 663 | 0 | 646 | 561 | 0 | 540 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.4 | 0.0 | 26.8 | 33.5 | 0.0 | 26.2 | 25.8 | 0.0 | 25.4 | 26.5 | 0.0 | 26.1 |
| Incr Delay (d2), s/veh | 9.9 | 0.0 | 3.1 | 10.3 | 0.0 | 1.8 | 2.8 | 0.0 | 2.0 | 4.2 | 0.0 | 2.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 0.0 | 5.1 | 1.9 | 0.0 | 4.0 | 5.4 | 0.0 | 4.6 | 5.3 | 0.0 | 4.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 43.3 | 0.0 | 30.0 | 43.8 | 0.0 | 28.0 | 28.6 | 0.0 | 27.4 | 30.7 | 0.0 | 28.5 |
| LnGrp LOS | D | A | C | D | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 399 | | | 342 | | | 632 | | | 593 | |
| Approach Delay, s/veh | | 33.1 | | | 32.2 | | | 28.0 | | | 29.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 22.3 | 8.8 | 20.7 | | 21.2 | 9.0 | 20.5 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 9.0 | 24.1 | | 22.1 | 9.4 | 23.7 | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.3 | 5.7 | 13.3 | | 13.6 | 5.8 | 11.2 | | | | |
| Green Ext Time (p_c), s | | 3.0 | 0.1 | 1.3 | | 2.3 | 0.1 | 1.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 30.3 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |



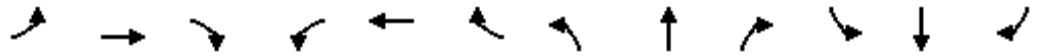
| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 95 | 315 | 91 | 265 | 647 | 606 |
| v/c Ratio | 0.52 | 0.76 | 0.52 | 0.65 | 0.74 | 0.76 |
| Control Delay | 53.0 | 45.3 | 53.4 | 39.5 | 36.5 | 39.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 53.0 | 45.3 | 53.4 | 39.5 | 36.5 | 39.5 |
| Queue Length 50th (ft) | 55 | 174 | 53 | 139 | 186 | 174 |
| Queue Length 95th (ft) | #118 | 278 | #117 | 230 | 258 | 254 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 208 | 553 | 199 | 539 | 1133 | 957 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.46 | 0.57 | 0.46 | 0.49 | 0.57 | 0.63 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Traffic Volume (veh/h) | 151 | 106 | 153 | 26 | 146 | 40 | 114 | 521 | 13 | 36 | 542 | 128 |
| Future Volume (veh/h) | 151 | 106 | 153 | 26 | 146 | 40 | 114 | 521 | 13 | 36 | 542 | 128 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 170 | 119 | 0 | 29 | 164 | 32 | 128 | 585 | 11 | 40 | 589 | 99 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 225 | 481 | | 59 | 307 | 250 | 168 | 1151 | 492 | 75 | 965 | 411 |
| Arrive On Green | 0.13 | 0.26 | 0.00 | 0.03 | 0.16 | 0.16 | 0.09 | 0.32 | 0.32 | 0.04 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1527 | 1781 | 3554 | 1520 | 1781 | 3554 | 1514 |
| Grp Volume(v), veh/h | 170 | 119 | 0 | 29 | 164 | 32 | 128 | 585 | 11 | 40 | 589 | 99 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1527 | 1781 | 1777 | 1520 | 1781 | 1777 | 1514 |
| Q Serve(g_s), s | 4.8 | 2.6 | 0.0 | 0.8 | 4.2 | 0.9 | 3.6 | 6.9 | 0.3 | 1.1 | 7.5 | 2.6 |
| Cycle Q Clear(g_c), s | 4.8 | 2.6 | 0.0 | 0.8 | 4.2 | 0.9 | 3.6 | 6.9 | 0.3 | 1.1 | 7.5 | 2.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 225 | 481 | | 59 | 307 | 250 | 168 | 1151 | 492 | 75 | 965 | 411 |
| V/C Ratio(X) | 0.76 | 0.25 | | 0.49 | 0.53 | 0.13 | 0.76 | 0.51 | 0.02 | 0.53 | 0.61 | 0.24 |
| Avail Cap(c_a), veh/h | 757 | 1340 | | 310 | 871 | 711 | 482 | 2134 | 913 | 344 | 1860 | 792 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.9 | 15.3 | 0.0 | 24.6 | 19.8 | 18.5 | 22.9 | 14.2 | 11.9 | 24.3 | 16.5 | 14.7 |
| Incr Delay (d2), s/veh | 5.1 | 0.3 | 0.0 | 6.3 | 1.4 | 0.2 | 6.9 | 0.3 | 0.0 | 5.7 | 0.6 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 1.0 | 0.0 | 0.4 | 1.8 | 0.3 | 1.7 | 2.4 | 0.1 | 0.6 | 2.7 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.0 | 15.5 | 0.0 | 30.9 | 21.3 | 18.7 | 29.8 | 14.5 | 11.9 | 30.0 | 17.1 | 15.0 |
| LnGrp LOS | C | B | | C | C | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 289 | A | | 225 | | | 724 | | | 728 | |
| Approach Delay, s/veh | | 22.3 | | | 22.2 | | | 17.2 | | | 17.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.2 | 21.7 | 5.7 | 18.2 | 8.9 | 19.0 | 10.5 | 13.4 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 10.0 | 31.1 | 9.0 | 37.1 | 14.0 | 27.1 | 22.0 | 24.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.1 | 8.9 | 2.8 | 4.6 | 5.6 | 9.5 | 6.8 | 6.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.9 | 0.0 | 0.6 | 0.2 | 4.0 | 0.4 | 0.9 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.6 |
| HCM 6th LOS | B |

Notes

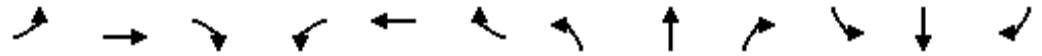
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Cumulative Year 2040 With Project-AM (No

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 170 | 119 | 172 | 29 | 164 | 45 | 128 | 585 | 15 | 40 | 589 | 144 |
| v/c Ratio | 0.52 | 0.17 | 0.26 | 0.16 | 0.50 | 0.12 | 0.48 | 0.48 | 0.02 | 0.21 | 0.61 | 0.28 |
| Control Delay | 37.2 | 22.1 | 5.5 | 39.3 | 37.1 | 0.6 | 39.7 | 22.2 | 0.1 | 39.1 | 28.2 | 6.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.2 | 22.1 | 5.5 | 39.3 | 37.1 | 0.6 | 39.7 | 22.2 | 0.1 | 39.1 | 28.2 | 6.7 |
| Queue Length 50th (ft) | 72 | 34 | 0 | 13 | 69 | 0 | 54 | 113 | 0 | 17 | 123 | 0 |
| Queue Length 95th (ft) | 157 | 98 | 45 | 44 | 153 | 0 | 131 | 205 | 0 | 55 | 223 | 43 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 592 | 1051 | 940 | 242 | 683 | 652 | 377 | 1675 | 784 | 269 | 1459 | 701 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.11 | 0.18 | 0.12 | 0.24 | 0.07 | 0.34 | 0.35 | 0.02 | 0.15 | 0.40 | 0.21 |

Intersection Summary

Intersection

Int Delay, s/veh 2.2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 122 | 9 | 5 | 162 | 8 | 21 | 3 | 8 | 19 | 3 | 8 |
| Future Vol, veh/h | 10 | 122 | 9 | 5 | 162 | 8 | 21 | 3 | 8 | 19 | 3 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 147 | 11 | 6 | 195 | 10 | 25 | 4 | 10 | 23 | 4 | 10 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 215 | 0 | 0 | 168 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1355 | - | - | 1410 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1342 | - | - | 1397 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.2 | 11.7 | 11.7 |
| HCM LOS | | | B | B |

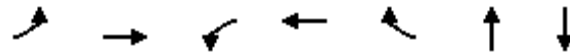
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 576 | 1342 | - | - | 1397 | - | - | 574 |
| HCM Lane V/C Ratio | 0.067 | 0.009 | - | - | 0.004 | - | - | 0.063 |
| HCM Control Delay (s) | 11.7 | 7.7 | 0 | - | 7.6 | 0 | - | 11.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 81 | 22 | 39 | 173 | 177 | 20 | 435 | 78 | 180 | 513 | 26 |
| Future Volume (veh/h) | 22 | 81 | 22 | 39 | 173 | 177 | 20 | 435 | 78 | 180 | 513 | 26 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 24 | 88 | 17 | 42 | 188 | 96 | 22 | 473 | 73 | 196 | 558 | 24 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 48 | 229 | 44 | 73 | 309 | 252 | 31 | 692 | 112 | 253 | 766 | 34 |
| Arrive On Green | 0.03 | 0.15 | 0.15 | 0.04 | 0.17 | 0.17 | 0.23 | 0.23 | 0.23 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1781 | 1512 | 292 | 1781 | 1870 | 1527 | 135 | 2996 | 486 | 882 | 2668 | 119 |
| Grp Volume(v), veh/h | 24 | 0 | 105 | 42 | 188 | 96 | 305 | 0 | 263 | 406 | 0 | 372 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1804 | 1781 | 1870 | 1527 | 1864 | 0 | 1753 | 1826 | 0 | 1843 |
| Q Serve(g_s), s | 0.9 | 0.0 | 3.4 | 1.5 | 6.0 | 3.6 | 9.7 | 0.0 | 8.8 | 13.1 | 0.0 | 11.6 |
| Cycle Q Clear(g_c), s | 0.9 | 0.0 | 3.4 | 1.5 | 6.0 | 3.6 | 9.7 | 0.0 | 8.8 | 13.1 | 0.0 | 11.6 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.07 | | 0.28 | 0.48 | | 0.06 |
| Lane Grp Cap(c), veh/h | 48 | 0 | 273 | 73 | 309 | 252 | 430 | 0 | 405 | 524 | 0 | 529 |
| V/C Ratio(X) | 0.50 | 0.00 | 0.38 | 0.58 | 0.61 | 0.38 | 0.71 | 0.00 | 0.65 | 0.77 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 193 | 0 | 618 | 221 | 670 | 547 | 754 | 0 | 710 | 711 | 0 | 717 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.9 | 0.0 | 24.7 | 30.4 | 25.0 | 24.0 | 22.8 | 0.0 | 22.5 | 21.1 | 0.0 | 20.5 |
| Incr Delay (d2), s/veh | 7.7 | 0.0 | 0.9 | 7.0 | 1.9 | 0.9 | 2.2 | 0.0 | 1.8 | 3.7 | 0.0 | 2.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 1.4 | 0.8 | 2.7 | 1.3 | 4.1 | 0.0 | 3.5 | 5.6 | 0.0 | 4.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 38.6 | 0.0 | 25.6 | 37.3 | 26.9 | 24.9 | 25.0 | 0.0 | 24.2 | 24.8 | 0.0 | 22.5 |
| LnGrp LOS | D | A | C | D | C | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 129 | | | 326 | | | 568 | | | | 778 |
| Approach Delay, s/veh | | 28.0 | | | 27.7 | | | 24.6 | | | | 23.7 |
| Approach LOS | | C | | | C | | | C | | | | C |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 19.8 | 6.6 | 14.7 | | 23.4 | 5.7 | 15.6 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 8.0 | 22.1 | | 25.1 | 7.0 | 23.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.7 | 3.5 | 5.4 | | 15.1 | 2.9 | 8.0 | | | | |
| Green Ext Time (p_c), s | | 2.9 | 0.0 | 0.4 | | 3.4 | 0.0 | 1.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 25.0 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 24 | 112 | 42 | 188 | 192 | 580 | 782 |
| v/c Ratio | 0.16 | 0.36 | 0.25 | 0.51 | 0.42 | 0.68 | 0.75 |
| Control Delay | 42.2 | 32.2 | 42.3 | 34.9 | 8.3 | 31.0 | 31.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.2 | 32.2 | 42.3 | 34.9 | 8.3 | 31.0 | 31.7 |
| Queue Length 50th (ft) | 11 | 47 | 20 | 77 | 0 | 135 | 180 |
| Queue Length 95th (ft) | 41 | 101 | 59 | 171 | 56 | 221 | #351 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 174 | 565 | 199 | 605 | 627 | 1270 | 1228 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.20 | 0.21 | 0.31 | 0.31 | 0.46 | 0.64 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 1.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 252 | 13 | 3 | 336 | 9 | 6 | 2 | 7 | 5 | 2 | 24 |
| Future Vol, veh/h | 10 | 252 | 13 | 3 | 336 | 9 | 6 | 2 | 7 | 5 | 2 | 24 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 283 | 15 | 3 | 378 | 10 | 7 | 2 | 8 | 6 | 2 | 27 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 398 | 0 | 0 | 308 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1161 | - | - | 1253 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1150 | - | - | 1241 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.3 | 0.1 | 13.8 | 12.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 427 | 1150 | - | - | 1241 | - | - | 524 |
| HCM Lane V/C Ratio | 0.039 | 0.01 | - | - | 0.003 | - | - | 0.066 |
| HCM Control Delay (s) | 13.8 | 8.2 | - | - | 7.9 | - | - | 12.4 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 234 | 26 | 9 | 332 | 3 | 6 | 2 | 2 | 8 | 2 | 9 |
| Future Vol, veh/h | 5 | 234 | 26 | 9 | 332 | 3 | 6 | 2 | 2 | 8 | 2 | 9 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 266 | 30 | 10 | 377 | 3 | 7 | 2 | 2 | 9 | 2 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 390 | 0 | 0 | 306 | 0 | 0 | 718 | 713 | 301 | 714 | 727 | 399 |
| Stage 1 | - | - | - | - | - | - | 303 | 303 | - | 409 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 415 | 410 | - | 305 | 318 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1169 | - | - | 1255 | - | - | 344 | 357 | 739 | 346 | 351 | 651 |
| Stage 1 | - | - | - | - | - | - | 706 | 664 | - | 619 | 596 | - |
| Stage 2 | - | - | - | - | - | - | 615 | 595 | - | 705 | 654 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1158 | - | - | 1243 | - | - | 327 | 345 | 725 | 333 | 339 | 639 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 327 | 345 | - | 333 | 339 | - |
| Stage 1 | - | - | - | - | - | - | 695 | 654 | - | 610 | 585 | - |
| Stage 2 | - | - | - | - | - | - | 592 | 584 | - | 690 | 644 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 15 | | | 13.8 | | |
| HCM LOS | | | | | | | C | | | B | | |

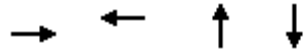
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 372 | 1158 | - | - | 1243 | - | - | 432 |
| HCM Lane V/C Ratio | 0.031 | 0.005 | - | - | 0.008 | - | - | 0.05 |
| HCM Control Delay (s) | 15 | 8.1 | - | - | 7.9 | - | - | 13.8 |
| HCM Lane LOS | C | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 16 | 12 | 21 | 14 | 9 | 25 | 10 | 470 | 20 | 11 | 529 | 15 |
| Future Volume (veh/h) | 16 | 12 | 21 | 14 | 9 | 25 | 10 | 470 | 20 | 11 | 529 | 15 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 17 | 13 | 20 | 15 | 10 | 26 | 11 | 500 | 17 | 12 | 563 | 15 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 151 | 104 | 103 | 136 | 86 | 130 | 19 | 900 | 32 | 20 | 965 | 27 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.26 | 0.26 | 0.26 | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h | 306 | 640 | 631 | 238 | 529 | 797 | 74 | 3504 | 125 | 72 | 3539 | 99 |
| Grp Volume(v), veh/h | 50 | 0 | 0 | 51 | 0 | 0 | 278 | 0 | 250 | 310 | 0 | 280 |
| Grp Sat Flow(s),veh/h/ln | 1578 | 0 | 0 | 1564 | 0 | 0 | 1867 | 0 | 1836 | 1867 | 0 | 1844 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 | 0.0 | 5.6 | 6.9 | 0.0 | 6.2 |
| Cycle Q Clear(g_c), s | 1.2 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 6.2 | 0.0 | 5.6 | 6.9 | 0.0 | 6.2 |
| Prop In Lane | 0.34 | | 0.40 | 0.29 | | 0.51 | 0.04 | | 0.07 | 0.04 | | 0.05 |
| Lane Grp Cap(c), veh/h | 358 | 0 | 0 | 353 | 0 | 0 | 479 | 0 | 471 | 509 | 0 | 503 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.58 | 0.00 | 0.53 | 0.61 | 0.00 | 0.56 |
| Avail Cap(c_a), veh/h | 744 | 0 | 0 | 736 | 0 | 0 | 1136 | 0 | 1117 | 1019 | 0 | 1006 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.3 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 15.5 | 0.0 | 15.3 | 15.2 | 0.0 | 14.9 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 1.1 | 0.0 | 0.9 | 1.2 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 2.4 | 0.0 | 2.1 | 2.6 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 17.4 | 0.0 | 0.0 | 17.5 | 0.0 | 0.0 | 16.6 | 0.0 | 16.2 | 16.4 | 0.0 | 15.9 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 50 | | | 51 | | | 528 | | | | 590 |
| Approach Delay, s/veh | | 17.4 | | | 17.5 | | | 16.4 | | | | 16.1 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 17.2 | | 12.7 | | 17.9 | | 12.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 29.1 | | 20.1 | | 26.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.2 | | 3.2 | | 8.9 | | 3.3 | | | | |
| Green Ext Time (p_c), s | | 3.0 | | 0.2 | | 3.2 | | 0.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 16.4 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 52 | 52 | 532 | 591 |
| v/c Ratio | 0.19 | 0.19 | 0.51 | 0.53 |
| Control Delay | 17.6 | 16.2 | 18.2 | 17.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.6 | 16.2 | 18.2 | 17.9 |
| Queue Length 50th (ft) | 8 | 7 | 68 | 75 |
| Queue Length 95th (ft) | 40 | 38 | 164 | 180 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 727 | 728 | 2391 | 2210 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.07 | 0.22 | 0.27 |
| Intersection Summary | | | | |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | | ↶ | ↷ | | | ↶↷ | | | ↶↷ | |
| Traffic Volume (veh/h) | 40 | 228 | 32 | 131 | 264 | 62 | 102 | 396 | 151 | 43 | 496 | 28 |
| Future Volume (veh/h) | 40 | 228 | 32 | 131 | 264 | 62 | 102 | 396 | 151 | 43 | 496 | 28 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.94 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 48 | 271 | 28 | 156 | 314 | 66 | 121 | 471 | 136 | 51 | 590 | 31 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 71 | 329 | 34 | 193 | 396 | 83 | 146 | 589 | 179 | 57 | 696 | 38 |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.11 | 0.27 | 0.27 | 0.26 | 0.26 | 0.26 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1658 | 171 | 1781 | 1487 | 313 | 563 | 2277 | 692 | 267 | 3234 | 178 |
| Grp Volume(v), veh/h | 48 | 0 | 299 | 156 | 0 | 380 | 396 | 0 | 332 | 355 | 0 | 317 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1830 | 1781 | 0 | 1800 | 1842 | 0 | 1689 | 1857 | 0 | 1822 |
| Q Serve(g_s), s | 2.3 | 0.0 | 13.3 | 7.3 | 0.0 | 16.7 | 17.3 | 0.0 | 15.4 | 15.8 | 0.0 | 14.1 |
| Cycle Q Clear(g_c), s | 2.3 | 0.0 | 13.3 | 7.3 | 0.0 | 16.7 | 17.3 | 0.0 | 15.4 | 15.8 | 0.0 | 14.1 |
| Prop In Lane | 1.00 | | 0.09 | 1.00 | | 0.17 | 0.31 | | 0.41 | 0.14 | | 0.10 |
| Lane Grp Cap(c), veh/h | 71 | 0 | 362 | 193 | 0 | 479 | 477 | 0 | 437 | 400 | 0 | 392 |
| V/C Ratio(X) | 0.68 | 0.00 | 0.82 | 0.81 | 0.00 | 0.79 | 0.83 | 0.00 | 0.76 | 0.89 | 0.00 | 0.81 |
| Avail Cap(c_a), veh/h | 146 | 0 | 453 | 293 | 0 | 594 | 586 | 0 | 538 | 417 | 0 | 409 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.3 | 0.0 | 32.7 | 37.1 | 0.0 | 29.0 | 29.8 | 0.0 | 29.1 | 32.4 | 0.0 | 31.7 |
| Incr Delay (d2), s/veh | 10.7 | 0.0 | 9.7 | 9.5 | 0.0 | 5.9 | 8.2 | 0.0 | 5.0 | 19.6 | 0.0 | 11.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 0.0 | 6.7 | 3.6 | 0.0 | 7.7 | 8.4 | 0.0 | 6.6 | 8.9 | 0.0 | 7.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 51.0 | 0.0 | 42.4 | 46.6 | 0.0 | 34.9 | 38.0 | 0.0 | 34.1 | 52.0 | 0.0 | 42.9 |
| LnGrp LOS | D | A | D | D | A | C | D | A | C | D | A | D |
| Approach Vol, veh/h | | 347 | | | 536 | | | 728 | | | | 672 |
| Approach Delay, s/veh | | 43.6 | | | 38.3 | | | 36.2 | | | | 47.7 |
| Approach LOS | | D | | | D | | | D | | | | D |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 26.9 | 13.2 | 21.8 | | 23.2 | 7.4 | 27.6 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 27.1 | 14.0 | 21.1 | | 19.1 | 7.0 | 28.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 19.3 | 9.3 | 15.3 | | 17.8 | 4.3 | 18.7 | | | | |
| Green Ext Time (p_c), s | | 2.7 | 0.2 | 0.8 | | 0.6 | 0.0 | 1.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 41.2 | | | | | | | | |
| HCM 6th LOS | | | | D | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 48 | 309 | 156 | 388 | 772 | 674 |
| v/c Ratio | 0.38 | 0.83 | 0.68 | 0.69 | 0.85 | 0.94 |
| Control Delay | 53.5 | 56.3 | 55.9 | 37.1 | 42.1 | 60.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 53.5 | 56.3 | 55.9 | 37.1 | 42.1 | 60.7 |
| Queue Length 50th (ft) | 30 | 185 | 95 | 219 | 232 | ~228 |
| Queue Length 95th (ft) | 62 | #278 | 150 | 300 | 278 | #313 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 132 | 415 | 265 | 571 | 993 | 717 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.74 | 0.59 | 0.68 | 0.78 | 0.94 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

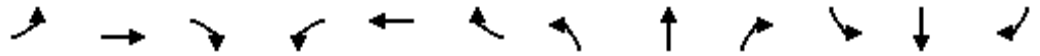
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 185 | 110 | 220 | 18 | 73 | 46 | 124 | 845 | 28 | 122 | 628 | 200 |
| Future Volume (veh/h) | 185 | 110 | 220 | 18 | 73 | 46 | 124 | 845 | 28 | 122 | 628 | 200 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 199 | 118 | 0 | 19 | 78 | 34 | 133 | 909 | 21 | 131 | 675 | 140 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 254 | 439 | | 40 | 215 | 174 | 171 | 1257 | 539 | 171 | 1257 | 539 |
| Arrive On Green | 0.14 | 0.23 | 0.00 | 0.02 | 0.12 | 0.12 | 0.10 | 0.35 | 0.35 | 0.10 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1511 | 1781 | 3554 | 1523 | 1781 | 3554 | 1523 |
| Grp Volume(v), veh/h | 199 | 118 | 0 | 19 | 78 | 34 | 133 | 909 | 21 | 131 | 675 | 140 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1511 | 1781 | 1777 | 1523 | 1781 | 1777 | 1523 |
| Q Serve(g_s), s | 6.6 | 3.1 | 0.0 | 0.6 | 2.3 | 1.2 | 4.4 | 13.5 | 0.5 | 4.4 | 9.2 | 4.0 |
| Cycle Q Clear(g_c), s | 6.6 | 3.1 | 0.0 | 0.6 | 2.3 | 1.2 | 4.4 | 13.5 | 0.5 | 4.4 | 9.2 | 4.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 254 | 439 | | 40 | 215 | 174 | 171 | 1257 | 539 | 171 | 1257 | 539 |
| V/C Ratio(X) | 0.78 | 0.27 | | 0.47 | 0.36 | 0.20 | 0.78 | 0.72 | 0.04 | 0.76 | 0.54 | 0.26 |
| Avail Cap(c_a), veh/h | 586 | 987 | | 176 | 557 | 450 | 293 | 1935 | 829 | 469 | 2285 | 980 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.2 | 19.0 | 0.0 | 29.4 | 24.8 | 24.4 | 26.8 | 17.1 | 12.9 | 26.8 | 15.7 | 14.0 |
| Incr Delay (d2), s/veh | 5.3 | 0.3 | 0.0 | 8.4 | 1.0 | 0.5 | 7.4 | 0.8 | 0.0 | 6.9 | 0.4 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 1.3 | 0.0 | 0.4 | 1.0 | 0.4 | 2.1 | 4.9 | 0.2 | 2.0 | 3.3 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.5 | 19.3 | 0.0 | 37.7 | 25.9 | 24.9 | 34.2 | 17.9 | 12.9 | 33.7 | 16.0 | 14.2 |
| LnGrp LOS | C | B | | D | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 317 | A | | 131 | | | 1063 | | | 946 | |
| Approach Delay, s/veh | | 26.3 | | | 27.3 | | | 19.8 | | | 18.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.8 | 26.4 | 5.4 | 19.2 | 9.8 | 26.4 | 12.7 | 11.9 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 33.1 | 6.0 | 32.1 | 10.0 | 39.1 | 20.0 | 18.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.4 | 15.5 | 2.6 | 5.1 | 6.4 | 11.2 | 8.6 | 4.3 | | | | |
| Green Ext Time (p_c), s | 0.2 | 6.0 | 0.0 | 0.6 | 0.1 | 5.4 | 0.4 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.4 |
| HCM 6th LOS | C |

Notes

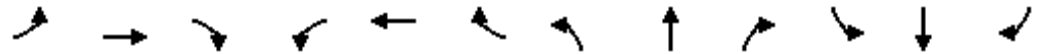
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Cumulative Year 2040 With Project-PM (No

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 199 | 118 | 237 | 19 | 78 | 49 | 133 | 909 | 30 | 131 | 675 | 215 |
| v/c Ratio | 0.60 | 0.23 | 0.40 | 0.13 | 0.33 | 0.14 | 0.57 | 0.66 | 0.04 | 0.50 | 0.54 | 0.35 |
| Control Delay | 42.3 | 26.0 | 6.1 | 45.3 | 40.3 | 0.8 | 51.0 | 27.2 | 0.1 | 43.5 | 22.9 | 9.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.3 | 26.0 | 6.1 | 45.3 | 40.3 | 0.8 | 51.0 | 27.2 | 0.1 | 43.5 | 22.9 | 9.5 |
| Queue Length 50th (ft) | 96 | 43 | 0 | 9 | 38 | 0 | 67 | 213 | 0 | 64 | 140 | 24 |
| Queue Length 95th (ft) | 200 | 105 | 55 | 37 | 90 | 0 | #190 | 374 | 0 | 143 | 238 | 85 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 502 | 849 | 827 | 150 | 478 | 530 | 251 | 1664 | 802 | 402 | 1965 | 896 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.14 | 0.29 | 0.13 | 0.16 | 0.09 | 0.53 | 0.55 | 0.04 | 0.33 | 0.34 | 0.24 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 234 | 18 | 8 | 121 | 23 | 8 | 2 | 3 | 8 | 4 | 4 |
| Future Vol, veh/h | 4 | 234 | 18 | 8 | 121 | 23 | 8 | 2 | 3 | 8 | 4 | 4 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 252 | 19 | 9 | 130 | 25 | 9 | 2 | 3 | 9 | 4 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 165 | 0 | 0 | 281 | 0 | 0 | 455 | 463 | 282 | 453 | 460 | 163 |
| Stage 1 | - | - | - | - | - | - | 280 | 280 | - | 171 | 171 | - |
| Stage 2 | - | - | - | - | - | - | 175 | 183 | - | 282 | 289 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1413 | - | - | 1282 | - | - | 515 | 496 | 757 | 517 | 498 | 882 |
| Stage 1 | - | - | - | - | - | - | 727 | 679 | - | 831 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 827 | 748 | - | 725 | 673 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1400 | - | - | 1270 | - | - | 495 | 481 | 743 | 499 | 483 | 865 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 495 | 481 | - | 499 | 483 | - |
| Stage 1 | - | - | - | - | - | - | 718 | 670 | - | 821 | 743 | - |
| Stage 2 | - | - | - | - | - | - | 804 | 735 | - | 711 | 664 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.1 | | | 0.4 | | | 11.9 | | | 11.7 | | |
| HCM LOS | | | | | | | B | | | B | | |

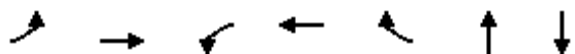
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 534 | 1400 | - | - | 1270 | - | - | 553 |
| HCM Lane V/C Ratio | 0.026 | 0.003 | - | - | 0.007 | - | - | 0.031 |
| HCM Control Delay (s) | 11.9 | 7.6 | 0 | - | 7.9 | 0 | - | 11.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | | ↕ | ↕ | | ↕ | ↕ |
| Traffic Volume (veh/h) | 38 | 119 | 31 | 87 | 129 | 271 | 16 | 684 | 78 | 177 | 621 | 31 |
| Future Volume (veh/h) | 38 | 119 | 31 | 87 | 129 | 271 | 16 | 684 | 78 | 177 | 621 | 31 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 39 | 121 | 23 | 89 | 132 | 167 | 16 | 698 | 57 | 181 | 634 | 23 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 65 | 201 | 38 | 114 | 299 | 244 | 20 | 921 | 79 | 215 | 796 | 30 |
| Arrive On Green | 0.04 | 0.13 | 0.13 | 0.06 | 0.16 | 0.16 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1781 | 1515 | 288 | 1781 | 1870 | 1526 | 73 | 3313 | 285 | 758 | 2814 | 106 |
| Grp Volume(v), veh/h | 39 | 0 | 144 | 89 | 132 | 167 | 410 | 0 | 361 | 437 | 0 | 401 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1804 | 1781 | 1870 | 1526 | 1867 | 0 | 1804 | 1832 | 0 | 1846 |
| Q Serve(g_s), s | 1.7 | 0.0 | 5.8 | 3.8 | 4.9 | 8.0 | 15.7 | 0.0 | 13.9 | 17.3 | 0.0 | 15.3 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 5.8 | 3.8 | 4.9 | 8.0 | 15.7 | 0.0 | 13.9 | 17.3 | 0.0 | 15.3 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.04 | | 0.16 | 0.41 | | 0.06 |
| Lane Grp Cap(c), veh/h | 65 | 0 | 239 | 114 | 299 | 244 | 519 | 0 | 502 | 519 | 0 | 522 |
| V/C Ratio(X) | 0.60 | 0.00 | 0.60 | 0.78 | 0.44 | 0.68 | 0.79 | 0.00 | 0.72 | 0.84 | 0.00 | 0.77 |
| Avail Cap(c_a), veh/h | 138 | 0 | 446 | 162 | 487 | 397 | 728 | 0 | 703 | 596 | 0 | 600 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.6 | 0.0 | 31.6 | 35.6 | 29.3 | 30.6 | 25.8 | 0.0 | 25.1 | 26.1 | 0.0 | 25.3 |
| Incr Delay (d2), s/veh | 8.4 | 0.0 | 2.4 | 14.3 | 1.0 | 3.4 | 3.9 | 0.0 | 2.1 | 9.6 | 0.0 | 5.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 2.6 | 2.1 | 2.2 | 3.1 | 7.1 | 0.0 | 5.9 | 8.4 | 0.0 | 7.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 45.0 | 0.0 | 34.0 | 49.9 | 30.3 | 34.0 | 29.7 | 0.0 | 27.3 | 35.6 | 0.0 | 30.5 |
| LnGrp LOS | D | A | C | D | C | C | C | A | C | D | A | C |
| Approach Vol, veh/h | | 183 | | | 388 | | | 771 | | | 838 | |
| Approach Delay, s/veh | | 36.4 | | | 36.4 | | | 28.6 | | | 33.2 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 26.4 | 9.0 | 15.1 | | 26.7 | 6.8 | 17.2 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | 7.0 | 19.1 | | 25.1 | 6.0 | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 17.7 | 5.8 | 7.8 | | 19.3 | 3.7 | 10.0 | | | | |
| Green Ext Time (p_c), s | | 3.8 | 0.0 | 0.5 | | 2.5 | 0.0 | 0.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 32.4 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 39 | 153 | 89 | 132 | 277 | 794 | 847 |
| v/c Ratio | 0.32 | 0.58 | 0.61 | 0.40 | 0.56 | 0.77 | 0.84 |
| Control Delay | 50.0 | 42.6 | 62.0 | 37.9 | 9.3 | 33.8 | 39.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 50.0 | 42.6 | 62.0 | 37.9 | 9.3 | 33.8 | 39.9 |
| Queue Length 50th (ft) | 22 | 76 | 50 | 70 | 0 | 212 | 240 |
| Queue Length 95th (ft) | 58 | 142 | #136 | 129 | 68 | 304 | #404 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 125 | 415 | 146 | 448 | 578 | 1243 | 1036 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.37 | 0.61 | 0.29 | 0.48 | 0.64 | 0.82 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 0.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 255 | 2 | 1 | 263 | 2 | 4 | 1 | 4 | 4 | 1 | 13 |
| Future Vol, veh/h | 11 | 255 | 2 | 1 | 263 | 2 | 4 | 1 | 4 | 4 | 1 | 13 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 268 | 2 | 1 | 277 | 2 | 4 | 1 | 4 | 4 | 1 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 289 | 0 | 0 | 280 | 0 | 0 | 601 | 594 | 289 | 596 | 594 | 298 |
| Stage 1 | - | - | - | - | - | - | 303 | 303 | - | 290 | 290 | - |
| Stage 2 | - | - | - | - | - | - | 298 | 291 | - | 306 | 304 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1273 | - | - | 1283 | - | - | 412 | 418 | 750 | 415 | 418 | 741 |
| Stage 1 | - | - | - | - | - | - | 706 | 664 | - | 718 | 672 | - |
| Stage 2 | - | - | - | - | - | - | 711 | 672 | - | 704 | 663 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1261 | - | - | 1271 | - | - | 393 | 405 | 736 | 401 | 405 | 727 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 393 | 405 | - | 401 | 405 | - |
| Stage 1 | - | - | - | - | - | - | 693 | 651 | - | 704 | 665 | - |
| Stage 2 | - | - | - | - | - | - | 689 | 665 | - | 686 | 650 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.3 | 0 | 12.4 | 11.3 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 498 | 1261 | - | - | 1271 | - | - | 594 |
| HCM Lane V/C Ratio | 0.019 | 0.009 | - | - | 0.001 | - | - | 0.032 |
| HCM Control Delay (s) | 12.4 | 7.9 | - | - | 7.8 | - | - | 11.3 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 252 | 4 | 1 | 256 | 2 | 7 | 1 | 6 | 1 | 1 | 4 |
| Future Vol, veh/h | 6 | 252 | 4 | 1 | 256 | 2 | 7 | 1 | 6 | 1 | 1 | 4 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 265 | 4 | 1 | 269 | 2 | 7 | 1 | 6 | 1 | 1 | 4 |

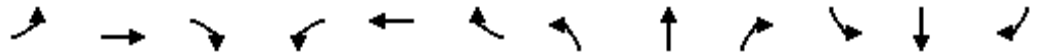
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 281 | 0 | 0 | 279 | 0 | 0 | 574 | 572 | 287 | 575 | 573 | 290 |
| Stage 1 | - | - | - | - | - | - | 289 | 289 | - | 282 | 282 | - |
| Stage 2 | - | - | - | - | - | - | 285 | 283 | - | 293 | 291 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1282 | - | - | 1284 | - | - | 430 | 430 | 752 | 429 | 430 | 749 |
| Stage 1 | - | - | - | - | - | - | 719 | 673 | - | 725 | 678 | - |
| Stage 2 | - | - | - | - | - | - | 722 | 677 | - | 715 | 672 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1270 | - | - | 1272 | - | - | 417 | 419 | 738 | 415 | 419 | 735 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 417 | 419 | - | 415 | 419 | - |
| Stage 1 | - | - | - | - | - | - | 709 | 663 | - | 715 | 671 | - |
| Stage 2 | - | - | - | - | - | - | 709 | 670 | - | 698 | 662 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 0 | 12.2 | 11.2 |
| HCM LOS | | | B | B |

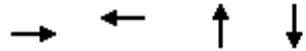
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 513 | 1270 | - | - | 1272 | - | - | 586 |
| HCM Lane V/C Ratio | 0.029 | 0.005 | - | - | 0.001 | - | - | 0.011 |
| HCM Control Delay (s) | 12.2 | 7.8 | - | - | 7.8 | - | - | 11.2 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 43 | 10 | 58 | 14 | 7 | 20 | 24 | 677 | 23 | 11 | 661 | 46 |
| Future Volume (veh/h) | 43 | 10 | 58 | 14 | 7 | 20 | 24 | 677 | 23 | 11 | 661 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 44 | 10 | 48 | 14 | 7 | 17 | 25 | 698 | 18 | 11 | 681 | 36 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 164 | 54 | 115 | 145 | 79 | 112 | 35 | 1036 | 28 | 15 | 987 | 55 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.30 | 0.30 | 0.30 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 460 | 334 | 706 | 369 | 482 | 689 | 120 | 3496 | 95 | 53 | 3442 | 191 |
| Grp Volume(v), veh/h | 102 | 0 | 0 | 38 | 0 | 0 | 390 | 0 | 351 | 386 | 0 | 342 |
| Grp Sat Flow(s),veh/h/ln | 1500 | 0 | 0 | 1540 | 0 | 0 | 1864 | 0 | 1845 | 1868 | 0 | 1819 |
| Q Serve(g_s), s | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 | 9.6 | 10.7 | 0.0 | 9.6 |
| Cycle Q Clear(g_c), s | 3.3 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 10.8 | 0.0 | 9.6 | 10.7 | 0.0 | 9.6 |
| Prop In Lane | 0.43 | | 0.47 | 0.37 | | 0.45 | 0.06 | | 0.05 | 0.03 | | 0.11 |
| Lane Grp Cap(c), veh/h | 333 | 0 | 0 | 336 | 0 | 0 | 552 | 0 | 547 | 535 | 0 | 522 |
| V/C Ratio(X) | 0.31 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.71 | 0.00 | 0.64 | 0.72 | 0.00 | 0.66 |
| Avail Cap(c_a), veh/h | 599 | 0 | 0 | 606 | 0 | 0 | 970 | 0 | 960 | 810 | 0 | 789 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.6 | 0.0 | 0.0 | 20.7 | 0.0 | 0.0 | 18.1 | 0.0 | 17.7 | 18.5 | 0.0 | 18.1 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 1.7 | 0.0 | 1.3 | 1.8 | 0.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 4.3 | 0.0 | 3.8 | 4.3 | 0.0 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.1 | 0.0 | 0.0 | 20.9 | 0.0 | 0.0 | 19.8 | 0.0 | 19.0 | 20.4 | 0.0 | 19.5 |
| LnGrp LOS | C | A | A | C | A | A | B | A | B | C | A | B |
| Approach Vol, veh/h | | 102 | | | 38 | | | 741 | | | | 728 |
| Approach Delay, s/veh | | 22.1 | | | 20.9 | | | 19.4 | | | | 20.0 |
| Approach LOS | | C | | | C | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 22.0 | | 14.3 | | 21.5 | | 14.3 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | | 20.1 | | 25.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.8 | | 5.3 | | 12.7 | | 3.1 | | | | |
| Green Ext Time (p_c), s | | 4.2 | | 0.4 | | 3.5 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 19.9 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 114 | 42 | 747 | 739 |
| v/c Ratio | 0.44 | 0.17 | 0.64 | 0.66 |
| Control Delay | 21.9 | 19.7 | 22.3 | 23.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 21.9 | 19.7 | 22.3 | 23.9 |
| Queue Length 50th (ft) | 21 | 8 | 130 | 128 |
| Queue Length 95th (ft) | 73 | 37 | 238 | 258 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 543 | 546 | 1877 | 1557 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.08 | 0.40 | 0.47 |
| Intersection Summary | | | | |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 328 | 55 | 101 | 234 | 60 | 91 | 593 | 67 | 86 | 512 | 114 |
| Future Volume (veh/h) | 91 | 328 | 55 | 101 | 234 | 60 | 91 | 593 | 67 | 86 | 512 | 114 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.94 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 99 | 357 | 60 | 110 | 254 | 65 | 96 | 624 | 71 | 91 | 539 | 120 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 125 | 322 | 54 | 116 | 288 | 74 | 115 | 782 | 93 | 104 | 638 | 150 |
| Arrive On Green | 0.07 | 0.21 | 0.21 | 0.07 | 0.20 | 0.20 | 0.27 | 0.27 | 0.27 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 1549 | 260 | 1781 | 1421 | 364 | 421 | 2868 | 342 | 414 | 2550 | 598 |
| Grp Volume(v), veh/h | 99 | 0 | 417 | 110 | 0 | 319 | 421 | 0 | 370 | 406 | 0 | 344 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1809 | 1781 | 0 | 1784 | 1849 | 0 | 1782 | 1850 | 0 | 1713 |
| Q Serve(g_s), s | 5.0 | 0.0 | 19.1 | 5.6 | 0.0 | 15.9 | 19.7 | 0.0 | 17.5 | 19.4 | 0.0 | 17.3 |
| Cycle Q Clear(g_c), s | 5.0 | 0.0 | 19.1 | 5.6 | 0.0 | 15.9 | 19.7 | 0.0 | 17.5 | 19.4 | 0.0 | 17.3 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 0.20 | 0.23 | | 0.19 | 0.22 | | 0.35 |
| Lane Grp Cap(c), veh/h | 125 | 0 | 376 | 116 | 0 | 362 | 504 | 0 | 486 | 463 | 0 | 429 |
| V/C Ratio(X) | 0.79 | 0.00 | 1.11 | 0.94 | 0.00 | 0.88 | 0.84 | 0.00 | 0.76 | 0.88 | 0.00 | 0.80 |
| Avail Cap(c_a), veh/h | 128 | 0 | 376 | 116 | 0 | 362 | 626 | 0 | 604 | 506 | 0 | 468 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.0 | 0.0 | 36.4 | 42.7 | 0.0 | 35.5 | 31.4 | 0.0 | 30.6 | 33.1 | 0.0 | 32.3 |
| Incr Delay (d2), s/veh | 27.0 | 0.0 | 78.9 | 66.1 | 0.0 | 21.3 | 8.0 | 0.0 | 4.5 | 15.2 | 0.0 | 9.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 0.0 | 16.5 | 4.6 | 0.0 | 8.9 | 9.5 | 0.0 | 7.8 | 10.3 | 0.0 | 8.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 69.0 | 0.0 | 115.2 | 108.8 | 0.0 | 56.8 | 39.4 | 0.0 | 35.1 | 48.2 | 0.0 | 41.3 |
| LnGrp LOS | E | A | F | F | A | E | D | A | D | D | A | D |
| Approach Vol, veh/h | | 516 | | | 429 | | | 791 | | | 750 | |
| Approach Delay, s/veh | | 106.3 | | | 70.2 | | | 37.4 | | | 45.0 | |
| Approach LOS | | F | | | E | | | D | | | D | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 29.9 | 10.0 | 24.0 | | 27.9 | 10.5 | 23.5 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 31.1 | 6.0 | 19.1 | | 25.1 | 6.6 | 18.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 21.7 | 7.6 | 21.1 | | 21.4 | 7.0 | 17.9 | | | | |
| Green Ext Time (p_c), s | | 3.3 | 0.0 | 0.0 | | 1.6 | 0.0 | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 59.7 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-------------------------|------|-------|-------|------|------|------|
| Lane Group Flow (vph) | 99 | 417 | 110 | 319 | 791 | 750 |
| v/c Ratio | 0.84 | 1.17 | 1.03 | 0.93 | 0.90 | 1.02 |
| Control Delay | 96.6 | 140.4 | 141.9 | 73.4 | 46.9 | 74.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 96.6 | 140.4 | 141.9 | 73.4 | 46.9 | 74.1 |
| Queue Length 50th (ft) | 64 | ~320 | ~76 | 196 | 293 | ~316 |
| Queue Length 95th (ft) | #158 | #511 | #187 | #365 | #421 | #459 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 118 | 355 | 107 | 343 | 921 | 738 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 1.17 | 1.03 | 0.93 | 0.86 | 1.02 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: Clovis Ave & Sierra Ave Cumulative Year 2040 With Project-AM (With HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 151 | 109 | 154 | 26 | 151 | 50 | 119 | 531 | 13 | 40 | 546 | 128 |
| Future Volume (veh/h) | 151 | 109 | 154 | 26 | 151 | 50 | 119 | 531 | 13 | 40 | 546 | 128 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 170 | 122 | 0 | 29 | 170 | 43 | 134 | 597 | 11 | 45 | 593 | 99 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 224 | 486 | | 58 | 312 | 255 | 176 | 1150 | 492 | 82 | 962 | 410 |
| Arrive On Green | 0.13 | 0.26 | 0.00 | 0.03 | 0.17 | 0.17 | 0.10 | 0.32 | 0.32 | 0.05 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 3554 | 1520 | 1781 | 3554 | 1514 |
| Grp Volume(v), veh/h | 170 | 122 | 0 | 29 | 170 | 43 | 134 | 597 | 11 | 45 | 593 | 99 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1528 | 1781 | 1777 | 1520 | 1781 | 1777 | 1514 |
| Q Serve(g_s), s | 4.9 | 2.7 | 0.0 | 0.8 | 4.4 | 1.3 | 3.9 | 7.2 | 0.3 | 1.3 | 7.7 | 2.7 |
| Cycle Q Clear(g_c), s | 4.9 | 2.7 | 0.0 | 0.8 | 4.4 | 1.3 | 3.9 | 7.2 | 0.3 | 1.3 | 7.7 | 2.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 224 | 486 | | 58 | 312 | 255 | 176 | 1150 | 492 | 82 | 962 | 410 |
| V/C Ratio(X) | 0.76 | 0.25 | | 0.50 | 0.55 | 0.17 | 0.76 | 0.52 | 0.02 | 0.55 | 0.62 | 0.24 |
| Avail Cap(c_a), veh/h | 744 | 1317 | | 304 | 856 | 699 | 473 | 2098 | 898 | 338 | 1828 | 779 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.2 | 15.4 | 0.0 | 25.0 | 20.1 | 18.8 | 23.1 | 14.5 | 12.1 | 24.6 | 16.8 | 15.0 |
| Incr Delay (d2), s/veh | 5.2 | 0.3 | 0.0 | 6.4 | 1.5 | 0.3 | 6.7 | 0.4 | 0.0 | 5.7 | 0.6 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 1.1 | 0.0 | 0.4 | 1.9 | 0.4 | 1.8 | 2.5 | 0.1 | 0.6 | 2.8 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.4 | 15.7 | 0.0 | 31.4 | 21.6 | 19.1 | 29.8 | 14.9 | 12.2 | 30.3 | 17.5 | 15.3 |
| LnGrp LOS | C | B | | C | C | B | C | B | B | C | B | B |
| Approach Vol, veh/h | | 292 | A | | 242 | | | 742 | | | 737 | |
| Approach Delay, s/veh | | 22.5 | | | 22.3 | | | 17.5 | | | 18.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.4 | 21.9 | 5.7 | 18.6 | 9.2 | 19.2 | 10.6 | 13.7 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 10.0 | 31.1 | 9.0 | 37.1 | 14.0 | 27.1 | 22.0 | 24.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.3 | 9.2 | 2.8 | 4.7 | 5.9 | 9.7 | 6.9 | 6.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.0 | 0.0 | 0.7 | 0.2 | 4.0 | 0.4 | 0.9 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 19.0 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Cumulative Year 2040 With Project-AM (With

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 170 | 122 | 173 | 29 | 170 | 56 | 134 | 597 | 15 | 45 | 593 | 144 |
| v/c Ratio | 0.53 | 0.18 | 0.26 | 0.16 | 0.51 | 0.14 | 0.49 | 0.49 | 0.02 | 0.24 | 0.62 | 0.28 |
| Control Delay | 37.6 | 22.2 | 5.5 | 39.7 | 37.4 | 0.8 | 40.4 | 22.6 | 0.1 | 39.7 | 28.6 | 6.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.6 | 22.2 | 5.5 | 39.7 | 37.4 | 0.8 | 40.4 | 22.6 | 0.1 | 39.7 | 28.6 | 6.7 |
| Queue Length 50th (ft) | 73 | 35 | 0 | 13 | 73 | 0 | 58 | 117 | 0 | 20 | 127 | 0 |
| Queue Length 95th (ft) | 158 | 100 | 45 | 44 | 158 | 0 | 138 | 211 | 0 | 60 | 226 | 44 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 587 | 1042 | 933 | 240 | 677 | 647 | 373 | 1660 | 778 | 266 | 1446 | 696 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.12 | 0.19 | 0.12 | 0.25 | 0.09 | 0.36 | 0.36 | 0.02 | 0.17 | 0.41 | 0.21 |

Intersection Summary

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 122 | 15 | 5 | 162 | 8 | 36 | 3 | 8 | 19 | 3 | 8 |
| Future Vol, veh/h | 10 | 122 | 15 | 5 | 162 | 8 | 36 | 3 | 8 | 19 | 3 | 8 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 147 | 18 | 6 | 195 | 10 | 43 | 4 | 10 | 23 | 4 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 215 | 0 | 0 | 175 | 0 | 0 | 419 | 417 | 176 | 419 | 421 | 220 |
| Stage 1 | - | - | - | - | - | - | 190 | 190 | - | 222 | 222 | - |
| Stage 2 | - | - | - | - | - | - | 229 | 227 | - | 197 | 199 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1355 | - | - | 1401 | - | - | 544 | 527 | 867 | 544 | 524 | 820 |
| Stage 1 | - | - | - | - | - | - | 812 | 743 | - | 780 | 720 | - |
| Stage 2 | - | - | - | - | - | - | 774 | 716 | - | 805 | 736 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1342 | - | - | 1388 | - | - | 518 | 509 | 851 | 519 | 506 | 804 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 518 | 509 | - | 519 | 506 | - |
| Stage 1 | - | - | - | - | - | - | 797 | 728 | - | 765 | 709 | - |
| Stage 2 | - | - | - | - | - | - | 750 | 705 | - | 777 | 721 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.2 | | | 12.2 | | | 11.7 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 554 | 1342 | - | - | 1388 | - | - | 572 |
| HCM Lane V/C Ratio | 0.102 | 0.009 | - | - | 0.004 | - | - | 0.063 |
| HCM Control Delay (s) | 12.2 | 7.7 | 0 | - | 7.6 | 0 | - | 11.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0.2 |

3: Clovis Ave & 3rd Street

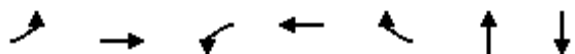
Cumulative Year 2040 With Project-AM (With

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | → | | ↶ | → | ↷ | | ↶↷ | | | ↶↷ | |
| Traffic Volume (veh/h) | 22 | 81 | 22 | 62 | 173 | 192 | 20 | 435 | 86 | 185 | 513 | 26 |
| Future Volume (veh/h) | 22 | 81 | 22 | 62 | 173 | 192 | 20 | 435 | 86 | 185 | 513 | 26 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.95 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 24 | 88 | 17 | 67 | 188 | 113 | 22 | 473 | 81 | 201 | 558 | 24 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 48 | 209 | 40 | 96 | 309 | 253 | 31 | 685 | 123 | 258 | 762 | 34 |
| Arrive On Green | 0.03 | 0.14 | 0.14 | 0.05 | 0.17 | 0.17 | 0.23 | 0.23 | 0.23 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1781 | 1511 | 292 | 1781 | 1870 | 1528 | 132 | 2944 | 530 | 899 | 2651 | 118 |
| Grp Volume(v), veh/h | 24 | 0 | 105 | 67 | 188 | 113 | 310 | 0 | 266 | 408 | 0 | 375 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1803 | 1781 | 1870 | 1528 | 1864 | 0 | 1743 | 1825 | 0 | 1843 |
| Q Serve(g_s), s | 0.9 | 0.0 | 3.5 | 2.4 | 6.1 | 4.3 | 9.9 | 0.0 | 9.0 | 13.4 | 0.0 | 11.8 |
| Cycle Q Clear(g_c), s | 0.9 | 0.0 | 3.5 | 2.4 | 6.1 | 4.3 | 9.9 | 0.0 | 9.0 | 13.4 | 0.0 | 11.8 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.07 | | 0.30 | 0.49 | | 0.06 |
| Lane Grp Cap(c), veh/h | 48 | 0 | 250 | 96 | 309 | 253 | 434 | 0 | 406 | 525 | 0 | 530 |
| V/C Ratio(X) | 0.50 | 0.00 | 0.42 | 0.70 | 0.61 | 0.45 | 0.71 | 0.00 | 0.66 | 0.78 | 0.00 | 0.71 |
| Avail Cap(c_a), veh/h | 192 | 0 | 612 | 219 | 664 | 542 | 747 | 0 | 699 | 704 | 0 | 711 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.2 | 0.0 | 25.6 | 30.3 | 25.2 | 24.5 | 23.0 | 0.0 | 22.6 | 21.3 | 0.0 | 20.7 |
| Incr Delay (d2), s/veh | 7.7 | 0.0 | 1.1 | 8.8 | 1.9 | 1.2 | 2.2 | 0.0 | 1.8 | 3.9 | 0.0 | 2.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 1.5 | 1.2 | 2.7 | 1.6 | 4.3 | 0.0 | 3.6 | 5.7 | 0.0 | 4.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.0 | 0.0 | 26.8 | 39.0 | 27.1 | 25.7 | 25.2 | 0.0 | 24.4 | 25.2 | 0.0 | 22.8 |
| LnGrp LOS | D | A | C | D | C | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 129 | | | 368 | | | 576 | | | 783 | |
| Approach Delay, s/veh | | 29.0 | | | 28.9 | | | 24.8 | | | 24.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 20.0 | 7.5 | 13.9 | | 23.6 | 5.8 | 15.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 26.1 | 8.0 | 22.1 | | 25.1 | 7.0 | 23.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.9 | 4.4 | 5.5 | | 15.4 | 2.9 | 8.1 | | | | |
| Green Ext Time (p_c), s | | 2.9 | 0.0 | 0.4 | | 3.4 | 0.0 | 1.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 25.6 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 24 | 112 | 67 | 188 | 209 | 588 | 787 |
| v/c Ratio | 0.16 | 0.39 | 0.40 | 0.46 | 0.42 | 0.69 | 0.77 |
| Control Delay | 42.8 | 33.9 | 46.7 | 33.6 | 7.8 | 32.4 | 33.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.8 | 33.9 | 46.7 | 33.6 | 7.8 | 32.4 | 33.8 |
| Queue Length 50th (ft) | 12 | 47 | 32 | 77 | 0 | 138 | 185 |
| Queue Length 95th (ft) | 41 | 101 | 85 | 171 | 58 | 224 | #354 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 165 | 536 | 188 | 573 | 616 | 1203 | 1163 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.21 | 0.36 | 0.33 | 0.34 | 0.49 | 0.68 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 16 | 255 | 13 | 3 | 336 | 10 | 6 | 2 | 7 | 8 | 2 | 43 |
| Future Vol, veh/h | 16 | 255 | 13 | 3 | 336 | 10 | 6 | 2 | 7 | 8 | 2 | 43 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 287 | 15 | 3 | 378 | 11 | 7 | 2 | 8 | 9 | 2 | 48 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 399 | 0 | 0 | 312 | 0 | 0 | 766 | 746 | 315 | 746 | 748 | 404 |
| Stage 1 | - | - | - | - | - | - | 341 | 341 | - | 400 | 400 | - |
| Stage 2 | - | - | - | - | - | - | 425 | 405 | - | 346 | 348 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1160 | - | - | 1248 | - | - | 320 | 342 | 725 | 330 | 341 | 647 |
| Stage 1 | - | - | - | - | - | - | 674 | 639 | - | 626 | 602 | - |
| Stage 2 | - | - | - | - | - | - | 607 | 598 | - | 670 | 634 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1149 | - | - | 1236 | - | - | 284 | 329 | 711 | 314 | 328 | 635 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 284 | 329 | - | 314 | 328 | - |
| Stage 1 | - | - | - | - | - | - | 657 | 622 | - | 610 | 595 | - |
| Stage 2 | - | - | - | - | - | - | 552 | 591 | - | 644 | 618 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.1 | | | 14.3 | | | 12.6 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 405 | 1149 | - | - | 1236 | - | - | 534 |
| HCM Lane V/C Ratio | 0.042 | 0.016 | - | - | 0.003 | - | - | 0.112 |
| HCM Control Delay (s) | 14.3 | 8.2 | - | - | 7.9 | - | - | 12.6 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.4 |

Intersection

Int Delay, s/veh 0.8

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 239 | 26 | 9 | 333 | 3 | 6 | 2 | 2 | 8 | 2 | 9 |
| Future Vol, veh/h | 5 | 239 | 26 | 9 | 333 | 3 | 6 | 2 | 2 | 8 | 2 | 9 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 272 | 30 | 10 | 378 | 3 | 7 | 2 | 2 | 9 | 2 | 10 |

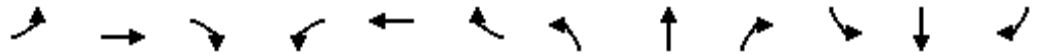
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 391 | 0 | 0 | 312 | 0 | 0 | 725 | 720 | 307 | 721 | 734 | 400 |
| Stage 1 | - | - | - | - | - | - | 309 | 309 | - | 410 | 410 | - |
| Stage 2 | - | - | - | - | - | - | 416 | 411 | - | 311 | 324 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1168 | - | - | 1248 | - | - | 340 | 354 | 733 | 343 | 347 | 650 |
| Stage 1 | - | - | - | - | - | - | 701 | 660 | - | 619 | 595 | - |
| Stage 2 | - | - | - | - | - | - | 614 | 595 | - | 699 | 650 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1157 | - | - | 1236 | - | - | 323 | 342 | 719 | 330 | 336 | 638 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 323 | 342 | - | 330 | 336 | - |
| Stage 1 | - | - | - | - | - | - | 690 | 650 | - | 610 | 584 | - |
| Stage 2 | - | - | - | - | - | - | 591 | 584 | - | 684 | 640 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 15.1 | | | 13.8 | | |
| HCM LOS | | | | | | | C | | | B | | |

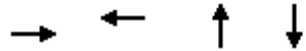
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 368 | 1157 | - | - | 1236 | - | - | 429 |
| HCM Lane V/C Ratio | 0.031 | 0.005 | - | - | 0.008 | - | - | 0.05 |
| HCM Control Delay (s) | 15.1 | 8.1 | - | - | 7.9 | - | - | 13.8 |
| HCM Lane LOS | C | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

HCM 6th Signalized Intersection Summary

02/02/2021



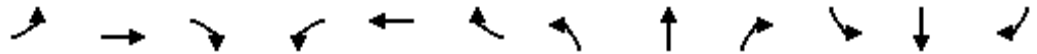
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 16 | 12 | 21 | 14 | 9 | 25 | 10 | 478 | 20 | 11 | 552 | 15 |
| Future Volume (veh/h) | 16 | 12 | 21 | 14 | 9 | 25 | 10 | 478 | 20 | 11 | 552 | 15 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 17 | 13 | 20 | 15 | 10 | 26 | 11 | 509 | 17 | 12 | 587 | 15 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 149 | 104 | 102 | 135 | 86 | 129 | 19 | 904 | 32 | 19 | 985 | 26 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.26 | 0.26 | 0.26 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 308 | 639 | 631 | 239 | 527 | 797 | 73 | 3508 | 123 | 69 | 3547 | 95 |
| Grp Volume(v), veh/h | 50 | 0 | 0 | 51 | 0 | 0 | 283 | 0 | 254 | 323 | 0 | 291 |
| Grp Sat Flow(s),veh/h/ln | 1577 | 0 | 0 | 1563 | 0 | 0 | 1867 | 0 | 1837 | 1867 | 0 | 1845 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 0.0 | 5.8 | 7.3 | 0.0 | 6.6 |
| Cycle Q Clear(g_c), s | 1.2 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 6.4 | 0.0 | 5.8 | 7.3 | 0.0 | 6.6 |
| Prop In Lane | 0.34 | | 0.40 | 0.29 | | 0.51 | 0.04 | | 0.07 | 0.04 | | 0.05 |
| Lane Grp Cap(c), veh/h | 355 | 0 | 0 | 349 | 0 | 0 | 481 | 0 | 473 | 519 | 0 | 512 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.59 | 0.00 | 0.54 | 0.62 | 0.00 | 0.57 |
| Avail Cap(c_a), veh/h | 732 | 0 | 0 | 724 | 0 | 0 | 1118 | 0 | 1100 | 1003 | 0 | 991 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.6 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 15.8 | 0.0 | 15.5 | 15.3 | 0.0 | 15.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 1.1 | 0.0 | 0.9 | 1.2 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 2.5 | 0.0 | 2.2 | 2.8 | 0.0 | 2.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 17.8 | 0.0 | 0.0 | 17.8 | 0.0 | 0.0 | 16.9 | 0.0 | 16.5 | 16.6 | 0.0 | 16.0 |
| LnGrp LOS | B | A | A | B | A | A | B | A | B | B | A | B |
| Approach Vol, veh/h | | 50 | | | 51 | | | 537 | | | | 614 |
| Approach Delay, s/veh | | 17.8 | | | 17.8 | | | 16.7 | | | | 16.3 |
| Approach LOS | | B | | | B | | | B | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 17.4 | | 12.8 | | 18.4 | | 12.8 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 29.1 | | 20.1 | | 26.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.4 | | 3.2 | | 9.3 | | 3.3 | | | | |
| Green Ext Time (p_c), s | | 3.0 | | 0.2 | | 3.3 | | 0.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 16.6 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 52 | 52 | 541 | 615 |
| v/c Ratio | 0.19 | 0.19 | 0.51 | 0.54 |
| Control Delay | 18.1 | 16.7 | 18.6 | 18.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.1 | 16.7 | 18.6 | 18.0 |
| Queue Length 50th (ft) | 8 | 7 | 71 | 81 |
| Queue Length 95th (ft) | 41 | 39 | 169 | 188 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 714 | 715 | 2357 | 2171 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.07 | 0.23 | 0.28 |
| Intersection Summary | | | | |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 228 | 32 | 131 | 264 | 62 | 102 | 401 | 151 | 43 | 510 | 37 |
| Future Volume (veh/h) | 43 | 228 | 32 | 131 | 264 | 62 | 102 | 401 | 151 | 43 | 510 | 37 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.94 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 51 | 271 | 28 | 156 | 314 | 66 | 121 | 477 | 136 | 51 | 607 | 42 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 73 | 326 | 34 | 192 | 392 | 82 | 145 | 593 | 178 | 56 | 698 | 51 |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.11 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1781 | 1658 | 171 | 1781 | 1487 | 313 | 559 | 2288 | 687 | 255 | 3179 | 231 |
| Grp Volume(v), veh/h | 51 | 0 | 299 | 156 | 0 | 380 | 399 | 0 | 335 | 371 | 0 | 329 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1829 | 1781 | 0 | 1799 | 1842 | 0 | 1691 | 1858 | 0 | 1807 |
| Q Serve(g_s), s | 2.4 | 0.0 | 13.5 | 7.4 | 0.0 | 17.0 | 17.7 | 0.0 | 15.8 | 16.8 | 0.0 | 15.0 |
| Cycle Q Clear(g_c), s | 2.4 | 0.0 | 13.5 | 7.4 | 0.0 | 17.0 | 17.7 | 0.0 | 15.8 | 16.8 | 0.0 | 15.0 |
| Prop In Lane | 1.00 | | 0.09 | 1.00 | | 0.17 | 0.30 | | 0.41 | 0.14 | | 0.13 |
| Lane Grp Cap(c), veh/h | 73 | 0 | 360 | 192 | 0 | 475 | 477 | 0 | 438 | 408 | 0 | 397 |
| V/C Ratio(X) | 0.70 | 0.00 | 0.83 | 0.81 | 0.00 | 0.80 | 0.84 | 0.00 | 0.76 | 0.91 | 0.00 | 0.83 |
| Avail Cap(c_a), veh/h | 144 | 0 | 447 | 289 | 0 | 586 | 579 | 0 | 531 | 411 | 0 | 400 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.9 | 0.0 | 33.3 | 37.6 | 0.0 | 29.6 | 30.2 | 0.0 | 29.5 | 32.8 | 0.0 | 32.1 |
| Incr Delay (d2), s/veh | 11.5 | 0.0 | 10.3 | 10.0 | 0.0 | 6.4 | 8.8 | 0.0 | 5.4 | 23.8 | 0.0 | 13.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.0 | 6.9 | 3.7 | 0.0 | 8.0 | 8.6 | 0.0 | 6.8 | 9.9 | 0.0 | 7.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 52.4 | 0.0 | 43.6 | 47.6 | 0.0 | 36.0 | 39.1 | 0.0 | 34.9 | 56.6 | 0.0 | 45.7 |
| LnGrp LOS | D | A | D | D | A | D | D | A | C | E | A | D |
| Approach Vol, veh/h | | 350 | | | 536 | | | 734 | | | 700 | |
| Approach Delay, s/veh | | 44.9 | | | 39.4 | | | 37.2 | | | 51.5 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 27.3 | 13.3 | 21.9 | | 23.8 | 7.5 | 27.7 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 27.1 | 14.0 | 21.1 | | 19.1 | 7.0 | 28.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 19.7 | 9.4 | 15.5 | | 18.8 | 4.4 | 19.0 | | | | |
| Green Ext Time (p_c), s | | 2.7 | 0.2 | 0.8 | | 0.1 | 0.0 | 1.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 43.2 | | | | | | | | |
| HCM 6th LOS | | | | D | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 51 | 309 | 156 | 388 | 778 | 702 |
| v/c Ratio | 0.41 | 0.84 | 0.68 | 0.75 | 0.85 | 0.98 |
| Control Delay | 54.6 | 56.7 | 56.2 | 41.5 | 42.1 | 69.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.6 | 56.7 | 56.2 | 41.5 | 42.1 | 69.9 |
| Queue Length 50th (ft) | 32 | 185 | 95 | 219 | 234 | ~256 |
| Queue Length 95th (ft) | 65 | #278 | 150 | 300 | 280 | #334 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 131 | 414 | 264 | 546 | 989 | 713 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.39 | 0.75 | 0.59 | 0.71 | 0.79 | 0.98 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Clovis Ave & Sierra Ave Cumulative Year 2040 With Project-PM (With HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ |
| Traffic Volume (veh/h) | 185 | 116 | 225 | 18 | 77 | 52 | 127 | 851 | 28 | 132 | 638 | 200 |
| Future Volume (veh/h) | 185 | 116 | 225 | 18 | 77 | 52 | 127 | 851 | 28 | 132 | 638 | 200 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 199 | 125 | 0 | 19 | 83 | 41 | 137 | 915 | 21 | 142 | 686 | 140 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 253 | 436 | | 40 | 213 | 172 | 176 | 1255 | 538 | 185 | 1273 | 546 |
| Arrive On Green | 0.14 | 0.23 | 0.00 | 0.02 | 0.11 | 0.11 | 0.10 | 0.35 | 0.35 | 0.10 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1510 | 1781 | 3554 | 1523 | 1781 | 3554 | 1524 |
| Grp Volume(v), veh/h | 199 | 125 | 0 | 19 | 83 | 41 | 137 | 915 | 21 | 142 | 686 | 140 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1510 | 1781 | 1777 | 1523 | 1781 | 1777 | 1524 |
| Q Serve(g_s), s | 6.7 | 3.4 | 0.0 | 0.7 | 2.5 | 1.5 | 4.7 | 13.9 | 0.6 | 4.8 | 9.5 | 4.0 |
| Cycle Q Clear(g_c), s | 6.7 | 3.4 | 0.0 | 0.7 | 2.5 | 1.5 | 4.7 | 13.9 | 0.6 | 4.8 | 9.5 | 4.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 253 | 436 | | 40 | 213 | 172 | 176 | 1255 | 538 | 185 | 1273 | 546 |
| V/C Ratio(X) | 0.79 | 0.29 | | 0.47 | 0.39 | 0.24 | 0.78 | 0.73 | 0.04 | 0.77 | 0.54 | 0.26 |
| Avail Cap(c_a), veh/h | 575 | 969 | | 173 | 547 | 441 | 288 | 1899 | 814 | 460 | 2243 | 962 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.7 | 19.5 | 0.0 | 29.9 | 25.4 | 25.0 | 27.3 | 17.5 | 13.1 | 27.0 | 15.8 | 14.0 |
| Incr Delay (d2), s/veh | 5.4 | 0.4 | 0.0 | 8.4 | 1.2 | 0.7 | 7.3 | 0.8 | 0.0 | 6.6 | 0.4 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 1.4 | 0.0 | 0.4 | 1.1 | 0.6 | 2.2 | 5.1 | 0.2 | 2.2 | 3.4 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 31.0 | 19.9 | 0.0 | 38.3 | 26.6 | 25.7 | 34.6 | 18.3 | 13.2 | 33.6 | 16.2 | 14.3 |
| LnGrp LOS | C | B | | D | C | C | C | B | B | C | B | B |
| Approach Vol, veh/h | | 324 | A | | 143 | | | 1073 | | | 968 | |
| Approach Delay, s/veh | | 26.7 | | | 27.9 | | | 20.3 | | | 18.5 | |
| Approach LOS | | C | | | C | | | C | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.4 | 26.8 | 5.4 | 19.3 | 10.1 | 27.1 | 12.8 | 12.0 | | | | |
| Change Period (Y+Rc), s | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | 16.0 | 33.1 | 6.0 | 32.1 | 10.0 | 39.1 | 20.0 | 18.1 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.8 | 15.9 | 2.7 | 5.4 | 6.7 | 11.5 | 8.7 | 4.5 | | | | |
| Green Ext Time (p_c), s | 0.2 | 6.0 | 0.0 | 0.6 | 0.1 | 5.5 | 0.4 | 0.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.8 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

1: Clovis Ave & Sierra Ave
Queues

Cumulative Year 2040 With Project-PM (With

AGENDA ITEM NO. 20.

02/02/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 199 | 125 | 242 | 19 | 83 | 56 | 137 | 915 | 30 | 142 | 686 | 215 |
| v/c Ratio | 0.61 | 0.24 | 0.40 | 0.14 | 0.35 | 0.16 | 0.60 | 0.76 | 0.05 | 0.53 | 0.53 | 0.34 |
| Control Delay | 43.1 | 26.4 | 6.1 | 45.8 | 41.1 | 0.9 | 52.9 | 30.3 | 0.1 | 44.5 | 22.8 | 9.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.1 | 26.4 | 6.1 | 45.8 | 41.1 | 0.9 | 52.9 | 30.3 | 0.1 | 44.5 | 22.8 | 9.4 |
| Queue Length 50th (ft) | 98 | 46 | 0 | 10 | 42 | 0 | 70 | 219 | 0 | 71 | 143 | 24 |
| Queue Length 95th (ft) | 200 | 110 | 56 | 37 | 94 | 0 | #197 | 376 | 0 | 153 | 242 | 85 |
| Internal Link Dist (ft) | | 465 | | | 1186 | | | 1317 | | | 1212 | |
| Turn Bay Length (ft) | | | 100 | 90 | | 50 | 150 | | 100 | 165 | | 75 |
| Base Capacity (vph) | 485 | 820 | 810 | 145 | 462 | 519 | 243 | 1607 | 781 | 388 | 1978 | 901 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.15 | 0.30 | 0.13 | 0.18 | 0.11 | 0.56 | 0.57 | 0.04 | 0.37 | 0.35 | 0.24 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 1.2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 234 | 35 | 8 | 121 | 23 | 18 | 2 | 3 | 8 | 4 | 4 |
| Future Vol, veh/h | 4 | 234 | 35 | 8 | 121 | 23 | 18 | 2 | 3 | 8 | 4 | 4 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 252 | 38 | 9 | 130 | 25 | 19 | 2 | 3 | 9 | 4 | 4 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 165 | 0 | 0 | 300 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1413 | - | - | 1261 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1400 | - | - | 1249 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.1 | 0.4 | 12.4 | 11.8 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 509 | 1400 | - | - | 1249 | - | - | 544 |
| HCM Lane V/C Ratio | 0.049 | 0.003 | - | - | 0.007 | - | - | 0.032 |
| HCM Control Delay (s) | 12.4 | 7.6 | 0 | - | 7.9 | 0 | - | 11.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

HCM 6th Signalized Intersection Summary

02/02/2021

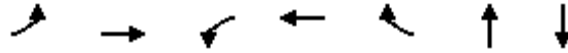


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 119 | 31 | 102 | 129 | 280 | 16 | 684 | 101 | 192 | 621 | 31 |
| Future Volume (veh/h) | 38 | 119 | 31 | 102 | 129 | 280 | 16 | 684 | 101 | 192 | 621 | 31 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 39 | 121 | 23 | 104 | 132 | 176 | 16 | 698 | 80 | 196 | 634 | 23 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 64 | 197 | 38 | 132 | 315 | 257 | 20 | 900 | 109 | 227 | 778 | 29 |
| Arrive On Green | 0.04 | 0.13 | 0.13 | 0.07 | 0.17 | 0.17 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1781 | 1515 | 288 | 1781 | 1870 | 1528 | 70 | 3191 | 386 | 806 | 2766 | 104 |
| Grp Volume(v), veh/h | 39 | 0 | 144 | 104 | 132 | 176 | 425 | 0 | 369 | 445 | 0 | 408 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1803 | 1781 | 1870 | 1528 | 1867 | 0 | 1780 | 1830 | 0 | 1846 |
| Q Serve(g_s), s | 1.7 | 0.0 | 6.1 | 4.6 | 5.1 | 8.7 | 17.1 | 0.0 | 15.1 | 18.6 | 0.0 | 16.4 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 6.1 | 4.6 | 5.1 | 8.7 | 17.1 | 0.0 | 15.1 | 18.6 | 0.0 | 16.4 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.04 | | 0.22 | 0.44 | | 0.06 |
| Lane Grp Cap(c), veh/h | 64 | 0 | 235 | 132 | 315 | 257 | 526 | 0 | 502 | 515 | 0 | 520 |
| V/C Ratio(X) | 0.61 | 0.00 | 0.61 | 0.79 | 0.42 | 0.68 | 0.81 | 0.00 | 0.74 | 0.86 | 0.00 | 0.79 |
| Avail Cap(c_a), veh/h | 133 | 0 | 427 | 155 | 466 | 381 | 697 | 0 | 665 | 570 | 0 | 575 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.3 | 0.0 | 33.1 | 36.7 | 30.0 | 31.5 | 26.9 | 0.0 | 26.2 | 27.5 | 0.0 | 26.7 |
| Incr Delay (d2), s/veh | 8.9 | 0.0 | 2.6 | 20.1 | 0.9 | 3.2 | 5.2 | 0.0 | 2.9 | 12.1 | 0.0 | 6.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 2.8 | 2.7 | 2.3 | 3.4 | 7.9 | 0.0 | 6.5 | 9.4 | 0.0 | 7.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.1 | 0.0 | 35.7 | 56.8 | 30.9 | 34.7 | 32.1 | 0.0 | 29.2 | 39.6 | 0.0 | 33.2 |
| LnGrp LOS | D | A | D | E | C | C | C | A | C | D | A | C |
| Approach Vol, veh/h | | 183 | | | 412 | | | 794 | | | 853 | |
| Approach Delay, s/veh | | 38.2 | | | 39.0 | | | 30.8 | | | 36.5 | |
| Approach LOS | | D | | | D | | | C | | | D | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 27.6 | 10.0 | 15.4 | | 27.6 | 6.9 | 18.5 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | 7.0 | 19.1 | | 25.1 | 6.0 | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 19.1 | 6.6 | 8.1 | | 20.6 | 3.7 | 10.7 | | | | |
| Green Ext Time (p_c), s | | 3.7 | 0.0 | 0.5 | | 2.1 | 0.0 | 0.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 35.1 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

3: Clovis Ave & 3rd Street
Queues

Cumulative Year 2040 With Project-PM (With

02/02/2021



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBT |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 39 | 153 | 104 | 132 | 286 | 817 | 862 |
| v/c Ratio | 0.33 | 0.59 | 0.75 | 0.36 | 0.54 | 0.81 | 0.88 |
| Control Delay | 51.0 | 43.7 | 75.1 | 36.7 | 8.5 | 36.4 | 43.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.0 | 43.7 | 75.1 | 36.7 | 8.5 | 36.4 | 43.7 |
| Queue Length 50th (ft) | 22 | 77 | 60 | 70 | 0 | 220 | 249 |
| Queue Length 95th (ft) | 58 | 142 | #162 | 129 | 70 | 314 | #416 |
| Internal Link Dist (ft) | | 300 | | 768 | | 387 | 1317 |
| Turn Bay Length (ft) | 65 | | 100 | | 100 | | |
| Base Capacity (vph) | 119 | 394 | 139 | 426 | 571 | 1177 | 983 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.39 | 0.75 | 0.31 | 0.50 | 0.69 | 0.88 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 1.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 256 | 2 | 1 | 266 | 5 | 4 | 1 | 4 | 5 | 1 | 24 |
| Future Vol, veh/h | 30 | 256 | 2 | 1 | 266 | 5 | 4 | 1 | 4 | 5 | 1 | 24 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 269 | 2 | 1 | 280 | 5 | 4 | 1 | 4 | 5 | 1 | 25 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 295 | 0 | 0 | 281 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1266 | - | - | 1282 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1254 | - | - | 1270 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.8 | 0 | 12.9 | 11.3 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 463 | 1254 | - | - | 1270 | - | - | 607 |
| HCM Lane V/C Ratio | 0.02 | 0.025 | - | - | 0.001 | - | - | 0.052 |
| HCM Control Delay (s) | 12.9 | 7.9 | - | - | 7.8 | - | - | 11.3 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 255 | 4 | 1 | 261 | 2 | 7 | 1 | 6 | 1 | 1 | 4 |
| Future Vol, veh/h | 6 | 255 | 4 | 1 | 261 | 2 | 7 | 1 | 6 | 1 | 1 | 4 |
| Conflicting Peds, #/hr | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 | 10 | 0 | 10 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 1 | - | - | 1 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 268 | 4 | 1 | 275 | 2 | 7 | 1 | 6 | 1 | 1 | 4 |

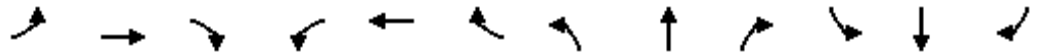
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 287 | 0 | 0 | 282 | 0 | 0 | 583 | 581 | 290 | 584 | 582 | 296 |
| Stage 1 | - | - | - | - | - | - | 292 | 292 | - | 288 | 288 | - |
| Stage 2 | - | - | - | - | - | - | 291 | 289 | - | 296 | 294 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1275 | - | - | 1280 | - | - | 424 | 425 | 749 | 423 | 425 | 743 |
| Stage 1 | - | - | - | - | - | - | 716 | 671 | - | 720 | 674 | - |
| Stage 2 | - | - | - | - | - | - | 717 | 673 | - | 712 | 670 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1263 | - | - | 1268 | - | - | 411 | 414 | 735 | 409 | 414 | 729 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 411 | 414 | - | 409 | 414 | - |
| Stage 1 | - | - | - | - | - | - | 706 | 661 | - | 710 | 667 | - |
| Stage 2 | - | - | - | - | - | - | 704 | 666 | - | 695 | 660 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 0 | 12.3 | 11.3 |
| HCM LOS | | | B | B |

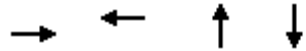
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 507 | 1263 | - | - | 1268 | - | - | 580 |
| HCM Lane V/C Ratio | 0.029 | 0.005 | - | - | 0.001 | - | - | 0.011 |
| HCM Control Delay (s) | 12.3 | 7.9 | - | - | 7.8 | - | - | 11.3 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 43 | 10 | 58 | 14 | 7 | 20 | 24 | 700 | 23 | 11 | 676 | 46 |
| Future Volume (veh/h) | 43 | 10 | 58 | 14 | 7 | 20 | 24 | 700 | 23 | 11 | 676 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.94 | 0.96 | | 0.94 | 1.00 | | 0.93 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 44 | 10 | 48 | 14 | 7 | 17 | 25 | 722 | 18 | 11 | 697 | 36 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 162 | 54 | 114 | 144 | 78 | 112 | 35 | 1052 | 28 | 15 | 994 | 54 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.30 | 0.30 | 0.30 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 462 | 332 | 705 | 371 | 481 | 690 | 116 | 3503 | 92 | 52 | 3449 | 187 |
| Grp Volume(v), veh/h | 102 | 0 | 0 | 38 | 0 | 0 | 402 | 0 | 363 | 394 | 0 | 350 |
| Grp Sat Flow(s),veh/h/ln | 1499 | 0 | 0 | 1541 | 0 | 0 | 1865 | 0 | 1846 | 1868 | 0 | 1820 |
| Q Serve(g_s), s | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 10.1 | 11.2 | 0.0 | 10.0 |
| Cycle Q Clear(g_c), s | 3.3 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 11.3 | 0.0 | 10.1 | 11.2 | 0.0 | 10.0 |
| Prop In Lane | 0.43 | | 0.47 | 0.37 | | 0.45 | 0.06 | | 0.05 | 0.03 | | 0.10 |
| Lane Grp Cap(c), veh/h | 330 | 0 | 0 | 333 | 0 | 0 | 560 | 0 | 554 | 538 | 0 | 525 |
| V/C Ratio(X) | 0.31 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.72 | 0.00 | 0.65 | 0.73 | 0.00 | 0.67 |
| Avail Cap(c_a), veh/h | 588 | 0 | 0 | 595 | 0 | 0 | 952 | 0 | 943 | 795 | 0 | 775 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.1 | 0.0 | 0.0 | 21.2 | 0.0 | 0.0 | 18.4 | 0.0 | 18.0 | 18.9 | 0.0 | 18.5 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 1.7 | 0.0 | 1.3 | 1.9 | 0.0 | 1.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 4.6 | 0.0 | 4.0 | 4.6 | 0.0 | 3.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.6 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 20.1 | 0.0 | 19.3 | 20.9 | 0.0 | 20.0 |
| LnGrp LOS | C | A | A | C | A | A | C | A | B | C | A | B |
| Approach Vol, veh/h | | 102 | | | 38 | | | 765 | | | | 744 |
| Approach Delay, s/veh | | 22.6 | | | 21.3 | | | 19.7 | | | | 20.4 |
| Approach LOS | | C | | | C | | | B | | | | C |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 22.6 | | 14.5 | | 21.9 | | 14.5 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | 4.9 | | 4.9 | | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 30.1 | | 20.1 | | 25.1 | | 20.1 | | | | |
| Max Q Clear Time (g_c+I1), s | | 13.3 | | 5.3 | | 13.2 | | 3.1 | | | | |
| Green Ext Time (p_c), s | | 4.3 | | 0.4 | | 3.5 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 20.3 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 114 | 42 | 771 | 755 |
| v/c Ratio | 0.44 | 0.18 | 0.65 | 0.68 |
| Control Delay | 22.4 | 20.0 | 22.7 | 24.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.4 | 20.0 | 22.7 | 24.5 |
| Queue Length 50th (ft) | 21 | 8 | 137 | 135 |
| Queue Length 95th (ft) | 73 | 37 | 248 | 265 |
| Internal Link Dist (ft) | 327 | 256 | 427 | 387 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 534 | 535 | 1845 | 1532 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.08 | 0.42 | 0.49 |
| Intersection Summary | | | | |

HCM 6th Signalized Intersection Summary

02/02/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|-------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 100 | 328 | 55 | 101 | 234 | 60 | 91 | 607 | 67 | 86 | 521 | 120 |
| Future Volume (veh/h) | 100 | 328 | 55 | 101 | 234 | 60 | 91 | 607 | 67 | 86 | 521 | 120 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.94 | 1.00 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 109 | 357 | 60 | 110 | 254 | 65 | 96 | 639 | 71 | 91 | 548 | 126 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 127 | 319 | 54 | 115 | 283 | 72 | 114 | 794 | 93 | 102 | 641 | 155 |
| Arrive On Green | 0.07 | 0.21 | 0.21 | 0.06 | 0.20 | 0.20 | 0.28 | 0.28 | 0.28 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 1549 | 260 | 1781 | 1420 | 363 | 414 | 2884 | 336 | 406 | 2538 | 615 |
| Grp Volume(v), veh/h | 109 | 0 | 417 | 110 | 0 | 319 | 429 | 0 | 377 | 415 | 0 | 350 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1809 | 1781 | 0 | 1784 | 1850 | 0 | 1784 | 1850 | 0 | 1708 |
| Q Serve(g_s), s | 5.6 | 0.0 | 19.1 | 5.7 | 0.0 | 16.2 | 20.3 | 0.0 | 18.0 | 20.1 | 0.0 | 17.9 |
| Cycle Q Clear(g_c), s | 5.6 | 0.0 | 19.1 | 5.7 | 0.0 | 16.2 | 20.3 | 0.0 | 18.0 | 20.1 | 0.0 | 17.9 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 0.20 | 0.22 | | 0.19 | 0.22 | | 0.36 |
| Lane Grp Cap(c), veh/h | 127 | 0 | 372 | 115 | 0 | 356 | 510 | 0 | 491 | 467 | 0 | 431 |
| V/C Ratio(X) | 0.86 | 0.00 | 1.12 | 0.96 | 0.00 | 0.90 | 0.84 | 0.00 | 0.77 | 0.89 | 0.00 | 0.81 |
| Avail Cap(c_a), veh/h | 127 | 0 | 372 | 115 | 0 | 356 | 620 | 0 | 598 | 500 | 0 | 462 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.6 | 0.0 | 36.8 | 43.3 | 0.0 | 36.2 | 31.7 | 0.0 | 30.9 | 33.4 | 0.0 | 32.6 |
| Incr Delay (d2), s/veh | 41.3 | 0.0 | 83.3 | 69.6 | 0.0 | 24.3 | 8.7 | 0.0 | 4.8 | 16.8 | 0.0 | 9.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.9 | 0.0 | 16.9 | 4.7 | 0.0 | 9.3 | 9.9 | 0.0 | 8.1 | 10.8 | 0.0 | 8.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 83.9 | 0.0 | 120.1 | 112.8 | 0.0 | 60.5 | 40.4 | 0.0 | 35.7 | 50.3 | 0.0 | 42.6 |
| LnGrp LOS | F | A | F | F | A | E | D | A | D | D | A | D |
| Approach Vol, veh/h | | 526 | | | 429 | | | 806 | | | | 765 |
| Approach Delay, s/veh | | 112.6 | | | 73.9 | | | 38.2 | | | | 46.7 |
| Approach LOS | | F | | | E | | | D | | | | D |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 30.5 | 10.0 | 24.0 | | 28.3 | 10.6 | 23.4 | | | | |
| Change Period (Y+Rc), s | | 4.9 | 4.0 | 4.9 | | 4.9 | 4.0 | 4.9 | | | | |
| Max Green Setting (Gmax), s | | 31.1 | 6.0 | 19.1 | | 25.1 | 6.6 | 18.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 22.3 | 7.7 | 21.1 | | 22.1 | 7.6 | 18.2 | | | | |
| Green Ext Time (p_c), s | | 3.3 | 0.0 | 0.0 | | 1.4 | 0.0 | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 62.4 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |



| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT |
|-------------------------|-------|-------|-------|------|------|------|
| Lane Group Flow (vph) | 109 | 417 | 110 | 319 | 806 | 765 |
| v/c Ratio | 0.93 | 1.17 | 1.03 | 0.93 | 0.91 | 1.04 |
| Control Delay | 114.2 | 141.2 | 142.5 | 73.9 | 48.3 | 80.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 114.2 | 141.2 | 142.5 | 73.9 | 48.3 | 80.5 |
| Queue Length 50th (ft) | 71 | ~320 | ~76 | 196 | 300 | ~329 |
| Queue Length 95th (ft) | #177 | #511 | #187 | #365 | #434 | #473 |
| Internal Link Dist (ft) | | 299 | | 388 | 602 | 427 |
| Turn Bay Length (ft) | 75 | | 150 | | | |
| Base Capacity (vph) | 117 | 355 | 107 | 343 | 919 | 736 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.93 | 1.17 | 1.03 | 0.93 | 0.88 | 1.04 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: March 16, 2020

SUBJECT: Consider items associated with approximately 1.6 acres of property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street. TGP Investments LLC & Flyline Investments, owner/applicant; Dirk Poeschel, Representative.

- a. **Consider Approval - Res. 20-____, GPA2018-03**, A request to amend the General Plan to re-designate from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) classification for future development.
- b. **Consider Introduction - Ord. 20-____, R2018-09**, A request to approve a rezone from the R-1 (Single Family Residential-6,000 Sq Ft) to the R-4 (Very High Density Multiple Family Residential) Zone District.

Staff: Orlando Ramirez, Deputy City Planner
Recommendation: Approve

- ATTACHMENTS:
- 1. Conditions of Approval
 - 2. Draft Resolution
 - 3. Draft Ordinance
 - 4. Justification Letter
 - 5. Site Plan
 - 6. Floor Plans and Elevations
 - 7. Correspondence, Agencies and Departments
 - 8. Correspondence (Opposition)
 - 9. Police Conditions
 - 10. Planning Commission Minutes

CONFLICT OF INTEREST
None.

RECOMMENDATION

Planning Commission and staff recommend:

- For the City Council to approve Resolution 20-___ for General Plan Amendment GPA2018-03, a request to amend the General Plan and Central Clovis Specific Plan to re-designate from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) classification, subject to the conditions of approval included in Attachment 1; and
- For the City Council to approve the introduction of Ordinance 20-___ for Rezone R2018-09, a request to approve a rezone from the R-1 (Single Family Residential-6,000 Sq Ft) to the R-4 (Multiple Family Residential) Zone District, subject to the conditions of approval included in Attachment 1-A.

EXECUTIVE SUMMARY

The applicant is requesting to amend the General Plan and rezone property to permit a 40-unit multiple-family, non-gated residential development on approximately 1.6 acres of property shown in **Figure 1**. The Project would include construction of public streets, sidewalks, landscaped areas, and a block wall along the south and north boundary of the site as well as related amenities.

To accommodate the Project, the applicant is requesting a general plan amendment to re-designate the site from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) designation, and a rezone from the R-1 (Single-Family Residential-6,000 sq. ft.) to the R-4 (Very High Density Multiple-Family Residential) Zone District. The Project, if approved, would provide additional housing opportunities to Clovis. Approval of this general plan amendment and rezoning would allow the applicant to proceed with construction drawings and permit review.

BACKGROUND

- General Plan Designation: Medium Density Single-Family Residential
- Specific Plan Designation: Medium Density Single-Family Residential
- Existing Zoning: R-1
- Lot Size: 1.6 acres
- Current Land Use: Vacant church, Outbuilding
- Adjacent Land Uses:
 - North: Ponding Basin
 - South: Single-Family Residential
 - East: Single-Family Residential
 - West: Multiple-Family Residential
- Previous Entitlements: None

**Figure 1
Project Location Map**



PROPOSAL AND ANALYSIS

The applicant requests approval of GPA2018-03 and R2018-09 to construct a 40-unit multiple-family residential project as part of a non-gated development. Each of the required entitlements are described and analyzed in more detail within this report.

General Plan Amendment (GPA2018-03)

The applicant is requesting to amend the General Plan Land Use Diagram and the Central Clovis Specific Plan for an area currently designated as Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) designation. As part of the Project application, a justification letter has been provided for the general plan amendment (**Attachment 4**). This request is required for the applicant to be able to

accommodate the Project at the proposed density. A general plan amendment is a change in City policy and requires a compelling reason for change. The applicant has stated that the proposed use is providing much needed multiple-family housing as required to meet State Housing mandates. Additionally, the applicant indicates that the Project will provide housing opportunities in the Central Clovis area.

Under the existing General Plan land use designation (Medium Density Residential), the Project site could support up to a maximum of 11 residential units. Under the proposed Project (Very High Density Residential), the site could accommodate a maximum of up to 68 residential units. However, the applicant is proposing a 40-unit development.

The Project site was previously home to Clovis Foursquare Church. The church closed its doors several years ago and was purchased by the applicant for future development. The Project site is surrounded by existing single family homes, multiple family complex/duplexes, and a ponding basin. To the west are two multiple family developments. On the south and east are existing single family residential and the basin is located directly to the north of the Project. As such, the Project's request to Very High Density Residential would be consistent with the General Plan to create a diversity of housing within neighborhoods, providing additional housing opportunities to the Central Clovis area.

Land Use

This general plan amendment is accompanied with a specific project with a density of 25.1 units per acre. The request to re-designate to Very High Density Residential is not unlike other past plan amendments within the City of Clovis and will accommodate an in-fill development on a challenging site which has street frontages on two sides and unusual shape. The General Plan and Central Clovis Specific Plans designated the subject site as Medium Density Residential. The request to increase the density for the 1.6 acre subject property would add 40 units into the City's housing stock.

Regional Housing Needs Allocation

In accordance with state housing law, the City is required to demonstrate that it has enough property designated for residential development to accommodate housing demand for all income categories. This is referred to as the Regional Housing Needs Allocation (RHNA). High density development, starting at a minimum of 20 dwelling units per acre, must be designated and made available for housing projects. The City has developed various programs and identified specific properties to meet its RHNA requirements. The Project parcels are not currently included in the City's inventory of RHNA sites.

For a variety of reasons, some of the properties the City has included in its high density RHNA inventory will not develop at the densities assumed in the RHNA calculations. Other sites, however, including the Project, may develop at densities greater than originally anticipated. As long as these new sites develop at a minimum density of 20 DU/Ac, these units would effectively serve as "replacement" units and would help towards meeting the City's RHNA requirements. Because the proposed multi-family project would be developed at greater than 25 DU/Ac, the Project would increase the City's RHNA capacity for high

density housing by 40 units and can be considered an integral part of helping meet the City's RHNA obligation.

Additional Housing Opportunities

The City recently adopted a Cottage Home Program that provides an alternative housing opportunity to its residents. The Program was initially developed to encourage secondary housing units within the Central Clovis area and more specifically, Old Town. Old Town experienced a shortage of living units and the Cottage Home program filled a need for additional housing opportunities. With the program's success, the Council adopted an Ordinance expanding the Cottage Home program to include any property with an alley and area sufficient to accommodate a secondary housing unit adding to Clovis' housing diversity. The Project in essence, provides additional rental opportunities to an area lacking in housing, all within close proximity to downtown services.

Infill

The 1.6 acre Project site is one of the last few remaining vacant properties in the area. The applicant has an opportunity to utilize the property as infill development for the establishment of a multiple-family residential project in accordance with the General Plan policies and Development Code requirements noted above.

Circulation

With any general plan amendment, particularly a request to increase residential density, traffic circulation is carefully addressed. The Project is primarily served by Osmun Avenue on the west and Baron Avenue on the east, which are both classified as local streets. Generally, an increase in density to a site has the potential to impact other streets in the area. The applicant has designed the Project to utilize the two access points that distribute vehicular traffic to either side of the development, providing connectivity to Third Street on the south, and Sierra Avenue on the north via Baron Avenue. If the development were to be constructed per the current General Plan utilizing the same public streets, access would likely remain the same. A traffic assessment completed for the Project by Placeworks indicates that the Project will result in a trip generation that is below 100 peak hour trips. This is the threshold normally required for the preparation of a traffic impact study. Therefore, the Project is not anticipated to cause a substantial increase in traffic or cause a detriment in operations at nearby intersections and public right-of-ways.

Concerns were raised regarding impacts to traffic, particularly from residents surrounding the development as well as property owners along Sierra Avenue. The concerns focused on the additional traffic that would be introduced to the area if the proposed increase in density is approved.

Transit Center and Library

On January 23, 2020, the Clovis Planning Commission approved SPR2019-20, for a proposed Fresno County Library just to the southwest of the Project. The proposed site is part of a 5.7 acre property which will include a new Clovis Senior Center and Transit Facility. The combined projects will fill a much needed void in the Central Clovis area, providing

needed transit services, senior and educational opportunities, all within walking distance from the Project.

Trail Access and Walkability

With Project approval, the site will be situated in close proximity to the Old Town Trail. Residents will have the ability to walk from the Project towards Third Street, utilizing a valuable city-wide amenity. Additionally, residents from the Project will also have conveniences such as dining, commercial, and office related uses, all within walking distance. In general, most services and employment opportunities will be within a 5 to 15-minute walk from the Project, in addition to a short walk to the future transit center, library, Clark Intermediate, Weldon Elementary, and Veterans Memorial District center.

CUSD School District

The School District provided a letter regarding the development's impact on schools, stating that school enrollment for Clovis Elementary, Clark Intermediate, and Clovis High School, are nearing capacity; however, transportation will be available for students attending the aforementioned schools. Additionally, due to projected growth in the District and the District's plans for new school facilities, the need for transferring students to other Clovis elementary schools may be necessary. The School District collects a school facilities' fee to accommodate residential developments, including the proposed 40 unit multi-family complex.

Water and Sewer Facilities

With an increase in density, a prime issue of concern is often water and sewer services. The project has been evaluated by Provost and Pritchard for water and the City Engineer for sewer impacts. Based on information collected, the consultant has stated that with development, the connections should be adequate to convey water supply to the Project to support anticipated demands. The Project would not negatively impact the City's ability to provide a supply and delivery of water to foreseeable users. Regarding sewer services, the City Engineer states that the City can adequately serve the Project without modification or expansion of the sewer system or treatment plant.

Rezone (R2018-09)

The applicant is requesting a rezone of the Project site from the R-1 (Single Family Residential-6,000 sq ft) Zone District to the R-4 (Very High Density Residential (25.1 to 43.0 DU/Ac) Zone District, which allows for more flexibility from density and development standards otherwise required under single-family residential zoning.

Objective Standards

The State of California approved several bills related to housing, including the recently adopted Senate Bill (SB) 330, known as the Housing Crisis Act of 2019, which aimed at increasing housing production. A portion of SB330 focused on utilizing "objective design standards" in regard to a streamlined, ministerial review for residential projects as a measure to approve or deny. In response to SB330, on December 16, 2019, the City Council passed an amendment to the 1992 Multiple-Family Residential Design Guidelines. With the creation

and implementation of the proposed objective design standards, the process of reviewing multiple-family projects is considered more efficient.

The Project is associated with a general plan amendment that re-designates the subject properties for multiple-family development. The Project, if approved, will be subject to the Objective Standards, but could also be subject to additional comments and conditions established in conjunction with this general plan amendment and rezoning since the proposed land use was not initially consistent with the existing land use designation of Medium Density Residential. The new residential design review process will provide for review of projects based on a checklist of specific objective design standards. If the Project is approved, an application will be submitted and staff will then be able to measure the project against the design standards and make findings of approval that memorialize landscaping, open spaces, architecture, and elevations. Any specific conditions of approval required in conjunction with the general plan amendment and rezoning will also be applied at that time.

Parking and Driveways

The applicant has included the site plans for the Project (**Attachment 5**). Each unit would include 2-car uncovered and covered parking areas for a total of 80 stalls, consistent with development regulations for 2-bedroom units. The applicant is providing 17-foot stalls with 3-feet of overhang in order to meet the 20-foot parking stall requirement.

Streets and Sidewalks

The Project will utilize existing streets for access to and from the Project; Osmun Avenue on west, and Baron Avenue on the east and will provide sidewalks on both street frontages.

Building Floor Plans and Elevations

The Project includes a total of 40, two-bedroom, two-bath units within two separate 3-story buildings. The larger of the two buildings (Building 1), will include 11-units per floor with a total of 33 units. Building 2 will include seven townhouse type units (**Attachment 6**). In attempt to mitigate any privacy concerns, the applicant oriented the larger building to run parallel with the existing ponding basin on the north which minimizes the visual impact to single-family residents on the east and south. Building 2 is placed on the west side of the Project site, adjacent to existing multiple-family development. Although privacy may be a concern for the neighboring single-family residences located to the east and south, Building 1 is proposed at approximately 90-feet from the nearest single-family residence on the east and northeast. The proposed R-4 Zone District allows a maximum height of 50 feet or 4-stories. This request is for two buildings at an overall height of 39 feet.

The applicant's Project includes architectural articulation on the primary elevation and rear of each building. The applicant's intent is to incorporate changes in surface treatment, colors and projections to provide attractive, complimentary building facades.

Amenities, Landscape and Open Space

The proposed development includes open spaces along the frontages of the Project. The open spaces will include tubular steel fences with decorative pilasters, barbeque area, sunshade structure, and a tot lot. As part of the Project, the applicant will be required to

install landscaping throughout the site, including the front yards of the units and other public spaces such as required setbacks along Osmun and Baron Avenues. A separate staff level review of landscape plans will ensure compliance with the City of Clovis Water Efficient Landscape Requirement, as well as placement and location of landscaping.

Review and Comments by Agencies

The Project was distributed to all City Divisions as well as outside agencies, including CalTrans, Clovis Unified School District, Fresno Irrigation District, Fresno Metropolitan Flood Control District, AT&T, PG&E, San Joaquin Valley Air Pollution Control District, and the State Department of Fish and Wildlife. Comments received are included in **Attachment 7** only if the agency has provided concerns, conditions, or mitigation measures. Routine responses and comment letters are placed in the administrative record and provided to the applicant for their records.

Public Outreach

Because the Project includes a proposed general plan amendment, a minimum of two neighborhood meetings are required per City policy. One (1) meeting must occur prior to Planning Commission, and one (1) following Planning Commission, prior to City Council. The applicant has held a neighborhood meeting leading up to Planning Commission, which occurred on Tuesday, January 28, 2020 at the Fairfield Inn Hotel. The meeting was attended by 20 area residents. Based on the proposed Project, the primary concerns focused on the change in density and perceived impacts regarding traffic, circulation, the access points from Osmun and Baron Avenues, potential impact to schools, and concerns with overflow parking along public streets.

Staff has evaluated these concerns and determined that the proposed traffic circulation network is consistent with City design standards and is adequate for safe circulation as prescribed above. Based on the circulation pattern and the traffic assessment conducted by Placeworks, traffic would be minimal with the Project, inserting one additional vehicle every three minutes into the neighborhood.

Specific to concerns of parking along the public streets, public streets allow for public parking. However, the Project would include two on-site vehicle parking areas per unit, as well as public streets throughout the neighborhood, therefore, providing sufficient areas of parking for the Project.

Lastly, the potential for impacts to Clovis Unified School District (CUSD) was discussed earlier in the staff report. In short, the CUSD letter indicated a concern with the increase in density, indicating that if the project is approved, the District could make adjustments to enrollment and student placement, if needed.

At the neighborhood meeting, several residents expressed that they would want the ability to provide correspondence specific to their concerns with the Project. Staff provided contact information to several residents, stating that citizens should feel free to contact, email or write their concerns for inclusion into staff's report.

Due to the timing of the completion of the report, the applicant had yet to facilitate a second neighborhood outreach. Staff will provide an update to the Council at its March 16th public hearing.

Public Comments

A public notice was sent to area residents within 800 feet of the property boundaries. Staff has received correspondence from area property owners attached as **Attachment 8**. Generally, residents expressed concerns that the project would create a significant increase in traffic and on-street parking to an already impacted area of old town. Additional concerns were specific to placement of three-story development in an area of older homes on the east and south of the Project site. Discussion of these issues are analyzed in this report.

Police Supplemental Comments

Subsequent to preparation of the Planning Commission report, staff received adopted Clovis Police Department comments that further define security requirements for operation of the development (**Attachment 9**).

February 27, 2020 Planning Commission Meeting

The Planning Commission considered the proposed general plan amendment and rezoning at its February 27th meeting. After Staff's presentation, initial questions from the Commission focused on the relationship between the project and State housing legislation, the City's Housing Urgency Ordinance, and City's RHNA requirements. Approximately 12 neighboring property owners spoke in opposition to the project, expressing concerns regarding increases in traffic and crime, diminished property values, inadequate parking, and the incompatible nature and scale of the 3 story complex in the neighborhood. By a vote of 3 to 2, the Commission adopted resolutions recommending approval of both entitlements. In general, Commissioners voting against the motions to approve the general plan amendment and rezoning noted a lack compatibility and fit within the neighborhood (**Attachment 10**).

California Environmental Quality Act (CEQA)

The City has determined that this Project is exempt from CEQA pursuant to Public Resources Code Section 15332 (Class 32 – Infill Development Projects). Under the Class 32 categorical exemption, projects that: (a) are consistent with the applicable land use designation, General Plan policies, and zoning; (b) are within city limits on a project site of no more than five acres substantially surrounded with urban uses; (c) are located on sites with no value as habitat for endangered, rare, or threatened species; (d) would not result in significant effects relating to traffic, noise, air quality, and water quality; and (e) is located on a site that can be adequately served by all utilities.

A Notice of Exemption has been completed during the preliminary review and is kept for public review with the project file during the processing of the project application. Staff will file the notice with the County Clerk if the project is approved.

The City published notice of this public hearing in The Business Journal on Wednesday, March 4, 2020.

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.

Policy 3.5 Fiscal sustainability. The City shall require establishment of community facility districts, lighting and landscaping maintenance districts, special districts, and other special funding or financing tools in conjunction with or as a condition of development, building or permit approval, or annexation or sphere of influence amendments when necessary to ensure that new development is fiscally neutral or beneficial.

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

Policy 5.1 Housing variety in developments. The Clovis General Plan has been planned to provide a variety of housing product types suitable to each stage of a person's life. Each development should contribute to a diversity of housing sizes and types within the standards appropriate to the land use designation. This policy does not apply to projects smaller than five acres.

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.

REASON FOR RECOMMENDATION

The proposal will provide a diversity in housing types and a quality residential environment for this area. The Project does not substantially impact sewer, water and other public services and will contribute to their proportionate share of infrastructure and open space. The proposed site map is consistent with the goals and policies of the General Plan, Central Clovis Specific Plan and Development Code. The project would provide needed housing in Central Clovis and would contribute towards the City’s ability to meet its Regional Housing Needs Allocation. The Planning Commission and staff therefore recommend that the City Council approve GPA2018-03 and R2018-09, subject to the conditions of approval in **Attachment 1 and Attachment 1-A.**

General Plan Amendment GPA2018-03

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

Rezone R2018-09

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.
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).
4. There is compelling reason for the amendment.

ACTIONS FOLLOWING APPROVAL

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.

Prepared by: Orlando Ramirez, Deputy City Planner

Reviewed by: City Manager *[Signature]*

ATTACHMENT 1 and 1-A

ATTACHMENT 1 Conditions of Approval- GPA2018-03

Planning Division Comments (Orlando Ramirez, Deputy City Planner – 559-324-2345)

1. Development of the Very High Density residential development shall be consistent with the General Plan Very High Density Designation (25.1 – 43. DU/Ac).

**ATTACHMENT 1-A
Conditions of Approval- R2018-09**

**Planning Division Comments
(Orlando Ramirez, Deputy City Planner – 559-324-2345)**

2. Rezone R2018-09, shall become effective only upon approval General Plan Amendment GPA2018-03 by the City Council.
3. Rezone R2018-09 approves an R-4 (Very High Density Residential Development) Zone District.
4. As amenities for the Project, the developer shall include open space areas inclusive of a tot lot, outdoor shade structure and barbeque area.
5. All landscaping (open space and private yards) shall conform to the City of Clovis Water Efficient Landscape Ordinance.
6. Maximum building (main structure) height shall not exceed fifty (50) feet.
7. Setbacks shall be measured to the exterior face of the framing of the structure. Exceptions to the setbacks are identified in Section 9.24.100 of the Clovis Municipal Code.

**Fire Department Conditions
(Gary Sawhill, Department Representative - 324-2224)**

Roads / Access

8. **Fire Department Comments on Plans:** All Fire Department comments shall be on approved plans.

Roads / Access

9. **Fire Apparatus Access Roads (26’):** Fire apparatus access roads shall have an unobstructed width of not less than twenty-six feet (26’) to all buildings and an unobstructed vertical clearance of not less than fourteen feet (14’).
10. **Turning Radius:** All access way roads constructed shall be designed with a minimum outside turning radius of forty-five feet (45’)
11. **Fire Lane:** The fire lanes shall be posted with signs and/or the curbs shall be painted red as per Clovis Fire Department Standard #1.1 and identified on site plan.
12. **Turning Radius:** All access way roads constructed shall be designed with a minimum outside turning radius of forty-five feet (45’)

- 13. **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.
- 14. **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.
- 15. **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.
- 16. **Fire Access – Landscape Obstruction:** Landscaping trees or shrubs located adjacent to the fire access drives shall be of the type that will not impede fire access due to their growth process.
- 17. **Driveway Access:** A driveway approach to a designated fire access road shall have a minimum width of thirty-two feet (32') or equal to the width of the fire access road it services, plus six feet (6'), whichever is greater. Roads having a high potential for impairment of the department access shall have a wider driveway approach, as determined by the Fire Chief.

Water Systems

- 18. **Commercial Fire Hydrant:** The applicant shall install two (2), 4 ½" x 4 ½" x 2 ½" approved Commercial Type hydrant(s) and "Blue Dot" hydrant locators, paint fire hydrant(s) yellow with blue top and caps, and paint the curb red as specified by the adopted Clovis Fire Department Standard #1.4. Plans shall be submitted to the Clovis Fire Department for review and approval prior to installation. The hydrant(s) shall be charged and in operation prior to any framing or combustible material being brought onto the site.
- 19. **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
- 20. **Apartment Fire Sprinklers:** The applicant shall install an automatic fire sprinkler system in all apartment buildings as per NFPA 13 standards as approved by the Fire Department.
- 21. **Underground Fire Service Line Installation:** Installation shall be per Clovis Fire Standard #2.1.
- 22. Prior to installation, the applicant shall submit fire sprinkler underground water supply plans for review and approval and issuance of a permit by the Clovis Fire Department.

Prior to final acceptance, the underground fire service line shall be inspected, pressure tested and flushed in the presence of a Clovis Fire Department inspector. A permit is required to be on-site for all inspections requests. NOTE – When a fire pump is required by the overhead system demand, the FDC shall be connected on the discharge side of the fire pump.

- 23. **FDC Location:** The Fire Department Connection to the automatic fire sprinkler system shall be shown on the site utility plan. Installation shall be per Clovis Fire Standard #2.1.
- 24. This will be reviewed and approved by the Clovis Fire Department before installation.
- 25. **Monitored Sprinklers:** All valves controlling the water supply for automatic sprinkler systems and water flow switches on all sprinkler systems shall be electronically monitored for integrity.
- 26. **Apartment Fire Extinguishers:** The applicant shall install approved fire extinguishers, 2A-10BC minimum rating, with a maximum travel of seventy-five feet (75') from any apartment unit's front door. These should be located and approved by the Clovis Fire Department prior to building occupancy.
- 27. **Address Numbers:** Address numbers shall be installed on every building as per adopted Clovis Fire Department Standard #1.8.

Fresno Irrigation District

(Chris Lundeen, FID Representative – 233-7161 ext. 7410)

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

County of Fresno Health Department Conditions

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

- 29. The Applicant shall refer to the attached Fresno County Health Department correspondence. If the list is not attached, please contact the Health Department for the list of requirements.

Clovis Unified School District

(Michael Johnston, CUSD Representative – 327-9000)

- 30. The Applicant shall refer to the attached CUSD correspondence. If the list is not attached, please contact the CUSD for the list of requirements.

San Joaquin Valley Air Pollution Control District
(Carol Flores, SJVAPCD Representative – 230-55935)

31. The Applicant shall refer to the attached SJVAPCD correspondence. If the list is not attached, please contact the SJVAPCD for the list of requirements.

Fresno Metropolitan Flood Control District
(Mikel Meneses, FMFCD Representative – 456-3292)

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

**DRAFT
RESOLUTION 20-__**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING A
GENERAL PLAN AMENDMENT GPA2018-003 AMENDING THE GENERAL PLAN FOR
APPROXIMATELY 1.6 ACRES LOCATED ALONG THE EAST SIDE OF OSMUN AVENUE
AND THE WEST SIDE OF BARON AVENUE, NORTH OF SECOND STREET AND
FINDING THE PROJECT IS EXEMPT FROM CEQA PURSUANT TO A CLASS 32
CATEGORICAL EXEMPTION**

WHEREAS, TGP Investments LLC & Flyline Investments LLC, 1398 West Herndon Avenue, Suite #205, Fresno, CA 93711, has applied for a General Plan Amendment GPA2018-03; and

WHEREAS, the Applicant submitted an application for a general plan amendment to amend the General Plan to change the land use designation from Medium Density Residential to Very High Density Residential, for an approximate 1.6 acre property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street, in the County of Fresno, California; and

WHEREAS, the City published a Notice of the City Council Public Hearing for March 16, 2020, to consider GPA2018-03 in the Business Journal. A copy of the Notice was delivered to interested parties within 800 of feet of the property boundaries ten days prior to said hearing; and

WHEREAS, on March 16, 2020, the Planning Commission 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 General Plan Amendment GPA2018-03, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the City Council has reviewed and considered the staff report and all written materials submitted in connection with the request and hearing and considering the testimony presented during the public hearing; and

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

- a. The proposed amendment is internally consistent with the goals, policies, and actions of the General Plan; and
- b. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City; and

- c. 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.
- d. There is a compelling reason for the amendment.
- e. The proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and, based upon the Class 32 Categorical Exemption, there is no substantial evidence that the project will have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis Council approves General Plan Amendment GPA2018-003.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 16, 2020 by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED:

Mayor

City Clerk

**DRAFT
ORDINANCE 20-_____**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLOVIS AMENDING SECTIONS 9.080.020 OF CHAPTER 2 AND 9.86.010 OF CHAPTER 6 OF TITLE 9 OF THE CLOVIS MUNICIPAL CODE APPROVING A REZONE OF APPROXIMATELY 1.6 ACRES LOCATED ALONG THE EAST SIDE OF OSMUN AVENUE AND THE WEST SIDE OF BARON AVENUE, NORTH OF SECOND STREET FROM THE R-1 (SINGLE FAMILY RESIDENTIAL - 6,000 SQ FT) TO THE R-4 (VERY HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL) ZONE DISTRICT AND FINDING THE PROJECT IS EXEMPT FROM CEQA PURSUANT TO A CLASS 32 CATEGORICAL EXEMPTION

LEGAL DESCRIPTION:

See the Attachment "A"

WHEREAS, TGP Investments LLC & Flyline Investments LLC, 1398 West Herndon Avenue, Suite #205, Fresno, CA 93711, has applied for Rezoning R2018-009; and

WHEREAS, this is a request to rezone approximately 1.6 acres from the R-1 (Single Family Residential-6,000 Sq Ft) to the R-4 (Very High Density Multiple Family Residential) Zone District for property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street; and

WHEREAS, the City published a Notice of the City Council Public Hearing for March 16, 2020, to consider R2018-009 in the Business Journal. A copy of the Notice was delivered to interested parties within 800 of feet of the property boundaries ten days prior to said hearing; and

WHEREAS, the Planning Commission held a noticed public hearing on February 27, 2020 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 R2018-009 subject to associated conditions of approval listed as Attachment B; and

WHEREAS, the City Council held a noticed public hearing on March 16, 2020, to consider the approval of Rezone R2018-009; and

WHEREAS, on March 16, 2020, 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 R2018-009, 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 R2018-009, or otherwise commented on the Project; and

ATTACHMENT 3

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

Section 1: FINDINGS. The Council finds as follows:

1. The proposed amendment is consistent with goals, policies, and actions of the General Plan.
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, and compatibility with adjoining land uses, and provision of utilities) for the requested designations and anticipated land uses/ projects.
4. The City Council finds that the proposed project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and, based upon the Class 32 Categorical Exemption, there is no substantial evidence that the project will have a significant effect on the environment.

Section 2: The Official Map of the City is amended in accordance with Sections 9.08.020 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-1-6,000 to classification R-4

The properties so reclassified is located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street. In the City of Clovis, County of Fresno, California, and is more particularly described as shown in "Attachment A."

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 records is the City Planner.

APPROVED: March 16, 2020

Mayor
* * * * *

City Clerk
* * * * *

The foregoing Ordinance was introduced and read at a regular meeting of the City Council held on March 16, 2020, 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

TPG Investments
Osmun Ave. Apartments Justification
January 28, 2020

Property Owners:

Anthony Hageman, President
Better Homes & Garden Real Estate GoldLeaf
1398 W. Herndon Ave., #205
Fresno, CA 93711
Office: (559) 439-4653
Cell: (559) 871-3356
anthony@bhggoldleaf.com

Applicant:

Sane as above

Representative:

Dirk Poeschel Land Development Services, Inc.
923 Van Ness Ave., Suite 200
Fresno, CA 93721

Location:

135 Osmun Ave. Please see the attached site plan prepared by Kent Rodrigues.

Request

Approve the following land use entitlements for the 1.59+/- acre property:

1. GPA2018-03 is a request to re-designate the property from Medium Density (4.1 to 7.0 DU/Ac) to Very High Density R-4 (25.1 to 43.0 DU/Ac)
2. R2018-009 is a request to rezone the land from R-1 to R-4 (Multifamily Very High Density)
3. Site Plan Review (SPR2018-18) to allow 40 market rate apartments

Background

1. **Substantial Need** There is a substantial need for multifamily housing in the City of Clovis. The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process to assure each community makes a quantifiable effort to provide affordable housing within its community. Among other things, the RHNA quantifies the need for housing within each jurisdiction during specified planning periods. This project and corresponding density of at least 20 units per acre is considered *affordable* in accordance with the City of Clovis RHNA density requirements.

2. Infill Property The site is an infill by-passed property. The site is surrounded by urban uses. Development of infill properties is encouraged in the General Plan for a variety of reasons.

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. Smart Growth strategies can reduce short- and long-term costs of development for local governments:

3. Smart Growth The San Joaquin Valley Blueprint/Smart Growth Principles were adopted by the City of Clovis and inverted into the city’s general plan. The city is committed to the following Smart Growth goals described as follows:

- a. *Creates a range of housing opportunities and choices.*
- b. *Creates walkable neighborhoods* by incorporating pedestrian linkage to the Clovis Town Trail enhancing walk ability and reduce the reliance on fossil fueled transportation sources.
- c. *Fosters distinctive, attractive communities with a strong sense of place* due to its attractive design.
- d. *Contributes to a mix land uses*
- f. *Take advantage of compact building design* by utilizing the site as efficiently as practical.
- g. *Enhance the economic vitality of the region* by contributing to an underbuilt sector of the Clovis housing market.

4. Consistency with City of Clovis General Plan Goals

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

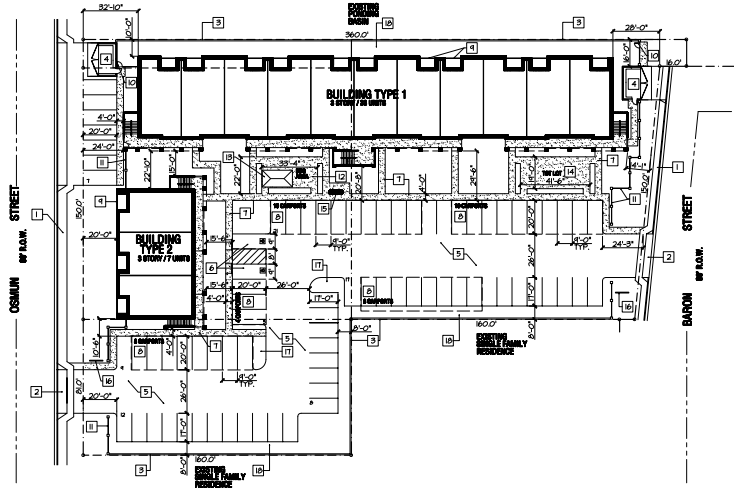
The proposed project will address an underbuilt housing opportunity for all ages and incomes.

Policy 5.2 Ownership and rental. Encourage a mixture of both ownership and rental options to meet varied preferences and income affordability needs.

The proposed project will be market rate built at a density that is considered affordable by state and local planning criteria.

Policy 5.3 Innovative housing. Encourage innovative housing product types, including multigenerational, cooperative, and variations on live-work housing.

The proposed project will be developed on an in-fill site proximate to the Clovis downtown. The site is also primate to jobs and excellent transportation to the rest of the metropolitan area. The project will contribute to a range of demographic, income and lifestyle options.



SITE PLAN KEY NOTES:

- 1 CONSTRUCT NEW CONC. CURB, GUTTER AND SIDEWALK AS REQUIRED BY CITY OF CLOVIS
- 2 CONSTRUCT NEW CONC. APPROACH PER CITY OF CLOVIS STDS. AND REQUIREMENTS
- 3 PROVIDE 4'-0" HIGH CONC. BLOCK WALL AT SOUTH AND NORTH PROPERTY LINES
- 4 CONSTRUCT CONC. BLOCK TRASH ENCLOSURE PER CITY OF CLOVIS STDS. (TYPE OF 2)
- 5 PROVIDE ASPHALT PAVING AT PARKING LOT / TRAFFIC CIRCULATION AREAS
- 6 PROVIDE ACCESSIBLE PARKING STALL AND RAMP WITH ALL REQUIRED SIGNAGE
- 7 1/2" x 4'-0" WIDE CONC. WALKS WITH MAX 2% GROSS SLOPE
- 8 PREMANUFACTURED CARPORTS
- 9 5'-0" HIGH PATIO FENCES AT UNITS
- 10 FIRE DEPARTMENT ACCESS, CONTACT CLOVIS FIRE DEPARTMENT KNOX BOX REGS.
- 11 DECORATIVE INDOOR/OUT RAIL FENCING WITH MASONRY PLASTERS
- 12 PROPOSED BAR-B-QUE AREA
- 13 PROPOSED SIGNAGE STRUCTURE AT BAR-B-QUE AREA
- 14 PROPOSED TOT LOT AREA / OWNER TO SELECT EQUIPMENT
- 15 PROPOSED MAIL DROP LOCATION
- 16 PROPOSED MONUMENT SIGN AT PROJECT ENTRY
- 17 PLANTER ISLAND AT PARKING AREA
- 18 LANDSCAPED SETBACK

SITE STATISTICS:

AGENCY OF JURISDICTION:
 CITY OF CLOVIS

PROJECT ADDRESS:
 DAVEN STREET / OSWAIN STREET

A.P.N.:
 442-080-14, 442-080-85 AND 442-080-86

EXISTING USE:
 VACANT

PROPOSED USE:
 HIGH DENSITY MULTIFAMILY RESIDENTIAL

ZONING:
 CURRENT R-1 / PROPOSED R-4

LAND:
 LAND AREA EQUALS 6428 SQUARE FEET OF LAND OR 1546 ACRES
 WITH 40 UNITS (25 UNITS PER ACRE)

BUILDINGS:
 BUILDING TYPE 1: 3 STORY BUILDING WITH 33 TWO BEDROOM / TWO BATH UNITS
 BUILDING TYPE 2: 3 STORY BUILDING WITH 1 TWO BEDROOM / TWO BATH UNITS

UNITS:

| | | |
|-------------------------------------|----------------|-----------------|
| UNIT 'A' - TWO BEDROOM / TWO BATH | - 154 SQ. FT. | = 33 UNITS |
| UNIT 'B' - TWO BEDROOM / TWO BATH | - 154 SQ. FT. | = 3 UNITS |
| UNIT 'C' - TWO BEDROOM / 2 1/2 BATH | - 1619 SQ. FT. | = 2 UNITS |
| TOTAL | | 40 UNITS |

UNIT SQUARE FOOTAGE:

| | |
|-----------------------------------|-----------------------|
| UNIT 'A' - 154 SQ. FT. x 33 UNITS | = 31422 SQ. FT. |
| UNIT 'B' - 154 SQ. FT. x 3 UNITS | = 3912 SQ. FT. |
| UNIT 'C' - 1619 SQ. FT. x 2 UNITS | = 3238 SQ. FT. |
| TOTAL UNIT SQ. FTG. | 46,445 SQ. FT. |

BUILDING SQUARE FOOTAGE:

| | |
|---|-----------------|
| BUILDING TYPE 1: 1 BUILDING x 31422 SQ. FT. PER BLDG. | = 31422 SQ. FT. |
| BUILDING TYPE 2: 1 BUILDING x 4226 SQ. FT. PER BLDG. | = 4226 SQ. FT. |

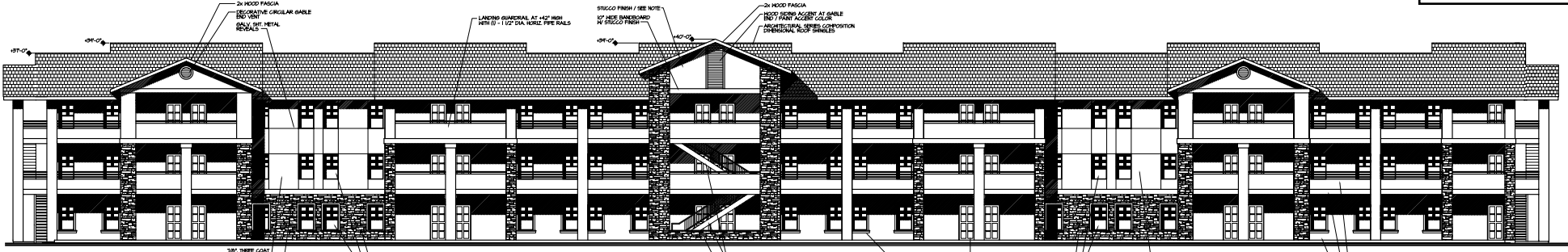
PARKING:

| | |
|---|------------------|
| PARKING REQUIRED: 2 STALLS PER TWO BDRM UNITS | = 80 STALLS |
| OR 2 STALLS PER UNIT x 40 UNITS | = 80 STALLS |
| TOTAL PARKING STALLS REQUIRED | 80 STALLS |
| PARKING PROVIDED: ONE CARPORT PER UNIT | = 40 STALLS |
| OPEN PARKING STALLS | = 40 STALLS |
| TOTAL PARKING STALLS PROVIDED | 80 STALLS |

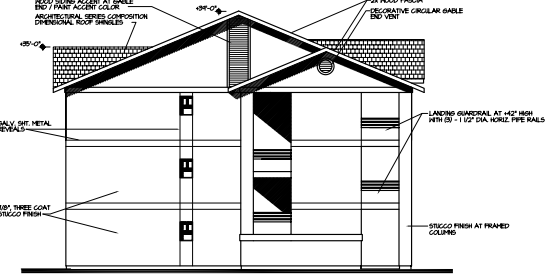


SITE PLAN

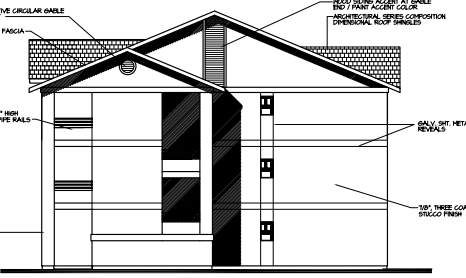
SCALE: 1"=30'



FRONT / SOUTH ELEVATION - BUILDING NO. 1



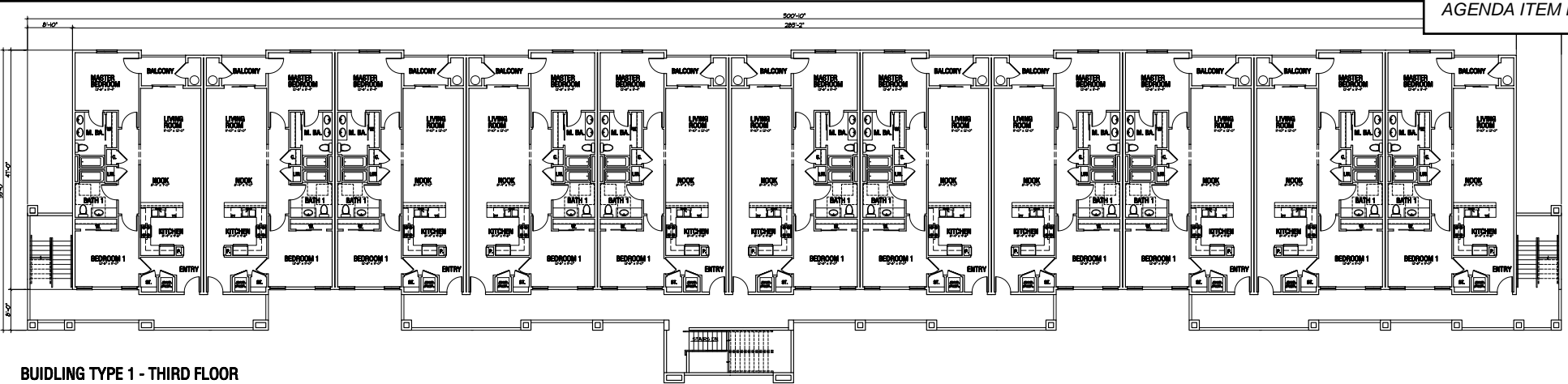
SIDE / WEST ELEVATION - BUILDING NO. 1



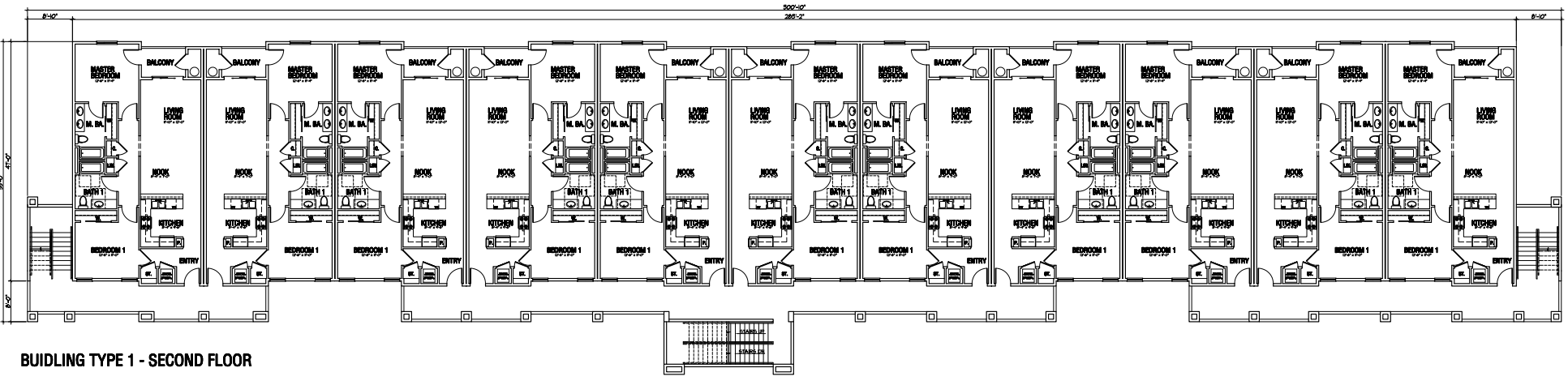
SIDE / EAST ELEVATION - BUILDING NO. 1



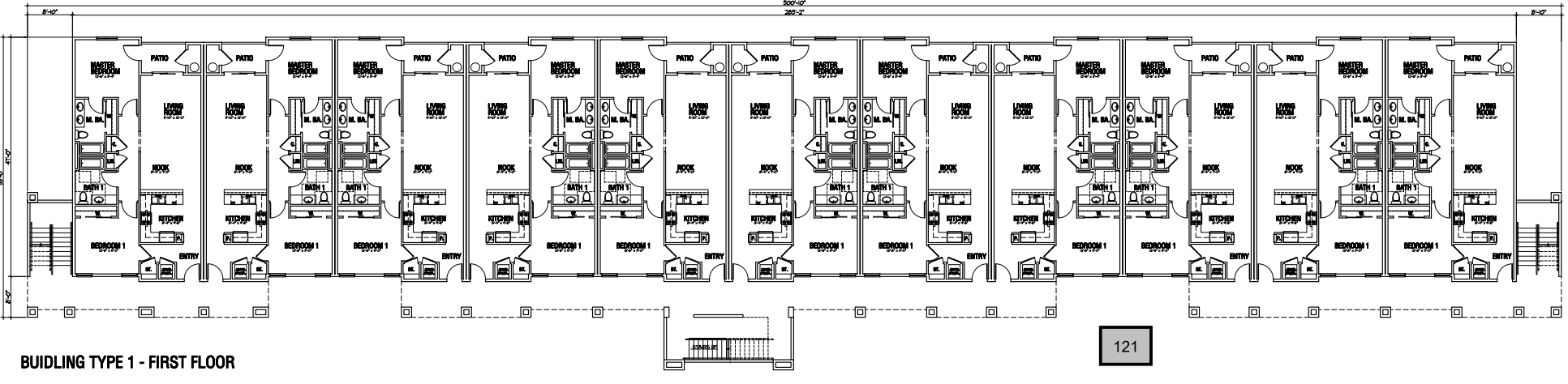
REAR / NORTH ELEVATION - BUILDING NO. 1



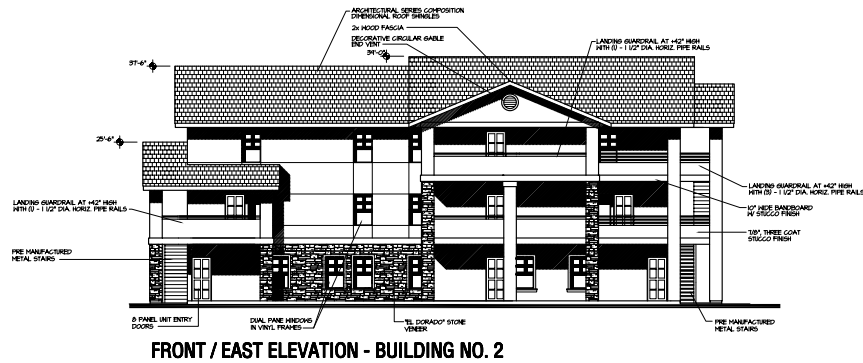
BUILDING TYPE 1 - THIRD FLOOR



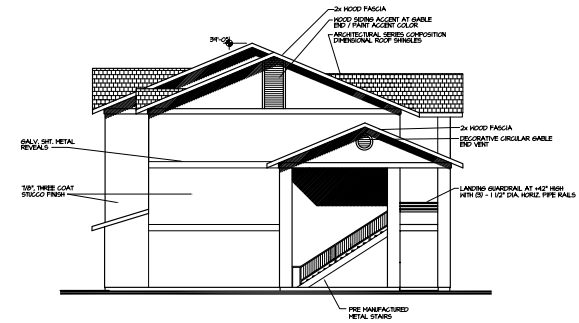
BUILDING TYPE 1 - SECOND FLOOR



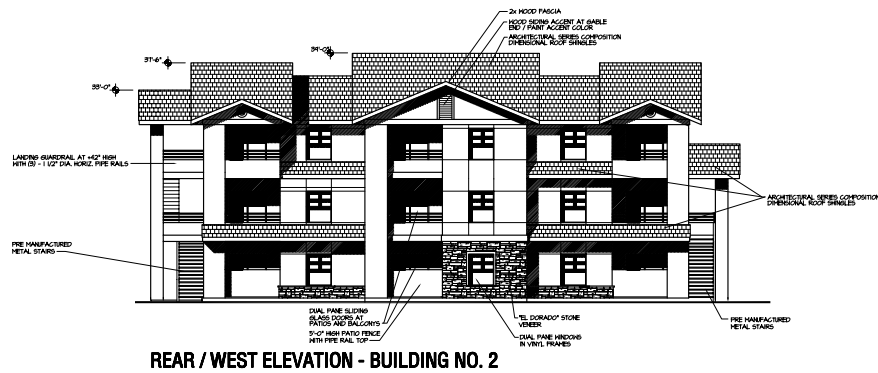
BUILDING TYPE 1 - FIRST FLOOR



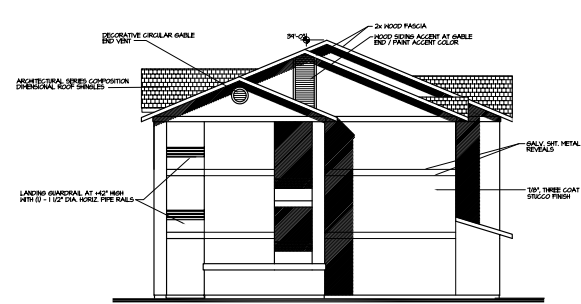
FRONT / EAST ELEVATION - BUILDING NO. 2



SIDE / SOUTH ELEVATION - BUILDING NO. 2



REAR / WEST ELEVATION - BUILDING NO. 2



SIDE / NORTH ELEVATION - BUILDING NO. 2

KENT P. RODRIGUES Architect
 2000 W. MARSHALL, FRESNO, CA 93711 (509) 438-1700
 PLANNING + DESIGN + ARCHITECTURE



SHEET TITLE
EXTERIOR ELEVATIONS - BUILDING TYPE 2

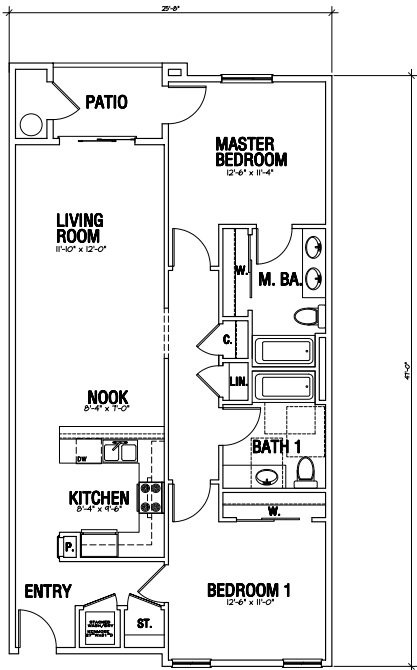
PROJECT TITLE
**HAGEMAN APARTMENTS
 A PROPOSED 40 UNIT MULTIFAMILY PROJECT**
 CLOVIS, CALIFORNIA

- ▲
- ▲
- ▲
- ▲
- ▲
- ▲
- ▲
- ▲

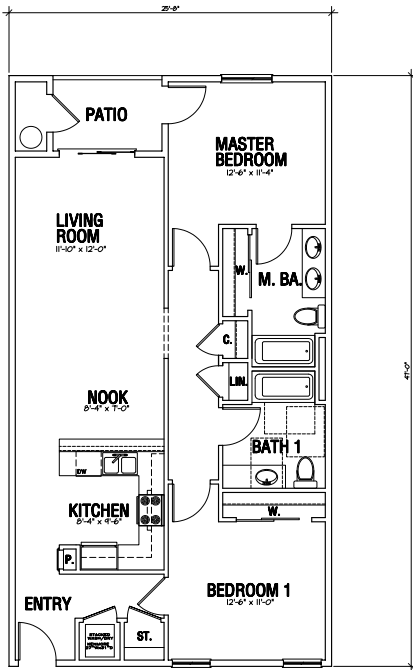
JCR NO.: MSHAZEDAN
 DRAWN BY: RODRIGUES
 SHEET NO.:

A-4.1

SHEETS



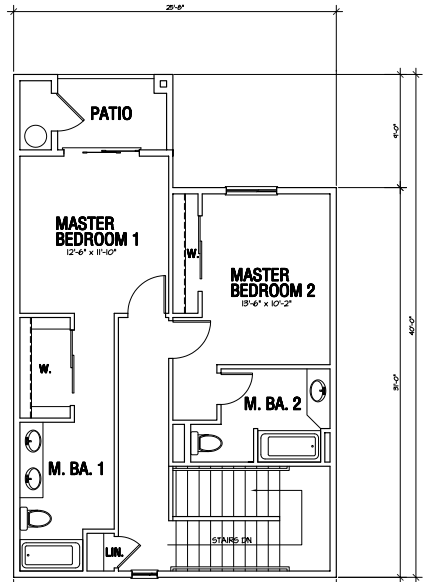
UNIT A / 2 BEDROOM - 2 BATH
1134 SQ. FT.



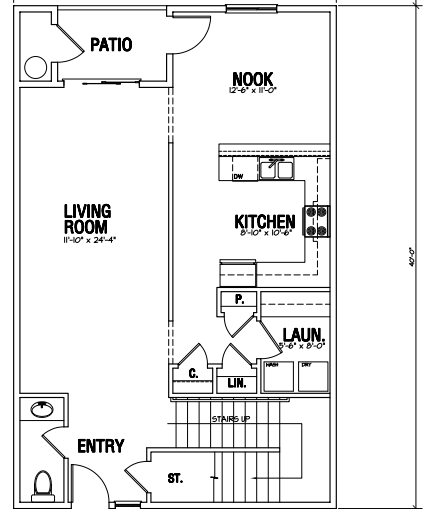
UNIT B / 2 BEDROOM - 2 BATH
1134 SQ. FT.

UNIT FLOOR PLANS

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



SECOND FLOOR - 783 SQ. FT.



FIRST FLOOR - 895 SQ. FT.

123

UNIT C / 2 BEDROOM - 2 1/2 BATH
TOWNHOUSE / 1678 SQ. FT.

KENT P. RODRIGUES Architect
2000 W. MARSHALL, FRESNO, CA 93711 (509) 438-1700
PLANNING • DESIGN • ARCHITECTURE



SHEET TITLE:
UNIT FLOOR PLANS

PROJECT TITLE:
HAGEMAN APARTMENTS
A PROPOSED 40 UNIT MULTIFAMILY PROJECT
CLOVIS, CALIFORNIA

JOB NO.: MSGHAGE
DRAWN BY: RODRIGUES
SHEET NO.:

A-2

518 SHEETS



November 12, 2019

Ricky Caperton
Planning and Development Services Dept.
1033 Fifth St.
Clovis, CA 93612

SUBJECT: GPA2018-03, R2018-09, SPR2018-18
Osmun and Baron Avenues, north of Second Street
APN 492-080-74,85,86

Dear Mr. Caperton:

The purpose of this letter is to provide school district information relative to the above-referenced development and to comply with Business and Professions Code section 11010, subdivision (b)(11)(A) regarding the provision of school-related information to the developer/owner and the State Department of Real Estate.

In regards to this project with GPA2018-08 the district has concern regarding the re-designation of the land located on Osmun and Baron Avenues, north of Second Street. Currently this project site has a designation of Medium Density Residential (4.1 to 7.0 DU/Ac), the district does not feel confident in the ability to accommodate students associated with a re-designation to High Density Residential (15.1 to 25.0 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: *Clovis Elementary*
Address: *1100 Armstrong Ave Clovis CA 93611-6215*
Telephone: *(559) 327-6100*
Capacity: *855*
Enrollment: *696 (CBEDS enrollment 2018-19 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
Christopher Casado
Steven G. Fogg, M.D.
Susan K. Hatmaker
Ginny L. Hovsepian
Elizabeth J. Sandoval
Tiffany Stoker Madsen

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

Ricky Caperton
November 12, 2019
Page 2

2. Intermediate School Information:

School Name: *Clark Intermediate*
Address: *902 5th St Clovis CA 93612-1399*
Telephone: *(559) 327-1500*
Capacity: *1500*
Enrollment: *1552 (CBEDS enrollment 2018-19 school year)*

3. High School Information:

School Name: *Clovis High School*
Address: *1055 Fowler Ave Clovis CA 93611-2099*
Telephone: *(559) 327-1000*
Capacity: *3000*
Enrollment: *2738 (CBEDS enrollment 2018-19 school year)*

- 4. 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.
- 5. The District currently levies a school facilities fee of \$5.15 per square foot (as of July 1, 2019) 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

July 24, 2018

LU0019564
2604

Orlando Ramirez, Senior Planner
City of Clovis
Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Ramirez:

PROJECT NUMBER: GPA2018-03, SPR2018-18, R2018-09

GPA2018-03, A request to amend the General Plan and Central Clovis Specific Plan to redesignate approximately 1.75 acres located on the east side of Osmun Avenue and the west side of Baron Avenue, between Sierra Avenue and Second Street, from Medium Density Residential (4.1 to 7.0 DU/Ac) to High Density Residential (15.1 to 25.0 DU/Ac). **SPR2018-18**, A site plan review request for a 3-story, 45-unit multi-family development. **R2018-09**, A request to approve a rezone of approximately 1.75 acres of land located from R-1 to R-4.

APN: 492-080-74, 85, 86 ZONING: R-4 ADDRESS: Osmun & Baron Avenues N of 2nd street

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.
- 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

Promotion, preservation and protection of the community's health

1221 Fulton Street/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

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.

The following comments pertain to the demolition of any existing structures:

- Should the structures have an active rodent or insect infestation, the infestation should be abated prior to demolition of the structures in order to prevent the spread of vectors to adjacent properties.
- In the process of demolishing the existing structures, the contractor may encounter asbestos containing construction materials and materials coated with lead based paints.
- If asbestos containing materials are encountered, contact the San Joaquin Valley Air Pollution Control District at (559) 230-6000 for more information.
- If the structures were constructed prior to 1979 or if lead-based paint is suspected to have been used in these structures, then prior to demolition and/or remodel work the contractor should contact the following agencies for current regulations and requirements:
 - California Department of Public Health, Childhood Lead Poisoning Prevention Branch, at (510) 620-5600.
 - United States Environmental Protection Agency, Region 9, at (415) 947-8000.
 - State of California, Industrial Relations Department, Division of Occupational Safety and Health, Consultation Service (CAL-OSHA) at (559) 454-5302.
- Any construction materials deemed hazardous as identified in the demolition process must be characterized and disposed of in accordance with current federal, state, and local requirements.

REVIEWED BY:

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II

(559) 600-3271

kt

cc: Steven Rhodes, Environmental Health Division (CT. 57.01)
TGP & Flyline Investments- Applicant (anthony@bhggoldleaf.com)

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS**

AGENDA ITEM NO. 20.
AGENDA ITEM NO. 7.

Page 1 of 3

PUBLIC AGENCY

ORLANDO RAMIREZ
DEPARTMENT OF PLANNING AND
DEVELOPMENT SERVICES
CITY OF CLOVIS
1033 FIFTH STREET
CLOVIS, CA 93612

DEVELOPER

TGP INVESTMENTS LLC & FLYLINE
INVESTMENTS LLC
1398 W. HERNDON AVE.
FRESNO, CA 93711

PROJECT NO: **2018-018**

ADDRESS: **OSMUN & BARON AVENUES, N. OF SECOND ST.**

APN: **492-080-74, 85, 86**

SENT: 8/21/18

| Drainage Area(s) | Preliminary Fee(s) | Development Review Service Charge(s) | Fee(s) | |
|--|--------------------|---------------------------------------|----------|--|
| 6D | \$13,940.00 | NOR Review | \$69.00 | To be paid prior to release of District comments to Public Agency and Developer. |
| | | Grading Plan Review | \$351.00 | Amount to be submitted with first grading plan submittal. |
| Total Drainage Fee: \$13,940.00 | | Total Service Charge: \$420.00 | | |

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

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

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/19 based on the site plan submitted to the District on 7/19/18 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

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

- a.) Fees related to undeveloped or phased portions of the project may be deferrable.
- b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.
- c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.
- d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.
- e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.
- f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable \$300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

CL SPR No. 2018-018

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

AGENDA ITEM NO. 20.
AGENDA ITEM NO. 7.

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

1. a. Drainage from the site shall
 b. Grading and drainage patterns shall be as identified on Exhibit No. 1
 c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:
 Developer shall construct facilities as shown on Exhibit No. 1 as MASTER PLAN FACILITIES TO BE CONSTRUCTED BY DEVELOPER.
 None required.

3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:
 Grading Plan
 Street Plan
 Storm Drain Plan
 Water & Sewer Plan
 Final Map
 Drainage Report (to be submitted with tentative map)
 Other - *Mowstrip Plan.*
 None Required

4. Availability of drainage facilities:
 a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).
 b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.
 c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.
 d. See Exhibit No. 2.

5. The proposed development:
 Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)
 Does not appear to be located within a flood prone area.

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

CL SPR No. 2018-018

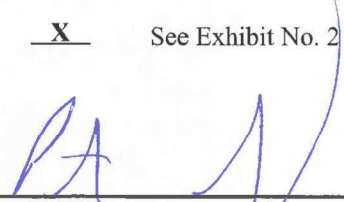
FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Page 3 of 4


AGENDA ITEM NO. 20.
AGENDA ITEM NO. 7.

CL SPR No. 2018-018

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.
- a. State General Permit for Storm Water Discharges Associated with Construction Activities, effective July 1, 2010, as amended. A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre) if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent and Permit Registration Documents to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.
 - b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 2014 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.
 - c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.
8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.
9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.
10. X See Exhibit No. 2 for additional comments, recommendations and requirements.

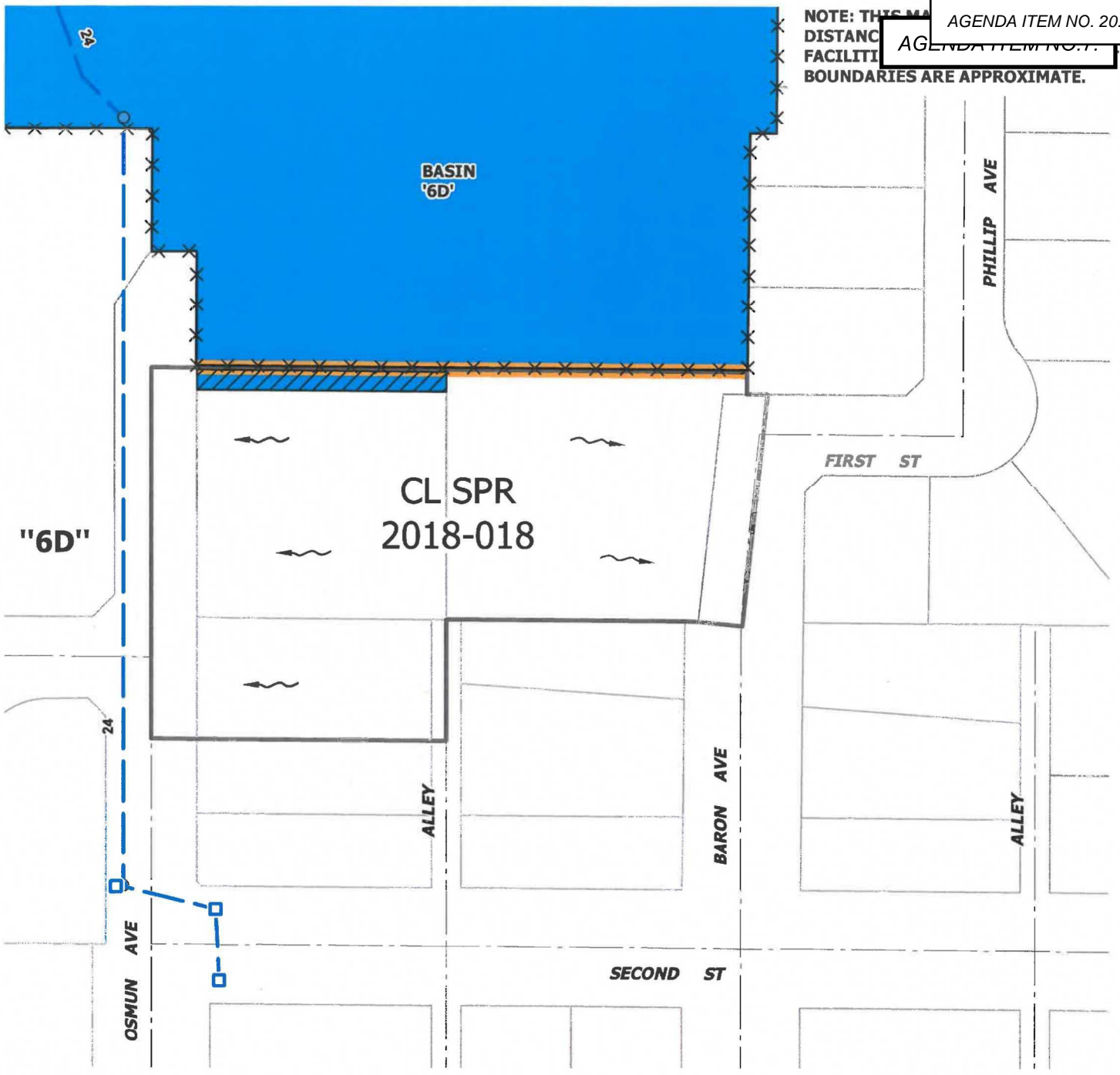


Peter Sanchez
District Engineer



Michael Maxwell
Project Engineer

NOTE: THIS MAP
DISTANCE
FACILITIES
BOUNDARIES ARE APPROXIMATE.



LEGEND

-  Limits Of CL SPR 2018-018
-  Existing Fence
-  Master Plan Facilities To Be Constructed By Developer - Mowstrip (Eligible For Fee Credit)
-  Property Owned By The District Outside Existing Fence
-  Existing Master Plan Facilities
-  Direction Of Drainage



**CL SPR 2018-018
DRAINAGE AREA "6D"**



**EXHIBIT NO. 1
FRESNO METROPOLITAN FLOOD CONTROL DISTRICT**

OTHER REQUIREMENTS
EXHIBIT NO. 2

The cost of construction of Master Plan facilities, excluding dedication of storm drainage easements, is eligible for credit against the drainage fee of the drainage area served by the facilities. A Development Agreement shall be executed with the District to effect such credit. Reimbursement provisions, in accordance with the Drainage Fee Ordinance, will be included to the extent that developer's Master Plan costs for an individual drainage area exceed the fee of said area. Should the facilities cost for such individual area total less than the fee of said area, the difference shall be paid upon demand to the City/County or District.

The District's existing Master Plan drainage system is designed to serve medium density residential uses and the existing Master Plan storm drainage facilities do not have capacity to serve the proposed high density land use. The developer shall be required to mitigate the impacts of the increased runoff from the proposed high density land use to a rate that would be expected if developed to medium density residential. 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. 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 a high density land use, to a two-year discharge, which would be produced by the property if developed medium density residential. Implementation of the mitigation measures may be deferred until the time of development.

The District's basin is located north of Clovis SPR 2018-018 and the site plan shows potential development within property owned by the District as shown on Exhibit No. 1. A portion of the south property line of the basin and the north property line of Clovis SPR 2018-018 has a ten-foot (10') jog or offset east of Osmun Avenue. The District requests that the developer contact the District as early as possible to discuss possible development options for this area prior to preparing a grading plan.

No surface runoff shall be directed towards the District basin.

No surface runoff shall be directed towards the alley.

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

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

Development No. Clovis SPR 2018-018

February 11, 2020

To Whom It May Concern:

First, I could not believe what the developer said about putting apartments, 40 units on the small piece of land at the small Osmon Avenue. Since the rent was going to 1,800 a month this would make for a perfect situation for their plans and there would be no foreseeable problems.

I have lived in this area for many years and have chosen not to sell my land or move because I like the areas and neighborhood the way it is, quiet. This is a great deal for the developers but not for us land owners.

Now these developers want to come in change the city's general plan and zoning and make \$1,800 a month for each unit. There are apartments here already and we surely do not need any more cars going up and down. It will not only create more traffic, but more noise, more people to disturb our neighborhood.

They mentioned it would create more jobs for downtown Clovis, but how can that be? When downtown is only so big, so how can it employ more people?

Someone said they bought an extra piece of land from the ponding basin in order to make the apartments more appealing. Well this makes me think this is a done deal. Why buy the land before the city general plan or zoning are approved?

Traffic is a major problem! 40 units means for more

cars on the streets, more danger for children who play in the streets. Their safety would be compromised, is this what we want?

We have chose to live in this area, raise our children here, live comfortably, retire here. These developers selected our area and we are the ones that must sacrifice our way of life because they want to build the 40 unit apartments. Surely there must be another piece of land that is available.

Anne M. Gerrero

Sincerely,
Anne M. Gerrero
210 Osmun Ave
Clovis, CA 93612

Orlando Ramirez

From: April Watt <aawatt91@gmail.com>
Sent: Friday, February 21, 2020 4:27 PM
To: Orlando Ramirez
Subject: RE: apartments Osmun-Baron - Public Hearing February 27th

Good Afternoon,

I attended the introductory meeting on January 28th in regards to investors wanting to add high-density apartment housing in the middle of a single-family home neighborhood in Old town Clovis between Baron and Osmun. Allowing high-density apartments in the middle of an established neighborhood would be detrimental and have a negative impact on all of those who live in the neighborhood and own property.

Old Town Clovis is known for its charm and quaint cottage-style homes that are the fabric and backbone of the old town community. My home happens to be on Baron between 2nd and 3rd streets. I raised my kids in this home. The street is quiet, the neighborhood currently has low traffic and is safe with very little to no crime.

With investors trying to maximize their profits, they do not care about how a high-density apartment community will destroy our neighborhood. First off, property values will decrease for all of us homeowners in the neighborhood. Second, traffic on our quiet neighborhood streets will increase astronomically. Third, crime rates will go up. It is statistically shown, crime near apartments is twice as high as single-family home neighborhoods. Fourth, the privacy of current homeowners/residents would be taken away as they are proposing to build a three-story building. In addition, a three-story building does not fit into the fabric and style of the community. The quality of the neighborhood will decrease and the charm of Old town will change if you put apartments in the middle of an established quiet neighborhood.

If the current investors cared about the neighborhood, people who live in this neighborhood and the character of Old Town they would be building single-family homes on the vacant lot. They have the opportunity to even add a second home to each lot as the Cottage Home program allows in Clovis. This area is not zoned for apartments. As a property owner, I do not want apartments 5 houses down from my house. I take pride in ownership and love my home in Old Town. If you are going to allow investors to change the general plan to allow for apartments in this area, what is stopping all other property owners from coming forward and wanting to take their single-family home lot and petition for apartments? Personally, my lot is 12,000 sq ft. I could get several multifamily units on my lot and yes, create maximum profits from doing this, but it would destroy the surrounding neighborhood. If the City allows one person to do it, then it would be discriminatory not to allow others.

Yes, I believe development and infilling the vacant lots in town is a positive change. The project on Sierra between Clovis Avenue and Pollasky (single-family rental homes) is very nice and added a great value to the city and the vacant land. This would be a much more suitable solution to infill the area between Osmun and Baron.

One of the biggest problems apartments this will cause is the increase in traffic on the surrounding streets. This is a quiet neighborhood where children play outside, and an increase in traffic would be dangerous. With the proposed plan, there are going to be 40 two-bedroom apartments. With that many apartments, this could add up to 200 new residents in a very small amount of space. The number of cars on average would be 2-3 cars per unit. Thus adding 80-120 vehicles traveling up and down the quiet neighborhood streets, not to mention the added traffic of deliveries and visitors. Parking on the street will become a necessity as there are only 80 parking spots for the proposed development. Then property owners who live next to the apartment complex will not be able to have quiet enjoyment of their property due to apartment parking in front of their properties. The investors have stated they will police the parking and have cars who park outside the complex

towed. But as we know, this is illegal as streets are public space. People who have owned their neighborhood for years will have to battle parking issues and not be able to enjoy what was once a peaceful neighborhood.

The newer apartment complexes that have been built in Clovis have been on the outside corners of neighborhoods, not developed right in the middle. They are fenced and have street access off major streets and not residential streets. The new apartment complex on Temperance and Ashlan can only enter and exit off main streets, they do not have access to drive through the neighborhood. Thus not taking away from property owners' enjoyment of their homes.

In the meeting on January 28th, I posed the question to the investors: "Legally each two-bedroom apartment can have 5 residents. How do you plan to accommodate the parking situation?" They openly stated that they would not allow this to happen, they would not rent to applicants who apply with five people. However, not renting to someone who applies and qualifies with five occupants is against the law. I have been in property management for over 25 years. You can not discriminate against applicants.

Overall, I am absolutely against the building of apartments in my neighborhood. The crime rate increases, traffic increases, and decreased property values would be enough to make me want to sell my home. The home I raised my children in and have owned for over 20 years.

Sincerely,

April Watt
Property Owner

Cole I. Heap
41 Phillip Ave
Clovis, CA 93612
559.708.5494
coleheap@me.com

February 23, 2020

Orlando Ramirez, Deputy City Planner
City of Clovis
1033 5th Street
Clovis, CA 93612
559.324.2345
orlandor@cityofclovis.com

- RE: a. **GPA2018-03**, A request to amend the General Plan to re-designate from the Medium Density Residential (4.1 to 7.0 DU/Ac) to Very High Density Residential (25.1 to 43.0 DU/Ac) classification for future development
b. **R2018-09**, A request to approve a rezone from the R-1 (Single Family Residential-6,000 Sq Ft) to the R-4 (Very High Density Multiple Family Residential) Zone District

Dear Mr. Ramirez,

My wife, four boys, and I are homeowners on Phillip Avenue, south of Sierra Avenue, and only 0.12 miles from the proposed project location. We have lived in the Old Town Clovis area for the last ten years, of which, three of those years have been on Phillip Avenue. I would like to offer my comments on the proposed change to the General plan, including the rezoning from R-1 to R-4 on the west side of Baron Avenue, north of Second Street.

The proposed rezoning does not match the General Plan that “focuses on preservation and enhancement of the existing Clovis community”, nor does it bode well for the aesthetics of Old Town Clovis *in genere*. The overarching goal, as outlined in the Land Use Element of the General Plan states, “A complete community and a sustainable city that maintains its small town character and premier quality of life through balanced growth, development, and reinvestment.” However, the location near Baron Avenue and Second Street is outside of the areas identified in Policy 1.1’s Long term plans (Figure LU-5 of the General Plan); nor is the area of Baron Avenue and Second Street included in Policy 1.2 Open to changes for revitalization and redevelopment.

While these policies are open for amendment every three years upon review of the General Plan, there are some objective matters that remain regardless of changes in policy. Some of those matters are outlined below—and simply stated:

1. Higher population density leads to lower property value (Acolin, Colburn, & Walter, 2018).
2. Higher population density leads to more street-side parking (Biswas, Chandra, & Ghosh, 2017).
3. Higher population density leads to higher child pedestrian injuries (Roberts, Norton, Jackson, Dunn, & Hassall, 1995).

Each of the items stated above are directly connected to the proposed zoning change at Baron Avenue and Second Street. Each of the stated items draw concern for myself and my family. In particular, the majority of the houses on Phillip Avenue have children who play with and associate with my children on a daily basis. This includes games of basketball, football, and even good ol' fashion Kick the Can. Occasionally, these games are disrupted by traffic coming through the neighborhood—generally it is a parent or guardian of one of the children. A three-story complex will greatly increase the disruption of these games, and unfortunately, leads to a higher probability of a pedestrian injury. I do not want to see that happen to one of these children.

Finally, investing in a home is a long-term commitment. I do not wish to see the value of my invest drop due to an increase in population density so close to my property. This is a linear relationship that does not pay out a dividend for my family, my neighbors, or the Old Town Clovis community. This concept even points to a more nuanced discussion of the relationship between local density and housing prices in Old Town Clovis.

At this time the proposal to rezone the area near Baron Avenue and Second Street is a major issue. With the possible impact of a building existing that is so much “out of scale” with the neighborhood and the General Plan, I am sure the Planning Department and Commission will weigh carefully in making a decision. I trust that my voice will be heard when I say that I strongly disapprove of this proposal.

Thank you for providing an opportunity for myself and my neighbors to express our serious concerns over this project.

Sincerely,



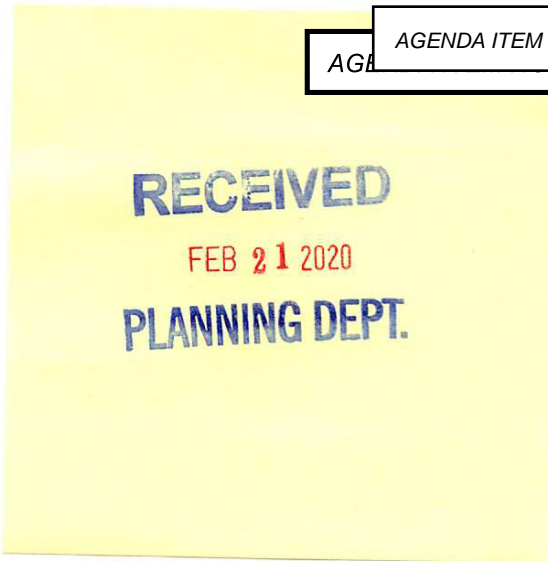
Cole I. Heap

Referenced Studies

Acolin, A., Colburn, G., & Walter, R. (2018). The local relationship between higher density and single-family home values. *Association for Public Policy Analysis and Management Conference*, <https://appam.confex.com/appam/2018/webprogram/Paper25598.html>

Biswas, S., Chandra, S. & Ghosh, I. (2017). Effects of On-Street parking in urban context: a critical review. *Transp. in Dev. Econ.* 3, 10. <https://doi.org/10.1007/s40890-017-0040-2>

Roberts, I., Norton, R., Jackson, R., Dunn, R., & Hassall, I. (1995). Effect of environmental factors on risk injury of child pedestrian by motor vehicles: a case-control study. *BMJ* 1995; 310:91. <https://doi.org/10.1136/bmj.310.6972.91>



City of Clovis Planning Commission
1033 Fifth Street
Clovis CA 93612

Re: The apartment project Osmun and Baron

To whom it may concern:

We purchased our home on Phillip Ave in 2017 because of it's quiet street and low crime. Our daughter and grandchildren live in the home with us and enjoy playing in the street with all of the other children on this block.

We would NOT have chosen this home if there was a 40 unit apartment complex across the street. That being said, the following are our questions and concerns.

TRAFFIC

We would like **a copy of the traffic study** that we are assuming was done for this new project and the impact that it will have on Phillip Ave and Osmun Ave.

If there wasn't a traffic study done...why?

Is there going to be **speed bumps** installed to slow the traffic down? If not, why?

There is a **school bus stop** at Phillip and Sierra and children walking to/from that bus stop. Has that been taken into consideration?

PARKING LOT LIGHTS

How many lights are they planning on putting in the 80 vehicle parking lot and on the buildings?

How bright is this going to make this area?

How is this brightness going to affect the housing that is around this parking lot?

PETS

What is the number of pets allowed in these units? Are they going to supply an area for them to relieve themselves?

OCCUPANCY

They have stated up to 5 people will be in each unit. This seems to be way more than 2 cars per unit and a multifamily situation. How are they going to handle that?

PARKING IN FRONT OF RESIDENTIAL HOUSES

What is the recourse for the existing residential homeowners to keep people from taking up the parking on the street in front of their houses?

ZONING

The property is now zoned for 12 residential homes...at the 5 person per household this would be 60 people and 24 cars. The 80 cars at least and 200 people in this small area seems to be excessive. What are the factors taken into account when considering this issue?

That being said, We would fully support a lower density project (12 houses) in the spirit of revitalization of the neighborhood but the super high density makes us uncomfortable.

We love our quiet street with lots of children. Having children run out the front door and say I'm going out to play down the street is something that doesn't happen today in our society. We feel fortunate to live here and give our grandchildren that opportunity that we had in our childhood. Please take this into consideration when voting on the huge complex. It will change the lives of every single person on our street.

Thank you

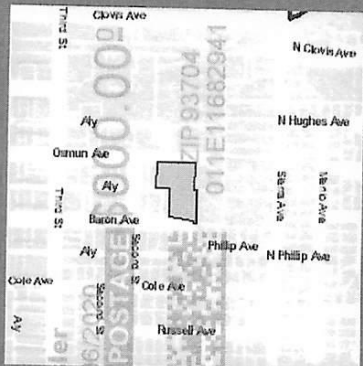
Dineen and Jeff Pace
tenpaces@netptc.net

AG



For additional information, contact Orlando Ramirez, Deputy City Planner at (559) 324-2345, email at orlandor@cityofclovis.com, or stop by the Planning Division at 1033 5th Street. The Planning Commission Agenda and Staff Report will be available on the City's website approximately 72 hours prior to the meeting time.

LOCATION MAP



NOTICE OF PUBLIC HEARING
CLOVIS PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that on Thursday, February 27, 2020, 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 items:

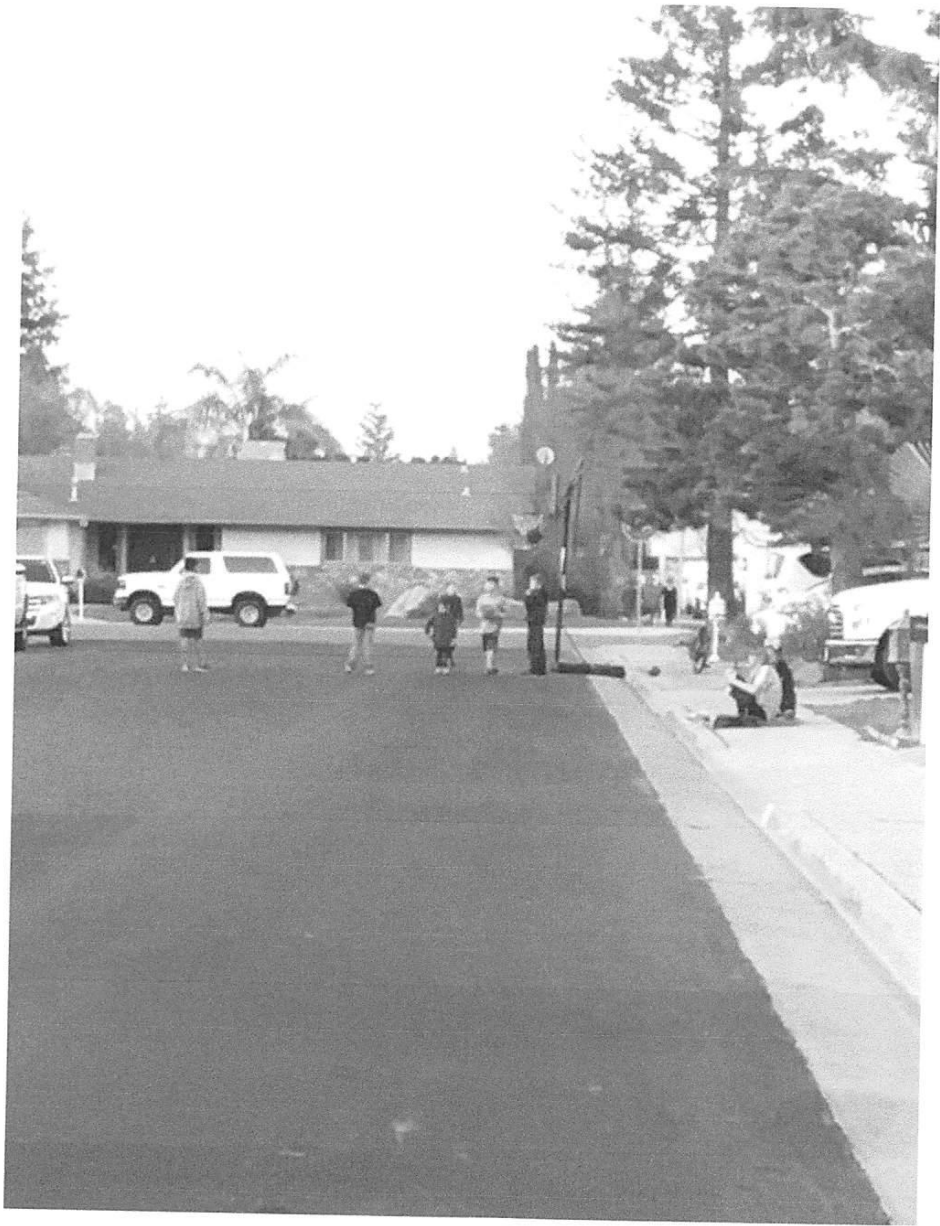
- Consider items associated with approximately 1.6 acres of property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street. TGP Investments LLC & Fyline Investments, owner/applicant; Dirk Poeschel, Representative.
 - a. **GPA2018-03, A request to amend the General Plan to re-designate from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) classification for future development.**
 - b. **R2018-09, A request to approve a rezone from the R-1 (Single Family Residential-6,000 Sq Ft) to the R-4 (Very High Density Multiple Family Residential) Zone District.**

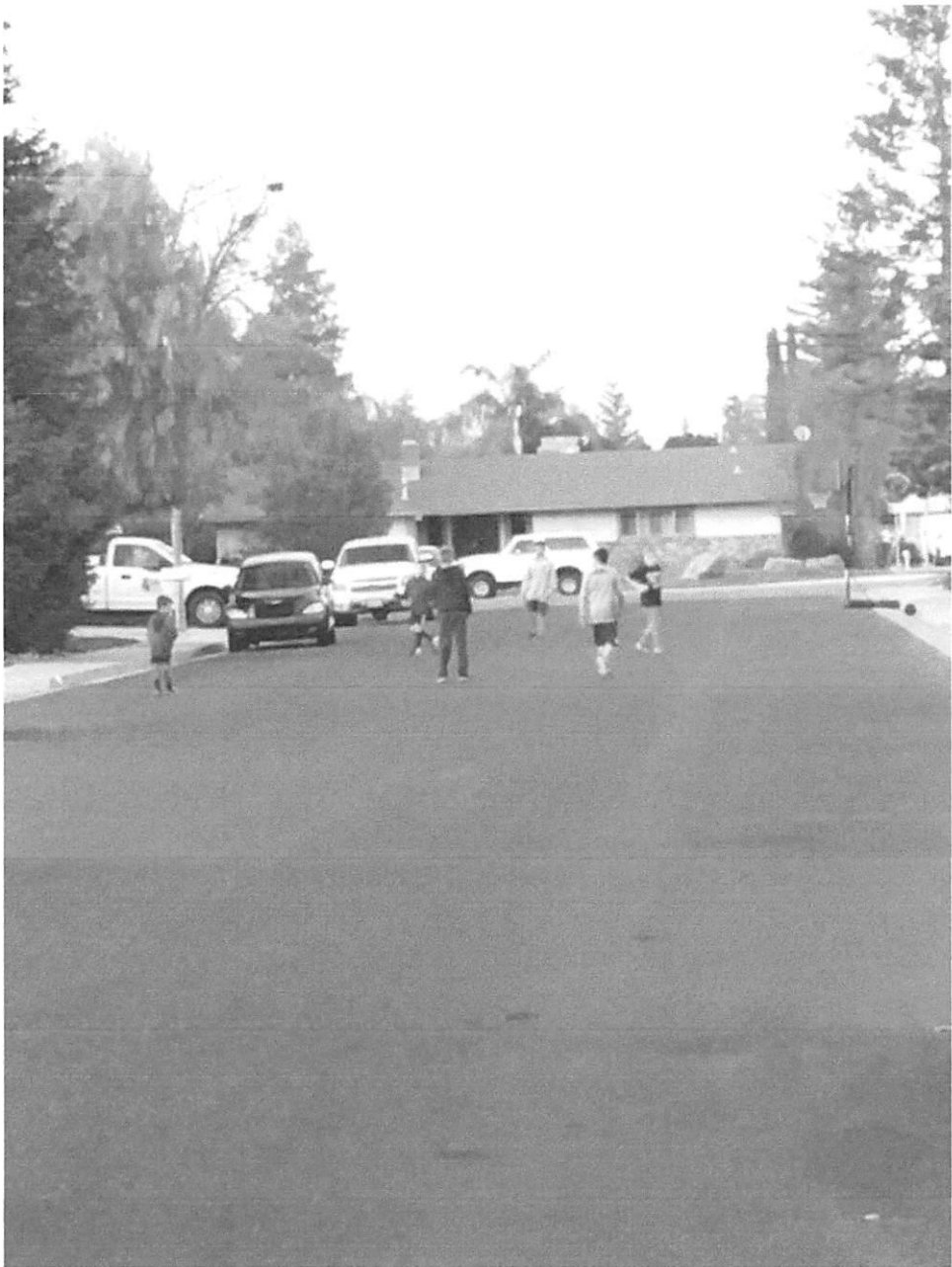
This Project is exempt from CEQA pursuant to a Class 32 categorical exemption. Class 32 exemptions consist of in-fill development less than 5 acres in size meeting the conditions described in California Government Code Section 15332(a), (b), (c), (d) and (e). A Notice of Exemption has been completed during the preliminary review and is kept for public review with the project file during the processing of the project application. Staff will file the notice with the County Clerk if the project is approved.

All interested parties are invited to submit written comments on the project to the Planning Division and to appear and be heard at the hearing. To be properly considered, written comments should be submitted five days before the hearing.

If you challenge the 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, February 5, 2020, *The Business Journal*





Robin DiFalco
227 Baron Ave. Clovis CA 93612
robindifalco@gmail.com,
5599402288

2.19.20

Orlando Ramirez, Deputy City Planner
City of Clovis
1033 Fifth Street
Clovis CA 93612
5593242345
orlando@cityofclovis.com

RE: Notice of Public Hearing Feb 27, 2020 Opposition for the consideration of property along the east side of Osmun Ave and the west side of Baron Ave, north of Second street. Requests amendment of General Plan and request for rezoning of said property.

- GPA2018-03 Request to amend the general plan to redesignate from medium density residential to very high density residential classification for future development.
- R2018-09, Requested to approve a rezone from the R-1 (single family residential-6,000 sq ft) to the R-4 (very high-density multiple family residential) zone district.

Dear Mr. Ramirez,

As a homeowner in Old Town Clovis (OTC), I would like to offer my written comments as requested regarding above named proposed project, proposed amendment and proposed rezoning. I live on Baron Ave in a little over a 100-year-old home and have spent years finding a small old home in OTC. I respectfully ask for no zoning change and no change to the general plan as references in the Notice of Public Hearing for the Osmun/Baron Property noted above. I feel the proposed rezoning and amendment is inconsistent with the neighborhood context.

This letter is expressing opposition to the changes in zoning and amendment to the General Plan. When I received the Public Hearing Notice I was very surprised by the proposed changes. I am very concerned about my investment; not only my home but Old Town Clovis. Below is a summary of some of my concerns:

- Small Town Character, Aesthetic impact
- Preservation of the authenticity of Old Town is a focus and a 4-story project which changes zoning from R1-R4 seems in direct conflict with that. No other 4 story apartment/housing units in OTC as the only multi story buildings over 2 stories are commercial. 4 even 3 story apartment complexes would take away from the OTC feel.
- Environmental Impact
- Water drainage
- Lighting
- Safety
- Old Town prioritizes the preservation of the historic character and resources of Old Town. How is this project in line with that?

- Rezoning from a R-1 to a R-4 in OTC neighborhood is a drastic proposal. Denial of a designation higher or lower are consistent with the general plan, OTC and the new AGENDA ITEM NO. 20.
- Cottage Program- Cottage program very much aligns with OTC, but the proposed project seems to not and as a homeowner who will be putting a cottage on their property seems to take away from that concept.
- Reduction of neighborhood property values.
- Infrastructure
- Land use and traffic patterns, roadway, overflow traffic/parking

Thank you for providing an opportunity for residents to express their serious concerns over this proposed project. The above summary is no way inclusive but highlights a few of the concerns I have and my reason for opposing the project which I will state at the February 27, 2020 Public Hearing.

Sincerely,



Robin DiFalco

Orlando Ramirez

From: Michael Difalco <michaeldifalco5@gmail.com>
Sent: Sunday, February 16, 2020 6:23 PM
To: Orlando Ramirez
Cc: Difalco, Michael
Subject: Questions on Osmun building plans

- 1) What has the city done to protect the property values of the homes in the area?
 - 1a) Have any studies been done on the impact on property values? if not why?
- 2) What does the city plan to do with the increase in vehicle traffic?
 - 2a) Have any studies been done on the impact of vehicle traffic? if not why?
- 3) With the very large increase in the area population what does the city plan to do with the increase foot traffic. since we don't have sidewalks on all of the feeder streets or on 3rd toward Clovis ave.
- 4) If the city is going to do this we will need sidewalks down the city streets toward 3rd and down 3rd street to Clovis Ave. Who will pay for this?
- 5) The area has limited street lights the city would need to install street lights down the city streets toward 3rd and down 3rd street toward Clovis Ave. Since we don't have sidewalks we have to walk in the street in some areas without street lights this will be dangerous.
- 6) Why is the city willing to turn their backs on all the single family home owners and also set such a negative building code change?
- 7) In my opinion this change in the code will go against the city plans for the older people in the community.
- 8) How do the police and fire department view this development impact on the surrounding area?
- 9) Who would be held legally responsible for the negative impact?
- 10) I believe that this will have a strong negative impact upon the senior center plans.
- 11) I believe that this will increase illegal actions in the area.
- 12) I believe that this will have a negative impact upon Clovis.
- 13) We moved into this area with a reason in mind. Build a cottage and care for my in-laws as they grow old. This complex will stop me and force me to move away. I believe that many families will also move away?
- 14) I believe that the cottage program will provide enough housing options. Why will the city jeopardize the cottage program? Have you done studies how this will impact the program? If not way?
- 15) The area is designed for single family homes. Apartment already have been built in the proper area. I will fight this in court!

Thank you
Michael DiFalco

AGENDA ITEM NO. 20.
AGENDA ITEM NO. 7.

2/18/2020

Dwight D. Kroll, AICP
Planning and Development Services Director
1033 5th Street
Clovis, CA 93612

Re: Amendment to the General Plan, 1.6 acres located east side of Osmun and the west side of Baron Avenue, north Second Street. GPA2018-03 and R2018-09

Dear Mr. Kroll and the Clovis Planning Commission,

I would like to express my strong objections to the requests made by TGP Investments LLC to change the current General Plan from Medium Density Residential to Very High Density Residential and from R-1 single Family to Very High Density Residential. I object based on these concerns:

- A real decrease in my property value. When I purchased this property, 30 years ago, it was with the understanding that this undeveloped property was zone R-1 and could be developed at any time. I was fine with additional single- family homes being built next to the property I own. If the rules are now changed to High Density housing the value of my property will decrease, probably by 30% or more. Who wants to live next to a 40 - unit apartment complex? I certainly don't and I bet neither do you.
- Increased traffic. I purchased this house and property because it was on a quite neighborhood. Phillip Ave has very little traffic, evident by the number of kids that live and play in the area. This will all change with the increase of numerous cars using Phillip as access to grocery stores, Herndon Ave and highway 168. I know, I live here, and 90% of my trips start by travelling North on Phillip Ave. With a 40- unit complex, potentially 80-100 cars, traffic will be non- stop throughout the day and night. Besides being a hazard to the resident's noise levels will increase to intolerable levels.
- Parking. Cars will be parked on the streets everywhere.
- Privacy will be decreased or lost. A three-story building will look directly into my backyard and upstairs bedroom windows.

- Noise level. Again, this is a quiet, peaceful location. It's the reason I bought here. A 40-unit apartment complex will attract mainly young adults. Not all, but some will have late night parties, loud cars, music at all hours.

My strong opinion is that this is the wrong location for this project and this property should not be re zoned.

Thank you for your consideration.



John Pokorny
90 Phillip Ave
Clovis, CA 93612

Johnlynn9729@att.net



CITY of CLOVIS

POLICE DEPARTMENT

1233 FIFTH STREET • CLOVIS, CA 93612

Date Issued: 12/31/2019

Approved by 

Public Safety Housing Development Standards

The Clovis Police Department has adopted the following standards for all residential housing structures within the City. This includes single-family housing, multifamily housing, and the residential component of mixed-use developments.

Section 1: Multifamily Housing Developments

The following standards apply to multifamily housing that consist of two (2) or more attached residential units:

1. Security Cameras. Multifamily housing developments with 5 units or more must be wired for and equipped with security cameras.
 - a. Purpose. Visible security cameras help to deter crime on the property and potentially provide investigative leads for police officers when investigating crimes that have occurred on the property and the immediate area.
 - b. Location. Security cameras must be placed to provide coverage of the following areas:
 - i. Exterior Cameras. All entrances and exits to and from the property, and all common entrances and common exits to buildings located on the property.
 - ii. Interior Cameras. All common entrances, common exits, and other common interior areas of buildings accessible by residents of the development.
 - c. Visibility. Exterior and interior cameras shall be visible and noticeable to promote the purpose of this standard.

- d. Signage. Signs providing notice of security recordings shall be placed at the entrance(s) to the property.
 - e. Storage. An on-site or off-site secure storage system must be available for security video recordings.
 - f. Consultation with Clovis Police Department. The owner is encouraged to confer with the Clovis Police Department about appropriate equipment, storage/retention, sharing/disclosure, and other best practices for security camera operation and video recording management.
2. Lighting. Lighting consistent with the City’s development standards is required as follows:
- a. Purpose. Illuminating dark areas helps to deter crime on the property and provide for the safety of occupants and visitors.
 - b. Location. All parking areas, sidewalks, entrances/exits to the property, pathways that lead to entrances/exits to dwelling units and other buildings, at the entrances/exits to dwelling units and other buildings, and common outdoor areas such as communal mailboxes and dumpster areas.
 - c. Containment. The lighting shall be shielded/contained within the property as to not affect surrounding properties. This includes any logos or numbers attached to the exterior of the building and any signage contained within the property.
3. Access. Multifamily housing developments with 5 units or more must accommodate access to the property by public safety officials to respond to emergencies, as follows:
- a. Physical Access. Vehicle entrances to the property and gates or other pedestrian entrances to the property that are not unrestricted shall be accessible by emergency responders. This may be accomplished by installing keyed lockboxes according to City standards, providing keys and/or access codes to public safety departments, or compliance with part b, below.
 - b. Contact Persons. A Manager/Assistant Manager or other responsible party for the property must be available at the property 24 hours a day, 7 days a week to provide access to emergency personnel in case of emergency. Emergency phone numbers for Managers/Assistant Managers or responsible parties shall be provided to the Clovis Police Department Dispatch Center and other public safety departments. Emergency phone numbers must be kept current at all times, both during and after the building phase of the project.

Section 2: Single-family Housing Developments

The following standards apply to single-family housing developments:

1. Lighting. Lighting consistent with the City's development standards is required as follows:
 - a. Purpose. Illuminating dark areas helps to deter crime on the property and provide for the safety of occupants and visitors.
 - b. Location. All sidewalks, pedestrian entrances/exits to the property, and common outdoor areas such as communal mailboxes and dumpster areas.
 - c. Containment. The lighting shall be shielded/contained within the area as to not affect nearby dwellings.
2. Access. Single-family housing developments must accommodate access to the property by public safety officials to respond to emergencies, as follows:
 - a. Physical Access. Vehicle entrances to the property and gates or other pedestrian entrances to the property that are not unrestricted shall be accessible by emergency responders. This may be accomplished by installing keyed lockboxes according to City standards, or providing keys and/or access codes to public safety departments.

CLOVIS PLANNING COMMISSION MINUTES
February 27, 2020

A regular meeting of the Clovis Planning Commission was called to order at 6:00 p.m. by Chair Hatcher in the Clovis Council Chamber.

Flag salute led by Chair Hatcher

Present: Commissioners Antuna, Bedsted, Cunningham, Hinkle, Chair Hatcher

Absent: None

Staff: Dwight Kroll, Director of Planning and Development Services
Dave Merchen, City Planner
Orlando Ramirez, Deputy City Planner
Ricky Caperton, Senior Planner
George Gonzalez, Associate Planner
Maria Spera, Planning Technician II
Ryder Dilley, Planning Intern
Sean Smith, Supervising Civil Engineer

MINUTES

- 6. Consider items associated with approximately 1.6 acres of property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street. TGP Investment LLC & Flyline Investments, owner/applicant; Dirk Poeschel, representative.
 - a. Consider Approval, Res. 20-___, **GPA2018-03**, A request to amend the General Plan to re-designate from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) classification for future development.
 - b. Consider Approval, Res. 20-___, **R2018-09**, A request to approve a rezone from the R-1 (Single Family Residential – 6,000 Sq Ft) to the R-4 (Very High Density Multiple Family Residential) Zone District.

Deputy City Planner Orlando Ramirez referred to received items of correspondence and presented the staff report.

Commissioner Antuna inquired as to Clovis Unified School District concerns about accommodating increasing density detailed in comment letters, seeking and receiving confirmation that this is a standard comment letter. Deputy City Planner Ramirez further explained that CUSD is near capacity in various schools, but plans to construct new schools in

those areas are underway. He also pointed out that the school district has the ability to transfer or relocate students as they go through that process.

Commissioner Hinkle inquired as to whether this project fits within the definition of 'affordable housing.' Deputy City Planner Ramirez confirmed that it does so in terms of density, providing details.

Commissioner Cunningham sought and received confirmation that, if approved, this project's unit numbers will go towards the City's Regional Housing Needs Assessment count.

Commissioner Hinkle sought and received confirmation that, under the proposed R-4 zoning, the applicant could possibly build up to sixty-eight units.

Commissioner Cunningham inquired as to how this proposal fits in with Senate Bill SB330. Deputy City Planner Ramirez responded that it helps the City meet the mandate imposed by this state bill.

Commissioner Antuna inquired as to whether this project will provide more diverse housing in this area. Deputy City Planner Ramirez responded in the affirmative, providing details regarding the surrounding housing types and reiterating that in this case, 'affordable' is referring to density.

Commissioner Hinkle sought and received confirmation that this project would fall under Assembly Bill AB1763.

Commissioner Cunningham inquired as to whether this project would come in at four stories. Deputy City Planner Ramirez responded that it did so originally but that it has had several iterations since initial submission.

City Planner Dave Merchen explained that though the state qualifies this project as affordable housing, it is proposed as market-rate. The project does not require a density bonus under the provisions of AB1763. He referenced the recent urgency ordinance regarding housing adopted at the end of 2019 and explained to the Commission that the requirements of the urgency ordinance don't apply to this specific project. Though it will contribute to the City's ability to meet housing requirements, the proposal project is not mandatory and the Commission retained their ability to make a decision on the project.

Commissioner Hinkle requested clarification regarding a mow strip mentioned in a comment letter from the Fresno Metropolitan Flood Control District. Supervising Civil Engineer Sean Smith clarified that it is a typical structure. Deputy City Planner Ramirez further clarified that it is intended for maintenance purposes on the north side of the project.

At this point, the Chair opened the floor to the applicant.

Bob Garabell offered no comments at this time, as he was waiting for project representative Dirk Poeschel. They had believed the project would not be reviewed until later in the evening. He requested putting off the project for about fifteen minutes, which was denied as the staff

recommendation had already been given and the applicant or a representative for the applicant was present. Further, there would be an opportunity for rebuttal.

At this point, the Chair opened the floor to those in favor.

There being none, the Chair opened the floor to those in opposition.

Derek Chapman of 40 Phillip Avenue spoke against the project as he believes that the applicant has deceived them as this will, he is certain, be low-income housing, and lower rent means more crime. He also expressed that privacy for the single-family homes will be impacted by renters on the second or third floors looking into their backyards, the proposal does not fit with this area of Old Town Clovis (a quiet, beautiful neighborhood of one- or two-story buildings where his children had been able to play on the street), property values will drop, and traffic impacts will be significant, especially on Phillip Avenue.

Jeff Pace of 81 Phillip Avenue expressed agreement with Mr. Chapman, though he is not as certain that this will be low-income housing. He did express disbelief in the rent price of \$1,800 proposed in the neighborhood meeting, stating that such is not affordable. He also inquired as to the traffic count, as he was unable to find the traffic study online. He concluded by stating that though he is in favor of development, growth, and affordable housing, he feels that the density of this project will adversely affect his low-density neighbors.

Chair Hatcher inquired as to whether the traffic study is available online. Supervising Civil Engineer Smith responded that he was unable to find it.

Cole Heap of 41 Phillip Avenue informed that he had sent one of the items of correspondence, then referenced several publications as proof that higher population density leads to lower property values and more street-side parking, which is evident near apartment complexes in Fresno and Clovis. However, he indicated that the increased traffic is his biggest concern, as another study he cited stated that higher population density leads to higher child pedestrian injuries (he had mentioned earlier that his children play in the street). He concluded by quoting from the General Plan and stating that this project negatively impacts not only his investment in Clovis, but also how Clovis looks and functions.

Jack Pokorny of 90 Phillip Avenue stated that Mr. Heap had made all of the points he wished to bar one: he finds the idea of a three-story building looking down into his backyard very undesirable and feels as though he is being pushed to move out. He also stated that the traffic will be terrible and that single-story apartments, such as those west of this site, should be considered.

Beth Pokorny of 90 Phillip Avenue informed that the previous speaker is her father, who moved into Clovis thirty years ago and helped build this city. She stated that you should be ashamed of the effect this project is having on him.

Darin Land of 881 Sierra Avenue informed that he lived just north of the proposed project site, across the ponding basin, and that though he and his neighbors raised money to put in speed

bumps, traffic is still an issue which will be further exacerbated by this project. He also objected to the impact on his view from his home, the increase in noise which is already an issue for him whenever there is a game played at Buchanan High School, and how this type of project will bring undesirables to the community along with people who would be assets. In conclusion, he requested that the Planning Commission not give in to pressure from the state government with such a very high density jump.

Rod Johnson of 879 Osmun Circle spoke against the project in terms of the undesirability of a three-story apartment complex in his area. He expressed his certainty that this will be low-income housing for Hispanics and illegals, inquiring as to whether this project is a result of Governor Newsom's sanctuary state policies and a lawsuit against the City. He further objected in terms of safety concerns regarding children being near the ponding basin, traffic and parking impacts, and increased crime.

Robin DiFalco of 227 Baron Avenue expressed her concerns with this project as it conflicts with the charm and desirability of Old Town Clovis, it conflicts with the surroundings as it's an apartment complex over two-stories, and a density jump of three levels is ridiculous.

April Watt of 239 Baron Avenue objected to the project in terms of increased traffic within the neighborhood, the lack of fit with Old Town Clovis, aesthetics, decreased property values, and the increased crime that will result from the increased activity. She supported the idea of putting single-family homes with accessory dwelling units or more single-story apartments, and stated that if this project is approved, she will move out.

Rosemary Martinez of 201 Osmun Avenue informed that she has lived in Clovis long enough to see many changes and embraced most of them, but she feels this would be a negative change. She expressed concern for the increased traffic, as the future library and senior center will also generate more traffic, safety, the departure from the theme of Old Town, and the invasion of privacy. She concluded by urging that this project be moved elsewhere.

Annie Gerrero of 210 Osmun Avenue expressed offense that the Commission is even considering approving this project, as she does not believe the commissioners would want such a project near their own homes. She expressed concerns regarding the driving speed of apartment residents and the decreased safety that results from it.

Mike DiFalco of 227 Baron Avenue expressed agreement with the statements of previous speakers regarding traffic concerns. He requested that the Commission take into consideration the parking, as when he lived in an apartment complex on Pollasky Avenue, he did not have room to park within the complex. He had concerns about an increasing number of children taking a shortcut directly across Third Avenue in order to reach Clark Intermediate School.

A previous speaker returned to the podium to add that she had considered building a cottage home like one of her neighbors, but that she will completely take that idea off the table if apartments are built there.

At this point, the Chair reopened the floor to the applicant.

Dirk Poeschel of 923 Van Ness Avenue informed that most of the audience did not attend the outreach meeting, this project will be market-rate, apartment-living rather than house-living is a new lifestyle change, a small increment of traffic will be added with this project, development standards will be met so parking will not be an issue, and there is no information on the Internet that indicates that a well-designed and well-maintained project will lower property values. He also detailed several concessions made to accommodate neighborhood concerns and how the project addresses the housing element of the General Plan and the City's housing goals and needs. He concluded by offering to answer questions.

Commissioner Cunningham sought and received confirmation that all of the units bar the townhouses have two bedrooms and two bathrooms, then inquired as to the target customers and whether that would include seniors. Mr. Poeschel responded that it is aimed at those who wish to live near the Community Hospital, downtown Clovis, or the Herndon Avenue/Highway 168 intersection, and they expect a smaller percentage of renters to be seniors, who will most likely utilize units on the first floor.

Commissioner Hinkle sought and received confirmation that this project will not involve grant funding, will have charging stations, will be marketed to those who will be high users of the charging stations, will be market-rate despite meeting the state's target densities to be designated as 'affordable,' and the alley between Osmon and Baron Avenues will remain to provide access and preserve utilities located there. He then informed that this type of product, and those like the development at the northwest corner of Shepherd and Willow Avenues, are being promoted and mandated by state legislation, which is aimed at making more of the state resemble Los Angeles and the Bay Area. The City cannot afford the fines that will be levied if these mandates are not followed.

Commissioner Bedsted expressed appreciation for the applicant reorienting the building to address the privacy concerns, then remarked that the Commission has heard a great deal of concern about both privacy and traffic, inquiring as to whether the applicant had considered developing at two-stories. Mr. Poeschel responded that such had been considered, but that the proposed density is what is required for the project to be profitable enough for a quality product. He further detailed other features aimed at preserving the privacy of the neighbors.

Commissioner Bedsted followed up by seeking and receiving assurance that the applicant will not increase the currently proposed number of units if the rezoning is approved. Mr. Poeschel also assured that the elevations presented reflect what will be built, then added that landscaping, parking, etc., will be reviewed more in depth in the site plan review process.

At this point, the Chair closed the public portion.

A member of the public called out an objection, stating that the audience should have a chance to address the applicant's rebuttal. Chair Hatcher explained the procedures and assured that they had been followed even though the applicant had chosen not to make any statements before the floor was opened to the public.

Commissioner Antuna expressed appreciation to the members of the public for taking the opportunity to participate in this process and assured them that the commissioners, who are citizens just like them, do listen to their concerns. She informed that she herself has lived next to an apartment complex for over two years with no issues. She stated that Clovis is an inclusive city, so it aims to provide diverse housing for a broad spectrum of residents. Housing in Old Town Clovis is limited, and, as she reminded, several of the speakers had stated that they themselves had lived in apartments before getting houses. Infill projects are difficult, but the applicant has done well with their design, and so she is in support of it.

Commissioner Hinkle informed that there are more than three hundred bills being formulated for presentation to the state legislature between now and November, with affordable housing being a large part of those bills. This project, as an infill, falls under the jurisdiction of seven different bills he reviewed recently. He recommended the members of the public research these bills as they will affect development, then expressed appreciation for the applicant not proposing the highest number of units possible on this site. He is in favor of the project.

A member of the public called out an inquiry as to how \$1,800 per month in rent is affordable. Commissioner Hinkle responded that, if it was built with state grants and subsidies, then the rent would be approximately \$2,200. 'Affordable' has different meanings in different areas.

Chair Hatcher expressed gratitude to the neighbors for their attendance, then expressed that this is a difficult decision for her. She finds it to be a good infill project but does not believe it to be a good fit for this area, being that it is three-stories and she believes it will cause traffic issues. Therefore, regardless of state mandates, she cannot support this project.

At this point, a motion was made by Commissioner Hinkle and seconded by Commissioner Antuna to approve GPA2018-03. The motion was approved by a vote of 3-2.

At this point, a motion was made by Commissioner Hinkle and seconded by Commissioner Antuna to approve R2018-09. The motion was approved by a vote of 3-2.

Commissioner Cunningham stated that though the Commission appreciates members of the public attending and speaking and understands that emotions are high, he does not appreciate the nasty, personal-level comments directed towards the commissioners. They are ordinary citizens just like the people in the audience. He advised that when speaking to the City Council, the members of the public should keep to facts, as they will be unable to sway decision-making with insults.

At this point, a brief recess was called.

Elena Nuna, resident, questioned how many housing projects that the city processed had rezones associated with them. Andy Haussler indicated that he did not have that data at this time. Discussion by the Council.

Motion by Councilmember Ashbeck, seconded by Councilmember Flores, for the Council to accept the 2019 Housing Element Annual Progress Report and authorizing submission of the report to the California Department of Housing and Community Development and the Governor's Office of Planning and Research. Motion carried by unanimous vote.

PUBLIC HEARINGS

ITEM 7A – 6:54 p.m. - CONTINUED - **RES. 20-XX**, GPA2018-03, A REQUEST TO AMEND THE GENERAL PLAN TO RE-DESIGNATE FROM THE MEDIUM DENSITY RESIDENTIAL (4.1 TO 7.0 DU/AC) TO THE VERY HIGH DENSITY RESIDENTIAL (25.1 TO 43.0 DU/AC) CLASSIFICATION FOR FUTURE DEVELOPMENT; AND ITEM 7B. – CONTINUED - INTRODUCTION - **ORD. 20-XX**, R2018-09, A REQUEST TO APPROVE A REZONE FROM THE R-1 (SINGLE FAMILY RESIDENTIAL-6,000 SQ FT) TO THE R-4 (VERY HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL) ZONE DISTRICT.

Senior Planner Orlando Ramirez presented a report on various items associated with approximately 1.6 acres of property located along the east side of Osmun Avenue and the west side of Baron Avenue, north of Second Street. The applicant is requesting to amend the General Plan and rezone property to permit a 40- unit multiple-family, non-gated residential development on approximately 1.6 acres of property shown in Figure 1. The Project would include construction of public streets, sidewalks, landscaped areas, and a block wall along the south and north boundary of the site as well as related amenities. To accommodate the Project, the applicant is requesting a general plan amendment to re-designate the site from the Medium Density Residential (4.1 to 7.0 DU/Ac) to the Very High Density Residential (25.1 to 43.0 DU/Ac) designation, and a rezone from the R-1 (Single-Family Residential-6,000 sq. ft.) to the R-4 (Very High Density Multiple-Family Residential) Zone District. The Project, if approved, would provide additional housing opportunities to Clovis. Approval of this general plan amendment and rezoning would allow the applicant to proceed with construction drawings and permit review.

Dirk Poeschel, resident, spoke in support of the project and answered questions of Council. Elena Nuna, area resident, spoke in opposition due to concerns with the environmental analysis that was performed on the project. Area resident, spoke in opposition and provided Council copies of technical memorandum regarding traffic for the project and spoke in opposition due to the age of the study – 2014. Michael DeFalco, area resident, spoke in opposition due to the density proposed and it not fitting in with surrounding residential properties. Cole Heap, area resident, spoke in opposition due to the negative impact this project could have on area homes, increased street parking, and safety of kids crossing Third Street. Robyn DeFalco, area resident, spoke in opposition as she believed it did not fit in with the existing neighborhood. Jeff Haste, area resident, spoke in opposition due to concerns with the traffic study and impact on property values. Maggie Ikeda, area resident, spoke in opposition due to concerns with traffic, safety, congestion, inadequate traffic study. Demine Haste, area resident, spoke in opposition due to concerns with overflow parking and location of dumpster placement. Discussion by the Council.

Motion by Councilmember Whalen, seconded by Councilmember Mouanoutoua, for the Council to continue the general plan amendment and rezone requests to a date uncertain, and direct the applicant to return with full traffic impact study to include a more robust analysis on pedestrian flow and include the impact of the potential development of the DeBenedetto property. Motion carried 4-1 with Councilmember Flores voting no.

Recess: 8:59

Reconvene: 9:07

ITEM 6A - 9:07 p.m. - APPROVED - REINTRODUCTION ORD. 20-06, AMENDING CHAPTER 6.5 OF THE CLOVIS MUNICIPAL CODE TO ESTABLISH THE WATER SUPPLY FEE TO PAY FOR WATER SUPPLY FOR NEW DEVELOPMENT; AND ITEM 6B - APPROVED - RES. 20-24, APPROVING THE SCHEDULE OF CHARGES FOR THE WATER SUPPLY FEE, REVISING THE MASTER DEVELOPMENT FEE SCHEDULE, AND PROVIDING A DESCRIPTION OF FEES TO BE REQUESTED FOR COUNTY ADOPTION

City Engineer Mike Harrison presented a report on items associated with Chapter 6.5 of the Clovis Municipal Code to Establish the Water Supply Fee to Pay for Water Supply for New Development and the Associated Revision to the Master Development Fee Schedule. On July 15, 2019, the City Council approved the Cooperative Agreement between Fresno Irrigation District and City of Clovis for water utilization and conveyance, and the Firm Surface Water Supply and Purchase Agreement. The two agreements represent the language and terms for the City to continue receiving Kings River water and include the addition of a new water supply to meet future City growth and support implementation of the Sustainable Groundwater Management Act (SGMA). The Firm Surface Water Supply and Purchase Agreement provides for the secure delivery of 7,000 acre feet of water supply for the City of Clovis that will be developed over a 25-year time period. The cost of developing this firm water supply is \$5,000 per acre foot. The total cost is \$35 million. \$5 million will be due in September 2020, \$1.5 million will be paid annually from 2021 – 2030, and \$1.0 million paid annually from 2031 – 2045. The \$35 million investment to secure a firm water supply is to be paid for by both Development impact fees and Water Enterprise funds. The Development share of this investment is to serve future growth and the Water Enterprise share is for sustainability (SGMA) related reasons. At this point in time, the technical working group developing the Groundwater Sustainability Plan (GSP) under SGMA has found that the City of Clovis is generally currently in balance concerning water supply and overdraft. This is an important point to note because the greater need for the firm water supply will be to serve future development. There have been preliminary meetings and discussions with the development industry, in which they have been made aware of an impending cost for the new water supply to serve growth. The Water Enterprise fund will be used to pay the initial \$5 million in September 2020. Annual payments thereafter will be funded by Development impact fees. Approval of this ordinance will establish the required funding mechanism to establish the new water supply impact fee which will make the annual payments from 2021 – 2045. If the Development impact fee revenue is unable to make the annual payments, fund borrowing or existing users will be required to lend money to make the annual payment. Loaned monies would be paid back as sufficient development impact fees are collected. The introduction of the ordinance was approved on March 9, 2020 and staff is reintroducing the ordinance with clarifications added pursuant to Council discussion. Staff is also requesting approval of the resolution to

DIRK POESCHEL

Land Development Services, Inc.

923 Van Ness Avenue, Suite 200 • Fresno, California 93721

559/445-0374 • Fax: 559/445-0551 • email: dirk@dplds.com

July 9, 2021

SUBJECT: Project Update

Dear Neighbor,

As you recall, Mr. Anthony Hageman requested the City of Clovis to approve quality, market rate apartments on the 1.59 +/- acre parcel generally located between Osmun and Baron Avenues. You know the site as the old church property.

As you also recall, the project was initially evaluated by an independent traffic engineering firm who concluded that there were *no individual or cumulative impacts associated with the project*. In fact, the traffic generated by the proposed project did not generate enough traffic to require a traffic study. Nonetheless, the Clovis City Council directed that an additional traffic study be prepared.

Mr. Hageman retained Peters Engineering of Clovis who prepared a second independent analysis of project traffic. This study was also prepared in conjunction with directives provided by the City of Clovis. The conclusions of the Peters Engineering study are essentially identical to the conclusions of the previously prepared traffic study that there *are no project or cumulative related traffic impacts associated with the project*.

My client agreed to construct a public sidewalk to Barstow Avenue from the proposed site. The construction of the sidewalk was evaluated in the Peter Engineering traffic study and found to be helpful in reducing the potential for south bound automobile trips from the project.

You will soon be receiving a notice for the continued Council hearing on this matter. The project has not changed in any way. It has the same number of units and excellent project design. City staff continues to support the project. It also remains a market rate project. If you have any questions regarding this project, please feel free to contact me.

Sincerely,



Dirk Poeschel, AICP

cc: Mr. George Gonzalez, City Planner

c:\users\dirk\datto workplace\current clients\tpg investments 18-07\neighbors\3rd neighborhood letter.docx



CITY *of* CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

Categorical Exemption Conditional Use Permit GPA2018-03, R2018-09

Pursuant to Article 19 of the State CEQA Guidelines, the City of Clovis has determined that the project described below will not have a significant effect on the environment and shall be categorically exempt from the provisions of CEQA.

Lead Agency: City of Clovis
Planning and Development Services

Lead Agency Contact: George González, Senior Planner
(559) 324-2383
georgeg@cityofclovis.com

Applicant: Anthony Hageman
TGP Investments, LLC & Flyline Investments, LLC
1398 W. Herndon Avenue
Fresno, CA 93711
(559) 871-3356

Project Location: North of Second Street, between Osmon and Baron Avenues

Exemption: Section 15332 (Class 32, Infill Development Projects)

Project Description:

The Project proposes the construction of 40 multi-family units on approximately 1.6 acres of property located along the east side of Osmon Avenue and the west side of Baron Avenue, north of Second Street. The Project would consist of two (2), three (3) story buildings at a maximum height of approximately 39 feet at the roof pitch. One building would accommodate 33 units and the other building would accommodate seven (7) units. Each unit is anticipated to have two (2) bedrooms and two (2) bathrooms ranging from 1,134 square feet to 1,679 square feet. The Project includes 80 covered vehicle stalls which is consistent with the Clovis Municipal Code requiring two (2) stalls per unit. Other improvements to the site would include installation of landscape, utilities, and on-site amenities for residents. The exterior of the building would consist of stucco and stone veneer.

Attachment 7

Determination:

Pursuant to Article 19 of the California Environmental Quality (CEQA) Guidelines, the project is categorically exempt under Section 15332 (Class 32, Infill Development Projects). None of the exceptions identified in CEQA Guidelines Section 15300.2 apply to the project, as described below.

Section 15332 (Class 32, Infill Development Projects) consists of projects characterized by infill development meeting the conditions as analyzed below.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Project requires a general plan amendment, and rezone, as well as a site plan review. The purpose of the general plan amendment and rezone is to ensure the proposed Project is consistent with the land use designation and zoning. Therefore, if approved, the Project would in fact be consistent the site's land use designation and zoning. Conversely, if the request for a general plan amendment and rezone is not approved, the Project would not be consistent and therefore would not be able to be constructed.

Although the project is proposing an amendment to the City's General Plan land use designation and zone district, the subject property is eligible for designation as a Regional Housing Needs (RHN) Overlay District site within the existing R-1 (Single Family Residential) Zone District and Medium Density land use designation. Though the site is not currently on the RHN District Map and list of sites, it is eligible to be included and the Overlay District would allow high density residential development at up to 43 units per acre, making the type of proposed use (residential) consistent with the current land use designation and zoning district.

To further support of the Project's consistency with the City of Clovis 2014 General Plan, there are several goals and policies that encourage infill development and a mix of housing types, which the Project would provide for. The following table identifies several General Plan goals and policies as well as description how the Project meets that goal/policy.

Because the Project, if approved, would be consistent with the general plan and zoning designation required to accommodate the Project, and because it meets many of the goals and policies identified in the 2014 Clovis General Plan, the Project is considered consistent with this requirement.

| Goal/Policy Number | Goal/Policy | How the project meets the goal/policy |
|-------------------------|---|---|
| Land Use Element | | |
| Goal 5 | A city with housing, employment, and lifestyle opportunities for all ages and income of residents | The Project provides a housing product type that supports opportunities for all ages and income levels. Not everyone is in the market to purchase a home and providing a unique mix of housing to the area near Old Town Clovis provides that much needed opportunity, where multi- |

| | | |
|-------------------------------------|--|--|
| | | family rental opportunities are encouraged. |
| Policy 1.2 | Open to changes. Be open to potential changes in land use, circulation, and development standards to reposition areas identified on Figure LU-5 (of the General Plan) if necessary for revitalization and redevelopment. | The Project is proposed on an infill site near goods and services which is currently underutilized. Further, the site is bordered to the north which adds additional privacy and buffer between the Project and adjacent residential. |
| Policy 3.6 | Mix of housing types and sizes. Development is encouraged to provide a mix of housing types, unit sizes, and densities at the block level. To accomplish this, individual projects five acres or larger may be developed at densities equivalent to one designation higher or lower than the assigned designation, provided that the density across an individual project remains consistent with the General Plan. | The Project provides for and enhances the mix of housing types in the particular area near Old Town Clovis. Therefore, the Project is consistent with this policy. |
| Policy 5.2 | Ownership and rental. Encourage a mixture of both ownership and rental options to meet varied preferences and income affordability needs. | The Project is intended to provide rental units to the City in an area mostly consisting of homes for purchase. Therefore, the Project would be consistent with this policy by providing that mixture of ownership and rental in this particular area of the City. |
| Policy 5.6 | Workforce housing. Encourage the development of workforce housing that serves the needs of those working in Clovis. | The Project provides housing nearby several shopping centers and therefore provides an opportunity for non-homebuyers in the surrounding area a housing type that meets their goals and intent. Therefore, the Project helps to promote this policy. |
| Economic Development Element | | |
| Policy 1.5 | Workforce Housing: Collaborate with residents, housing providers, and the development community to provide housing opportunities for the local workforce. | The Project would provide for additional housing units that would increase the opportunity for the local workforce, and others, an opportunity for housing near Old Town Clovis, and in close proximity to multiple shopping centers, such as the Trading Post, and Blackhorse Center. |
| Goal 5 | A mix of land uses and types of development sufficient to support a | The Project is considered infill development near commercial |

| | | |
|---|--|--|
| | fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life. | areas of the City, Old Town Clovis, and the Clovis trail network. As an infill site, the City infrastructure needed to support development (i.e. water and sewer) is readily available with minimal effort, therefore, preserving the need to further extend utilities if the Project were located further away or at another location. As an infill multi-family Project, this would be considered part of the “mix” of land uses and supports a fiscally balanced in that the infrastructure and amenities are readily available and in close proximity. |
| Circulation Element | | |
| Policy 1.4 | Jobs and Housing. Encourage infill development that would provide jobs and services closer to housing, and vice versa, to reduce citywide vehicle miles travelled and effectively utilize the existing transportation infrastructure. | The Project itself is infill development as the site is underutilized and near jobs and services. The nearby Clovis trail system encourages walkability and would therefore reduce the need for future residents of the Project to drive to nearby goods and services in the Old Town Clovis area, and nearby shopping centers (Trading Post and Blackhorse Center). |
| Policy 2.3 | Fair share costs. New development shall pay its fair share of the cost for circulation improvements in accordance with the city’s traffic fee mitigation program. | The Project would be subject to its fair share costs associated with the type of development it is. |
| Policy 5.5 | Pedestrian access. Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city. | The Project would install the required pedestrian access features consistent with this policy. As shown on the Project plans, new sidewalks and pedestrian paths of travel would be installed providing connectivity amongst the site itself and with the adjacent neighborhoods. |
| Public Facilities and Services Element | | |
| Goal 5 | A community that promotes the physical, social, and business environment that improves the health and well-being of its citizens. | As an infill site near commercial shopping centers and the Clovis trail, the Project’s future residents have the opportunities those features via walking and biking given the close proximity to goods |

| | | |
|----------------------------|---|--|
| | | and services. This promotes and supports opportunities for better health. |
| Air Quality Element | | |
| Policy 1.1 | Land use and transportation. Reduce greenhouse gas and other local pollutant emissions through mixed use and transit-oriented development and well-designed transit, pedestrian, and bicycle systems. | As an infill multi-family use Project near the Clovis trail system, parks, and several commercial shopping centers, residents would be encouraged to walk and/or bike to these uses which reduces the dependency on vehicles. Further, if residents work in those areas, the location of the Project supports walkability and biking to and from work. |

(b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is within city limits and is approximately 1.6 acre in size. The project site is surrounded by existing development to the west, south, east and a ponding basin to the north. Therefore, the Project is consistent and meets this requirement.

(c) *The project site has no value as habitat for endangered, rare, or threatened species.*

The project site been routinely disturbed and is developed with a vacated church facility and associated accessory buildings. There are no trees or water features that would typically be associated with providing habitat. Further, the areas surrounding the site have been developed and disturbed. The site is highly unlikely to support or provide value as habitat for endangered, rare, or threatened species. This is supported with the findings included in the Biotic Report prepared for the Project by H.T. Harvey & Associates, dated October 2018.

The Biotic Report included a field survey on September 19, 2018 to map the potential for habitats and sensitive areas, including the potential for special-status plant and animal species. According to the report (page 11 of the Biotic Report) two (2) habitats are located on the Project site, including “developed” and “ruderal areas,” neither of which are considered to be sensitive habitat. According to Table 1 of the Biotic Report, the potential for occurrence of special-status species was absent at the site. According to Table 2 of the Biotic Report, the potential for occurrence of the special-status animal species was also absent or unlikely at the site.

Further, the Biotic Report (page 26 of the Biotic Report) concluded that there are no sensitive natural communities, or jurisdictional waters or wetlands present at the site.

(d) *Approval of the project would not result in any significant effects related to traffic, noise, air quality, or water quality.*

Traffic

A traffic assessment was prepared on October 19, 2018 for the Project. Based on the City of Clovis requirements, a project is required to conduct a full traffic impact analysis only if the a.m. or p.m. peak hour trips are 100 vehicle trips or greater. As a proposed 40-unit Project, the a.m. and p.m. peak hour trips were only determined to be 16 a.m. peak hour trips and 20 p.m. peak hour trips, which is far below the City's threshold for requiring a full traffic impact study. It is important to note that the traffic assessment analyzed a 45-unit Project and the proposal has since reduced to 40 units. As stated in the October 19, 2018, traffic assessment, even at 20 vehicle trips during a peak hour, that equates to the addition of 1 vehicle on average per 3 minutes – which is an insignificant volume. Further, the site was designed to maximize the number of points of ingress/egress to further disperse the traffic in different directions, thereby, the traffic volume would likely be as evenly distributed as possible and not result in a significant impact or undue burden to any one street as vehicles pass through.

On March 16, 2020, the City Council requested that the applicant conduct a complete traffic study to analyze the traffic impacts associated with the project. The completed traffic study dated February 25, 2021, analyzed seven (7) intersections in accordance with the City of Clovis Interim Transportation Impact Analysis Guidelines. The traffic study determined that the Project will not cause a traffic issue at the studied intersections and would cause a less-than-significant transportation impacts.

Noise

The sources of noise would be typical of any residential development. The existing uses surrounding the area include a mix of residential and some commercial, and the Project would be similar in terms of sources of noise. Therefore, while the Project would add 40 additional units, the overall ambient noise levels would remain typical of that already existing. The Project, similar to any other of its type, would be required to follow standard noise ordinance policies. Further, the site is buffered by the ponding basin to the north providing further separation between most existing residential units and the Project. The Project would also include landscape, such as trees and bushes, which would further buffer from the travel of noise. Overall, the Project is residential within existing residential uses, therefore would not result in significant impacts to the noise levels that already exist in the area.

Air Quality

An Air Quality and Greenhouse Gas Emissions study was prepared on November 9, 2018 for the Project. As concluded in the study (page 5 of the Air Quality/GHG study), the Project is well below the screening criterion of 220 units set by the San Joaquin Valley Air Pollution Control District (SJVAPCD). As such, that threshold was deemed by the SJVAPCD that residential projects below 220 units would generally be insignificant and not exceed SJVAPCD significance thresholds. Further, the number of units was concluded not to exceed the federal and State Ambient Air Quality Standards as a result of being below the 50 dwelling unit threshold set by the SJVAPCD.

Water Quality

The Project is on an infill site surrounded by urban development and has the infrastructure for sewer, water, and stormwater conveyance. Further, the Project would be subject to the same requirements for water quality similar to other residential development. Stormwater infrastructure would be constructed to City standards and be subject to review and approval by the City engineering department to ensure adequate water and other utility conveyance in a safe and efficient manner.

(e) *The site can be adequately served by all required utilities and public services.*

The site can adequately be served by all required utilities and public services. Sewer and water supply studies were conducted and ultimately concluded that the City has adequate services to be able to serve the site. Further, the site is substantially surrounded by the necessary infrastructure to be able to accommodate the Project. While some upgrades may be required to connect the site, the sewer and water mains currently surround the site and would be easily accessible to the site.

As described above, the site is an infill opportunity for a project that is consistent with the plans and policies of the City of Clovis, and would be able to be served by all necessary utilities. The project site is intended for residential uses, and the project would not be of the type or intensity to result in significant effects to air, water, noise, or traffic.

Exceptions:

CEQA Guidelines Section 15300.2 set forth exceptions to categorical exemptions which must be assessed as part of the determination to use a Categorical Exception. If any of the exceptions apply, a Categorical Exemption cannot be used.

(a) ***Location.*** *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

This exception does not apply to Class 32 exemptions. Therefore, this exception would not apply to the project.

(b) ***Cumulative Impact.*** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The Project was determined to result in low volumes of traffic and insignificant impacts to access to utilities based only 40 units being proposed. The Project would be subject to the same regulations, impact fees, and land development fees to offset any potential effects of the Project, consistent with the type of development proposed. Use and operation would be compatible with the area and would not result in cumulative impacts with the operation of the use. Thus, this exception would not apply to the project.

(c) ***Significant Effect.*** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

There are no unusual circumstances of the proposed project as a multiple-family residential development. If approved, the use would be allowed under the land use designation and zoning, thus, not unusual in the zone district. Therefore, this exception would not apply to the project. Further, as described above, the Project would not result in significant impacts as concluded in the technical studies prepared for the Project.

- (d) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project site is not located near a scenic highway as it is located within an urban area. Therefore, this exception would not apply to the project.

- (e) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site is not located on a site on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, this exception would not apply to the project.

- (f) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

There are no historical resources on the project site or within its immediate vicinity. Therefore, this exception would not apply to the project.

Date: July 6, 2021

Prepared By: George González
Senior Planner

Submitted By: George González
Senior Planner
City of Clovis
Planning & Development Services
(559) 324-2383

George Gonzalez

From: Jim Fantaski <jfantaski@fhwinc.com>
Sent: Wednesday, July 14, 2021 12:05 PM
To: David Merchen
Cc: George Gonzalez; Jim Fantaski
Subject: [External] Public Hearing on July 19th on Items a) GPA2018-03 and b) R2018-09

Follow Up Flag: Follow up
Flag Status: Completed

City Of Clovis
 Attn: Planning and Development Services
 Dave Merchen, City Planner
 1033 Fifth Ave
 Clovis, Ca 93612
 (559) 324-2346
davidm@cityofclovis.com

RE: Monday July 19, 2021 Public Hearing on items GPA2018-03 and R2018-09, zoning changes

Dear Dave;

I am writing this email to strongly voice my opposition to approving both of these items and to the proposed development in general..

I have owned the property at 139 Baron, directly across the street from proposed development, for almost 20 years. To my knowledge no developer has ever inquired about developing the property until now, which leads me to suspect some sort of possible hazardous waste situation in the abandon church building. I suspect the builder is willing to foot the bill for the demolition and disposal of a potential hazardous waste situation in exchange for the City's approval to allow development of a VERY HIGH density, probably subsidized, multi-level apartment complex. In this way he will be assured of covering the exorbitant cost of the hazardous waste material (asbestos) removal. I totally understand the "in-fill" concept and I am all for it, as long as it does not totally decimate the existing neighborhood. In this case you want to put a large apartment complex into a zoned single family home neighborhood, thus increasing the density of people, vehicles, trash, etc. by **6 times** over what it currently is! In reviewing the Central Clovis Specific Plan, this does not seem to be a good fit as far as maintaining the integrity and feel of Old Town Clovis that is so highly coveted and revered in our area.

The proposal requires changes to the current zoning requirements. This change, if approved, will allow **6 times** more people per acre than current, approximately 4 to 25! For this reason alone I strongly oppose this zoning change to protect what the families of this neighborhood have spent decades building. All of the neighborhood's charm and old town feel, will be wiped away in no time. Listed below are some of the reasons I, and others in our neighborhood, oppose this change and construction of this VERY HIGH density, multilevel, probably subsidized, apartment complex. The following will certainly happen;

- 1) **Increase in crime.** You cannot "cram" that many people into that small of a space without crime increasing. Currently, we have a very nice, quiet, single family home neighborhood where people feel safe when their children are out or when walking thru the neighborhood. This will certainly become an issue.

- 2) **Trash.** Being as it will be built right up to the ponding basin fence, this will soon become a trashy neighborhood. Confident trash will be thrown over the fence. Not to mention the impact it will have on the wildlife inhabiting the ponding basin. It is also my understanding, the existing Ponding basin fence will need to be moved north approximately 10 feet to accommodate the build. If true, then the project certainly should be cancelled because it is too large for 1.6 acres.
- 3) **Traffic.** 6 times the current zoning law density...6 times, that is huge for such a small area! This means 6 times the traffic and vehicles commuting thru our neighborhood. Drive thru the neighborhood now, you see children playing, they will no longer be able to do this as it will become way too dangerous for them. As a parent this is unacceptable, regardless of what a traffic study says.
- 4) **Parking.** There is NO WAY there will be enough parking for 6 times the amount of people per acre than before! This means Baron and Osmon avenues will be lined with parked cars. Hence, the streets will never be swept or clean because there will always be vehicles parked there. Not only that, but the curb directly in front of my home on Baron will always be lined with parked vehicles! I drive on Minnewawa past Scottsman Apartments regularly, and tenant vehicles CONSTANTLY line Minnewawa. But it's zoned for that and isn't set in the middle of a single family neighborhood! Would you want to look out your front door or window in your beautiful neighborhood only to see your street look like a Walmart parking lot...I think not! It is a beautiful neighborhood now, keep it that way. It will be impossible to provide enough parking for 6 times the vehicles on the proposed parcel.
- 5) **Quality of life.** For decades families have enhanced their property to ensure we maintain a very nice, friendly, clean and secure neighborhood. This will diminish because of the increased amount (6 times) of traffic and on road parking. There are very few rentals actually in the neighborhood, and the few that are there maintain their properties very well, with the exception of one. It is a GREAT family neighborhood!
- 6) **Property value.** Will plummet! People have purchased in this neighborhood for decades because they want to live in downtown Clovis and be in close proximity to Old Town, Civic Center and Police department. We continue to enhance our home values by maintaining and developing a beautiful, single family home community that is the Clovis Way of Life.. Constructing a VERY HIGH density, multilevel building in a single family neighborhood, would immediately reduce the value of our properties, not to mention it just flat does not fit into the neighborhood! I ask you; would you want this development in your neighborhood...being a multilevel apartment complex in the middle of a single family residence neighborhood does not seem to be effective city planning or fit the Central Clovis Specific Plan....seems like a square peg in a round hole! I cannot imagine, in the entire City of Clovis, we DO NOT have a 1.6 acre infill lot somewhere that a project like this can be built WITHOUT changing any zoning regulations!

I have always lived by the philosophy that if you are going to complain about something, don't just complain, but also offer alternative solutions. However, the solution to change zoning laws to "dump" an apartment complex in the middle of a single family residence neighborhood is appalling and while it may solve your infill issue, it will decimate our neighborhood. It may get your asbestos laden church removed but at a huge cost to our neighborhood for all the reasons listed above. Why hasn't it been developed before now...it doesn't pass the smell test? Listed below are some alternatives I thought of that could be beneficial to both our single family community of homes and allow the City of Clovis to solve your infill problem. I, and the members of our neighborhood, would at least appreciate the planning commission review or consider these ideas before deciding on a final solution.

ALTERNATIVE #1) City of Clovis started a program a few years ago allowing certain "cottages" to be built on a homeowner's property if qualified. There are two of these "cottages" on Baron alone, one is being completed beside my place on Baron. These "cottage homes" would be a perfect fit on the proposed lot. Several of them could be built on the lot without having to rezone the density. This approach will help keep down the number of people, traffic, crime, parking and trash, not to mention would be a perfect infill project for the Central Clovis Specific Plan.

ALTERNATIVE #2) West of Hwy168 on Sierra Ave, a property was developed for senior citizen assisted living called Magnolia Crossing. It is absolutely beautiful and fits in well with the surrounding neighborhoods. Traffic is low and parking is never a problem. This may require a zoning change but certainly not to increase the residential zoning density 6 times! And with the ever increasing need for more Senior Living Facilities and Skilled Nursing Facilities, this would be

a win-win for seniors and the City of Clovis. I believe currently one is being developed as part of the across for the Veteran's Hall.

ALTERNATIVE #3) This seems like an ideal place to develop several duplexes or triplexes. They could remain single level with adequate parking and would fit in nicely with the surrounding single family residences, unlike the three story HIGHLY DENSE apartment complex being proposed. This alternative will still allow our neighborhood to maintain its single family residence feel that we have worked so hard to maintain and just as in ALTERNATIVE #1, would be a perfect infill project for the Central Clovis Specific Plan .

I'm all for affordable, high density, multilevel housing, just not this one and just not at this location. This proposal does not fit into the demographics of the local neighborhood and would create far more harm than good. The neighborhood we have spent decades building up, will be decimated. I find it very disingenuous the City would even consider allowing a VERY HIGH density, multilevel development into a long time single family residence neighborhood without considering other alternatives. If the underlying issue is disposing of the asbestos church, there certainly must be federal or state programs available to help with this without the City of Clovis "selling" out our neighborhood.

If you allow this development to proceed, not only will you destroy the fabric of our neighborhood we have all worked so hard to build, but I do not think it makes the City look good as far as maintaining that old Town Clovis feel and way of life. I know the planning commission strives so hard to really ensure new and/or renovated building's fit into the existing landscape and architecture that make Clovis, Clovis...I see it every day, just look at Old Town, it's beautiful! By allowing construction of this apartment complex in the middle of our residential neighborhood, it certainly would appear the planning commission has given up on those Clovis values and ideals. This is something I would expect the City of Fresno to do, never the great City of Clovis.

In closing. I would ask that these items for zoning change and the VERY HIGH density project be dropped and other alternatives considered. Please put yourselves in our neighborhood, would you want a VERY HIGH DENSITY, multilevel, probably subsidized multifamily development dropped into your neighborhood...I would think not.

Please do the right thing!

Thank you for your consideration to this urgent matter. I have included my contact information and would be more than happy to discuss any of this further. Please do not hesitate to contact me.

Sincerely,

Jim Fantaski
64 Oxford Ave
Clovis, Ca 93612
559-435-5725 office
559-435-5777 cell
559-435-5777 fax
jfantaski@fhwinc.com



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Community and Economic Development

DATE: July 19, 2021

SUBJECT: Consider Approval – Res. 21-___, Adoption of the City of Clovis 2021-2025 Consolidated Plan and 2021-2022 Annual Action Plan for expenditure of Community Development Block Grant Funds.

Staff: Andrew Haussler, Community and Economic Development Director

Recommendation: Approve

ATTACHMENTS: 1. Resolution
2. 2021-2025 Consolidated Plan and 2021-2022 Action Plan

CONFLICT OF INTEREST

None.

RECOMMENDATION

Consider adopting the City of Clovis 2021-2025 Consolidated Plan, and 2021-2022 Annual Action Plan for expenditure of Community Development Block Grant Funds.

EXECUTIVE SUMMARY

The U. S. Department of Housing and Urban Development (HUD) requires the City to adopt the attached 2021-2025 Consolidated Plan, and 2021-2022 Annual Action Plan identifying projects for expenditure of Community Development Block Grant Funds.

BACKGROUND

As an entitlement city for the purpose of receiving Community Development Block Grant Funds from HUD, Clovis must adopt a Consolidated Plan to plan for the use of funds for the next five years and an Annual Action Plan to identify CDBG projects for the 2021-2022 fiscal year. The five-year Consolidated Plan requires an extensive analysis of housing and community development needs for disadvantaged populations to be completed through community input and census data analysis. Staff conducted over 50 interviews with agencies and Clovis residents to identify gaps in services for disadvantaged populations. Additionally,

staff employed a consultant to analyze demographic data to determine the needs in the community. To gain further input, staff conducted a public input meeting on April 30, 2021. This meeting was advertised on April 16, 2021 and advertised on social media. This analysis and input has resulted in the following summary of needs by priority:

High Priority

- Job Creation/Retention
- ADA Sidewalk Improvements
- Street/Alley Improvements
- Homeless Services/Shelters
- Fire Stations/Equipment
- Code Enforcement
- Affordable Housing for Families/Seniors/Veterans
- Housing Rehabilitation
- Jobs for Youth
- Food Pantry Programs
- Programs for Foster Children Aging Out of System
- Youth Counseling/Resource Center
- First-Time Homebuyer Programs
- Youth Centers
- Community Centers

Medium Priority

- Substance Abuse Services
- Micro Loans to Small Businesses
- More Educational Opportunities
- Support Groups for Families of Disabled
- Legal Services
- Road Reconstruction
- Tenant/Landlord Fair Housing
- Parks/Recreational Facilities
- Substance Abuse Services

Low Priority

- Façade Improvements
- Utility Improvements (Water/Sewer)

In order to be eligible for CDBG funding, projects must fall into one of the following categories:

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

Based on the identified needs and the CDBG program regulations, the following projects are proposed to City Council to be funded (at estimated amounts) over the five-year Consolidated Plan period:

5 Year Goals and Allocations

| | | |
|----------|-------------------------|--|
| 1 | Goal Name | Public Facility Improvements. |
| | Goal Description | The City of Clovis intends to utilize approximately \$1,500,000 in CDBG funds for the purpose of acquisition, construction, reconstruction, rehabilitation, or installation of water system improvements, sewer systems improvements, street and drainage improvements, neighborhood facilities, solid waste facilities, and/or parks and recreation facilities. In addition, a portion of those funds will be used for the removal of architectural barriers including curb cuts, park improvements, and improvements to public buildings to meet ADA requirements. |
| 2 | Goal Name | Preservation of Affordable Housing Units. |
| | Goal Description | The City of Clovis intends to utilize approximately \$683,421.25 in CDBG funds for the purpose of providing rehabilitation services to LMI owner-occupied units. |
| 3 | Goal Name | Job creation for low-income individuals. |
| | Goal Description | The City of Clovis intends to utilize approximately \$250,000 in CDBG funds for the purpose of economic development. The funds will be used to promote commercial revitalization, business expansion, and/or job creation. |
| 4 | Goal Name | Create a suitable living environment. |

| | | |
|----------|-------------------------|---|
| | Goal Description | The City of Clovis intends to utilize approximately \$561,558.75 in CDBG funds for the purpose of providing code enforcement as a public service to LMI neighborhoods within Clovis. |
| 5 | Goal Name | CDBG administration. |
| | Goal Description | The City will continue to administer the CDBG program in compliance with program regulations and requirements. To ensure the effective use of limited CDBG funds, the City must allocate funding towards planning and monitoring of the related projects. |

While this list meets many of the high priority needs identified through the consolidated planning process, some needs were not addressed with CDBG due to lack of funds. As in years past, staff will seek out other resources to meet the needs in the community. For the 2021-2022 program year, HUD has allocated \$748,745 to the City of Clovis.

Through the process identified in the HUD-approved Citizen Participation Plan, a recommended list of priority projects was created. The selected projects will meet the goals of the Consolidated Plan to improve neighborhoods, create jobs, and enhance the quality of life for the citizens of Clovis. The recommended projects for the 2021-2022 program year will improve infrastructure by making Street/Alley improvements, increase policing in CDBG-eligible census tracts throughout Clovis, support microenterprise businesses, and continue to emphasize improvements to Clovis' low- and moderate-income housing stock.

Staff recommends the proposed projects for the 2021-2022 program year be funded as follows:

- | | |
|---|-----------|
| 1. Housing Rehabilitation | \$136,684 |
| 2. Dennis/Mitchell Alley Reconstruction | \$150,000 |
| 3. Dennis/Beverly Alley Reconstruction | \$140,000 |
| 4. Microenterprise | \$ 50,000 |
| 5. Area-Based Policing (Code Enforcement) | \$112,311 |
| 6. Administration | \$149,749 |

In addition to the projects listed above, staff recommends the following projects be included as contingency projects to be funded if additional funds become available during the year:

- San Jose/Scott Alley Reconstruction - \$155,000
- ADA Improvements - \$300,000
- Housing Rehabilitation - \$50,000

These projects, along with the availability of both the Consolidated Plan and Annual Action Plan, were advertised for public comment in The Business Journal on June 18, 2021, and also on the City of Clovis website and social media.

FISCAL IMPACT

A total of \$872,755 in CDBG funds is available for 2021-2022. HUD distributes the funds on a reimbursement basis. The funds are budgeted in the 2021-2022 City of Clovis budget.

REASON FOR RECOMMENDATION

HUD requires the City Council to adopt a five-year Consolidated Plan and Annual Action Plan. The recommended action meets HUD's requirements to receive CDBG funds as an entitlement city.

ACTIONS FOLLOWING APPROVAL

Staff will submit the 2021-2025 Consolidated Plan and the 2021-2022 Annual Action Plan to HUD. Staff will then begin operation of the 2021-2022 CDBG Program, and projects will be completed during the 2021-2022 fiscal year.

Prepared by: Andy Haussler, Community & Economic Development Director

Reviewed by: City Manager *JA*

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
ADOPTING THE 2021-2025 COMMUNITY DEVELOPMENT BLOCK GRANT
CONSOLIDATED PLAN AND 2021-2022 ANNUAL ACTION PLAN**

WHEREAS, the City Council of the City of Clovis is a U. S. Department of Housing and Urban Development (HUD) entitlement city for the purpose of receiving Community Development Block Grant funds; and

WHEREAS, HUD requires the City of Clovis to adopt a Five-Year Consolidated Plan to identify the needs and plan projects for the 2021-2025 program years for use of Community Development Block Grant funds; and

WHEREAS, HUD requires the City of Clovis to adopt an Annual Action Plan to identify projects for the 2021-2022 program year for use of Community Development Block Grant funds.

NOW, THEREFORE, BE IT RESOLVED that the Clovis City Council approves and adopts the 2021-2025 Consolidated Plan and the 2021-2022 Annual Action Plan.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on the 19th day of July, 2021, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: July 19, 2021

Mayor

City Clerk



C i t y o f C l o v i s

2021-2025 Consolidated Plan and 2021-2022 Annual Action Plan

**Public Review Draft
06/18/2021-07/18/2021**

Table of Contents

ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)4

The Process9

PR-05 Lead & Responsible Agencies 24 CFR 91.200(b).....9

PR-10 Consultation - 91.100, 91.200(b), 91.215(l).....10

PR-15 Citizen Participation17

Needs Assessment18

NA-05 Overview18

NA-10 Housing Needs Assessment - 24 CFR 91.205 (a,b,c)20

NA-15 Disproportionately Greater Need: Housing Problems – 91.205 (b)(2)27

NA-30 Disproportionately Greater Need: Discussion – 91.205(b)(2)33

NA-35 Public Housing – 91.205(b)34

NA-40 Homeless Needs Assessment – 91.205(c).....38

NA-45 Non-Homeless Special Needs Assessment - 91.205 (b,d)..... 40

NA-50 Non-Housing Community Development Needs – 91.215 (f)..... 42

Housing Market Analysis.....47

MA-05 Overview.....47

MA-10 Number of Housing Units – 91.210(a)&(b)(2)49

MA-20 Housing Market Analysis: Condition of Housing – 91.210(a).....57

MA-30 Homeless Facilities and Services – 91.210(c)61

MA-35 Special Needs Facilities and Services – 91.210(d)64

MA-40 Barriers to Affordable Housing – 91.210(e)66

MA-45 Non-Housing Community Development Assets – 91.215 (f)69

MA-50 Needs and Market Analysis Discussion..... 72

MA-60 Broadband Needs of Housing occupied by Low- and Moderate Income
Households - 91.210(a)(4), 91.310(a)(2)..... 73

Strategic Plan78

SP-05 Overview78

SP-10 Geographic Priorities – 91.215 (a)(1)79

SP-50 Public Housing Accessibility and Involvement – 91.215(c).....92

SP-65 Lead based paint Hazards – 91.215(i)94

SP-70 Anti-Poverty Strategy – 91.215(j).....95

SP-80 Monitoring – 91.230..... 93

2021-2022 Annual Action Plan97

Expected Resources97

AP-15 Expected Resources – 91.220(c)(1,2)97

Annual Goals and Objectives99

Projects.....101

AP-35 Projects – 91.220(d).....101

AP-38 Project Summary101

AP-50 Geographic Distribution – 91.220(f)104
Affordable Housing105
AP-55 Affordable Housing – 91.220(g).....105
AP-60 Public Housing – 91.220(h)106
AP-65 Homeless and Other Special Needs Activities – 91.220(i).....107
AP-75 Barriers to affordable housing – 91.220(j)..... 108
Program Specific Requirements.....111

CITY OF CLOVIS

2021-2025 CONSOLIDATED PLAN

ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

The Consolidated Plan (Con Plan) is a document submitted to HUD that serves as a comprehensive housing affordability strategy, community development plan, and submissions for funding under any of HUD's entitlement formula grant programs. The Con Plan for Housing and Community Development was established through legislation passed by the U.S. Congress in 1990. Under the Cranston-Gonzalez National Affordable Housing Act, jurisdictions that receive federal entitlement funds for housing and community development activities are required to prepare a comprehensive three to five year plan for using those funds.

As a CDBG Entitlement City, Clovis' Community and Economic Development Department has developed a five-year strategic plan that identifies and prioritizes the future use of the City's Community Development Block Grant (CDBG) funds.

In preparing the Con Plan, the City utilized several methods to analyze the housing and community development needs of Clovis. Methods included, conducting interviews of community residents, stakeholders, community organizations, and multi-family unit property owners, analyzing U.S. census data, and utilizing information in several city and county planning documents. The City hosted public input meetings, hearings and talked with organizations as an effort to outreach to and encourage participation of all residents, particularly low- and moderate-income residents, elderly persons, and persons with disabilities. The purpose of the meetings was to inform the community about the Con Plan process and to identify opportunities to improve collaborative efforts, eliminate service delivery gaps in order to develop and sustain decent and affordable housing, suitable living environments, and expanded community and economic opportunities. The following table outlines the City's priority need objectives and outcomes based on the estimated funding allocation of \$750,000 per year over the next five years. The figures below are estimates and percentages based on assumptions that CDBG funding, entitlement funding distribution formulas, and/or the number of communities eligible to receive entitlement funding remains constant. If any of the conditions change, projected activities and accomplishments are subject to change.

2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

Clovis estimates that it will receive CDBG funding of \$3,750,000 over the next five years. It is anticipated that 20% of those funds will be used for Administrative costs. Those CDBG funds are anticipated to be divided between four prioritized goals, as follows:

Goal 1: Housing - \$750,000 (24%) to be used to improve the quality of owner-occupied units, increase multi-family units for low- to moderate-income households, support transitional and permanent housing for homeless persons, and support regional efforts to end chronic homelessness.

Goal 2: Economic Development - \$250,000 (6%) to be used to support projects that create jobs for low- to moderate-income persons.

Goal 3: Infrastructure - \$1,337,500 (35%) to be used to improve the quality and increase the quantity of public improvements that benefit low- to moderate-income residents and neighborhoods, improve the quality and increase the quantity of facilities that benefit neighborhoods, seniors, and those with special needs, and provide funds to bring public facilities into ADA compliance.

Goal 4: Public Services - \$562,500 (15%) to be used to provide crime awareness and additional policing that benefits low- to moderate-income neighborhoods, support senior and youth programs, support programs and activities that benefit those with special needs, and to support food pantry programs.

3. Evaluation of past performance

The City of Clovis, as an Entitlement, is responsible for ensuring compliance with all rules and regulations associated with the CDBG Program. Clovis' Annual Action Plans and CAPERs have provided many details about the goals, projects, program expenditures and program performance. The following is an overview of the prior year performance and goals:

Goal 1 Affordable Housing Development

Solvita Commons

In cooperation with the Fresno Housing Authority, construction began in 2020 on a 60-unit affordable multifamily housing complex. The complex is located in the Northeast corner of Willow and Alluvial Avenues in Clovis. The Clovis' Affordable Housing Impact Fee Reduction Program, Clovis committed \$1,000,000 to the project. Construction is almost completed, and lease-up is underway.

In 2020 the City signed a contract with the State of California to receive \$1,000,000 in HOME funds for a First-Time Homebuyer Down Payment Assistance Program. Marketing material is currently being developed, and application intake will begin in the summer of 2021.

Goal 2 Housing Rehabilitation

The City provides grants of up to \$6,000 for health and safety repairs to low-income, owner-occupied households in the City of Clovis. This program served almost 300 households during the previous Consolidated Planning Period.

Clovis received a \$1,000,000 CalHome grant from the State of California to replace severely dilapidated mobile homes for low-income, owner-occupied households. During the previous Consolidated Planning Period all funds were successfully expended, and 18 mobile homes were replaced.

Recently the City was awarded an additional \$5,000,000 in CalHome grant funds for the rehabilitation of low-income owner occupied homes in Clovis.

Goal 3 Area-Based Policing/Crime Awareness

Additional policing has been continued with a dedicated Community Service Officer. The officer has been focusing on improving neighborhood conditions in CDBG eligible census tracts. During the previous Consolidated Planning Period significant improvement was made in struggling neighborhoods. The officer continues to develop relationships with apartment managers to improve conditions of dwelling units and reduce crime. The officer utilizes neighborhood watch programs in eligible neighborhoods and is actively works to improve neighborhood conditions.

Goal 4 Economic Development/Job Creation

The City invests heavily in economic development activities using local resources to attract and retain businesses that provide high wage jobs for its citizens. During the previous planning period Clovis created a commercial kitchen. CDBG funds were used to pay the rental fees for low-income entrepreneurs owning food-based microbusinesses. Utilization of the commercial kitchen has allowed these entrepreneurs to expand their businesses.

Goal 5 Capital Improvements

The following projects were completed in the previous Consolidated Planning Period:

- ADA Improvements: Various Locations
- Helm/Lincoln Alley Reconstruction
- Alamos/Santa Ana Alley Reconstruction
- Cherry Lane/Oxford Alley Reconstruction
- Minnewawa/Cherry Lane Alley Reconstruction
- Helm/Ashlan Alley Reconstruction
- Ashcroft/Holland Alley Reconstruction
- Two additional alley reconstruction projects are currently in the design stage and will replace 4 separate alleys in low-income areas.

Affirmatively Furthering Fair Housing

HUD requires any jurisdiction receiving funds to commit to affirmatively further fair housing. In accordance with HUD's requirements, the City of Clovis completed the Analysis of Impediments to Fair Housing Choice in November of 2019. This document is still under review by HUD.

4. Summary of citizen participation process and consultation process

Citizen Participation

Clovis developed a Citizen Participation Plan that was approved by City Council, and subsequently approved by HUD. Citizens, nonprofits, and all interested parties were

provided adequate opportunity to review and comment on the plan. The purpose of the plan is to encourage citizens, particularly LMI residents, to participate in the development of the Consolidated Plan, Action Plans, Substantial Amendments, and Annual Performance Reports. Citizens are engaged through community meetings, public hearings, and individual interviews.

The primary goals of Clovis' Citizen Participation Plan are 1) to generate significant public participation, specifically from LMI residents and those residing in LMI neighborhoods; 2) to gather data that accurately describes and quantifies housing and community development needs and to suggest workable solutions; and 3) to obtain comments on proposals for allocating resources.

Consultation

Throughout the determination of needs and allocation of resources relative to the Consolidated Plan, the City consulted with both internal and external departments, agencies, and individuals to understand Clovis' needs and available resources. Internally, Clovis met with department representatives from all City divisions to provide information about the Consolidated Plan and the Community Development Block Grant. Department staff provided input on how CDBG resources can be utilized and leveraged to provide services such as housing programs, public services, and infrastructure improvements. The following are examples of activities in which City staff expressed an interest:

- Develop more affordable housing;
- Increase the amount of affordable housing programs available to LMI households;
- Increased area-based policing;
- Increased capital improvement/infrastructure projects such as park improvements, street and alley improvements, ADA compliance improvements, and water/sewer facilities improvements. The consultation of external partners consisted of 52 questionnaires and online surveys being submitted from agencies and individuals. In the questionnaires, Clovis provided detailed information about the Consolidated Plan and CDBG funding process. Once informed, the consulted agencies and individuals submitted questionnaire responses in relation to their target population, experience, and skill set. A list of those consulted is attached.

5. Summary of public comments

Public Notice and Availability of the Consolidated Plan

The City of Clovis conducted two separate public input meetings and one public hearing to obtain citizens' input and to respond to proposals and questions. The public input meetings were held on March 24, 2021, and April 30, 2021. The public were noticed on these meetings on February 10, 2021, and April 16, 2021, respectively. A public hearing was noticed on June 18th, 2021 for a public hearing on July 19, 2021, 2021. The notice included information about the locations at which the consolidated plan would be

available for review, and was published in the *Clovis Business Journal* in both English and Spanish.

Clovis was prepared to provide interpreters for non-English speaking citizens upon request. However, no requests were made. Both public input meetings and the public hearing were held during evening hours at convenient locations that accommodate persons with disabilities.

Comments

No public comments were received at the public input meetings, during the 30-day public review period, or during the public hearing.

6. Summary of comments or views not accepted and the reasons for not accepting them

No public comments were received at the public input meetings, during the 30-day public review period, or during the public hearing.

7. Summary

Citizens were encouraged to participate in public input meetings/public hearing held virtually due to COVID-19 restrictions. Clovis staff was prepared to provide extensive information relative to the CDBG program, the preparation of the Consolidated Plan and Annual Action Plans, and the Citizen Participation process and its importance. Even though great effort on the part of the City went into their preparation, the public input meetings did not facilitate any comments. However the City does conduct scientifically sampled surveys every two years to provide feedback to the City on services needed. This feedback was incorporated into the needs assessment for the community.

The Process

PR-05 Lead & Responsible Agencies 24 CFR 91.200(b)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Table 1 – Responsible Agencies

| Agency Role | Name | Department/Agency |
|----------------------------------|--------|---|
| Community & Economic Development | CLOVIS | Community & Economic Development Department |

Narrative

The City of Clovis Community & Economic Development Department serves as the lead agency for the Consolidated Plan, 2021-22 Action Plan and the administration of CDBG funds. The City’s institutional structure consists of a council-manager form of government. Under the council-manager form of government, adopted by municipal code, the City Council provides policy direction to the city manager who is responsible for administering city operations. The council is the legislative body; which approves the budget and determines the tax rate, for example. The council also focuses on the community's goals, major projects, and such long-term considerations as community growth, land use development, capital improvement plans, capital financing, and strategic planning. The council hires a professional manager to carry out administrative responsibilities and supervises the manager's performance.

Consolidated Plan Public Contact Information

Andy Haussler, Community & Economic Development Director
 City of Clovis
 1033 Fifth Street
 Clovis, CA 93612
 (559) 324-2095
 andrewh@cityofclovis.com

PR-10 Consultation - 91.100, 91.200(b), 91.215(I)

1. Introduction

Throughout the determination of needs and allocation of resources relative to the Consolidated Plan, the City consulted with both internal and external departments, agencies, and individuals to understand Clovis' needs and available resources. Internally, Clovis met with several department representatives to provide information about the Consolidated Plan and the Community Development Block Grant. Department staff provided input on how CDBG resources can be utilized and leveraged to provide services such as housing programs, code enforcement, and infrastructure improvements. The following are examples of activities in which City staff expressed an interest:

- Develop more affordable housing;
- Increase the amount of affordable housing programs available to LMI households;
- Increased area-based policing;
- Increased capital improvement/infrastructure projects such as park improvements, street and alley improvements, ADA compliance improvements, and water/sewer facilities improvements. The consultation of external partners consisted of 52 questionnaires and online surveys being submitted from agencies and individuals. In the questionnaires, Clovis provided detailed information about the Consolidated Plan and CDBG funding process. Once informed, the consulted agencies and individuals submitted questionnaire responses in relation to their target population, experience, and skill set.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I)).

Clovis' first public housing authority project, Solvita Commons is expected to be complete in the summer of 2021. The project will provide 59 subsidized units affordable to households earning less than 60% of area median income. In addition, Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer. The City works closely with the Fresno Housing Authority to provide Section 8 vouchers to Clovis residents. As population demographics continue to change and need continues to rise, Clovis will explore further partnerships with the housing authority and private developers to develop additional affordable housing projects in Clovis.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

The City of Clovis is an active member of the Fresno Madera Continuum of Care (FMCoC), which is the organization that acts as the regional planning body to address homelessness in the region. This collaborative group addresses homeless issues including chronic homelessness, homelessness prevention, and discharge coordination policies on the region-wide basis of Fresno and Madera Counties, which includes the City of Clovis. Based upon the consultation process, the City has recognized a need for shelters for other at-risk populations such as youth and veterans, and has begun construction on a supportive housing project and developed a domestic violence shelter in coordination with the FMCoC. The City will continue to pursue projects to serve the populations and support the efforts of the FMCoC.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

The City of Clovis does not receive ESG funding.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities.

Table 2 – Agencies, groups, organizations who participated

| | | |
|----------|--|--|
| 1 | Agency/Group Organization type | Clovis Senior Center Services- Housing Services- Elderly Persons |
| | What section of the plan was addressed by consultation? | Housing Needs Assessment |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 2 | Agency/Group Organization Organization type | Clovis Convalescent Hospital Services- Health |
| | What section of the plan was addressed by consultation? | Housing Needs Assessment Non-Homeless Special Needs |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |

| | | |
|---|--|--|
| 3 | Agency/Group Organization type | Roseview/Hotchkiss Terrace Apartments Services- Elderly Housing |
| | What section of the plan was addressed by consultation? | Housing Needs Assessment Non-Homeless Special Needs |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 4 | Agency/Group Organization type | Magnolia Crossing Services-Elderly Housing |
| | What section of the plan was addressed by consultation? | Housing Needs Assessment Non-Homeless Special Needs |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 5 | Agency/Group/Organization type | Fresno Madera Agency on Aging Services- Elderly Housing Services- Legal Assistance |
| | What section of the plan was addressed by consultation? | Housing Needs Assessment Non-Homeless Special Needs |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 6 | Agency/Group/Organization type | Clovis Unified School District Services-Children Services-Education |
| | What section of the plan was addressed by consultation? | Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Economic Development |

| | | |
|---|--|--|
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 7 | Agency/Group/Organization type | Fresno EOC Services-Employment |
| | What section of the plan was addressed by consultation? | Economic Development Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 8 | Agency/Group/Organization type | Clovis Recreation Services-Children Services-Education |
| | What section of the plan was addressed by consultation? | Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 9 | Agency/Group/Organization type | Fresno County Child Welfare Services-Children Services-Education Services- Child Abuse Protection |
| | What section of the plan was addressed by consultation? | Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Housing Need Assessment Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |

| | | |
|----|--|---|
| 10 | Agency/Group/Organization type | Fresno County Boys and Girls Club (Clovis) Services-Children Services-Education |
| | What section of the plan was addressed by consultation? | Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Housing Need Assessment Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 11 | Agency/Group/Organization type | Clovis Youth Services Services-Children Services-Education Services-Graffiti Abatement |
| | What section of the plan was addressed by consultation? | Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Housing Need Assessment Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 12 | Agency/Group/Organization type | Clovis School in LMI Census Tract Services-Children Services-Education |
| | What section of the plan was addressed by consultation? | Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Housing Need Assessment Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 13 | Agency/Group/Organization type | Valley Teen Ranch Services-Education Services- Foster Care Services- Substance Abuse Programs |

| | | |
|----|--|---|
| | What section of the plan was addressed by consultation? | Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Housing Need Assessment Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 14 | Agency/Group/Organization type | Break the Chains |
| | What section of the plan was addressed by consultation? | Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Housing Need Assessment Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |
| 15 | Agency/Group/Organization type | Fresno County Child Welfare Services-Child Abuse Prevention |
| | What section of the plan was addressed by consultation? | Homeless Needs - Families with children Homelessness Needs - Unaccompanied youth Housing Need Assessment Anti-poverty Strategy |
| | How was the group/agency/organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination? | This organization provided direct input via a phone survey and helped to identify priority needs in the community. |

Table 3 Other local/regional/state/federal planning efforts considered

| Name of Plan | Lead Organization | How do the goals of your Strategic Plan overlap with the goals of each plan? |
|---------------------|---------------------------------|--|
| Continuum of Care | Fresno Madera Continuum of Care | The Continuum of Care works to alleviate the impact of homelessness in the community through the cooperation and collaboration of social service providers. This effort aligns with the strategic plan goal to support activities to respond to homelessness and its impacts on the community. |

| Name of Plan | Lead Organization | How do the goals of your Strategic Plan overlap with the goals of each plan? |
|--|---|--|
| City of Clovis Housing Element (2015-2023) | City of Clovis | Government Code Section (GCS) 65300 requires cities and counties to adopt and maintain a General Plan with a minimum of seven mandatory elements: Land Use; Circulation; Housing; Conservation; Open Space; Noise; and Safety. |
| SJVHC Goals and Objectives | Fresno State Community & Economic Development | The San Joaquin Valley Housing Collaborative (SJVHC) serves as a regional voice for effective affordable housing policy in the San Joaquin Valley. The group establishes and supports a broad network of partners to promote and increase the development of affordable and workforce housing in the Valley. |

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(I))

The City of Clovis consulted with Housing and Community Development staff from both the City of Fresno and Fresno County.

PR-15 Citizen Participation

1. Summary of citizen participation process/Efforts made to broaden citizen participation

Summarize citizen participation process and how it impacted goal-setting

The City of Clovis conducted two separate public input meetings and one public hearing to obtain citizens’ input and to respond to proposals and questions. The public input meetings were held on March 24, 2021, and April 30, 2021. The public were noticed on these meetings on February 10, 2021, and April 16, 2021, respectively. A public hearing was noticed on June 18th, 2021 for a public hearing on July 19th, 2021. The notice included information about the locations at which the consolidated plan would be available for review, and was published in the *Clovis Business Journal* in both English and Spanish.

The City was prepared to provide interpreters for non-English speaking citizens upon request. However, no requests were made. Both public input meetings and the public hearing were held during evening hours at convenient locations that accommodate persons with disabilities.

Table 4 - Citizen Participation Outreach

| Sort Order | Mode of Outreach | Target of Outreach | Summary of response/ attendance | Summary of comments received | Summary of comments not accepted and reasons |
|------------|------------------|---|---------------------------------|------------------------------|--|
| 1 | Public Meeting | Minorities Non-English Speaking - Specify other language: Spanish Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing | No public attendance | No public comments | N/A |
| 3 | Public Hearing | Minorities Non-English Speaking - Specify other language: Spanish Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing | No public attendance | No public comments | N/A |

Needs Assessment

NA-05 Overview

Needs Assessment Overview

The housing needs section provides a description of housing needs for the City of Clovis. Although the needs assessment analyzes the housing needs of all income categories, the Consolidated Plan will focus mainly on Clovis residents earning at or below 80% of Area Median Income (AMI). Through a comprehensive exploration of housing needs in Clovis, two major issues were identified relative to affordable housing: 1) There is a shortage of affordable housing stock; and 2) Seniors, large families, female head-of-households, disabled, and immigrants have enormous housing problems and cost burdens.

The following summary of key findings gives an overview of the needs assessment results, with more detail included in each corresponding section of the Needs Assessment.

NA - 10 Housing Needs

- 16% (5,615) of Clovis households are very low income (30-50% of the Area Median Income (AMI). 14% (4,830) are low income (50-80% AMI), and 9% (2,960) are moderate income (80-100% AMI).
- A significant number of households pay more than 30% or even 50% of their gross income on housing. Table 9 shows that 17,385 households spent 30 % or more of household income on housing. Further, a disproportionate number of households (9,085) reported overpaying for rental costs.
- Severe housing problems (defined as lack of kitchen or complete plumbing, severe overcrowding, or severe cost burden) affects 7,125 renters and homeowners.

NA - 15 Disproportionately Greater Need: Housing Problems and NA-20 Disproportionately Greater Need: Severe Housing Problems

- Extremely low-income households are most affected in the jurisdiction as a whole. At least one racial/ethnic group has a disproportionate share of housing problems within almost all income categories.

NA - 25 Disproportionately Greater Need: Housing Cost Burden

- A disproportionately greater need exists among households that have a cost burden of 50% or higher for the entire jurisdiction. At least one racial/ethnic group has a disproportionate share of housing cost burden within almost all income categories.

NA - 30 Disproportionately Greater Need: Discussion

- A summary of disproportionately greater need and housing cost burden is provided. Within nearly all income categories, Hispanic, African American, American Indian/Alaskan Native, and Pacific Islander households have

experienced a disproportionate amount of housing problems and housing cost burdens.

NA - 35 Public Housing

- The City of Clovis does not manage any public housing units.

NA - 40 Homeless Needs

- The 2020 Fresno-Madera Continuum of Care (FMCoC) Point-in-Time Count, found 3,641 homeless individuals in the Counties of Fresno and Madera, but did not release data specific to the City of Clovis.

NA - 45 Non-Homeless Special Needs

- A brief analysis of groups in the population who have special housing needs and their characteristics. The City of Clovis identifies seniors, peoples with disabilities, large households, single female-headed households, developmental disabilities, farmworkers, extremely low-income households.

NA - 50 Non-Housing Community Development Needs

- Needs and prioritization of public facilities and services.

NA-10 Housing Needs Assessment - 24 CFR 91.205 (a,b,c)

Summary of Housing Needs

This section provides an overview of the housing needs present in Clovis, including the degree and distribution of housing problems within multiple income brackets. HUD identifies four housing problems: 1) Housing unit lacking complete kitchen facilities; 2) Housing unit lacking complete plumbing facilities; 3) Overcrowded with more than one person per room, not including bathrooms, porches, foyers, halls, or half-rooms; and 4) Cost burdened, with household paying more than 30% of income toward housing costs (including utilities).

In addition, HUD identifies four severe housing problems: 1) Housing unit lacking complete kitchen facilities; 2) Housing unit lacking complete plumbing facilities; 3) Severely overcrowded, with more than 1.5 persons per room not including bathrooms, porches, foyers, halls, or half-rooms; and 4) Severely cost burdened households paying more than 50% of their income toward housing.

Table 5 - Housing Needs Assessment Demographics

| Demographics | Base Year: 2015 | Most Recent Year: 2019 | % Change |
|---------------|-----------------|------------------------|----------|
| Population | 100,435 | 109,160 | 8.6% |
| Households | 34,510 | 38,664 | 7.9% |
| Median Income | \$62,666.00 | \$77,904 | 24.3% |

Data Source: 2011-2015 ACS (Base Year), 2015-2019 ACS (Most Recent Year)

Table 6 - Total Households Table

| | 0-30% HAMFI | >30-50% HAMFI | >50-80% HAMFI | >80-100% HAMFI | >100% HAMFI |
|---|----------------|------------------|------------------|-------------------|----------------|
| Total Households | 2,845 | 2,905 | 4,610 | 3,005 | 22,175 |
| Small Family Households | 1,320 | 905 | 1,835 | 1,355 | 10,945 |
| Large Family Households | 255 | 330 | 520 | 460 | 2,905 |
| Household contains at least one person 62-74 years of age | 465 | 575 | 1,065 | 450 | 4,410 |
| Household contains at least one person age 75 or older | 355 | 560 | 725 | 495 | 1,445 |
| Households with one or more children 6 years old or younger | 565 | 525 | 879 | 775 | 3,099 |

Data Source: 2011-2015 CHAS, 2013-2017 CHAS

Housing Needs Summary Tables

Table 7 - Housing Problems (Households with one of the listed needs)

| | Renter | | | | | Owner | | | | |
|---|-----------|-------------|-------------|--------------|-------|-----------|-------------|-------------|--------------|-------|
| | 0-30% AMI | >30-50% AMI | >50-80% AMI | >80-100% AMI | Total | 0-30% AMI | >30-50% AMI | >50-80% AMI | >80-100% AMI | Total |
| NUMBER OF HOUSEHOLDS | | | | | | | | | | |
| Substandard Housing - Lacking complete plumbing or kitchen facilities | 30 | 115 | 75 | 10 | 230 | 0 | 0 | 0 | 25 | 25 |
| Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing) | 80 | 30 | 55 | 0 | 165 | 0 | 0 | 35 | 0 | 35 |
| Overcrowded - With 1.01-1.5 people per room (and none of the above problems) | 145 | 175 | 200 | 185 | 705 | 45 | 4 | 4 | 15 | 68 |
| Housing cost burden greater than 50% of income (and none of the above problems) | 1,530 | 1,180 | 525 | 90 | 3,365 | 500 | 500 | 585 | 135 | 1,950 |
| Housing cost burden greater than 30% of income (and none of the above problems) | 1,670 | 1,715 | 1,880 | 650 | 6,565 | 635 | 725 | 1,045 | 775 | 5,165 |
| Zero/negative Income (and none of the above problems) | 340 | 0 | 0 | 0 | 340 | 140 | 0 | 0 | 0 | 140 |

Data Source: 2011-2015 CHAS, 2013-2017 CHAS

Table 8 - Housing Problems

| | Renter | | | | | | Owner | | | | | |
|---|-----------|-------------|-------------|--------------|-----------|-------|-----------|-------------|-------------|--------------|-----------|--------|
| | 0-30% AMI | >30-50% AMI | >50-80% AMI | >80-100% AMI | >100% AMI | Total | 0-30% AMI | >30-50% AMI | >50-80% AMI | >80-100% AMI | >100% AMI | Total |
| NUMBER OF HOUSEHOLDS | | | | | | | | | | | | |
| Having 1 or more of four housing problems | 1,720 | 1,715 | 1,980 | 740 | 965 | 7,125 | 645 | 740 | 1,080 | 795 | 2,200 | 5,460 |
| Having none of four housing problems | 105 | 130 | 770 | 680 | 5,005 | 6,685 | 55 | 320 | 770 | 785 | 14,005 | 15,935 |
| Household has negative income, but none of the other housing problems | 210 | 0 | 0 | 0 | 0 | 210 | 115 | 0 | 0 | 0 | 0 | 115 |

Table 9- Cost Burden

| Income Category | Cost burden > 30% | | Cost burden > 50% | | Total | |
|--------------------------|-------------------|-------------|-------------------|-------------|--------------|-------------|
| | Number | Percent | Number | Percent | Number | Percent |
| OWNER HOUSEHOLDS | | | | | | |
| <= 30% | 720 | 12% | 575 | 26% | 1295 | 16% |
| >30% to <=50% | 650 | 11% | 425 | 19% | 1075 | 13% |
| >50% to <=80% | 1120 | 18% | 665 | 30% | 1785 | 22% |
| >80% to <=100% | 850 | 14% | 195 | 9% | 1045 | 13% |
| >100% | 2730 | 45% | 370 | 17% | 3100 | 37% |
| Sub Total | 6070 | 100% | 2230 | 100% | 8300 | 100% |
| RENTER HOUSEHOLDS | | | | | | |
| <= 30% | 1380 | 22% | 1230 | 44% | 2610 | 29% |
| >30% to <=50% | 1670 | 26% | 990 | 36% | 2660 | 29% |
| >50% to <=80% | 2030 | 32% | 430 | 15% | 2460 | 27% |
| >80% to <=100% | 590 | 9% | 75 | 3% | 665 | 7% |
| >100% | 640 | 10% | 50 | 2% | 690 | 8% |
| Sub Total | 6310 | 100% | 2775 | 100% | 9085 | 100% |
| Total | 12380 | | 5005 | | 17385 | |

Data Source: 2013-2017 CHAS

4. Crowding (More than one person per room) Crowding (More than one person per room)

Table 10- Crowding Information

| | Renter | | | | | Owner | | | | |
|---------------------------------------|-----------|-------------|-------------|--------------|-------|-----------|-------------|-------------|--------------|-------|
| | 0-30% AMI | >30-50% AMI | >50-80% AMI | >80-100% AMI | Total | 0-30% AMI | >30-50% AMI | >50-80% AMI | >80-100% AMI | Total |
| NUMBER OF HOUSEHOLDS | | | | | | | | | | |
| Single family households | 225 | 170 | 210 | 165 | 770 | 45 | 4 | 24 | 15 | 88 |
| Multiple, unrelated family households | 0 | 40 | 15 | 20 | 75 | 0 | 0 | 15 | 0 | 15 |
| Other, non-family households | 0 | 0 | 30 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| Total need by income | 225 | 210 | 255 | 185 | 875 | 45 | 4 | 39 | 15 | 103 |

Data Source: 2011-2015 CHAS

Table 11 - Crowding Information Over Time

| Overcrowding | 1980 | 1990 | 2000 | 2010 | 2017 |
|------------------------------|--------|--------|--------|--------|--------|
| Total Occupied Housing Units | 12,437 | 18,888 | 24,240 | 31,867 | 35,538 |
| Overcrowded | 416 | 1,0333 | 1,764 | 1,037 | 1,407 |
| Incidence of Overcrowding | 3.30% | 5.50% | 6.90% | 3.3% | 3.9% |

Data Source: U. S Bureau of Census. 1980, 1990, 2000, ACS 2010 & 2017

Describe the number and type of single person households in need of housing assistance.

There are a total of 37,160 occupied housing units based on the 2015-2019 ACS 5-year estimates. Approximately 13.4% of these housing units are single-person households. Single person households often require more mortgage assistance, especially those that belong to lower-income brackets (0-80% AMI) because of a lack of dual-income to pay for housing costs. Single-person households are more likely to be cost burdened because of the high costs of housing and associated payments including utilities and insurance. Studio and 1-bedroom apartments are often comparable in price to two bedrooms and therefore single-person renters also have to spend a higher percentage of their income on housing than dual-income households. Renter households may need rent subsidies such as housing vouchers also for the lower-income households. Also, they may both need to have accessibility features and rehabilitation assistance to maintain a good quality of housing stock. There may be a need for additional social services for persons under 18 years of age who live alone.

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault and stalking.

Data from the 2019 PIT Count found approximately 22% of the homeless surveyed were victims of domestic violence and/or sexual assault. Clovis shares tax revenue with Fresno County that helps support programs such as the Marjaree Mason Center, which reports servicing over 300 battered women from the Clovis area per year. Families that are victims of domestic violence, dating violence, sexual assault, and stalking are most likely to need emergency housing, rapid re-housing, or homeless prevention assistance as there may be hiding from their assailants. They are at risk of being homeless as a result of their experiences.

According to 2015-2019 ACS Data, 11.9% of Clovis’ residents have a disability. Families in need of housing assistance who are disabled may have housing that lacks accessibility features including ramps, wide elevators and lower countertops, to name a few. They may also live in housing that has plumbing issues and those that lack kitchen facilities.

What are the most common housing problems?

The most common housing problem within the City is housing cost burden. According to the 2017 HUD CHAS data, the majority of households pay less than 30 percent of gross income on housing costs. A significant number of households, however, pay more than the 30 percent or even 50 percent of their gross income on housing. Approximately 17,385 households spent 30 percent or more of household income on housing.

Table 9 shows a disproportionate number of households (9,085) reported overpaying for rental costs. A higher proportion of renters to homeowners pay 30 percent or more of their monthly income for housing in the lower- and moderate-income categories. This reflects the need for affordable rental housing and for purchase housing particularly for very low- and low-income households.

Are any populations/household types more affected than others by these problems?

There are more renter households (7,125) than owner-occupied households (5,465) experiencing housing problems. Table 8 illustrates the number of households that experience more than one housing problem in Clovis. Renter households are most affected at 7,125 households, 24% of which have a household income of 0-30% AMI. For the owner households, the same income group (0-30% of the AMI) was affected at a rate of 11.8%.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance:

The individuals and families that are at the highest risk of homelessness are those that experience a housing cost burden of 50% or greater. This is evident for renter households with an extremely low income (0-30% of AMI), which is approximately 1,230 households, as illustrated in table 9. The numbers of individuals who are at risk of being homeless are even higher for elderly persons who have a fixed income and increased medical needs. The same can be said for persons with disabilities and families with members that are from either one or both special needs groups. Large families that are also within the extremely low-income category are also at a very high risk of homelessness due to the higher cost of housing with more rooms. All this is further explored in NA 45, where special needs populations are examined in detail.

LMI individuals and families with children who are currently housed, but at risk of residing in shelters or becoming unsheltered, need access to housing subsidy payments (e.g.

housing choice vouchers, TBRA, etc). In addition, access to social services such as job training, substance abuse counseling, and mental health counseling are critical in providing the necessary tools to sustain their permanent housing.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

Households (families and individuals) are considered to be "at-risk" when they have low and limited income and would need to spend 30% or more of their income on housing. In some cases, these households spend 50% or more of their income on housing. They will therefore become homeless if they experience any strain on their income, including loss of employment or other emergencies requiring financial reserves.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness

Severe cost burden is the greatest predictor of homelessness risk with households paying more than 50% of the income towards housing costs; and/or having incomes at or below 30% of AMI at the greatest risk of becoming homeless.

NA-15 Disproportionately Greater Need: Housing Problems – 91.205 (b)(2)

According to the Federal Register as per the regulations at 91.205(b) (2), 91.305(b) (2), and 91.405, a grantee must provide an assessment for each disproportionately greater need identified. A disproportionately greater need exists when the members of a racial or ethnic group, at a given income level, experience housing problems at a greater rate (10 percentage points or more) than the income level as a whole. The final column in red texts shows the calculation to determine if a disproportionately greater need exists.

Although the purpose of these tables is to analyze the relative level of need for each race and ethnic category, the data also provides information for the jurisdiction, as a whole that can be useful in describing overall needs. Disproportionate housing needs in a population are defined as having one or more of the following four housing problems in greater proportion than the jurisdiction as a whole: 1) living in housing that lacks complete kitchen facilities, 2) living in housing that lacks complete plumbing facilities, 3) more than one person per room (overcrowded), and 4) cost burden greater than 30% of the Area Median Income (AMI).

Introduction

According to 2015-2019 ACS Data, the Clovis population is made up of the following races/ethnic groups; White – 69.3% Black/African American – 2.9%; American Indian, Alaska Native – 1.2%; Asian – 10.9%; Pacific Islander – 0.2%. Of those, 30.6% are Hispanic.

Table 12- Disproportionately Greater Need 0-30% AM

| Housing Problems | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 2,210 | 140 | 480 | 78.09% |
| White | 1,285 | 80 | 310 | 76.71% |
| Black / African American | 30 | 0 | 0 | 100% |
| Asian | 210 | 40 | 74 | 64.81% |
| American Indian, Alaska Native | 0 | 0 | 0 | 0 |
| Pacific Islander | 0 | 0 | 0 | 0 |
| Hispanic | 620 | 20 | 90 | 84.93% |

Data Source: 2011-2015 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities,
2. Lacks complete plumbing facilities,
3. More than one person per room,
4. Cost Burden greater than 30%

Table 13 - Disproportionately Greater Need 30 - 50% AMI

| Housing Problems | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 2,320 | 465 | 0 | 83.33% |
| White | 1,255 | 215 | 0 | 85.08% |
| Black / African American | 175 | 50 | 0 | 77.77% |
| Asian | 215 | 40 | 0 | 81.13% |
| American Indian, Alaska Native | 4 | 20 | 0 | 16.6% |
| Pacific Islander | 15 | 0 | 0 | 0 |
| Hispanic | 640 | 135 | 0 | 82.58% |

Data Source: 2011-2015 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Table 14 - Disproportionately Greater Need 50 - 80% AMI

| Housing Problems | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 3,285 | 1,550 | 0 | 67.94% |
| White | 1,890 | 1,040 | 0 | 64.50 |
| Black / African American | 115 | 55 | 0 | 69.69% |
| Asian | 250 | 85 | 0 | 74.62 |
| American Indian, Alaska Native | 19 | 10 | 0 | 65.51 |
| Pacific Islander | 0 | 0 | 0 | 0 |
| Hispanic | 855 | 325 | 0 | 72.45% |

Data Source: 2011-2015 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Table 15- Disproportionately Greater Need 80-100%

| Housing Problems | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 1,605 | 1,355 | 0 | 54.22% |
| White | 1,035 | 855 | 0 | 54.90% |
| Black / African American | 20 | 10 | 0 | 66.66% |
| Asian | 160 | 50 | 0 | 76.19% |
| American Indian, Alaska Native | 0 | 10 | 0 | 0 |
| Pacific Islander | 0 | 0 | 0 | 0 |
| Hispanic | 365 | 420 | 0 | 46.49% |

Data Source: 2011-2015 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Discussion

A disproportionately greater need exists at the highest rate in the 0-30% of the AMI income category in the jurisdiction as a whole. 78.09% of extremely low-income households have a disproportionately greater need. 83.33% of very low-income households (30% -50% of AMI) have a disproportionately greater need. Only 54.22% of households earning 80%-100% of AMI had a disproportionately greater need.

NA-20 Disproportionately Greater Need: Severe Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

The disproportionately greater need is determined when members of a particular ethnic community or race experience housing problems at a greater rate (10 percentage points or more) than the income level as a whole. Although the purpose of these tables is to analyze the relative level of need for each race and ethnic category, the data also provides information for the jurisdiction as a whole that can be useful in describing overall needs. Disproportionate housing needs in a population are defined as having one or more of the following four housing problems in greater proportion than the jurisdiction as a whole: 1) living in housing that lacks complete kitchen facilities, 2) living in housing that lacks complete plumbing facilities, 3) more than 1.5 person per room (severe overcrowded), and 4) cost burden greater than 50% of the AMI.

Table 16 – Severe Housing Problems 0 - 30% AMI

| Severe Housing Problems* | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 1,910 | 440 | 480 | 67.49% |
| White | 1,130 | 225 | 310 | 67.86% |
| Black / African American | 30 | 0 | 0 | 100% |
| Asian | 200 | 50 | 74 | 61.72% |
| American Indian, Alaska Native | 0 | 0 | 0 | 0 |
| Pacific Islander | 0 | 0 | 0 | 0 |
| Hispanic | 505 | 130 | 90 | 67.77% |

Data Source: 2011-2015 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Table 17 – Severe Housing Problems 30 - 50% AMI

| Severe Housing Problems* | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 1,525 | 1,260 | 0 | 54.75% |
| White | 820 | 650 | 0 | 55.78% |
| Black / African American | 70 | 155 | 0 | 31.11% |
| Asian | 145 | 110 | 0 | 56.86% |
| American Indian, Alaska Native | 4 | 20 | 0 | 16.66% |
| Pacific Islander | 15 | 0 | 0 | 100% |
| Hispanic | 455 | 320 | 0 | 60.26% |

Data Source: 2011-2015 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Table 18 – Severe Housing Problems 50%- 80% AMI

| Severe Housing Problems* | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 1,385 | 3,440 | 0 | 28.70% |
| White | 740 | 2,180 | 0 | 25.34% |
| Black / African American | 35 | 140 | 0 | 20% |
| Asian | 170 | 165 | 0 | 50.74% |
| American Indian, Alaska Native | 19 | 10 | 0 | 65.51% |
| Pacific Islander | 0 | 0 | 0 | 0 |
| Hispanic | 380 | 805 | 0 | 32.06% |

Data Source: 2011-2015 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Table 19 – Severe Housing Problems 80 - 100% AMI

| Severe Housing Problems* | Has one or more of four housing problems | Has none of the four housing problems | Household has no/negative income, but none of the other housing problems | Disproportionately greater need |
|--------------------------------|--|---------------------------------------|--|---------------------------------|
| Jurisdiction as a whole | 505 | 2,455 | 0 | 17.06% |
| White | 360 | 1,530 | 0 | 19.04% |
| Black / African American | 0 | 30 | 0 | 0% |
| Asian | 35 | 175 | 0 | 16.66% |
| American Indian, Alaska Native | 0 | 10 | 0 | 0% |
| Pacific Islander | 0 | 0 | 0 | 0% |
| Hispanic | 90 | 705 | 0 | 11.32% |

Data Source: 2011-2015 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Discussion

A disproportionately greater need exists at the highest rate in the 0-30% of the AMI income category in the jurisdiction as a whole. 67.49% of extremely low-income households have a disproportionately greater need. 54.75% of very low-income households (30% -50% of AMI) have a disproportionately greater need. Only 28.70% of households earning 80%-100% of AMI had a disproportionately greater need.

NA-25 Disproportionately Greater Need: Housing Cost Burdens – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction:

The housing cost burden refers to the percentage of income that households spend on housing. HUD has determined that housing should cost less than 30% of a household’s total income to be considered affordable. The disproportionately greater need is determined when members of a particular ethnic community experience housing problems at a greater rate (10 percentage points or more) than the income level as a whole.

Table 20 – Greater Need: Housing Cost Burdens AMI

| Housing Cost Burden | <=30% | % | 30-50% | % | >50% | % | No / negative income (not computed) |
|--------------------------------|--------|--------|--------|--------|-------|--------|-------------------------------------|
| Jurisdiction as a whole | 21,580 | 63.56% | 7,365 | 21.69% | 5,005 | 14.74% | 560 |
| White | 14,510 | 66.05% | 4,520 | 20.57% | 2,935 | 13.36% | 390 |
| Black / African American | 390 | 47.56% | 260 | 31.70% | 170 | 20.73% | 0 |
| Asian | 1,805 | 61.60% | 675 | 23.03% | 450 | 15.35% | 74 |
| American Indian, Alaska Native | 80 | 62.01% | 20 | 15.5% | 29 | 22.48% | 0 |
| Pacific Islander | 35 | 70% | 15 | 30% | 0 | 0% | 0 |
| Hispanic | 4,430 | 60.39% | 1,645 | 22.42% | 1,260 | 17.17% | 90 |

Data Source: 2011-2015 CHAS

Discussion:

In this section, the first column sets a baseline for comparing households that are considered affordable at a cost burden of less than 30%. A disproportionately greater need exists among households that have a cost burden of 50% or higher, which is 14.74% for the entire jurisdiction. Black/African American households have a disproportionately greater housing cost burden between 30-50% at 31.70%.

NA-30 Disproportionately Greater Need: Discussion – 91.205(b)(2)

Are there any Income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

NA-15 Housing Problems

- 0-30% AMI – Black/African American households have a disproportionately greater need at 100 %,
- 80-100% AMI – Asian households have disproportionately greater need at 76.19%, followed by Black/African American households at 66.66%.

NA-20 Severe Housing Problems

- 0-30% AMI – Black/African American households have a disproportionately greater need at 100 %,
- 30%-50% AMI – Pacific Islander households have a disproportionately greater need at 100%.
- 50-80% AMI – American Indian, Alaska Native households have a disproportionately greater need at 65.51%, followed by Asian households at 50.74%.

NA-25 Housing Cost Burdens

- 30%-50% Cost burden – Black/African American households have disproportionately greater housing cost burden at 31.70%.

If they have needs not identified above, what are those needs?

No other needs have been identified.

Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

Hispanic households and White households form a majority of the population in Clovis. Hispanics are highly concentrated in the Southwestern part of the City and the White population comprises a larger share of the North and North Eastern parts of the city. According to the HUD Housing Problems Map in Appendix B, a majority of those experiencing one or more housing problem(s) are concentrated in the Southwestern quadrant of the City. In fact, 40.3%-49.24% of households in that area experience one or more housing problem(s). As such, there is a high correlation between housing problems, race and geographic location in the Clovis and the Hispanic community in the Southwestern part of the City faces an outsized share of housing problems.

NA-35 Public Housing – 91.205(b)

Introduction

The City of Clovis currently does not have publicly-owned housing. The City works closely with Fresno City and County Housing Authority to provide Section 8 vouchers to Clovis residents. As population demographics continue to change and need continues to rise, Clovis will explore further partnerships with the housing authority to develop affordable housing projects in Clovis. However a Fresno County Housing Authority project utilizing housing choice vouchers, Solvita Commons, is expected to be complete in the summer of 2021. The project will provide 59 subsidized units affordable to households earning less than 60% of area median income. Clovis provided \$1,000,000 toward the construction of the project through its Affordable Housing Development Impact Fee Reduction Program.

Table 21 - Public Housing by Program Type

| | Program Type | | | | | | | | |
|----------------------------|--------------|-----------|----------------|----------|---------------|--------------|-------------------------------------|----------------------------|------------|
| | Certificate | Mod-Rehab | Public Housing | Vouchers | | | | | |
| | | | | Total | Project-based | Tenant-based | Special Purpose Voucher | | |
| | | | | | | | Veterans Affairs Supportive Housing | Family Unification Program | Disabled * |
| # of units vouchers in use | 0 | 0 | 663 | 5,509 | 31 | 5,194 | 0 | 212 | 72 |

Data Source: 2019 Point in Time Count, HMIS, and the By Name List, Data for all of Fresno County

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Table 22 – Characteristics of Public Housing Residents by Program Type

| | Program Type | | | | | | | | |
|---|--------------|-----------|----------------|----------|---------------|--------------|-------------------------------------|----------------------------|--|
| | Certificate | Mod-Rehab | Public Housing | Vouchers | | | | Special Purpose Voucher | |
| | | | | Total | Project-based | Tenant-based | Veterans Affairs Supportive Housing | Family Unification Program | |
| Average Annual Income | 0 | 0 | 7,349 | 8,667 | 5,716 | 8,658 | 0 | 9,328 | |
| Average length of stay | 0 | 0 | 6.8 | 8.2 | 2.5 | 8.8 | 0 | 10.3 | |
| Average Household size | 0 | 0 | 3.2 | 2.8 | 1.0 | 2.8 | 0 | 3.4 | |
| # Homeless at admission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| # of Elderly Program Participants (>62) | 0 | 0 | 155 | 1,152 | 31 | 1,090 | 0 | 10 | |
| # of Disabled Families | 0 | 0 | 164 | 2,303 | 14 | 2,171 | 0 | 48 | |
| # of Families requesting accessibility features | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | |
| # of HIV/AIDS program participants | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| # of DV victims | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Data Source: 2019 Point in Time Count, HMIS, and the By Name List, Data for all of Fresno County

Table 23 – Race of Public Housing Residents by Program Type

| Race | Cert. | Mod-Rehab | Public Housing | Program Type | | | | | |
|-------------------------------|-------|-----------|-------------------------------------|----------------------------|---------------|--------------|-------------------------|-----|----|
| | | | | Vouchers | | | | | |
| | | | | Total | Project-based | Tenant-based | Special Purpose Voucher | | |
| | | | Veterans Affairs Supportive Housing | Family Unification Program | Disabled* | | | | |
| White | 0 | 0 | 585 | 3,448 | 26 | 3,204 | 0 | 173 | 45 |
| Black/African American | 0 | 0 | 68 | 1,858 | 5 | 1,792 | 0 | 46 | 15 |
| Asian | 0 | 0 | 25 | 378 | 0 | 356 | 0 | 9 | 13 |
| American Indian/Alaska Native | 0 | 0 | 7 | 129 | 0 | 121 | 0 | 6 | 2 |
| Pacific Islander | 0 | 0 | 3 | 21 | 0 | 19 | 0 | 2 | 0 |
| Other | 0 | 0 | 8 | 0 | 0 | 72 | 0 | 2 | 0 |

Data Source: 2019 Point in Time Count, HMIS, and the By Name List, Data for all of Fresno County

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Table 24 – Ethnicity of Public Housing Residents by Program Type

| Ethnicity | Certificate | Mod-Rehab | Public Housing | Program Type | | | | | |
|--------------|-------------|-----------|-------------------------------------|----------------------------|---------------|--------------|-------------------------|-----|----|
| | | | | Vouchers | | | | | |
| | | | | Total | Project-based | Tenant-based | Special Purpose Voucher | | |
| | | | Veterans Affairs Supportive Housing | Family Unification Program | Disabled** | | | | |
| Hispanic | 0 | 0 | 563 | 2,929 | 22 | 2,738 | 0 | 143 | 26 |
| Not Hispanic | 0 | 0 | 127 | 3,030 | 99 | 2,876 | 0 | 95 | 50 |

Data Source: 2019 Point in Time Count, HMIS, and the By Name List, Data for all of Fresno County

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units:

The City of Clovis is served by The Housing Authority of Fresno County. The Authority does not have any public housing units in Clovis instead relying on the Section 8 Voucher Program to assist households in need. As with many public assistance programs, the funding does not meet the demand. The Authority has a very long waiting list and currently is not taking applications due to funds being oversubscribed. Residents who do not have a voucher assigned but need assistance to obtain housing face very long wait times. This endangers the household of having to choose housing that does not meet their needs. The programs are federally funded, and the City is working with the Authority to create more affordable units in Clovis to meet the current demand, such as the Solvita Commons project. The City has assisted in supporting a funding application for Housing Authority of Fresno County project.

Most immediate needs of residents of Public Housing and Housing Choice voucher holders

The City of Clovis does not run currently or operate any public housing units.

How do these needs compare to the housing needs of the population at large

The City of Clovis does not currently run or operate any public housing units.

Discussion

See narratives above.

NA-40 Homeless Needs Assessment – 91.205(c)**Introduction:**

The City of Clovis does not receive funding specifically to assist the homeless population. However, the City has invested funds in the Marjaree Mason Center; a transitional housing facility for victims of domestic violence. The City of Clovis is an active member of the Fresno Madera Continuum of Care (FMCoC), which is the organization that acts as the regional planning body to address homelessness in the region. This collaborative group addresses homeless issues including chronic homelessness, homelessness prevention, and discharge coordination policies on the region-wide basis of Fresno and Madera Counties, which includes the City of Clovis. Based upon the consultation process, the City has recognized a need for shelters for other at-risk populations such as youth and veterans, and will pursue projects to serve these populations.

Clovis shares tax revenue with Fresno County that helps support programs such as the Marjaree Mason Center, which reports servicing over 300 battered women from the Clovis area per year. In addition, the tax revenue supports the EOC Sanctuary Youth Center that reports sheltering over 200 homeless youths ages 11-17 annually. In addition the City has invested \$300,000 into Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer.

Table 25 - Homeless Needs Assessment

| Population | Estimate the # of persons experiencing homelessness on a given night | | Estimate the # experiencing homelessness each year | Estimate the # becoming homeless each year | Estimate the # exiting homelessness each year | Estimate the # of days persons experience homelessness |
|--|--|-------------|--|--|---|--|
| | Sheltered | Unsheltered | | | | |
| Persons in Households with Adult(s) and Child(ren) | 0 | 0 | 0 | 0 | 0 | 0 |
| Persons in Households with Only Children | 0 | 0 | 0 | 0 | 0 | 0 |
| Persons in Households with Only Adults | 18 | 0 | 18 | 8 | 2 | 365 |
| Chronically Homeless Individuals | 18 | 0 | 18 | 8 | 2 | 365 |
| Chronically Homeless Families | 0 | 0 | 0 | 0 | 0 | 0 |
| Veterans | 9 | 0 | 9 | 5 | 4 | 365 |
| Unaccompanied Child | 0 | 0 | 0 | 0 | 0 | 0 |
| Persons with HIV | 0 | 0 | 0 | 0 | 0 | 0 |

Data Source: Estimates are based upon the 2016 Point-in-Time Count conducted within the City of Clovis.

Table 26 - Homeless Needs Assessment

| Population | Estimate the # of persons experiencing homelessness on a given night | | Estimate the # experiencing homelessness each year | Estimate the # becoming homeless each year | Estimate the # exiting homelessness each year | Estimate the # of days persons experience homelessness |
|--|--|-------------|--|--|---|--|
| | Sheltered | Unsheltered | | | | |
| Persons in Households with Adult(s) and Child(ren) | 176 | 14 | 543 | 300 | 184 | 67 |
| Persons in Households with Only Children | 5 | 0 | 247 | 246 | 240 | 4 |
| Persons in Households with Only Adults | 163 | 1,774 | 2,328 | 350 | 239 | 229 |
| Chronically Homeless Individuals | 18 | 578 | 533 | 119 | 71 | 467 |
| Chronically Homeless Families | 0 | 2 | 20 | 4 | 3 | 67 |
| Veterans | 54 | 158 | 302 | 207 | 212 | 208 |
| Unaccompanied Child | 5 | 0 | 247 | 246 | 240 | 4 |
| Persons with HIV | 2 | 13 | 20 | 4 | 4 | 467 |

Data Source: 2019 Point in Time Count, HMIS, and the By Name List, Data for all of Fresno County

If data is not available for the categories "number of persons becoming and exiting homelessness each year," and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth):

Due to the high mobility of homeless persons and families, it is quite difficult to keep track of the rate of homelessness over 12 months. The PIT Count helps assess homelessness in the jurisdiction and provides data that can be used to address the needs of the homeless. There are three main categories of homeless persons in the Fresno County 2020 PIT count under which families are counted.

- Unsheltered Homeless - People with a primary nighttime residence that is a public or private place not designed for, or ordinarily used as, regular sleeping accommodation for human beings. According to Table 26, there are 2,539 unsheltered homeless persons on any given night in Fresno County.
- Sheltered Homeless - People who are living in a supervised publicly or privately operated shelter designated to provide temporary living arrangements (including congregate shelters, transitional housing, and hotels and motels paid for by charitable organizations or by federal, state, or local government programs for low-income individuals). According to Table 26, there are 423 persons sheltered homeless persons on any given night in Fresno County
- **Chronically homeless** - Persons who have either been continuously homeless for at least 12 months or have experienced at least four episodes of homelessness in the last three years where the combined occasions total at least 12 months. According to Table 26, there are 533 chronically homeless individuals and 20 chronically homeless in Fresno County.

Nature and Extent of Homelessness: (Optional)

Table 27 Nature and Extent of Homelessness

| Race: | Sheltered: | Unsheltered (optional) |
|----------------------------------|-------------------|-------------------------------|
| White | 252 | 1,174 |
| Black or African American | 61 | 304 |
| Asian | 6 | 26 |
| American Indian or Alaska Native | 9 | 207 |
| Pacific Islander | 5 | 31 |
| Ethnicity: | Sheltered: | Unsheltered (optional) |
| Hispanic | 179 | 810 |
| Not Hispanic | 164 | 978 |

Data Source: Numbers are based upon the 2019 Point-in-Time Count conducted within the County of Fresno.

Estimate the number and type of families in need of housing assistance for families with children and the families of veterans.

For the city of Clovis, no families with children were identified during the PIT Count. However, 50% of the homeless individuals identified were veterans. Data from the 2019 Point in Time in the above tables indicate approximately 543 persons in households with children in Fresno County are experiencing homelessness each year, with an additional 20 families experiencing chronic homelessness. On average, these households will experience homelessness for 67 days. With this data, it is estimated that over 560 persons in families need housing assistance in a year.

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

As seen in the above chart, among sheltered and unsheltered persons, those who identify as Hispanic/Latino comprise 46% of homeless individuals; while Non-Hispanic/Latino comprise 54% of this population. Specific racial groupings break down as White – 69%; Black/African American – 18%; Asian – 1%; American Indian/Alaskan Native – 10%; and Pacific Islander – 2%

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

As seen in the chart above, sheltered homeless represent approximately 14% of the homeless population. There are over six times as many unsheltered homeless, representing the remaining 86% of the homeless population.

Discussion:

See discussion above.

NA-45 Non-Homeless Special Needs Assessment - 91.205 (b,d)

Introduction:

The following section addresses the needs of special populations and service needs they might require. The special needs populations considered in this section include:

- Elderly households
- Persons with disabilities
- Large households
- Female head-of-households
- Farmworkers
- Persons living with AIDS/HIV and their families

Describe the characteristics of special needs populations in your community:

Elderly Households: HUD defines elderly as age 62 and older and frail elderly person who require assistance with three or more activities of daily living, such as eating, bathing, walking, and performing light housework. Elderly residents general face a unique set of housing needs, largely due to physical limitations, lower household incomes, and the rising costs of health care. Housing affordability remains the primary issue for seniors, many of whom are living on a fixed income. The demand for senior affordable housing will likely increase as the baby boom generation ages. According to the 2015-2019 ACS Data, 15.8 % of Clovis' residents are elderly.

Persons with Disabilities: HUD defines disability as a physical or mental impairment that substantially limits one or more of the major life activities for an individual. Persons with disabilities can face unique barriers to securing affordable housing that provides them with the accommodations they need. Persons with disabilities may require units equipped with wheelchair accessibility or other special features that accommodate physical or sensory limitations. Access to transit, health care, services and shopping also are important factors for this population. According to the 2015-2019 ACS data, 11.9% of Clovis' residents have a disability.

Large Households: HUD defines large households as those with five or more persons. Large households may face challenges finding adequately-sized affordable housing. This may cause large families to live in overcrowded conditions and/or overpay for housing. According to the 2017 American Community Survey Data, 10,356 households in the City of Clovis are large family households.

Female Head-of-Households: Single mothers may have a greater risk of poverty than single fathers due to factors such as insufficient training and education for higher earning jobs and inadequate or expensive child support services. Female-headed households with children may have unique housing needs such as ease of access to child care, health care, and other supportive services. According to the 2015-2019 ACS data, single-parent, female head-of-households with children under the age of 18 accounted for 6.3% (2,326) of all of Clovis' households.

Farmworkers: Due to the mobile and seasonal nature of farmworkers, it is difficult to estimate the population size or characteristics. According to the 2019 ACS data, 770 or 1.5% of Clovis' workforce is considered to work in agriculture, forestry, fishing, hunting and mining.

Persons Living with AIDS/HIV and their Families: In Fresno County, from July 2016 through June 2021, a total of 701 cases of HIV were reported. During the same time period, a total of 2,081 AIDS cases were reported. While tracked through the Fresno County Department of Public Health on a county-wide level, the information is not tracked specifically for Clovis. Stable and affordable housing is essential for ensuring that those living with AIDS/HIV have consistent access to the medical care and supportive services needed for their health and welfare. Additional needs for those living with AIDS/HIV and their families include housing assistance, such as short-term help with rent or mortgage payments; and/or supportive services, especially for those with multiple diagnoses such as mental health, substance abuse, or other health challenges.

What are the housing and supportive service needs of these populations and how are these needs determined?

Please see the discussion above.

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area: Please see the discussion above for the housing and supportive service needs of the population with AIDS/HIV and their families.

Discussion:

Please see the discussion above.

NA-50 Non-Housing Community Development Needs – 91.215 (f)**Describe the jurisdiction's need for Public Facilities:**

Community meetings were held in order to engage stakeholders and identify areas that were in need of improvement. Participants ranked street/alley improvements and ADA improvements as their top priorities for public facilities. Also highly ranked was road reconstruction. To gain insight on high-priority needs, a community survey was conducted. Respondents rated the level of need for nine public facilities types in their neighborhood. The three highest ranking priorities in this category were: 1) street/alley improvements; 2) ADA improvements; and 3) road reconstruction.

How were these needs determined?

Feedback was gathered from public input meetings and from the community needs survey where residents and stakeholders of the City provided input on community needs. This is also discussed in the Citizen Participation section of this document.

Describe the jurisdiction's need for Public Improvements:

Community meetings were held in order to engage stakeholders and identify areas that were in need of improvement. Participants ranked street/alley improvements and ADA improvements as their top priorities for public facilities. Also highly ranked was road reconstruction. To gain insight on high-priority needs, a community survey was conducted. Respondents rated the level of need for nine public facilities types in their neighborhood. The three highest ranking priorities in this category were: 1) street/alley improvements; 2) ADA improvements; and 3) road reconstruction.

How were these needs determined?

Feedback was gathered from public input meetings and from the community needs survey where residents and stakeholders of the City provided input on community needs. This is also discussed in the Citizen Participation section of this document.

Describe the jurisdiction's need for Public Services:

Public input meetings were held in order to engage stakeholders and identify areas that were in need of improvement. Participants ranked code enforcement as their top priority for public services. To gain insight on high-priority needs, a community survey was conducted. Respondents rated the level of need for nine public facilities types in their neighborhood. The highest ranking priority in this category was area-based policing.

How were these needs determined?

Feedback was gathered from public input meetings and from the community needs survey where residents and stakeholders of the City provided input on community needs. This is also discussed in the Citizen Participation section of this document.

Housing Market Analysis

MA-05 Overview

Housing Market Analysis Overview:

As discussed previously in this document, many households in Clovis struggle with housing cost burden. The cost of housing is rising every year and the average rent has increased from \$1,092 in 2015 to \$1,224 in 2019. This represents increase of over 12%. The housing market has seen much more significant increases. Between May 2017 and May 2021 the median sale price of a house increased from \$279,210 to \$425,000, a 52% increase. With a strong population growth rate of 4.7% from 2015 to 2019, the residents of Clovis will require a growing housing market that caters to all income categories.

The lack of affordable housing adds to the challenges faced by LMI households. The 2013-2023 Regional Housing Needs Assessment (RHNA) projections for Clovis indicated that the total number of units needed to accommodate for projected households' growth of all income levels is 6,328, with 3,309 of these units being for LMI households. This section is broken down as follows:

MA 10 - Number of Housing Units

- Examines the current number of different types of housing and projects future housing needs that cater to the population within the city.

MA 15 - Housing Costs

- Analyzes the cost of housing, taking into consideration projected home values and comparing HOME and fair housing rents.

MA 20 - Condition of Housing

- The age of housing is analyzed to determine the quality of the housing stock.

MA 25 - Public and Assisted Housing

- The availability of affordable housing units and growth potential for low-income households is examined in this section.

MA 30 - Homeless Facilities and Services

- This section is a follow up from the Needs Assessment (NA), which outlined the programs and initiatives that support homeless persons within the jurisdiction.

MA 35 - Special Needs Facilities and Services

- This section expands on the Needs Assessment that explored the facilities and services available to special needs groups, such as seniors and the disabled.

MA 40 - Barriers to Affordable Housing

- This area looks at how government regulations can prevent the growth of the housing market by preventing timely construction and rehabilitation of housing stock.

MA 45 - Non-Housing Community Development Assets

- This section analyzes how the labor force has acted as an asset towards economic development efforts within the city. The relationship between academic attainment, income level, and the ability to afford housing is analyzed.

MA 50 - Needs and Market Analysis Discussion

- This section attempts to visualize the location of households that experience housing problems or low-income areas within the jurisdiction. The Market Analysis also gives insights into the housing needs in the City of Clovis and how regional and state agencies, through their programs, actualize local goals to improve housing in the jurisdiction.

MA 60 - Broadband Needs of Housing occupied by Low- and Moderate-Income Households:

- Focuses on understanding what internet needs there are for low and moderate income households as well as competition between broadband companies.

MA-10 Number of Housing Units – 91.210(a)&(b)(2)

Introduction

The largest proportion of housing units in the City is single-family residences (1-unit, attached or detached). 73% of all units fall in this category. 23% of the units in the City are multi-family attached units. The City’s housing stock largely favors owner-occupied single-family housing.

Table 28 – Residential Properties by Unit Number

| Property Type | Number | % |
|---------------------------------|---------------|-------------|
| 1-unit detached structure | 27,250 | 73.2% |
| 1-unit, attached structure | 596 | 1.5% |
| 2-4 units | 3,711 | 9.6% |
| 5-19 units | 2750 | 7.1% |
| 20 or more units | 1,886 | 4.9% |
| Mobile Home, boat, RV, van, etc | 881 | 2% |
| Total | 38,664 | 100% |

Data Source: 2015-2019 ACS

Table 29 – Unit Size by Tenure

| | Owners | | Renters | |
|--------------------|---------------|-------------|---------------|-------------|
| | Number | % | Number | % |
| No bedroom | 55 | 0% | 505 | 4% |
| 1 bedroom | 170 | 1% | 2,270 | 17% |
| 2 bedrooms | 1,720 | 8% | 5,470 | 40% |
| 3 or more bedrooms | 18,815 | 91% | 5,505 | 40% |
| Total | 20,760 | 100% | 13,750 | 100% |

Data Source: 2011-2015 ACS

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

Units assisted with federal, state, and local funding are single-family, 1-unit attached and detached, units with household incomes at or below 80% of AMI. Funds are pursued to subsidize the development of multifamily housing for LMI tenants. Clovis has utilized and invested Federal, State and Local funds into the development of LMI affordable units, such as Section 8 funding, CalHome Funds, HOME Investment Partnership Funds, Low-Income Housing Tax Credits and local remnant Redevelopment Agency funds. Examples listed below:

The City of Clovis donated three publicly-owned lots (purchased with RDA funds) in the Stanford Addition to the local Habitat for Humanity affiliate for construction of three affordable housing units. All three homes are now completed and occupied by low-income households. Clovis recently purchased a vacant, dilapidated home at the Northeast Corner of 4th Street and Sunnyside Avenue in Clovis. The home will be demolished, and the lot split into two parcels. The City will partner with an affordable housing development to construct two new single-family homes on the site to be occupied by low-income households, these homes have recently begun construction in partnership with Habitat for Humanity of Fresno County.

The City of Clovis is committed to leveraging as many funds as possible against the CDBG allocation. In addition to the narrative above, the City provided \$1,000,000 to the Fresno Housing Authority for the construction of 60 units of affordable housing, Solvita Commons. The funding was provided through the City’s Affordable Housing Development Impact Fee Reduction Program. In addition the City has invested from the same fund \$300,000 into Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer.

The City also recently was awarded \$5,000,000 in CalHome funds to rehabilitate low income homeowners homes and to conduct replacement of dilapidated mobile homes that are affordable to low-income residents.

The City also approved an application to the State of California for an annual allocation of funding with the intent to match funds with the tax credit program to encourage affordable multi-family developments.

Clovis will continue to promote homeownership through its First-Time Homebuyer Program for low- to moderate-income households. This program is funded by State of California HOME funds. Homebuyers participating in the program can receive up to 50% of the total acquisition cost of a modest home located within the City of Clovis. The assistance is provided as a low-interest, deferred, 30-year loan. Clovis was awarded a \$1,000,000 HOME grant by the State of California, and the contract for the grant is currently in progress.

Clovis will continue to engage affordable housing developers to attempt to plan and develop affordable housing in Clovis. Clovis donated three parcels of property in the Stanford Addition to Habitat for Humanity Fresno County. Each lot can accommodate a single-family home. All three homes have been completed and are currently occupied by low-income households. The City has recorded a deed restriction against each parcel, securing continued affordability for a minimum of 55 years. Clovis will monitor available state and federal funding for affordable housing, and apply when appropriate. Clovis will continue to offer its Affordable Housing Development Impact Fee Reduction Program as an incentive to affordable housing developers to develop affordable housing in Clovis.

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

TABLE 29: CLOVIS AFFORDABLE UNITS AT RISK OF CONVERSION

| Name | Location | Type of Unit | Form of Assistance | Total/Units atRisk | | Subsidy Termination Date |
|-----------------------------|-----------------------|---------------------------|--|--------------------|-----|--------------------------|
| | | | | | | |
| Cottonwood Grove Apartments | 732 N. Clovis Avenue | Multi-family | Multi-family Mortgage Revenue Bond | 150 | 30 | 1/1/2022 |
| Sierra Hills Apartments | 643 Fowler Avenue | Multi-family | Multi-family Mortgage Revenue Bond | 114 | 23 | 2024 |
| Lexington Square Apartments | 1300 Minnewawa Avenue | Multi-family | Tax Exempt Bonds/Tax Credits | 130 | 130 | 2029 |
| Coventry Cove | 190 N. Coventry | Senior | LIHTC | 140 | 28 | 1/1/2034 |
| Silver Ridge Apartments | 88 N. DeWitt Avenue | Multi-family Seniors | Tax Credits/Tax Increment/CDBG | 100 | 100 | 9/30/2053 |
| Hotchkiss Terrace | 51 Barstow Avenue | Multi-family Seniors | HUD Section 202 Grant/Redevelopment Agency Funding | 75 | 75 | 2060 |
| Willow Family Apartments | 865 W. Gettysburg | Multi-Family | Tax Credits/Bonds/Joe Serna Farm Worker/HOME | 68 | 68 | 1/1/2060 |
| Roseview Terrace | 101 Barstow Avenue | Multi-family Seniors | HUD Section 202 Grant/Redevelopment Agency Funding | 59 | 59 | 11/5/2065 |
| Magnolia Crossing | 32 W. Sierra | Senior Supportive Housing | NMTC/ Redevelopment Agency Funding | 48 | 24 | 2073 |
| Solvita Commons | 72 W. Alluvial | Multi-family | Grant of Redevelopment Funds | 60 | 60 | 2076 |

Data Source: City of Clovis

The apartments listed in Table 29 provide a total of 597 rent restricted low-income rental units in Clovis, this is a net increase from previous years and is expected to grow. A total of 183 units are at risk of conversion in the next ten years with 53 in the next several years. Finding a financing source to persevere these units is a challenge but would be less than the cost of replacement through new construction.

The cost of preserving the affordable units would be the cost associated with subsidizing those units should the entire rental structure of the complex be converted to average market rates represented in the City. The estimated cost to construct one affordable multiple-family housing unit in the City is \$400,000, which includes land, construction costs, and site improvement costs, based on recent estimated construction cost for a proposed 100% affordable housing project in the City. One method of calculating replacement cost is this figure multiplied by the total number of set-aside units.

There are two types of resources that can be engaged in efforts to preserve affordable units at risk of conversion to market rate: government funding and nonprofit organizations that can acquire and manage assisted units. Preserving the set-aside units can be accomplished through purchase or management of the complex by a nonprofit organization. This preservation method would eliminate the costs cited above and would eliminate displacement of households while the units are constructed. Additionally, nonprofit organizations have the capacity to manage affordable apartment complexes, whereas local government may not be equipped to assume this role.

Does the availability of housing units meet the needs of the population?

The number of housing units in Clovis has seen a modest growth of 13.4% from 2010 to 2019 based on ACS data estimates. The number of vacant units also reduced from 8.67% in 2010 to 4.81% in 2019 and the homeowner vacancy rate also reduced from 3.7% to 1.3%, which is an indicator that population growth is outpacing the availability of housing.

The Regional Housing Needs Allocation (RHNA) is a mandated state quota for increasing housing stock within different jurisdictions. This allocation mandates that jurisdictions have to increase their housing stock to meet the demand for housing in different income categories. For the City of Clovis, the 2013-2023 Regional Housing Needs Assessment (RHNA) projections indicated that the total number of units needed to accommodate for projected households' growth of all income levels is 6,328, with 3,309 of these units being for LMI households. According to the Housing Element Annual Progress Report, as of 2018 the total remaining RHNA by income

level is 2,231 units for very-low income level and 1,118 for low income level. This allocation is also pursuant to AB 2634, where local jurisdictions are required to project the housing needs of extremely low-income households (0-30% AMI). Currently, the availability of housing units does not meet the needs of the population.

MA-15 Housing Market Analysis: Cost of Housing - 91.210(a)

Introduction

The cost of housing is the most important factor when evaluating the housing market and quality of life for Clovis' residents. HUD deems a unit affordable if no more than 30% of the household's gross income is paid for housing costs, including utilities. The median gross income for households in Clovis is \$77,904 a year, or \$6,492 a month. The median rent for the city is \$1,068 a month.

Table 30 – Cost of Housing

| | Base Year: 2009 | Most Recent Year: 2021 | % Change |
|-----------------------------|------------------------|-------------------------------|-----------------|
| Median Home Value | \$333,600 | \$415,290 | 24% |
| Median Contract Rent | \$790 | \$1,068 | 35% |

Data Source: 2005-2009 ACS (Base Year), 2021 Zillow Reports (Most Recent Year)

Table 31 – Cost of Rent

| Rent Paid | Number | % |
|------------------------|---------------|---------------|
| Less than \$500 | 349 | 2.7 |
| \$500-999 | 3717 | 28.2 |
| \$1,000-1,499 | 4733 | 36.0 |
| \$1,500-1,999 | 2850 | 21.6 |
| \$2,000-1499 | 1011 | 7.7 |
| \$2,500-2,999 | 279 | 2.1 |
| \$3,000 or more | 226 | 1.7 |
| Total | 13,165 | 100.0% |

Data Source: 2015-2019 ACS

Table 32- Housing Affordability

| % Units affordable to Households earning | Renter | Owner |
|---|---------------|--------------|
| 30% HAMFI | 200 | No Data |
| 50% HAMFI | 735 | 570 |
| 80% HAMFI | 4,840 | 1,855 |
| 100% HAMFI | No Data | 3,315 |
| Total | 5,775 | 5,740 |

Data Source: 2011-2015 CHAS

Table 33 - Monthly Rent

| Monthly Rent (\$) | Efficiency | 1 Bedroom | 2 Bedroom | 3 Bedroom | 4 Bedroom |
|--------------------------|-------------------|------------------|------------------|------------------|------------------|
| Fair Market Rent | \$795 | \$851 | \$1,064 | \$1,509 | \$1,747 |
| High HOME Rent | \$691 | \$787 | \$980 | \$1,147 | \$1,260 |
| Low HOME Rent | \$612 | \$656 | \$787 | \$908 | \$1,013 |

Data Source: HUD FMR and HOME Rents, 2021

Is there sufficient housing for households at all income levels?

Based on the data in Table 32, households with extremely low- and very low-incomes in Clovis have a shortage of affordable housing. According to 2011-2015 CHAS data there are 200 units available to extremely low-income households (0-30% of HAMFI) but 2,845 households in Clovis that have household incomes between 0%-30% of AMI. There are 735 renter and 570 owner units available (1,305 in total) to very low-income households (30-50% of HAMFI) but 2,905 households at this income level. Based upon this data, a deficit of 4,245 affordable units exists in Clovis and a critical need to keep building new units.

How is affordability of housing likely to change considering changes to home values and/or rents?

Housing costs are rising at a slightly higher rate than the level at which incomes are rising. The median contract rent of \$1,068 is a 35% higher than the median contract rent in 2009, while the AMI has only increased 31% over that same window. If this trend continues, the number of households who are housing cost burdened will rise. The Fresno, CA HUD Metro FRM Area HOME/Housing Trust Fund (HTF) Homeowner value limits for 2021 show a \$22,500 increase in the unadjusted median value from \$297,000 for existing units to \$319,500 for new units. This indicates that the cost of housing continues to rise in Clovis. In addition, the housing market may also be

affected as a result of the economic downturn caused by the COVID-19 pandemic. There is a high risk of homelessness due to increased rents and higher home values after the virus is eradicated and this may have lasting effects on the housing market.

How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

The Fair Market Rent is determined by the housing demand and supply in an area while HOME Rent Limits are what beneficiaries of the affordable housing programs pay. HOME rents in the city are lower than the fair market rents. However, those paying high HOME rents for two or more-bedroom units are paying higher than the median contract rent. The same applies to those paying low HOME rents for 4 or more-bedroom units. This may greatly affect large families who identify as a special needs group. There may be a need to provide subsidies for development permits and fees to maintain the low cost of new units and to maintain lower units.

Discussion

Please see discussion above.

MA-20 Housing Market Analysis: Condition of Housing – 91.210(a)

Introduction

HUD defines housing “conditions” similarly to the definition of housing problems previously discussed in the Needs Assessment. These conditions are: 1) More than one person per room; 2) Cost burden greater than 30%; 3) Lack of complete plumbing; and 4) Lack of complete kitchen facilities.

Table 34- Condition of Units

| Condition of Units | Owner-Occupied | | Renter-Occupied | |
|---|----------------|-------------|-----------------|-------------|
| | Number | % | Number | % |
| Household has at least 1 of 4 housing problems | 5,465 | 25% | 7,125 | 51% |
| Household has none of 4 housing problems | 15,940 | 74% | 6,685 | 47% |
| Household has at least 1 of 4 severe housing problems | 2,285 | 10% | 4,275 | 30% |
| Household has none of 4 severe housing problems | 19,120 | 88% | 9,540 | 68% |
| Cost burden not available | 115 | .8% | 210 | 1.4% |
| Total | 21,515 | 100% | 14,020 | 100% |

Data Source: 2013-2017 CHAS

Table 35- Year Unit Built

| Year Unit Built | Owner-Occupied | | Renter-Occupied | |
|-----------------|----------------|-------------|-----------------|-------------|
| | Number | % | Number | % |
| 2000 or later | 7,715 | 37% | 2,660 | 19% |
| 1980-1999 | 7,795 | 38% | 4,435 | 32% |
| 1950-1979 | 4,905 | 24% | 6,140 | 45% |
| Before 1950 | 345 | 2% | 515 | 4% |
| Total | 20,760 | 101% | 13,750 | 100% |

Data Source: 2011-2015 CHAS

Table 36- Risk of Lead-Based Paint

| Risk of Lead-Based Paint Hazard | Owner-Occupied | | Renter-Occupied | |
|---|----------------|-----|-----------------|-----|
| | Number | % | Number | % |
| Total Number of Units Built Before 1980 | 5,250 | 25% | 6,655 | 48% |
| Housing Units build before 1980 with children present | 4,070 | 20% | 2,470 | 18% |

Data Source: 2011-2015 ACS (Total Units) 2011-2015 CHAS (Units with Children present)

Need for Owner and Rental Rehabilitation

Describe the need for owner and rental rehabilitation based on the condition of the jurisdiction's housing.

Based upon the 2015-2019 ACS data, 25% of owner-occupied units and 51% of renter-occupied units were constructed prior to 1980. This is a total of 11,815 units. Since age and presence of lead-based paint are the primary indicators of the need for rehabilitation, it appears there is a great need for rehabilitation programs in Clovis.

Clovis administers a housing rehabilitation grant and loan program for LMI owner-occupied households. The grant program is funded by CDBG. Due to the expanding need for the program, Clovis intends to invest \$1,000,000 in CDBG funds for housing rehabilitation over the next five years. In addition the city was recently awarded \$5,000,000 in CAIHome funds focused on owner-occupied rehabilitation.

Estimated Number of Housing Units Occupied by Low or Moderate Income Families with LBP Hazards

As previously stated, age of the unit is the prime indicator of the potential to contain lead-based paint. There are 11,815 housing units, according to the 2015-2019 ACS data, that were built prior to 1980 in the City of Clovis. The use of lead-based paint was banned nationwide in 1978, so it is estimated that slightly less than 11,000 units of the City's 38,664 units could have lead-based paint. As units have been repaired, rehabilitated or replaced since 1978, only non-lead-based paint has been used. As stated in the Needs Assessment, 28% of the households in Clovis are LMI. It stands to reason that 28% of the approximately 11,000 units with the potential for having lead-based paint would be occupied by LMI households. This equates to 3,080 households.

Discussion

Please see discussion above.

MA-25 Public and Assisted Housing – 91.210(b)

Introduction

There is no public housing within the City of Clovis.

Table 37 – Total Number of Units by Program Type

| | Program Type | | | | | | | | |
|-------------------------------|--------------|-----------|----------------|----------|-----------------|-------------------------------------|----------------------------|------------|----|
| | Certificate | Mod-Rehab | Public Housing | Vouchers | | | | | |
| | | | | Total | Project - based | Tenant - based | Special Purpose Voucher | | |
| | | | | | | Veterans Affairs Supportive Housing | Family Unification Program | Disabled** | |
| # of units vouchers available | 0 | 0 | 663 | 5,509 | 31 | 5,194 | 0 | 212 | 72 |
| # of accessible units | 0 | 0 | 164 | 0 | 14 | 0 | 0 | 48 | 72 |

Data Source: 2019 Point in Time Count, HMIS, and the By Name List, Data for all of Fresno County

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan:

The City of Clovis does not currently own or manage any public housing units.

Table 328 - Public Housing Condition

| Public Housing Development | Average Inspection Score |
|----------------------------|--------------------------|
| N/A | N/A |

Describe the restoration and revitalization needs of public housing units in the jurisdiction:

The City of Clovis does not currently own or manage any public housing units.

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing:

As mentioned in the Needs Assessment 35, Clovis' first public housing authority project, Solvita Commons is being occupied in July of 2021. The project will provides 59 subsidized units affordable to households earning less than 60% of area median income. In addition, Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer.

Discussion:

See discussion above.

MA-30 Homeless Facilities and Services – 91.210(c)

Introduction

There are no homeless facilities in Clovis. However, Clovis has a transitional housing facility called the Marjaree Mason Center. The Marjaree Mason Center is a 16-bed facility that provides safe house for victims of domestic violence including counseling, case management, advocacy, and life skills. In addition, Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer. Table 39 uses County-wide data to regarding facilities and housing targeted to homeless individuals.

Table 39 - Facilities and Housing Targeted to Homeless Households

| | Emergency Shelter Beds | | Transitional Housing Beds | Permanent Supportive Housing Beds | |
|---|---------------------------------|------------------------------------|---------------------------|-----------------------------------|-------------------|
| | Year Round Beds (Current & New) | Voucher / Seasonal / Overflow Beds | Current & New | Current & New | Under Development |
| Households with Adult(s) and Child(ren) | 78 | 0 | 31 | 171 | 0 |
| Households with Only Adults | 51 | 0 | 25 | 39 | 0 |
| Chronically Homeless Households | 0 | 0 | 0 | 363 | 0 |
| Veterans | 41 | 0 | 0 | 650 | 0 |
| Unaccompanied Youth | 10 | 0 | 0 | 0 | 0 |

Data Source: 2019 Point in Time Count, HMIS, and the By Name List, Data for all of Fresno County

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

The table below provides a list and description of services and facilities. While these services are not located within the City of Clovis, they are accessible to all Fresno County residents.

| Agency Name | Contact | Services Provided |
|--|----------------|--|
| Catholic Charities Diocese of Fresno | (559) 237-0851 | Provides emergency food and clothing. |
| Central California Legal Services, Inc. | (559) 570-1200 | Assist the homeless with legal problems related to health, welfare, and public benefits. |
| Plaza Terrance | (559) 453-6794 | Provides a 32-unit housing facility (60 day stay) for families receiving Aid to Families with Dependent Children (AFDC). |
| Evangel Home, Inc. | (559) 264-4714 | Provides temporary (28 days) emergency shelter to single women and women with children. |
| Fresno County Department of Behavioral Health | (559) 453-4099 | Provides permanent supportive housing for men and women; counseling, advocacy, street outreach, substance abuse treatment, life skills, mental health counseling and transportation. |
| Fresno County Economic Opportunities Commission (Fresno EOC) | (559) 498-8543 | Provides permanent supportive housing for men, women and families; transitional housing for transitional aged youth (18-24); Youth Shelter to at-risk, runaway, and homeless youths ages 11 to 17. All programs provide counseling, advocacy, street outreach, life skills and transportation. |
| Fresno Housing Authority | (559) 443-8431 | Provides permanent supportive housing to men, women, families, Veterans and Veteran families, persons with HIV/AIDS and their families; counseling, advocacy, life skills, street outreach and mental health counseling. |
| Fresno Rescue Mission | (559) 268-0939 | Provides temporary housing, food, and clothing to men, women, and children; residential substance abuse treatment program for men. |
| Holy Cross Center for Women | (559) 237-3379 | Provides day-care services to women with children, laundry services, rest, shower facilities, diapers, formula, clothing, counseling referrals, computers, English classes, health training, and crafts. |

| | | |
|--|----------------|---|
| Holy Cross Clinic at Poverello | (559) 442-4108 | Serving the homeless and uninsured by providing medical care and basic dental services. |
| Marjaree Mason Center | (559) 233-4357 | Provides safe house for victims of domestic violence including counseling, case management, advocacy and life skills. |
| Mental Health Systems Inc. | (559) 264-7521 | Provides permanent supportive housing for women and children; counseling, advocacy, substance abuse treatment, life skills and mental health counseling. |
| Poverello House | (559) 498-6988 | Provides meals, emergency clothing, showers, referrals, residential substance abuse treatment for men; temporary housing for men and women; advocacy, counseling, life skills, street outreach and transportation. |
| Naomi's House | (559) 443-1531 | Provides temporary housing for women only, case management, life skills, street outreach, advocacy and transportation. |
| Salvation Army | (559) 233-0139 | Provides emergency food, some utility and rental assistance, substance abuse treatment for men and women. |
| Spirit of Woman | (559) 244-4353 | Provides residential substance abuse treatment for pregnant and parenting women, counseling, advocacy, life skills and mental health counseling. |
| Turning Point of Central California | (559) 233-2668 | Provides permanent supportive housing for men, women and families with counseling, advocacy, education, life skills, street outreach and mental health counseling. |
| VA Central California Health Care System | (559) 225-6100 | Provides services to Veterans and their families, permanent supportive housing, counseling, advocacy, substance abuse treatment, health care, life skills, street outreach, mental health counseling and transportation. |
| Westcare | (559) 265-4800 | Provides permanent supportive housing for families, rapid rehousing for men, women and families; services to Veterans and their families, counseling, advocacy, residential substance abuse treatment, life skills, street outreach, mental |

MA-35 Special Needs Facilities and Services – 91.210(d)

Introduction

As discussed in the Needs Assessment, supportive housing for the elderly, frail elderly, persons with disabilities, and those living with AIDS/HIV is designed to allow individuals to live as independently as possible. Supportive housing services general involve more accessible units, greater access to transportation and healthcare, and possibly larger units to accommodate those who have large families. More challenging and on-going conditions might require supportive services that include long term assisted living, as well as transportation and nursing care.

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, and describe their supportive housing needs

Elderly Households: HUD defines elderly as age 62 and older and frail elderly person who require assistance with three or more activities of daily living, such as eating, bathing, walking, and performing light housework. Elderly residents general face a unique set of housing needs, largely due to physical limitations, lower household incomes, and the rising costs of health care. Housing affordability remains the primary issue for seniors, many of whom are living on a fixed income. The demand for senior affordable housing will likely increase as the baby boom generation ages. According to the 2015-2019 ACS Data, 12.9 % (14,081 individuals) of Clovis' residents are elderly.

Persons with Disabilities: HUD defines disability as a physical or mental impairment that substantially limits one or more of the major life activities for an individual. Persons with disabilities can face unique barriers to securing affordable housing that provides them with the accommodations they need. Persons with disabilities may require units equipped with wheelchair accessibility or other special features that accommodate physical or sensory limitations. Access to transit, health care, services and shopping also are important factors for this population. According to 2015-2019 ACS Data Census, 8.2% of Clovis' residents under the age of 65 have a disability.

Persons Living with AIDS/HIV and their Families: In Fresno County, from July 2016 to June 2021, a total of 701 cases of HIV were reported. During the same time period, a total of 2,081 AIDS cases were reported. While tracked through the Fresno County Department of Public Health on a county-wide level, the information is not tracked specifically for Clovis. Stable and affordable housing is essential for ensuring that those living with AIDS/HIV have consistent access to the medical care and supportive services needed for their health and welfare. Additional needs for those living with AIDS/HIV and their families include housing assistance, such as short-term help with rent or mortgage payments; and/or supportive services, especially for those with multiple diagnoses such as mental health, substance abuse, or other health challenges.

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing

Clovis does not have supportive housing for those described in this section yet. Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer. Additionally, Clovis residents have access to many facilities within Fresno County. In the neighboring City of Fresno, there are 236 licensed community care facilities with a total of 4,386 supportive housing beds available for persons with health-related conditions, including:

Adult Residential Facilities are facilities of any capacity that provide 24-hour non-medical care for adults ages 18-59, who are unable to provide for their own daily needs. Adults may be physically handicapped, developmentally disabled, and/or mentally disabled.

Residential Care Facilities for the Elderly provide care, supervision and assistance with activities of daily living, such as bathing and grooming. They may also provide incidental medical services under special care plans. The facilities provide services to person 60 years of age and over, and persons under 60 with comparable needs. These facilities can also be known as assisted living facilities, nursing homes, and board and care homes.

Social Rehabilitation Facilities are facilities that provide 24-hour non-medical care and supervision in a group setting to adults recovering from mental illnesses who temporarily need assistance.

Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e)

Clovis will work with developers interested in developing this kind of housing to identify funding sources such as Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer. The Solvita Commons is also being occupied in July of 2021 and provides 59 subsidized units affordable to households earning less than 60% of area median income

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. (91.220(2))

The projects mentioned in the previous question also benefit non-homeless special needs groups.

MA-40 Barriers to Affordable Housing – 91.210(e)

Negative Effects of Public Policies on Affordable Housing and Residential Investment:

The provision of affordable housing and the support of existing and new affordable housing is critical to assuring that all households have access to quality housing. The City has affordability issues in both the ownership and rental sectors of the housing market with 12,380 households of 35,538 total households paying more than 30% of their gross income towards housing costs. 5,005 households are paying more than 50% of their gross income towards housing costs, of these 4,315 households are considered low-income households. This equates to 12% of households in Clovis are low-income and paying more than 50% towards their housing costs. While this is better than affordability levels elsewhere in the State of California, it still is an issue in Clovis that warrants focused efforts to alleviate.

Clovis faces barriers to affordable housing that are common across housing markets, including decreasing supply of developable land, which increases the cost of acquisition and development of the land. Another common barrier is negative reaction from neighbors regarding affordable housing development based upon a misconception that property values will decline and an increase in parking and traffic, as well as an introduction of crime to their neighborhood.

In its 2015-2023 Housing Element, Clovis identified several governmental constraints to the development, maintenance, and improvement of housing and affordable housing, as follows: Zoning Code Amendments, Lot Consolidation and Lot Splits, and Monitoring of Planning and Development Fees. Nongovernmental constraints were identified as follows: Land Costs, Construction Costs, and Availability of Financing.

Development Fees – High development fees increase the startup costs of housing construction and development, thereby making the entire project more cost prohibitive. Increased costs disincentives developers from building more housing, which creates a shortage of housing and drives up the prices of current units on the market. Consumers often pay the price of development fees through the increase in housing prices.

The City charges planning fees to process and review plans for residential projects and also charges impact fees to ensure that infrastructure and facilities are in place to serve these projects. These fees include: a single-family rezone change of \$5,500, residential site plan review of \$4,250, accessory unit construction of \$1,575 and conditional use permit of \$5,500. The City has designed their fees to recoup City costs associated with the review and approval of proposed projects. These fees may increase the cost of building affordable housing in the jurisdiction. Development impact fees are an estimated 17.7 percent of the total development costs for single family development and 19.2 percent for multifamily development.

Zoning Code Amendments- In compliance with State laws, the City will amend its Zoning Code to address the provision of a variety of housing options, especially housing for special needs groups. The zoning code can be amended to help address the deficit of 4,245 affordable units that exists in Clovis, as mentioned in MA-15. Specifically, the City will amend the Zoning Code to address the following:

Farmworker/Employee Housing: Comply the Employee Housing Act which requires farmworker housing up to 12 units or 36 beds be considered an agricultural use and permitted in any zone that permits agricultural uses, and employee housing for six or fewer employees are to be treated as a single family structure and permitted in the same manner as other dwellings of the same type in the same zone.

Reasonable Accommodation: Establish a reasonable accommodation procedure to provide flexibility in policies, rules, and regulations in order to allow persons with disabilities access to housing.

Definition of Family: Remove the definition of family in the Zoning Code, or amend the definition to ensure it does not differentiate between related and unrelated individuals, or impose a numerical limit on the number of persons in a family.

Single Room Occupancy: Amend the Zoning Code to address the provision of SRO housing. In addition, the City will review residential parking standards for studio and one-bedroom multifamily units to determine if the current requirements are a constraint to development of these unit types.

Lot Consolidation and Lot Splits- Lot splits enable the City and developers to utilize more land for housing purposes. Considering that a majority of the city is zoned for single-family residential, splitting lots will allow for multiple units on a lot that previously only allowed one. This will create more zoned land for housing and can lower the high costs of housing with great production of units and affordable units

The City's vacant sites inventory is comprised of parcels of varying sizes, from small lots of less than half acre or large lots of over 20 acres; either case presents unique challenges to residential development, especially to multifamily housing development. The City will encourage lot consolidation or lot splitting to promote the efficient use of land for residential development pursuant to the Subdivision Map Act.. Other objectives include:

- Assist interested developers/property owners in identifying opportunities for lot consolidation or lot splitting.
- Process requests for lot consolidation and lot splitting concurrent with other development reviews.

- Encourage the use of master plans/specific plans to provide a cohesive development strategy for large lots.

Monitoring of Planning- - The City charges various fees to review and process development applications. Such fees may add to the cost of housing development and similar to development fees, monitoring of planning adds additional costs that consumers end up paying. Objectives include:

- Monitor the various fees charged by the City to ensure they do not unduly constrain housing development.
- As appropriate, consider incentives such as deferred or reduced fees to facilitate affordable housing development

MA-45 Non-Housing Community Development Assets – 91.215 (f)

Introduction

Developing a thriving and diverse local economy that delivers a broad and resilient revenue base as a tool to continuously improve Clovis' quality of life and maintain Clovis' distinction as the premier community in the San Joaquin Valley is Clovis' goal. To reach that overarching goal, Clovis identified six (6) specific goals in its 2014 General Plan update, as follows:

- Goal 1: Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.
- Goal 2: A thriving local economy enriched by its connections and linkages to regional assets and to the national and global communication and transportation networks.
- Goal 3: Distinctive commercial destinations, corridors, and centers that provide a wide variety of shopping, dining, and entertainment opportunities for residents and visitors.
- Goal 4: An overnight tourism destination known throughout the western United States.
- Goal 5: A mix of land uses and types of development sufficient to support a fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life.
- Goal 6: Institutional capacity to achieve economic development goals and realize the community's vision.

Economic Development Market Analysis

Table 40 - Business Activity

| Business by Sector | Number of Workers | Share of Workers |
|--|--------------------------|-------------------------|
| | | % |
| Agriculture, forestry, fishing and hunting, and mining | 770 | 1.3 |
| Construction | 2,728 | 4.8 |
| Manufacturing | 2,947 | 5.2 |
| Wholesale trade | 1,377 | 2.4 |
| Retail trade | 5,515 | 9.9 |
| Transportation and warehousing, and utilities | 2,736 | 5.3 |
| Information | 1,163 | 2.2 |
| Finance and insurance, and real estate and rental and leasing | 2,937 | 5.7 |
| Professional, scientific, and management, and administrative and waste management services | 4,919 | 9.7 |
| Educational services, and health care and social assistance | 14,659 | 28.9 |
| Arts, entertainment, and recreation, and accommodation and food services | 4,485 | 8.8 |
| Other services, except public administration | 2,483 | 4.8 |
| Public administration | 3,961 | 7.8 |
| Total | 50,680 | 96.8 |

Data Source: 2015-2019 ACS (Workers)

Table 41 – Major Clovis Employers

| Company | Employees |
|---------------------------------------|------------------|
| Clovis Unified School District | 7,469 |
| Clovis Community Hospital | 1,923 |
| Walmart | 715 |
| City of Clovis | 674 |
| Wawona Frozen Foods | 537 |
| Alorica | 501 |
| Target | 343 |
| Anlin Industries | 324 |
| Costco | 311 |

Data Source: City of Clovis 2019-20 Annual Budget

Table 42 – Employment Rate

| | |
|---|--------|
| Total Population in the Civilian Labor Force | 50,680 |
| Civilian Employed Population 16 years and over | 50,680 |
| Unemployment Rate | 5.10 |

Data Source; 2015-2019 ACS, California Unemployment Report

Table 43 – Occupations by Sector

| Occupations by Sector | Number of People |
|--|-------------------------|
| Management, business, science, and arts occupations | 21,459 |
| Service occupations | 9,053 |
| Sales and office occupations | 11,837 |
| Natural resources, construction, and maintenance occupations | 3,451 |
| Production, transportation, and material moving occupations | 4,880 |

Data Source: 2015-2019 ACS

Table 44- Travel Time

| Travel Time | Number | Percentage |
|--------------------|---------------|-------------------|
| < 30 Minutes | 33,185 | 81% |
| 30-59 Minutes | 6,350 | 15% |
| 60 or More Minutes | 1,670 | 4% |
| Total | 41,205 | 100% |

Data Source: 2011-2015 ACS

Education:

Table 45- Educational Attainment by Employment Status

| Educational Attainment | In Labor Force | | Not in Labor Force |
|---|--------------------------|-------------------|---------------------------|
| | Civilian Employed | Unemployed | |
| Less than high school graduate | 2,580 | 395 | 2,330 |
| High school graduate (includes equivalency) | 6,265 | 890 | 2,620 |
| Some college or Associate's degree | 14,380 | 1,285 | 4,485 |
| Bachelor's degree or higher | 12,770 | 395 | 2,365 |

Data Source: 2011-2015 ACS

Table 46 - Educational Attainment by Age

| | Age | | | | |
|---------------------------------|------------------|------------------|------------------|------------------|----------------|
| | 18–24 yrs | 25–34 yrs | 35–44 yrs | 45–65 yrs | 65+ yrs |
| 9th to 12th grade, no diploma | 10% | 6% | 4% | 5% | 7.3% |
| Associate's degree | 8% | 10% | 12% | 11% | 9.6 |
| Bachelor's degree | 7% | 27% | 23% | 19% | 15.9% |
| Graduate or professional degree | 1% | 8% | 15% | 12% | 11% |

Data Source: California Education Data, 2020

Table 47 – Median Earnings in the Past 12 Months

| Educational Attainment | Median Earnings in the Past 12 Months |
|---|--|
| Less than high school graduate | 20,565 |
| High school graduate (includes equivalency) | 31,740 |
| Some college or Associate's degree | 37,513 |
| Bachelor's degree | 62,186 |
| Graduate or professional degree | 71,100 |

Data Source: 2011-2015 ACS

Describe the workforce and infrastructure needs of the business community:

Based on conversations with local business owners, the business community needs a higher level of education from the workforce, both advanced degrees and vocational technical skills. Many major businesses are in need of larger spaces as they are assessing opportunities for expansion. There is relatively little supply to accommodate this growth and the City is challenged with expanding infrastructure such as business parks.

Within Clovis, younger individuals are less likely to have an advanced degree compared to 35+ age groups. This data is to be expected given the time requirements of advanced degrees. However, rising costs of education make it increasingly more cost prohibitive, and a high need exists for advanced degrees in the City. Over 91% of the population has a bachelor’s degree, indicating a highly educated city. It remains imperative, however, to continue to attract individuals with advanced degrees to support medical, legal and other professions.

There are many scattered employment centers throughout Clovis and the surrounding region. In the 2017 American Communities Survey, it was reported that the average Clovis resident commutes 21 minutes each way and only 148 persons out of 46,962 took public transportation to work on a regular basis. Of the persons who took public transportation, the commute times were on average at least 30 minutes and surpassed one hour for a majority. This indicates a regional public transit system that may not allow persons without the means to own and/or operate a vehicle to access employment centers as easily as the general population.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

The City utilized the last of California Redevelopment Bond funds to expand a business park and demand for this park has been high and is nearly full. The businesses will be

looking for employees as they expand. With the City lacking funds to install infrastructure in additional areas the City will need to identify new sources of funding to continue job generating investments. Businesses will need more labor with vocational technical skills and advanced degrees. One major employment base in Clovis that is growing rapidly is the medical field. Highly advanced degrees are required for many of the new jobs as well as a multitude of vocational medical professionals are needed to accommodate this expansion. Ensuring that the local education system can supply this labor will be critical to ensuring business expansion in the area.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

There is a gap between current workforce and some employers need for vocational skills and advanced degrees, such as medical doctors. With a major expansion of Clovis Community Hospital and ancillary medical services this gap may be growing and medical businesses may have to relocate employees to meet their needs. The major employment sectors in Clovis include medical, education, government, and manufacturing. The most common jobs held by residents by number of employees, are Office & Administrative Support Occupations (6,148 people), Sales & Related Occupations (5,764 people), and Management Occupations (5,181 people).

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

Workforce training is conducted by a wide variety of educational partners in the region. California State University Fresno offers 4-year degrees and some advanced degrees, Clovis Community College offers vocational programs and general education to pursue a 4-year degree. Several private schools in Clovis offer vocational programs, a Juris Doctorate and a Doctorate in Pharmacy. The Fresno County Workforce Investment Board offers assistance to access many of these programs to eligible participants. The Fresno County Economic Development Commission in partnership with the County of Fresno also provides support to business to pay for specific training needs of new employees. One of the main goals of the City of Clovis is to increase incomes and thus the quality of life for its residents. Having these programs available allows for residents to increase their marketability in the labor market. This City strongly supports educational opportunities and sites it as a major part of its Economic Development Strategic Plan. The City continues to work with educational partners and connects them to businesses with workforce needs to ensure the programs are meeting an employer's needs and that the schools understand the level of demand for various programs.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

Yes

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

The City is pursuing funding from the Federal Economic Development Agency to expand a major business park, this project is in the CEDS. This project most likely will not be eligible for CDBG funding but supporting the neighborhoods that will serve as housing to this business park is critical. Also in the CEDs includes entrepreneurial activities that are being supported by CDBG funding allocations to support low-income entrepreneurs. Providing attractive neighborhoods with robust amenities at affordable prices is critical to supporting expanding businesses as they try to retain employees, in addition, offering low-income residents access to entrepreneurial programs will encourage overall economic growth for all segments of the community. This plan includes plans that will support healthy, safe and amenity laden neighborhoods that serve as housing for both large businesses and entrepreneurs.

Discussion

See discussion above.

MA-50 Needs and Market Analysis Discussion

Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

Minority concentration is defined as census tracts where the percentage of individuals of a particular racial or ethnic minority group is at least 20 percentage points higher than the city-wide average. As discussed in the Needs Assessment, housing problems disproportionately affect LMI households.

Referring to the corresponding Map in Appendix B, the darkest areas have the greatest housing problems, which are an indicator of where low-income homes are located. The Southwestern part of Clovis, which is primarily Hispanic, has a higher concentration of housing problems than the rest of the City. Roughly, 40.3%-49.24% of households in that area experience one or more housing problem(s).

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

Areas with concentrations of minority residents may have different needs, particularly in areas where recent immigrants tend to reside. HUD (2014) Choice Neighborhoods Planning Grants defines a minority concentration as a neighborhood with a Census tract or other defined geographic area in which the percentage of residents who are racial or ethnic minorities is at least 20 percentage points higher than the percentage of minority residents in the Metropolitan Statistical Area (MSA) (or jurisdiction not in an MSA) as a whole. For instance, if one racial/ethnic group represents 20 percent of the population as a whole, but 40.1 percent of a specific census tract within a jurisdiction, then a racial concentration assumes to exist. As previously mentioned, racial or ethnic groups are largely evenly distributed in the City. The exception is for the West to South West portion of the city, where Hispanic households live at a greater frequency, and the Northeast where White households represent the majority

Based on 2015-2019 ACS data, the City of Clovis' largest ethnic group is White, comprising 49.4% of the population and the second biggest is Hispanic or Latino, at 33.7% percent of the population. Census tract 31.03 is 51% Hispanic, therefore it is not officially a jurisdiction with a concentration of racial minorities, but is only 2 percentage points off. Further, the median income in this census tract is \$39,474, almost half that average median income in the City.

What are the characteristics of the market in these areas/neighborhoods?

N/A

Are there any community assets in these areas/neighborhoods?

Clovis strives to have community assets in all areas of the city. Schools, parks, recreational centers, shopping, libraries, public transportation, police and fire stations, are found throughout the city, including areas with concentrations of lower-income households. The city has a network of active and dedicated nonprofit organizations and community groups that work to address the housing and community development needs in these neighborhoods and the city at large.

Are there other strategic opportunities in any of these areas?

The City will continue to work closely with its partners-from nonprofit housing and service providers to private sector developers and other local agencies in Fresno County-to ensure services and programs are delivered in an effective and efficient manner and provide assistance to those who are most in need.

MA-60 Broadband Needs of Housing occupied by Low- and Moderate Income Households - 91.210(a)(4), 91.310(a)(2)

Describe the need for broadband wiring and connections for households, including low- and moderate-income households and neighborhoods.

The California Emerging Technology Fund (CETF), in collaboration with the state of California, conducted a survey in 2019 titled, "Internet Connectivity and the "Digital Divide" in California" to assess the rate of internet use in the state. The study found that 88% of the respondents had been connected to the internet since 2017, showing a 33% increase since 2008. The study also showed that 78% of respondents could connect to the internet at home through a computing device, and 84% also connected through their smartphones. The study also showed that 55% of respondents used the internet for shopping online, while those who worked from home were 21%. 18% communicated with their doctors online, and 13% took education or job training courses from home. There is a great need for internet connectivity at home evidenced by 58% of respondents who did not connect to the internet outside their homes.

These services are also crucial for students to aid their learning, with 43% of respondents having no access to a computing device at school. Of the 52% of respondents who are assigned these devices in school, 22% cannot take them home. In addition, 82% of guardians have access to their children's school websites, with 85% being able to contact their teachers through email. This also shows the need for internet connectivity at home to enhance the learning experience and guardians' involvement in education.

Describe the need for increased competition by having more than one broadband Internet service provider serve the jurisdiction.

Increased competition among internet providers will not only improve the quality of services through increased internet speeds and access. This will also ensure more affordable options for broadband, particularly for lower-income households. The 2019 internet connectivity survey showed that 73% of respondents were unaware of affordable internet connectivity service providers and options. This is crucial for persons who are not connected to the internet or are under-connected at home. Based on the survey, over 45% of respondents felt disadvantaged while trying to use the internet to help children with schoolwork. The same applied to 24% of respondents who were trying to gain new career skills or classes online while another 22% when they wanted to learn about/access government services, among other uses. The City of Chino is more competitive than the average US Zip Code, resulting in about 99.5%, which can get fixed-line service despite some of the disparities in the ability to connect to certain providers due to location. This shows that diversified internet service provider options can be made available for lower-income households as well in a more competitive market.

Strategic Plan

SP-05 Overview

Strategic Plan Overview

The Consolidated Plan goals described in the SP-45 Goals section represent high priority needs for the City of Clovis, and serve as the basis for the strategic actions the City will use to meet those needs. It is our goal that meeting these needs will expand and preserve the affordable housing stock in Clovis, as well as provide public facilities improvements and public services that will strengthen neighborhood revitalization. The City of Clovis Consolidated Plan preparation coincides with the development of the first-year Action Plan. The City implements all CDBG-funded projects in-house. The 5 year total funding is estimated to be \$3,700,000

Priority Goals

The CDBG programs have a stated goal to support the development of viable urban communities by funding programs that provide decent housing, suitable living environments, and expansion of economic opportunities, principally for persons of low and moderate-income. The City of Clovis intends to pursue national goals through the implementation of this Strategic Plan. Thus, the City will allocate CDBG funds for the support of community planning, development, and housing programs and activities directed toward achieving the following goals:

- I. Improve public facilities
- II. Increase access to affordable housing
- III. Provide community and supportive services
- IV. Expand economic development, including commercial revitalization, business expansion, and/or job creation.
- V. Improve code enforcement by providing area based policing as a public service to LMI neighborhoods within Clovis.

SP-10 Geographic Priorities – 91.215 (a)(1)

Geographic Area

The City will spend 100% of CDBG funds on low-moderate income populations either by geography or by limited clientele, an estimate is below.

Table 48 - Geographic Priority Areas

| Target Area | Percentage of Funds |
|----------------------------------|---------------------|
| Low- Moderate income populations | 70% |
| Limited Clientele | 30% |

General Allocation Priorities

Describe the basis for allocating investments geographically within the jurisdiction (or within the EMSA for HOPWA)

The City of Clovis will prioritize the Southwest quadrant of the City. This area is bounded by Herndon Avenue to the North, Fowler Avenue to the East, and the Clovis city limits to the South and West. The need to deem this area as a priority was determined through the City’s recent survey of Clovis residents.

SP-25 Priority Needs - 91.215(a)(2)

Table 49- Priority Needs Summary

| | | |
|---|------------------------------------|---|
| 1 | Priority Need Name | First Time Home Buyers Program |
| | Priority Level | High |
| | Population | Extremely Low & Low Income Moderate Income Large Families Families with Children Veterans Elderly |
| | Geographic Areas Affected | Citywide |
| | Associated Goals | Promote First Time Home Buyer Initiatives, First Time Home Buyer Counseling |
| | Description | Offer incentives and loan packages to income-qualifying first-time home buyers. The buyer must contribute at least a certain percent of the sale price and must purchase the house as their primary residence |
| | Basis for Relative Priority | The price of housing has outpaced income growth in the past decade, making homeownership out of reach for households with lower incomes (less than 80% of the AMI). While funding resources are very limited, Clovis will actively seek federal and state housing program funds to assist lower-income households to achieve homeownership. |

| | | |
|---|------------------------------------|---|
| 2 | Priority Need Name | Code Enforcement |
| | Priority Level | High |
| | Population | Extremely Low Income Low Income Moderate Income Large Families Families with Children Veterans Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Persons with Alcohol or Other Addictions Victims of Domestic Violence |
| | Geographic Areas Affected | Citywide |
| | Associated Goals | Enforce Existing Codes and Promote Public Safety |
| | Description | The City will provide area-based policing as a public service to LMI neighborhoods within Clovis. |
| | Basis for Relative Priority | An overarching need for all special needs groups is anti-crime and safety programs to improve general safety and well-being. The City will also continue to address community safety for all community members, including special needs groups, by supporting crime prevention efforts. Based on community input and analysis of needs for community services, the City will focus on crime prevention and awareness program for LMI neighborhoods. |
| 3 | Priority Need Name | Increase, Improve, and Preserve Affordable Housing for Families/Seniors/Veterans |
| | Priority Level | High |
| | Population | Extremely Low Income Low Income Moderate Income Large Families Families with Children Veterans Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Persons with Alcohol or Other Addictions Victims of Domestic Violence |
| | Geographic Areas Affected | Citywide |

| | | |
|---|------------------------------------|--|
| | Associated Goals | Provide Decent and Affordable Housing |
| | Description | The City will continue to take an active role in the production, preservation, and improvement of affordable housing through acquisition/rehabilitation of rental units, rehabilitation assistance to low-income homeowners, and abatement of substandard housing conditions, including addressing lead-based paint hazards. When funding is available, the City will support homeownership programs as a means of augmenting the City's affordable housing stock. |
| | Basis for Relative Priority | The provision of affordable housing for lower-income households is a key concern due to the high cost of housing in Clovis. Encouraging and facilitating the production of affordable housing allows persons of all economic segments to live in the community. |
| 4 | Priority Need Name | Job Creation/Retention |
| | Priority Level | High |
| | Population | Extremely Low Income Low Income Moderate Income Large Families Families with Children Veterans Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Persons with Alcohol or Other Addictions Victims of Domestic Violence |
| | Geographic Areas Affected | Citywide |
| | Associated Goals | Promote Economic Development and Employment Opportunities |
| | Description | The City will promote economic development and employment opportunities by supporting programs that increase jobs and stimulate economic growth and vitality in the City. |
| | Basis for Relative Priority | Job training and placement services are a critical need for the unemployed population, as are housing assistance and other social services. Upon availability of funds, the City will also support and invest resources in economic development project(s) that stimulate business growth and create jobs. Improved economic health will yield additional resources for the provision of services for the City's special needs groups, in addition to providing employment opportunities for unemployed residents. |
| 5 | Priority Need Name | Improve Public Facilities |
| | Priority Level | High |

| | | |
|---|------------------------------------|--|
| | Population | Extremely Low Income Low Income Moderate Income Veterans Families with Children Elderly Persons with Physical Disabilities |
| | Geographic Areas Affected | Citywide |
| | Associated Goals | Address Public Facilities and Infrastructure Needs |
| | Description | The City will improve neighborhoods through public facilities and infrastructure improvements. The City will help support improvements to public facilities and infrastructure in income-eligible areas. Projects include funding for construction, reconstruction, rehabilitation, or installation of water system improvements, sewer systems improvements, street and drainage improvements, neighborhood facilities, solid waste facilities, and/or parks and recreation facilities. In addition, a portion of those funds will be used for the removal of architectural barriers including curb cuts, park improvements, and improvements to public buildings to meet ADA requirements. |
| | Basis for Relative Priority | Infrastructure improvements are CDBG-eligible activities in lower-income areas. Much of the City's infrastructure, including roads and sidewalks, were built over 30 years ago and are now in need of replacement or repair. In addition, as the City is largely characterized by families with children, parks and recreational facilities are well used and in high demand. Maintenance and improvement of the City's facilities and infrastructure is thus an important need for special needs groups in the community. |
| 6 | Priority Need Name | Improve Homeless Shelters/Services and Promote Programs to Meet Homeless Needs |
| | Priority Level | High |
| | Population | Extremely Low Income and low income Moderate Income Large Families Families with Children Veterans Persons with HIV/AIDS Victims of Domestic Violence Unaccompanied Youth Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Persons with Alcohol or Other Addictions Victims of Domestic Violence |

| | | |
|---|------------------------------------|--|
| | Geographic Areas Affected | Citywide |
| | Associated Goals | Address the Needs of Homeless and Those at Risk |
| | Description | Address the needs of homeless individuals and those at risk of homelessness through allocation of CDBG funds to support local efforts to prevent and address homelessness. |
| | Basis for Relative Priority | <p>It is estimated that two to three families are on the verge of homelessness for every family in a shelter. The "at-risk" population is families and individuals living in poverty who, upon loss of employment or other emergency requiring financial reserves, would lose their housing and become homeless. Families in this situation are generally experiencing a housing cost burden, paying more than 30% of their income for housing.</p> <p>Another particularly vulnerable population is foster care youth. Upon reaching 18 years of age, foster youth lose eligibility for many public services and are often released without the skills necessary to obtain employment and a place to live. Several agencies throughout the county provide temporary housing and services to abused, neglected, abandoned, and/or runaway children. Once these children reach legal adult age, the services provided by these agencies cannot continue. It is important to ensure that these young adults do not age out of their program into a life of homelessness.</p> |
| 7 | Priority Need Name | Tenant Landlord Fair Housing Education |
| | Priority Level | Medium |
| | Population | <p>Extremely Low Income Low Income Moderate Income Large Families Families with Children Veterans Persons with HIV/AIDS Victims of Domestic Violence Unaccompanied Youth Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Persons with Alcohol or Other Addictions Victims of Domestic Violence</p> |

| | | |
|--|------------------------------------|---|
| | Geographic Areas Affected | Citywide |
| | Associated Goals | Educate Tenants of their Housing Rights |
| | Description | Help tenants and landlords comply with fair housing legal requirements in all housing transactions. |
| | Basis for Relative Priority | Tenants are often not aware of their rights, especially as it pertains to evictions and rent increases. Furthermore, California landlords are legally required to offer and maintain habitable rentals. Tenants may withhold rent, move out without notice, sue the landlord, call state or local health inspectors, or exercise the right to "repair and deduct" if a landlord fails to take care of important repairs, such as a broken heater. Educating tenants of their rights is important to keep individuals and families housed, especially in lower-income neighborhoods. |

Narrative (Optional)

Characteristics of the City’s current housing market, the severity of housing problems identified by HUD, and the information gathered in the Clovis’ Housing Element determined the basis for determining priority needs.

SP-30 Influence of Market Conditions – 91.215 (b)
Influence of Market Conditions

Table 50- Market Conditions

| Affordable Housing Type | Market Characteristics that will influence the use of funds available for housing type |
|---------------------------------------|--|
| Tenant Based Rental Assistance (TBRA) | N/A - The City of Clovis does not receive an allocation of HOME funds from HUD. Therefore, there is no funding for the TBRA activity. |
| TBRA for Non-Homeless Special Needs | N/A - The City of Clovis does not receive an allocation of HOME funds from HUD. Therefore, there is no funding for the TBRA activity. |
| New Unit Production | The majority of the City's lower- and moderate-income households experience housing cost burden. The supply of affordable housing is limited compared to the need. According to 2011-2015 CHAS data there are 200 units available to extremely low-income households (0-30% of HAMFI) but 2,845 households in Clovis that have household incomes between 0%-30% of AMI. There are 735 renter and 570 owner units available to very low-income households (30-50% of HAMFI) but 2,905 households at this income level. Based upon this data, a deficit of 4,245 affordable units exists in Clovis and a critical need to keep building new units. |
| Rehabilitation | There are approximately 38,664 housing units within the City of Clovis. Approximately 11,800 of those units were built prior to 1980, which would indicate a need for moderate rehabilitation. Of these units, approximately 29% are deemed to have a housing problem as defined by HUD. |
| Acquisition, including preservation | The City has been active in increasing and preserving the supply of affordable housing through acquisition and rehabilitation of properties. While funding resources are limited, the City has been effective in working with several nonprofit organizations and developers to produce affordable units through acquisition and rehabilitation. The City enters into these partnerships not only to preserve the supply of affordable housing in the community but also to stimulate high-quality property management and neighborhood improvement. |

SP-35 Anticipated Resources - 91.215(a)(4), 91.220(c)(1,2)
Introduction

The City anticipates that, over the next five years, CDBG allocations totaling approximately \$3,743,725 will be received.

Table 51- Anticipated Year 1 Resources

| Program | Source of Funds | Uses of Funds | Expected Amount Available Year 1 | | | | Expected Amount Available Reminder of ConPlan \$ |
|---------|------------------|--|----------------------------------|--------------------|--------------------------|-----------|--|
| | | | Annual Allocation: \$ | Program Income: \$ | Prior Year Resources: \$ | Total: \$ | |
| CDBG | public - federal | Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services | 748,745 | 0 | 0 | 748,745 | 2,958,980 |

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

There is no matching requirement for use of CDBG funds. However, the City of Clovis has committed \$1,000,000 of remnant Redevelopment Agency Funds to the Fresno Housing Authority’s Solovita Commons affordable apartment complex. These funds will be provided to the project through the City’s Affordable Housing Impact Fee Reduction Program. In addition, Clovis purchased and donated two single family lots to Habitat for Humanity Greater Fresno Area for the construction of 2 affordable housing units for low-income veterans, and has also committed a \$50,000 subsidy per unit to each homebuyer.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

As mentioned above, Clovis purchased and donated two single family lots to Habitat for Humanity Greater Fresno Area for the construction of 2 affordable housing units for low-income veterans, and has also committed a \$50,000 subsidy per unit to each homebuyer.

Discussion

Refer to the narratives above.

SP-40 Institutional Delivery Structure – 91.215(k)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Table 52- Institutional Delivery Structure

| Responsible Entity | Responsible Entity Type | Role | Geographic Area Served |
|--------------------|-------------------------|--|------------------------|
| CITY OF CLOVIS | Government | Economic Development Homelessness Non-homeless special needs Ownership Planning Rental neighborhood improvements public facilities public services | Jurisdiction |

Assess of Strengths and Gaps in the Institutional Delivery System

The City of Clovis is managed utilizing a council-manager form of government. The five-person City Council provides policy and direction to the City Manager who is responsible for administering city operations. The Council members are the leaders and policy makers elected to represent various segments of the community and to concentrate on policy issues that are responsive to citizens’ needs and wishes. The City Manager is appointed by Council to carry out policy and ensure that the entire community is being served.

The City’s Community and Economic Development Department is responsible for the overall administration and fiscal management of the CDBG program. The staff within the department works closely with other City departments and the community to develop programs and activities that improve low- and moderate-income persons and neighborhoods throughout the City of Clovis. Administration of program activities includes housing, public facility and infrastructure improvements; public and social service activities, and economic development activities. The strengths in the delivery system are due to interdepartmental communication and collaboration.

City staff from various departments works with each other, organizations and agencies that assist low-income individuals, as well as community residents to establish priorities for utilizing CDBG funding. The gaps in the delivery system are due to limited funding. The need for services far outweighs the available funding resources. As a result, even projects with a high priority may have to wait years to be funded.

Availability of services targeted to homeless persons and persons with HIV and mainstream services

Table 53 - Homeless Prevention Services Summary

| Homelessness Prevention Services | Available in the Community | Targeted to Homeless | Targeted to People with HIV |
|---|----------------------------|----------------------|-----------------------------|
| Homelessness Prevention Services | | | |
| Counseling/Advocacy | X | | |
| Legal Assistance | X | | |
| Mortgage Assistance | X | | |
| Rental Assistance | X | | |
| Utilities Assistance | X | | |
| Street Outreach Services | | | |
| Law Enforcement | X | | |
| Mobile Clinics | | | |
| Other Street Outreach Services | X | X | |
| Supportive Services | | | |
| Alcohol & Drug Abuse | X | | |
| Child Care | X | | |
| Education | X | | |
| Employment and Employment Training | X | | |
| Healthcare | X | | |
| HIV/AIDS | | | |
| Life Skills | | | |
| Mental Health Counseling | X | | |
| Transportation | X | | |
| Other | | | |
| | | | |

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth)

The City of Clovis has no dedicated homeless shelters or services. However, the City has invested funds in a transitional housing facility for victims of domestic violence. In addition, the City is an active supporter of the MAP Point at POV, and those needing homeless services within Clovis are provided an opportunity to utilize the MAP services. Operated by The Poverello Housing (a homeless shelter), MAP (Multi-Agency Access Program) is an integrated intake process that connects individuals facing housing, substance abuse, physical health and/or mental health challenges to supportive services. MAP Point at POV is a physical intake location for the community homeless population. If a family or individual needs other immediate services, they will be referred to the appropriate agency partner.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above

The strengths of utilizing this coordinated process include eliminating barriers to access, reducing the number of individuals “falling between the cracks”, and reducing duplication of services across systems.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

Using the MAP Point strategy eliminates the gaps in service delivery.

SP-45 Goals Summary – 91.215(a)(4)

Table 54 – 5 Year Goals Summary Information

| # | Goal Name | Start Year | End Year | Category | Geographic Area | Needs Addressed | Funding | Goal Outcome Indicator |
|---|--|------------|----------|--|-----------------|--|--------------------|--|
| 1 | Public Facility Improvements | 2021 | 2025 | Non-Housing Community Development | Citywide | Address Public Facilities/Infrastructure Needs | CDBG: \$1,500,000 | Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit:5,300 Persons Assisted |
| 2 | Preservation of Affordable Housing Units | 2021 | 2025 | Affordable Housing | Citywide | Increase, Improve, and Preserve Affordable Housing | CDBG: \$683,421.25 | Homeowner Housing Rehabilitated: 125 Household Housing Unit |
| 3 | Job creation for low-income individuals | 2021 | 2025 | Non-Housing Community Development | Citywide | Promote Economic Development and Employment | CDBG: \$250,000 | Jobs created/retained: 50 Jobs |
| 4 | Create a suitable living environment | 2021 | 2025 | Non-Housing Community Development | Citywide | Safety | CDBG: \$561,558.75 | Housing Code Enforcement/Foreclosed Property Care: 125,000 individuals |
| 5 | CDBG administration | 2021 | 2025 | Affordable Housing Homeless Non-Homeless Special Needs Non-Housing Community Development | Citywide | Provide for Necessary Planning and Administration | CDBG: \$748,745 | Not Applicable |

Goal Descriptions

| | | |
|----------|-------------------------|--|
| 1 | Goal Name | Public Facility Improvements |
| | Goal Description | The City of Clovis intends to utilize approximately \$1,500,000 in CDBG funds for the purpose of acquisition, construction, reconstruction, rehabilitation, or installation of water system improvements, sewer systems improvements, street and drainage improvements, neighborhood facilities, solid waste facilities, and/or parks and recreation facilities. In addition, a portion of those funds will be used for the removal of architectural barriers including curb cuts, park improvements, and improvements to public buildings to meet ADA requirements. |
| 2 | Goal Name | Preservation of Affordable Housing Units |
| | Goal Description | The City of Clovis intends to utilize approximately \$683,421.25 in CDBG funds for the purpose of providing rehabilitation services to LMI owner-occupied units. |
| 3 | Goal Name | Job creation for low-income individuals |
| | Goal Description | The City of Clovis intends to utilize approximately \$250,000 in CDBG funds for the purpose of economic development. The funds will be used to promote commercial revitalization, business expansion, and/or job creation. |
| 4 | Goal Name | Create a suitable living environment |
| | Goal Description | The City of Clovis intends to utilize approximately \$561,558.75 in CDBG funds for the purpose of providing code enforcement as a public service to LMI neighborhoods within Clovis. |
| 5 | Goal Name | CDBG administration |
| | Goal Description | The City will continue to administer the CDBG program in compliance with program regulations and requirements. To ensure the effective use of limited CDBG funds, the City must allocate funding towards planning and monitoring of the related projects. |

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

The City of Clovis does not receive an allocation of HOME funds from HUD. It is estimated that Clovis will provide affordable housing services to approximately 170 LMI households through the use of CDBG funds during the Consolidated Plan period.

SP-50 Public Housing Accessibility and Involvement – 91.215(c)

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement)

The City of Clovis does not own or operate public housing facilities.

Activities to Increase Resident Involvements

The City of Clovis does not own or operate public housing facilities.

Is the public housing agency designated as troubled under 24 CFR part 902?

No, the Fresno Housing Authority is not designated as troubled under 24 CFR part 902.

Plan to remove the ‘troubled’ designation

The Fresno Housing Authority is not designated as ‘troubled’.

SP-55 Barriers to affordable housing – 91.215(h)

Barriers to Affordable Housing

As mentioned in MA-40, Clovis faces barriers to affordable housing that are common across housing markets, including decreasing supply of developable land, which increases the cost of acquisition and development of the land. Another common barrier is negative reaction from neighbors regarding affordable housing development based upon a misconception that property values will decline and an increase in parking and traffic.

In its 2015-2023 Housing Element, Clovis identified several governmental constraints to the development, maintenance, and improvement of housing and affordable housing, as follows: Zoning Code Amendments, Lot Consolidation and Lot Splits, and Monitoring of Planning and Development Fees. Nongovernmental constraints were identified as follows: Land Costs, Construction Costs, and Availability of Financing.

Strategy to Remove or Ameliorate the Barriers to Affordable Housing

In compliance with State laws, the City has amended its Zoning Code to address the provision of a variety of housing options, especially housing for special needs groups. Specifically, the City has amended the Zoning Code to address the following: Farmworker/Employee Housing, Reasonable Accommodation, Definition of Family, and Single Room Occupancy. Regarding lot consolidation and splits, the City will encourage it to developers to promote the efficient use of land for residential development, pursuant to the Subdivision Map Act. Relative to Planning and Development Fees, the City will continue to monitor the various fees to ensure they do not unduly constrain a housing

development. In addition, the City will consider incentives such as deferred or reduced fees to facilitate affordable housing development, as appropriate.

SP-60 Homelessness Strategy – 91.215(d)

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

City of Clovis staff conducts a Point-In-Time Count in Clovis on an annual basis. During each survey completed, each individual is asked a long range of questions regarding their individual circumstances and needs. This first-hand information is critical in determining what can be done to assist those experiencing homelessness in Clovis. In addition, City staff work closely with the Clovis Police Department to coordinate access to services for those identified as homeless.

Addressing the emergency and transitional housing needs of homeless persons

Currently, the City does not have a homeless shelter. The City does have an emergency shelter for victims of domestic violence called the Marjaree Mason Center. The City of Clovis recently amended their Development Code to allow emergency shelters and transitional housing, by-right, in any area that allows residential development.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

The City of Clovis does not receive an allocation of ESG funds from HUD. However, Clovis is supportive of the MAP Point at POV which was discussed earlier in this document.

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs

Again, the City of Clovis does not receive an allocation of ESG funds from HUD. When requests are received from those on the verge of homelessness, we refer them to Fresno County as the ESG recipient covering this jurisdiction.

SP-65 Lead based paint Hazards – 91.215(i)

Actions to address LBP hazards and increase access to housing without LBP hazards

The County of Fresno's Environmental Health Department has a Childhood Lead Poisoning Prevention Program that investigates cases of lead poisoning when blood testing reveals that a child living in Fresno County (including the City of Clovis) has an elevated level of lead in their blood. Specially trained and certified Environmental Health staff conducts lead-based paint inspections and/or risk assessments in the child's home to determine the sources of lead (e.g. contaminated soil, lead dust, chipping lead paint, etc.). Once the hazards are identified, they can be abated. The City of Clovis will continue to support Fresno County's Environmental Health Department's efforts.

How are the actions listed above related to the extent of lead poisoning and hazards?

There are 11,815 housing units, according to the 2015-2019 ACS data, that were built prior to 1980 in the City of Clovis. The use of lead-based paint was banned nationwide in 1978, so it is estimated that slightly less than 11,000 units of the City's 348,664 units could have lead-based paint. As units have been repaired, rehabilitated or replaced since 1978, only non-lead-based paint has been used.

How are the actions listed above integrated into housing policies and procedures?

The City of Clovis through its building permits process requires all those completing rehabilitations, no matter the funding source, to adhere to nationally-recognized lead-safe work practices for homes built before 1978. In addition, the City requires that those completing the rehabilitation work notify the occupants of potential lead presence/contamination.

SP-70 Anti-Poverty Strategy – 91.215(j)

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

As stated in the Market Analysis, Clovis has a plan for developing a thriving and diverse local economy that delivers a broad and resilient revenue base as a tool to continuously improve Clovis' quality of life by identifying six (6) specific goals in its 2014 General Plan update, as follows:

- Goal 1: Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.
- Goal 2: A thriving local economy enriched by its connections and linkages to regional assets and to the national and global communication and transportation networks.
- Goal 3: Distinctive commercial destinations, corridors, and centers that provide a wide variety of shopping, dining, and entertainment opportunities for residents and visitors.
- Goal 4: An overnight tourism destination known throughout the western United States.

In addition, Clovis will work closely with economic development partners such as The Economic Development Corporation serving Fresno County, the Fresno County Department of Employment, the Clovis Chamber of Commerce, and the Convention and Visitors Bureau towards the goal of ensuring equal opportunity to education and quality of life for every resident regardless of their race, religion, or socio-economic status.

SP-80 Monitoring – 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The City of Clovis has established a monitoring system to ensure that federal regulations, local policies and program guidelines are met. City staff is trained to determine that the national objective, activity eligibility and appropriate regulatory requirements are met; and to ensure that all projects funded with CDBG funds are consistent with the approved Consolidated Plan. In addition, City staff conducts site visits and interim/final inspections for all CDBG projects.

Clovis staff will ensure that all programs are evaluated and monitored regularly, and that performance is assessed and reported. Clovis' monitoring program consists of a report on implementation and progress of the Community and Economic Development programs provided to City Council on an annual basis. The report will include a quantification of progress in meeting the needs of each program. The monitoring process will include: 1) Providing a monitoring program and report annually to the City Council on the implementation/progress of programs; and 2) Requiring appropriate deed restrictions to ensure continued affordability for low- to moderate housing constructed or rehabilitated with the assistance of any public funds as may be legally required by the use of such funds.

It is the policy of the City of Clovis to ensure that MBEs, as defined in 24 CFR Part 85, have an equal opportunity to receive and participate in CDBG-assisted contracts. In addition, the City conducts outreach to local MBE firms to encourage participation.

2021-2022 Annual Action Plan

Expected Resources

AP-15 Expected Resources – 91.220(c)(1,2)

Introduction

The City anticipates that, over the next five years, CDBG allocations totaling approximately \$3,743,725 will be received.

Table 1- Anticipated Year 1 Resources

| Program | Source of Funds | Uses of Funds | Expected Amount Available Year 1 | | | | Expected Amount Available Reminder of ConPlan \$ |
|-------------|------------------|--|----------------------------------|--------------------|--------------------------|-----------|--|
| | | | Annual Allocation: \$ | Program Income: \$ | Prior Year Resources: \$ | Total: \$ | |
| CDBG | public - federal | Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services | 748,745 | 0 | 0 | 748,745 | 2,958,980 |

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

There is no matching requirement for use of CDBG funds. However, the City of Clovis intends to utilize approximately \$1,300,000 in remnant redevelopment funds for the creation of 135 affordable units including 60 supportive housing units. Funds are being pursued to create further units as evidenced by recent awards of state funds for housing rehabilitation and down-payment assistance. Totaling \$6,000,000.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan. If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan.

The City does not own any property that can be used to address needs in the plan.

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Table 2 Goals Summary Information

| # | Goal Name | Start Year | End Year | Category | Geographic Area | Needs Addressed | Funding | Goal Outcome Indicator |
|---|--|------------|----------|---|-----------------|--|--------------------|--|
| 1 | Public Facility Improvements | 2021 | 2022 | Non-Housing Community Development | Citywide | Address Public Facilities/Infrastructure Needs | CDBG: \$300,000 | Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit:1,060 Persons Assisted |
| 2 | Preservation of Affordable Housing Units | 2021 | 2022 | Affordable Housing | Citywide | Increase, Improve, and Preserve Affordable Housing | CDBG: \$136,684.25 | Homeowner Housing Rehabilitated: 25 Household Housing Unit |
| 3 | Job creation for low-income individuals | 2021 | 2022 | Non-Housing Community Development | Citywide | Promote Economic Development and Employment | CDBG: \$50,000 | Jobs created/retained: 10 Jobs |
| 4 | Create a suitable living environment | 2021 | 2022 | Non-Housing Community Development | Citywide | Safety | CDBG: \$112,311.75 | Housing Code Enforcement/Foreclosed Property Care: 25,000 individuals . |
| 5 | CDBG administration | 2021 | 2022 | Affordable Housing Homeless Non-Homeless Special Needs Non-Housing Community Development | Citywide | Provide for Necessary Planning and Administration | CDBG: \$149,749 | Not Applicable |

Goal Descriptions

| | | |
|----------|-------------------------|--|
| 1 | Goal Name | Public Facility Improvements |
| | Goal Description | The City of Clovis intends to utilize approximately \$300,000 in CDBG funds for the purpose of acquisition, construction, reconstruction, rehabilitation, or installation of water system improvements, sewer systems improvements, street and drainage improvements, neighborhood facilities, solid waste facilities, and/or parks and recreation facilities. In addition, a portion of those funds will be used for the removal of architectural barriers including curb cuts, park improvements, and improvements to public buildings to meet ADA requirements. |
| 2 | Goal Name | Preservation of Affordable Housing Units |
| | Goal Description | The City of Clovis intends to utilize approximately \$136,684.25 in CDBG funds for the purpose of providing rehabilitation services to LMI owner-occupied units. |
| 3 | Goal Name | Job creation for low-income individuals |
| | Goal Description | The City of Clovis intends to utilize approximately \$50,000 in CDBG funds for the purpose of economic development. The funds will be used to promote commercial revitalization, business expansion, and/or job creation. |
| 4 | Goal Name | Create a suitable living environment |
| | Goal Description | The City of Clovis intends to utilize approximately \$112,311.75 in CDBG funds for the purpose of providing code enforcement as a public service to LMI neighborhoods within Clovis. |
| 5 | Goal Name | CDBG administration |
| | Goal Description | The City will continue to administer the CDBG program in compliance with program regulations and requirements. To ensure the effective use of limited CDBG funds, the City must allocate funding towards planning and monitoring of the related projects. |

Projects

AP-35 Projects – 91.220(d)

Introduction

The Consolidated Plan goals described in the SP-45 Goals section represent high priority needs for the City of Clovis, and serve as the basis for the strategic actions the City will use to meet those needs. It is our goal that meeting these needs will expand and preserve the affordable housing stock in Clovis, as well as provide public facilities improvements and public services that will strengthen neighborhood revitalization. The City of Clovis Consolidated Plan preparation coincides with the development of the first-year Action Plan. The City implements all CDBG-funded projects in-house.

Projects

| # | Project Name | Funding |
|---|---|--------------|
| 1 | Housing Rehabilitation Grants | \$136,684.25 |
| 2 | Dennis/Mitchell & Beverly Scott/San Jose Alley Reconstruction | \$300,000 |
| 3 | Microenterprise- Commercial Kitchen Business Start-Ups | \$50,000 |
| 4 | Area Based Policing | \$112,311.75 |
| 5 | Administration | \$149,749 |

Table 3 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The projects have been selected based on internal consultation with city agencies, the emerging needs from the assessments made in the needs assessment section of the 2021=2025 consolidated plan as well as public consultations through the annual City of Clovis development survey. These priorities have been selected based on the most pressing needs of the City.

AP-38 Project Summary

Table 4 - Project Summary Information

| | | |
|----------|------------------------|--|
| 1 | Project Name | Administration |
| | Target Area | City Wide |
| | Goals Supported | CDBG administration |
| | Needs Addressed | Provide administration of programs that serve low-income households in Clovis with improved housing, infrastructure, neighborhood services and job creation. |
| | Funding | CDBG: \$149,749 |
| | Description | Funds will be used to provide CDBG Program Administration. |

| | | |
|----------|--|---|
| | Target Date | 6/30/2022 |
| | Estimate the number and type of families that will benefit from the proposed activities | Not Applicable |
| | Location Description | Citywide |
| | Planned Activities | Grant management/oversight/operations |
| 2 | Project Name | Housing Rehabilitation Grants |
| | Target Area | Citywide |
| | Goals Supported | Preservation of Affordable Housing Units |
| | Needs Addressed | Substandard Housing |
| | Funding | CDBG: \$136,684.25 |
| | Description | Provide grants to low-income households to conduct repairs that address health and safety deficiencies in their homes with a grant. |
| | Target Date | 6/30/2022 |
| | Estimate the number and type of families that will benefit from the proposed activities | 25 households |
| | Location Description | Low-income Households in the City of Clovis |
| | Planned Activities | Provide 25 grants for health and safety repairs |
| 4 | Project Name | Dennis/Mitchell & Beverly Scott/San Jose Alley Reconstruction |
| | Target Area | Dennis/Mitchell & Beverly Scott/San Jose Alley |
| | Goals Supported | Provide adequate infrastructure |
| | Needs Addressed | Non-Housing Community Development |
| | Funding | CDBG: \$300,000 |
| | Description | Reconstruct the Dennis/Mitchell & Beverly Scott/San Jose Alleys |
| | Target Date | 6/30/2022 |
| | Estimate the number and type of families that will benefit from the proposed activities | Will serve 1,060 persons in a low-income census tract |
| | Location Description | Dennis/Mitchell & Beverly Scott/San Jose Alleys in a low-income census tract |

| | | |
|---|--|--|
| | Planned Activities | Reconstruct the Dennis/Mitchell & Beverly Scott/San Jose Alleys |
| 5 | Project Name | Microenterprise- Commercial Kitchen Business Start-Ups |
| | Target Area | City of Clovis |
| | Goals Supported | Job creation for low-income individuals |
| | Needs Addressed | Job creation |
| | Funding | CDBG: \$50,000 |
| | Description | Provide grants to provide space and training for low-income entrepreneurs. |
| | Target Date | 6/30/2022 |
| | Estimate the number and type of families that will benefit from the proposed activities | Creation of at least 10 jobs for low-income entrepreneurs |
| | Location Description | Clovis Culinary Center- NE Corner of Ashlan/Willow Avenues |
| | Planned Activities | Provide grants to provide space and training for low-income entrepreneurs. |
| 6 | Project Name | Area Based Policing |
| | Target Area | City of Clovis low-income census tracts |
| | Goals Supported | Create suitable living environment |
| | Needs Addressed | Address neighborhood blight issues |
| | Funding | CDBG: \$112,311.75 |
| | Description | Provide funding for additional policing of low income census tracts to address neighborhood blight issues and connect residents to resources. |
| | Target Date | 6/30/2022 |
| | Estimate the number and type of families that will benefit from the proposed activities | 25,000 residents that reside in low income census tracts in the City of Clovis |
| | Location Description | City of Clovis Low-Income Census Tracts |
| | Planned Activities | Provide funding for Community Service Officer to work solely in low income census tracts to address neighborhood blight issues and connect residents to resources. |

AP-50 Geographic Distribution – 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

The City will spend 100% of CDBG funds on low-moderate income populations either by geography or by limited clientele, an estimate is below.

Table 5 - Geographic Distribution

| Target Area | Percentage of Funds |
|----------------------------------|----------------------------|
| Low- Moderate income populations | 70% |
| Limited Clientele | 30% |

Rationale for the priorities for allocating investments geographically

CDBG investments will be made in Census Tracts where at least 51% of the residents are low- to moderate-income. By in large the majority of low to moderate income census tracts are in the south and western portions of the City of Clovis. The City of Clovis is concentrating efforts to keep these neighborhoods healthy and strong as they provide critical housing, jobs, and services for existing low-to moderate income residents. Investing in this area creates opportunities for residents with access to improved infrastructure and services. The City also works to serve all low to moderate income households with city-wide programs including housing rehabilitation, down payment assistance programs, senior services, and recreational opportunities.

Discussion

In reference to the conclusions in MA-30 and MA-50 in the consolidated plan, the map that identifies the LMI Census Tracts in Clovis is attached in Appendix A. The City will support CDBG eligible census tracts as needs arise and evolve for these areas.

Affordable Housing

AP-55 Affordable Housing – 91.220(g)

Introduction

Clovis’ first public housing authority project, Solvita Commons is expected to be complete in the summer of 2021. The project will provide 59 subsidized units affordable to households earning less than 60% of area median income. In addition, Butterfly Gardens, a 75-unit supportive housing project targeting disable individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer. The City works closely with the Fresno Housing Authority to provide Section 8 vouchers to Clovis residents. As population demographics continue to change and need continues to rise, Clovis will explore further partnerships with the housing authority and private developers to develop additional affordable housing projects in Clovis.

| Table 6 - One Year Goals for the Number of Households to be Supported | |
|--|----|
| Homeless | 0 |
| Non-Homeless | 25 |
| Special-Needs | 0 |
| Total | 25 |

| Table 7 - One Year Goals for the Number of Households Supported Through | |
|--|----|
| Rental Assistance | 0 |
| The Production of New Units | 0 |
| Rehab of Existing Units | 25 |
| Acquisition of Existing Units | 0 |
| Total | 25 |

Discussion

See Narratives above

AP-60 Public Housing – 91.220(h)

Introduction

The City of Clovis does not currently own or manage public housing.

Actions planned during the next year to address the needs to public housing

Clovis' first public housing authority project, Solvita Commons is expected to be complete in the summer of 2021. The project will provide 59 subsidized units affordable to households earning less than 60% of area median income.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The City of Clovis recently received \$1,000,000 from the State of California for a first-time homebuyer program. The program will be advertised throughout the City. Also, the City was awarded an additional \$5,000,000 in CalHome grant funds for the rehabilitation of low-income owner-occupied homes in Clovis.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

The Fresno Housing Authority is not considered to be troubled.

Discussion

Please refer to the narrative above.

AP-65 Homeless and Other Special Needs Activities – 91.220(i)

Introduction

The City of Clovis does not receive funding specifically to assist the homeless population. The City of Clovis is an active member of the Fresno Madera Continuum of Care (FMCoC), which is the organization that acts as the regional planning body to address homelessness in the region. This collaborative group addresses homeless issues including chronic homelessness, homelessness prevention, and discharge coordination policies on the region-wide basis of Fresno and Madera Counties, which includes the City of Clovis. Through active membership, the City of Clovis supports the FMCoC's plan to achieve net zero for chronic homelessness by 2017. Based upon the consultation process, the City has recognized a need for shelters for other at-risk populations such as youth and veterans, and will pursue projects to serve these populations. Clovis shares tax revenue with Fresno County that helps support programs such as the Marjaree Mason Center, which reports servicing over 300 battered women from the Clovis area per year. In addition, the tax revenue supports the EOC Sanctuary Youth Center that reports sheltering over 200 homeless youths ages 11-17 annually.

The June 2020, the Fresno-Madera Continuum of Care (FMCoC) released the Point-in-Time Count, the annual count of the region's sheltered and unsheltered homeless individuals and families. Despite the FMCoC's efforts to expand its housing and services, the overall count of the number of persons experiencing homelessness increased significantly compared to the 2019 PIT Count. At 3,641 homeless individuals, this year's report represents an increase of 45% or 1,133 homeless individuals in comparison to the 2019 count of 2,508.

Much of the increase in the total 2020 PIT Count is driven by an increase in the population of the FMCoC's emergency shelters. In 2019, the sheltered population count was 439 and in 2020, it was 588. This was achieved by increasing the number of emergency shelter beds in 2019, thus bringing people off the streets allowing the rehousing process to begin.

Although the total count of people experiencing homelessness has increased, many people during the past year have exited homelessness through FMCoC programs to permanent housing. During the 2019 calendar year, FMCoC successfully helped 1,284 people exit to permanent housing. This includes 75% of the people who were served by the FMCoC's Permanent Supportive Housing (PSH), Rapid Rehousing (RRH), and Transitional Housing (TH) programs.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City of Clovis has begun construction on its first dedicated homeless housing facility, Butterfly Gardens. It is a 75-unit supportive housing project targeting disabled individuals

and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer.

In Addition, the City is an active supporter of the MAP Point at POV, and those needing homeless services within Clovis are provided an opportunity to utilize the MAP services. Operated by The Poverello Housing (a homeless shelter), MAP (Multi-Agency Access Program) is an integrated intake process that connects individuals facing housing, substance abuse, physical health and/or mental health challenges to supportive services. MAP Point at POV is a physical intake location for the community homeless population.

Addressing the emergency shelter and transitional housing needs of homeless persons

The City of Clovis amended their Development Code to allow emergency shelters and transitional housing, by-right, in any area that allows residential development. The first project to come to fruition is Butterfly Gardens as describe above.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The City of Clovis has begun construction on its first dedicated homeless housing facility, Butterfly Gardens. It is a 75-unit supportive housing project targeting disabled individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer.

In addition, the City is an active supporter of the MAP Point at POV, and those needing homeless services within Clovis are provided an opportunity to utilize the MAP services. Operated by The Poverello Housing (a homeless shelter), MAP (Multi-Agency Access Program) is an integrated intake process that connects individuals facing housing, substance abuse, physical health and/or mental health challenges to supportive services. MAP Point at POV is a physical intake location for the community homeless population.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address

housing, health, social services, employment, education, or youth needs

The City of Clovis has begun construction on its first dedicated homeless housing facility, Butterfly Gardens. It is a 75-unit supportive housing project targeting disabled individuals and at-risk homeless individuals began construction in May of 2021. This project is in partnership with the County of Fresno Behavioral Health Department and a private not-for-profit developer.

In addition, Clovis residents have access to many facilities within Fresno County. In the neighboring City of Fresno, there are 236 licensed community care facilities with a total of 4,386 supportive housing beds available for persons with health-related conditions, including: Fresno County has 120 licensed care facilities with 753 beds. The majority of these facilities are located in the city of Fresno. However, there are also 11 facilities in Clovis, four in Reedley, three in Sanger, two in Selma, and one in Parlier.

- Adult Residential Facilities are facilities of any capacity that provide 24-hour non-medical care for adults ages 18-59, who are unable to provide for their own daily needs. Adults may be physically handicapped, developmentally disabled, and/or mentally disabled.
- Residential Care Facilities for the Elderly provide care, supervision and assistance with activities of daily living, such as bathing and grooming. They may also provide incidental medical services under special care plans. The facilities provide services to person 60 years of age and over, and persons under 60 with comparable needs. These facilities can also be known as assisted living facilities, nursing homes, and board and care homes.
- Social Rehabilitation Facilities are facilities that provide 24-hour non-medical care and supervision in a group setting to adults recovering from mental illnesses who temporarily need assistance.

Discussion

The City of Clovis in partnership with the County of Fresno and a private developer recently broke ground on a 75 unit supportive housing project. The facility will house homeless, or at –risk of homelessness, individuals with mental health or disabilities. The City provide a grant to the project and coordinated land use approvals and supported funding applications. Full supportive services will be made available to the occupants. The project is expected to be complete in 2022.

The City of Clovis grant funds to a 60 unit multi-family project. The project is 100% deed-restricted affordable. The project will be open in July of 2021. It was developed in partnership with the Fresno Housing Authority. The City provided land use support, application for funding support, and the grant of funds to make the project possible.

The City was recently awarded \$5,000,000 in funds from the State of California CalHome program. These funds are focused on owner-occupied rehabilitation including mobile home replacements which house extremely low-income seniors who are at high risk of homelessness. In addition a small portion the funds will be used for down-payment

assistance.

The City will be implementing an award of \$1,000,000 in State of California HOME funds for a down-payment assistance in the fall of 2021.

The City is applying for the State of California Local Permanent Local Housing Allocation. This will provide just over \$2 million over 5 years for a variety of affordable housing efforts. The initial plan is to support multi-family and/or supportive housing projects with residual receipt loans to leverage state and federal tax credit programs.

AP-75 Barriers to affordable housing – 91.220(j)

Introduction:

Clovis faces barriers to affordable housing that are common across housing markets, including decreasing supply of developable land, which increases the cost of acquisition and development of the land. Another common barrier is negative reaction from neighbors regarding affordable housing development based upon a misconception that property values will decline and an increase in parking and traffic.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

In its 2015-2023 Housing Element, Clovis identified several governmental constraints to the development, maintenance, and improvement of housing and affordable housing, as follows: Zoning Code Amendments, Lot Consolidation and Lot Splits, and Monitoring of Planning and Development Fees. Nongovernmental constraints were identified as follows: Land Costs, Construction Costs, and Availability of Financing.

Discussion:

Please see discussion above.

Program Specific Requirements

AP-90 Program Specific Requirements – 91.220(I)(1,2,4)

Introduction:

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(I)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

| | |
|--|----------|
| 1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed | 0 |
| 2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan. | 0 |
| 3. The amount of surplus funds from urban renewal settlements | 0 |
| 4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan | 0 |
| 5. The amount of income from float-funded activities | 0 |
| Total Program Income: | 0 |

Other CDBG Requirements

| | |
|---|---------|
| 1. The amount of urgent need activities | 0 |
| 2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan. | 100.00% |

Discussion:

100% of the CDBG funds used during the 2021-2022 program year will be for the benefit of LMI persons.

APPENDIX A
COMMUNITY ENGAGEMENT FOR THE
CONSOLIDATED PLANNING PROCESS
Individuals/Agencies/Nonprofits from who the City sought consultation

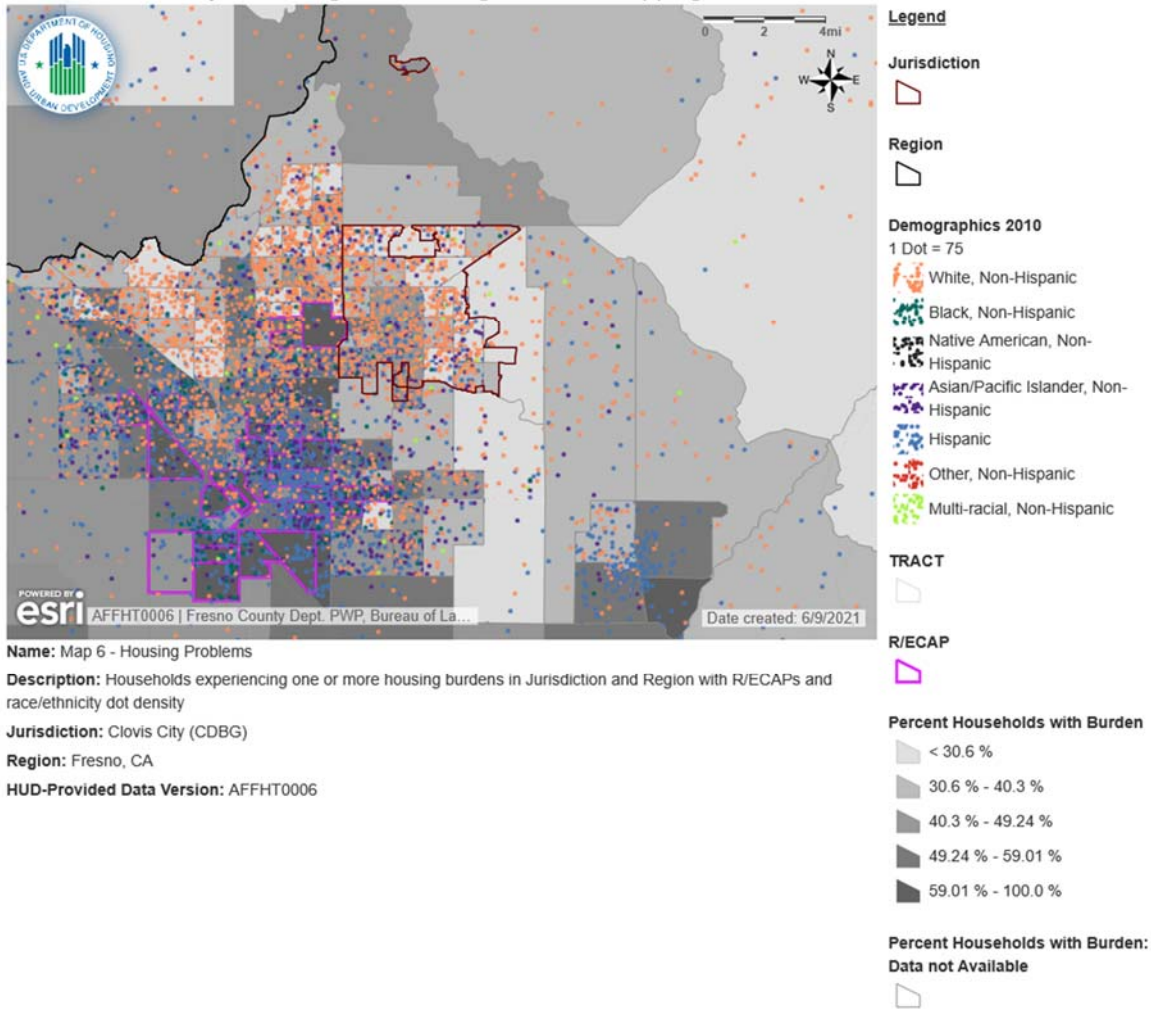
| | | |
|--|---------------------------------------|------------------------|
| <u>Seniors</u> | | |
| | <u>COMPLETE</u> | <u>Left msg</u> |
| Clovis Senior Center | Amy Hance | 324-2769 |
| Clovis Convalescent Hospital | | 299-2591 |
| Hotchkiss Terrace Apartments | | 299-2263 |
| Magnolia Crossing | Michael Sigala | 266-6222 |
| Fresno Madera Area Agency on Aging | | 214-0299 <u>1/14</u> |
| <u>Youth</u> | | |
| Clovis Unified School District | Aprille Meza <u>✓</u> | 327-9220 |
| Fresno EOC | Misty Gattie-Blanco <u>✓</u> | 263-1344 |
| Clovis Recreation | Brian Hines | 324-2776 |
| Fresno County Child Welfare | | 600-6400 |
| Fresno County Boys and Girls Club (Clovis) | | 292-2036 <u>✓ 1/14</u> |
| Clovis Youth Services | George Rodriguez | 324-2534 |
| Clovis school in LMI census tract | | |
| Valley Teen Ranch | Andrea Evans <u>✓</u> | 437-1144 |
| <u>Non-Homeless Special Needs</u> | | |
| Break the Chains | Debra Rush <u>✓</u> | 492-1566 |
| Elder Abuse Services, Inc. | Chia Thao <u>✓</u> | 429-8620 |
| Exceptional Parents Unlimited | | 229-2000 |
| Fresno County Human Services AIDS Program | | 600-6404 |
| Central Valley Regional Center | Cleora Ditommaso | 276-4320 |
| Fresno County DSS | Laura Moreno <u>✓</u> | 600-2335 |
| Fresno County DBH | Susan Holt <u>✓</u> | 600-9058 |
| Valley Center for the Blind | | 222-4447 |
| <u>Economic Development</u> | | |
| Clovis Chamber of Commerce | <u>Greg @ Clovis chamber.com</u> | 299-7363 |
| Clovis BOOT | Carol | 298-5774 |
| Hispanic Chamber of Commerce | Leo Nolasco? | 250-9167 |
| Fresno State OCED | Eduardo Gonzalez | 278-0542 |
| Fresno Metro Black Chamber of Commerce | | 441-7929 |
| Clovis Economic Development Department | <u>✓ Andy Hausler + shawn - email</u> | 324-2095 |
| Workforce Connection | | 230-3600 |
| <u>Faith-Based</u> | | |
| The Well Community Church – Clovis Campus | Mike Cirricione <u>✓</u> | 326-5100 <u>1/13</u> |
| Clovis Seventh Day Adventist | David Dean | 291-9121 <u>1/13</u> |
| Clovis Hills Community Church | Shawn Beaty | 297-2600 <u>1/13</u> |
| Copper Springs Church | Rod Wiltrout <u>✓</u> | 299-6814 <u>1/13</u> |
| Our Lady of Perpetual Help Church | Robert Borges | 299-4270 <u>1/13</u> |
| Salvation Army | | 298-6797 <u>1/13</u> |
| <u>Homeless</u> | | |
| Fresno Madera Continuum of Care | <u>emailed</u> | |
| Homeless Individuals | | |

General

| | | |
|--|------------------|----------|
| Clovis Police Department | Curt Fleming | 324-3437 |
| Clovis PDS | Renee Mathis | 324-2351 |
| Clovis Public Utilities | Scott Redelfs | 324-2648 |
| Clovis ADA Coordinator | John Holt | 324-2072 |
| Clovis Transit | Bethany Berube | 324-2771 |
| Clovis Fire Department | John Binaski | 324-2260 |
| Centro La Familia | Margarita Rocha | 237-2961 |
| Fresno Center for New Americans | Pao Yang | 255-8395 |
| Fresno County Public Health Department | | 600-3200 |
| Fresno County Housing Authority | Michael Duarte ✓ | 457-4157 |
| Sunnyside Place Homeowners Association | Jody Deaton | 392-5409 |
| Fair Housing Council of Central California | MJ Borelli ✓ | 244-2950 |
| Fresno County Public Works and Planning | Steve White | 600-4292 |

Appendix B

HUD Affirmatively Furthering Fair Housing Data and Mapping Tool



Name: Map 6 - Housing Problems

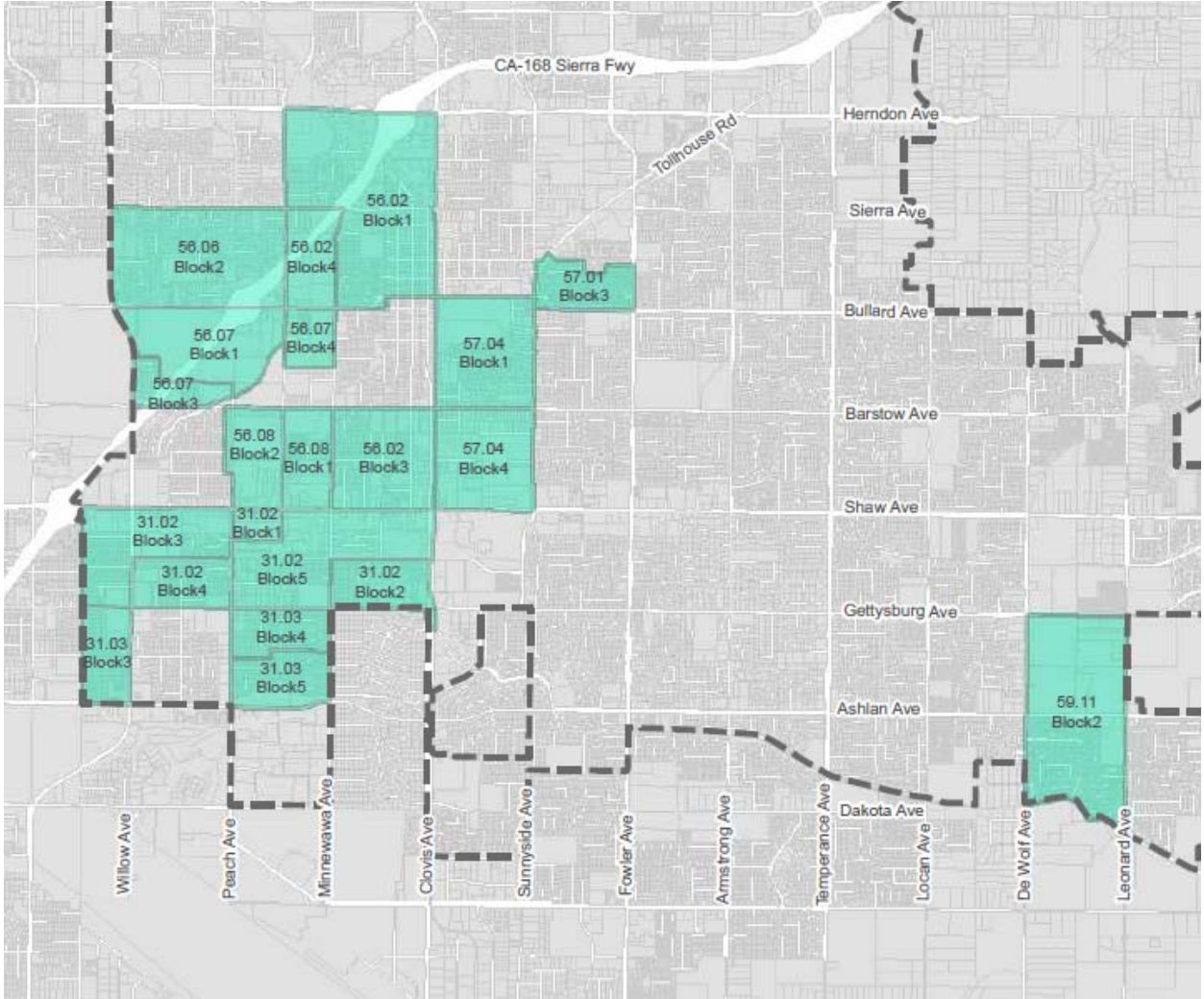
Description: Households experiencing one or more housing burdens in Jurisdiction and Region with R/ECAPs and race/ethnicity dot density

Jurisdiction: Clovis City (CDBG)

Region: Fresno, CA

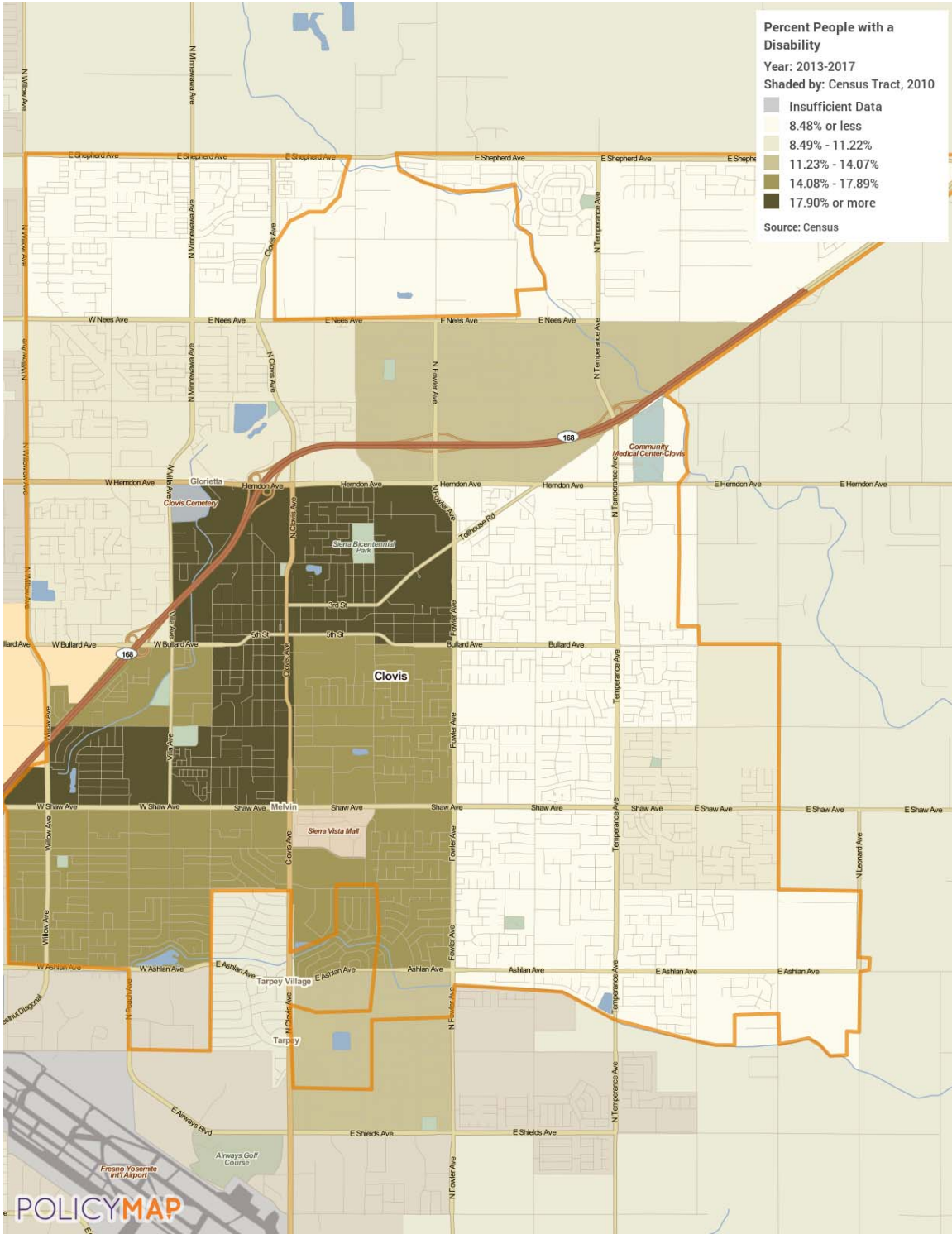
HUD-Provided Data Version: AFFHT0006

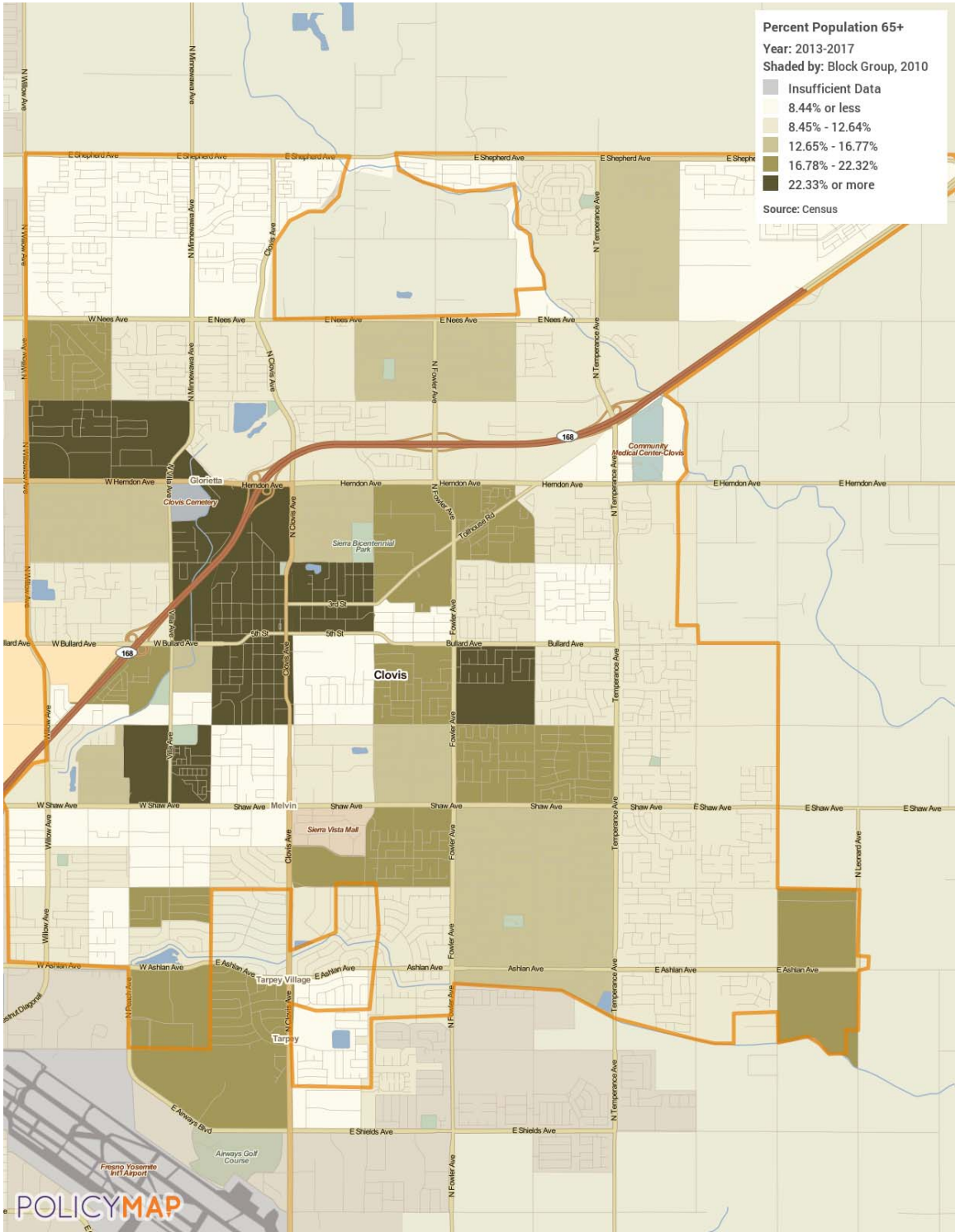
Appendix C Eligible CDBG Areas

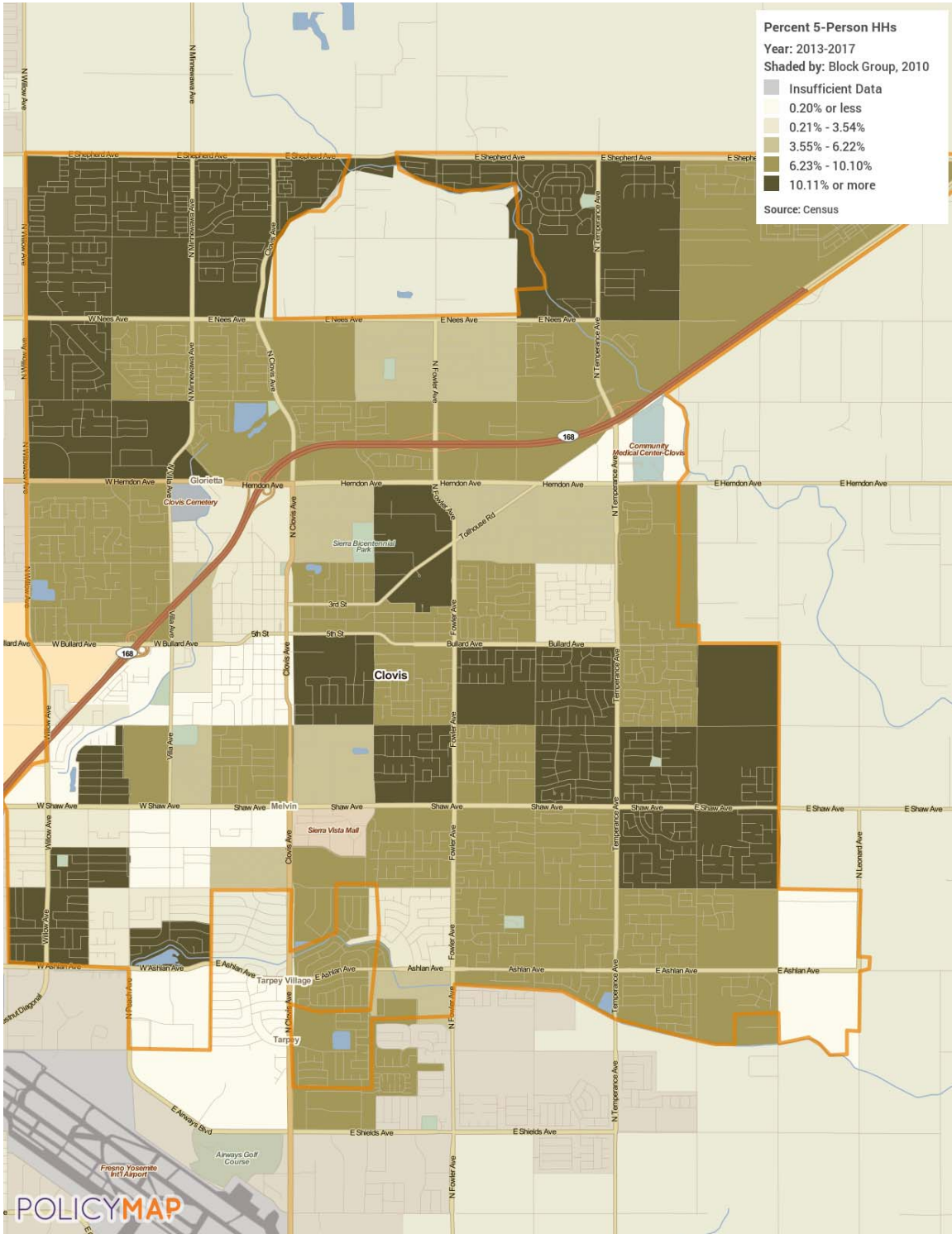


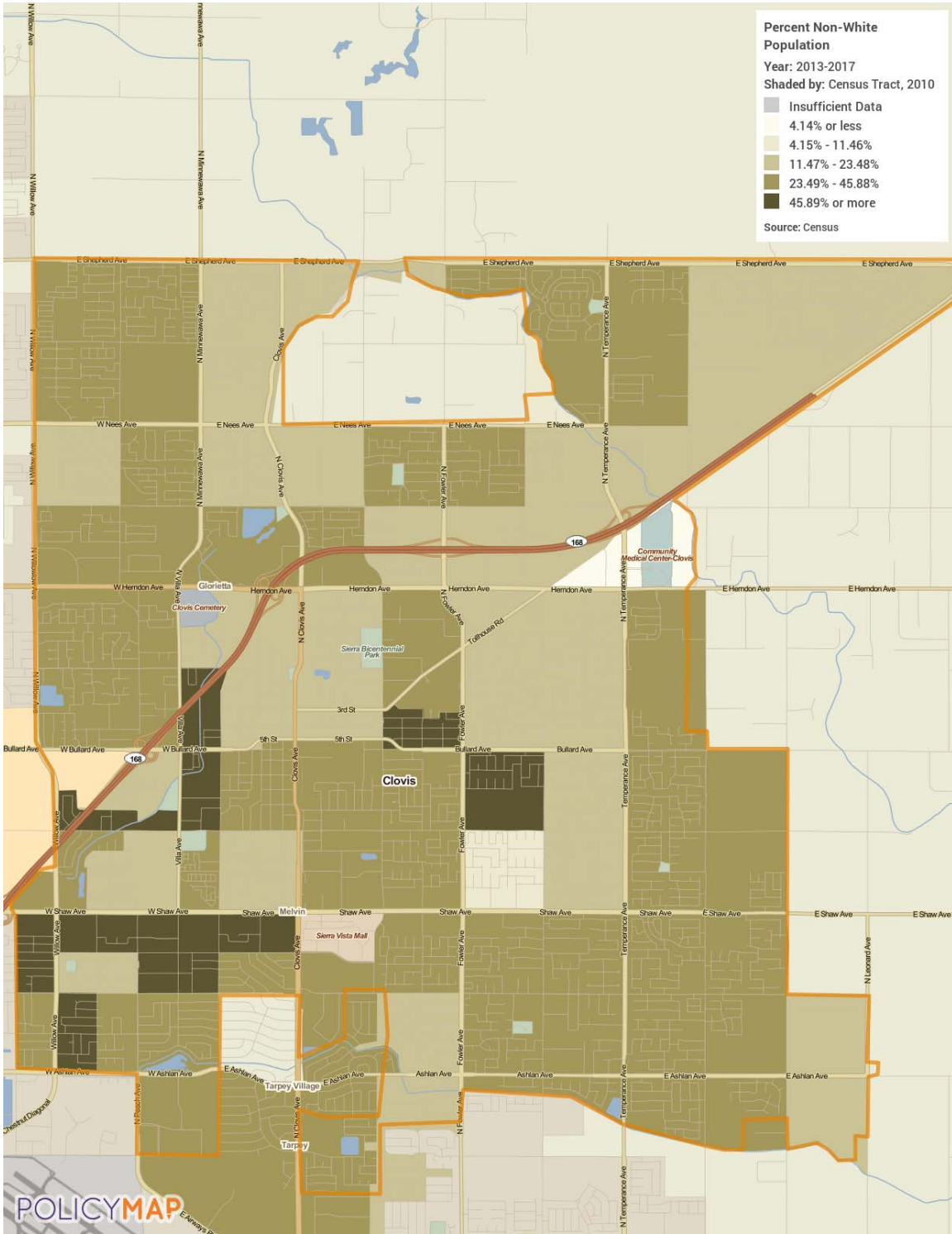
Appendix D

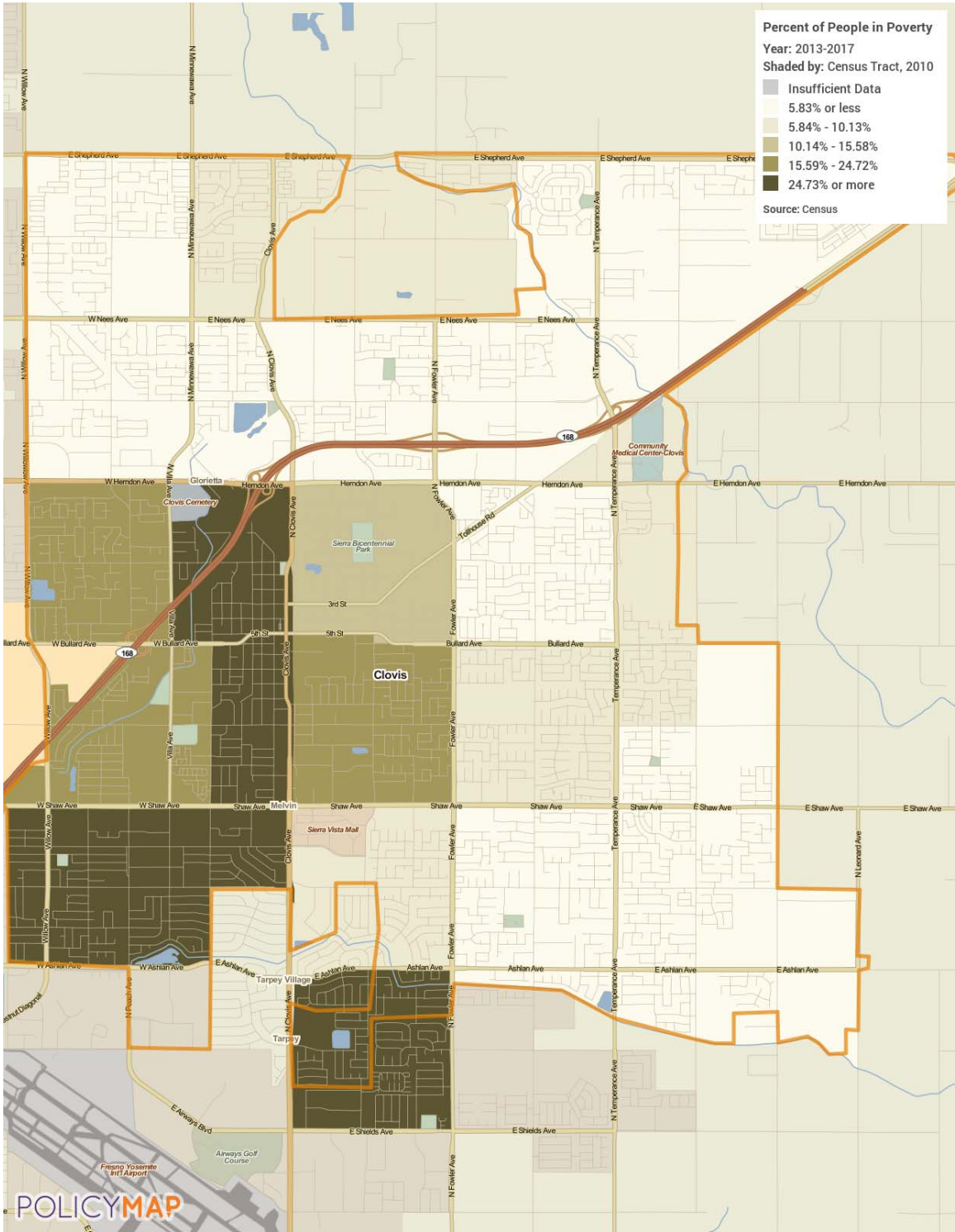
Demographic Mapping

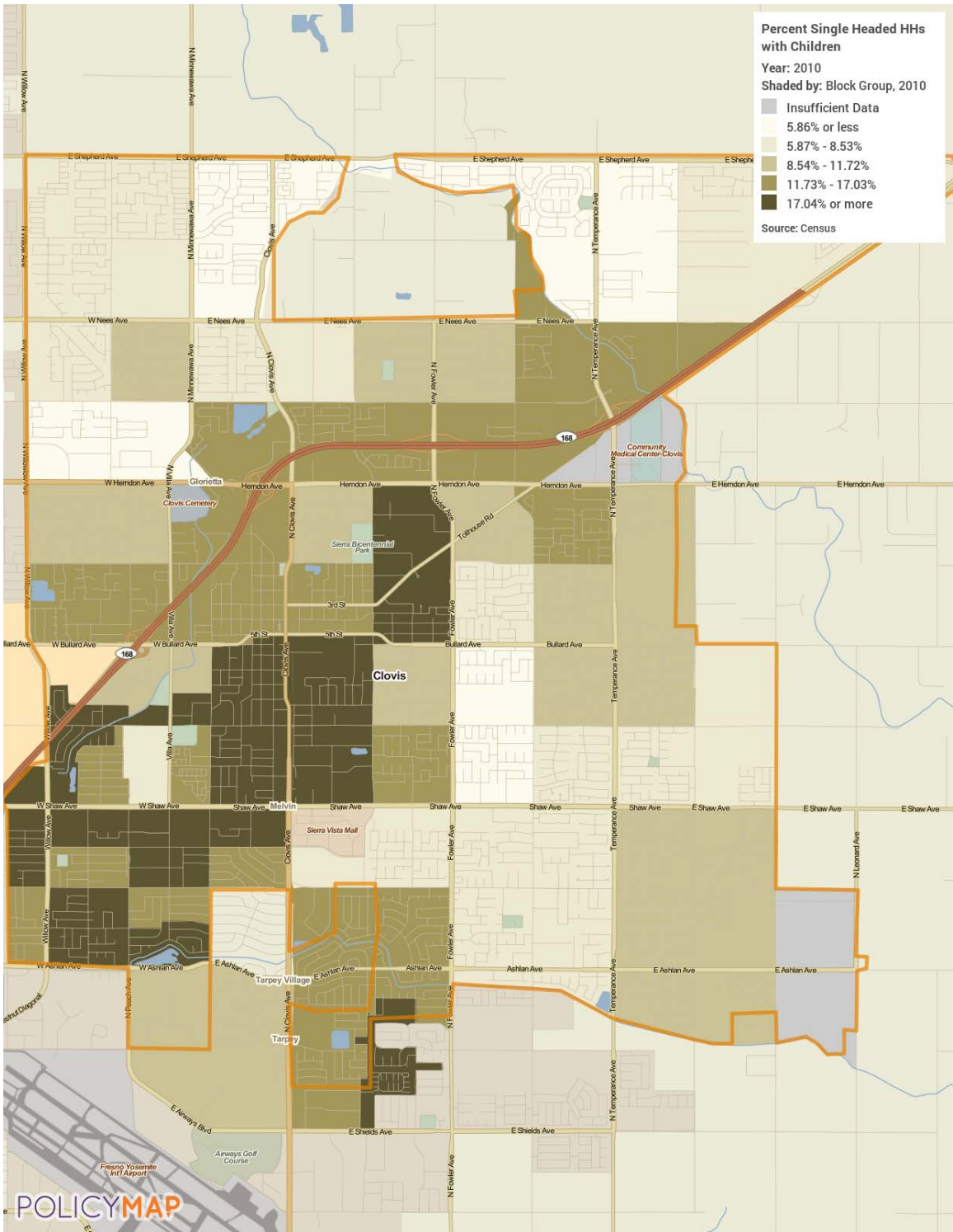












Appendix D

Clovis Consolidated Plan 2021-2025 National Community Survey:

The National Community Survey™ (The NCS™) report is about the “livability” of Clovis. The phrase “livable community” is used here to evoke a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live. Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).

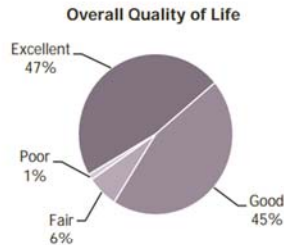
The Community Livability Report provides the opinions of a representative sample of 315 residents of the City of Clovis. The margin of error around any reported percentage is 6% for all respondents.

All households within the City of Clovis were eligible to participate in the survey. To choose the 1,700 survey recipients, a systematic sampling method was applied to the list of households previously screened for geographic location. Systematic sampling is a procedure whereby a complete list of all possible households is culled, selecting every Nth one, giving each eligible household a known probability of selection, until the appropriate number of households is selected. Multi-family housing units were selected at a higher rate as residents of this type of housing typically respond at lower rates to surveys than do those in single-family housing units.

Completed surveys were collected over seven weeks. The online “opt-in” survey became available to all residents on October 4, 2019 and remained open for four weeks. About 1% of the 1,700 surveys mailed were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 1,678 eligible households that received the survey, 315 completed the survey, providing an overall response rate of 19%. Of the 315 completed surveys, 21 were completed online and all surveys were completed in English.

Quality of Life in Clovis

Almost all residents rated the quality of life in Clovis as excellent or good. This rating was higher than the national comparison (see Appendix B of the *Technical Appendices* provided under separate cover).



Shown below are the eight facets of community. The color of each community facet summarizes how residents rated it across the three sections of the survey that represent the pillars of a community – Community Characteristics, Governance and Participation. When most ratings across the three pillars were higher than the benchmark, the color for that facet is the darkest shade; when most ratings were lower than the benchmark, the color is the lightest shade. A mix of ratings (higher and lower than the benchmark) results in a color between the extremes.

In addition to a summary of ratings, the image below includes one or more stars to indicate which community facets were the most important focus areas for the community. Residents identified Safety and Economy as priorities for the Clovis community in the coming two years. Assessments within the facets of Mobility and Economy tended to be higher than the national benchmarks. All other facets had evaluations that were positive and similar to the national averages. This overview of the key aspects of community quality provides a quick summary of where residents see exceptionally strong performance and where performance offers the greatest opportunity for improvement. Linking quality to importance offers community members and leaders a view into the characteristics of the community that matter most and that seem to be working best.

Details that support these findings are contained in the remainder of this Livability Report, starting with the ratings for Community Characteristics, Governance and Participation and ending with results for Clovis' unique questions.

Legend

- Higher than national benchmark
- Similar to national benchmark
- Lower than national benchmark

★ Most important

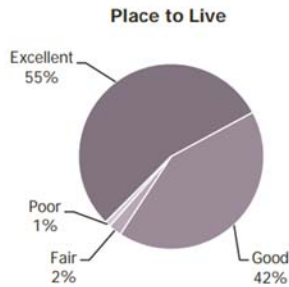


Community Characteristics

What makes a community livable, attractive and a place where people want to be?

Overall quality of community life represents the natural ambience, services and amenities that make for an attractive community. How residents rate their overall quality of life is an indicator of the overall health of a community. In the case of Clovis, 97% rated the city as an excellent or good place to live. Respondents' ratings of Clovis as a place to live were higher than ratings in other communities across the nation.

In addition to rating the city as a place to live, respondents rated several aspects of community quality. At least three-quarters of residents felt favorably about the overall image or reputation of Clovis, the city's overall appearance, Clovis as a place to raise children, and Clovis as a place to retire; these ratings were higher than the national averages. Similar to comparison communities, about 9 in 10 residents gave high marks to their neighborhood as a place to live.



Delving deeper into Community Characteristics, survey respondents rated over 40 features of the community within the eight facets of Community Livability. Overall, at least 6 in 10 respondents reviewed most aspects of Community Characteristics positively and ratings tended to be similar to or higher than other benchmark communities.

All of the ratings for Mobility were strong and higher than observed across the nation. Residents gave above-average reviews to the majority of aspects within Built Environment (such as overall built environment and new development in Clovis), Economy (such as overall economic health and employment opportunities), and Education and Enrichment (such as adult educational opportunities and K-12

education). Evaluations of availability of affordable quality mental health care were also strong and higher than the national benchmark. Furthermore, respondents' assessments of ease of travel by public transportation, public parking, employment opportunities, Clovis as a place to work, and availability of affordable quality mental health care and preventive health services improved from 2017 to 2019 (see the *Trends over Time* report provided under separate cover for more details).

Residents' reviews of air quality were lower than observed in other communities. Compared to 2017, survey participants' marks for traffic flow on major streets declined in 2019.

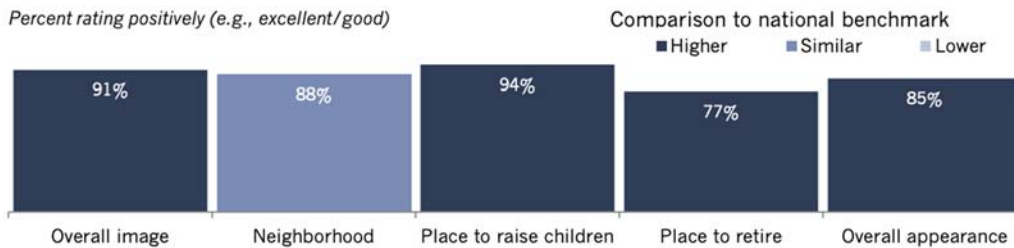
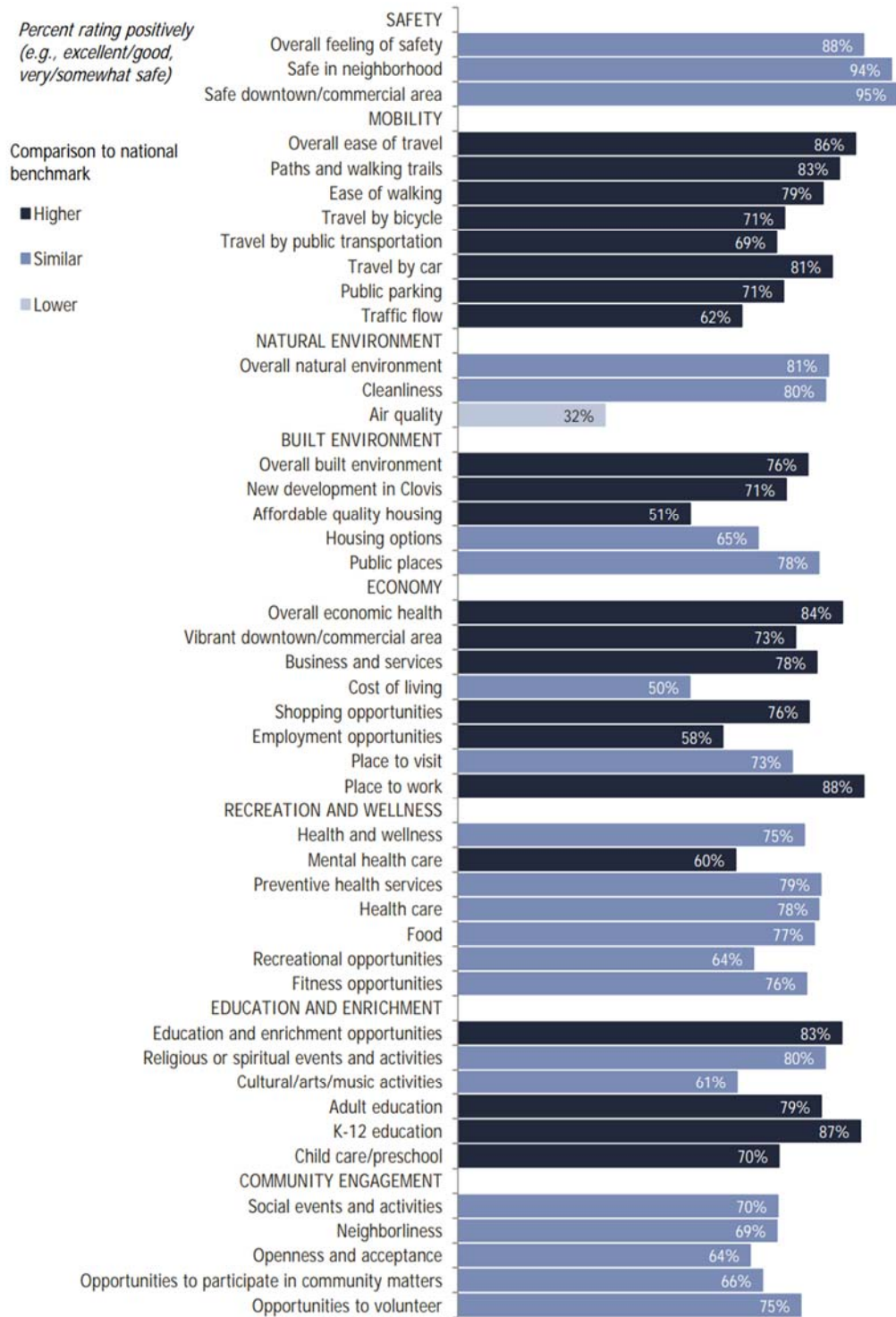


Figure 1: Aspects of Community Characteristics



Governance

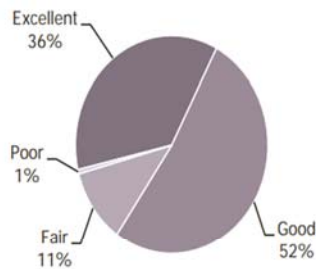
How well does the government of Clovis meet the needs and expectations of its residents?

The overall quality of the services provided by Clovis as well as the manner in which these services are provided is a key component of how residents rate their quality of life. About 9 in 10 residents gave favorable evaluations to the overall quality of services provided by the City, while about 3 in 10 were pleased with the services provided by the Federal Government.

Survey respondents also rated various aspects of Clovis' leadership and governance. About 8 in 10 respondents gave excellent or good ratings to the overall customer service provided by the City. About two-thirds of residents assigned high marks to the overall direction the City is taking, confidence in the City government, and the City acting in the best interest of Clovis; these assessments were strong and higher than the national benchmarks. About 6 in 10 respondents positively rated all other aspects of government performance and these ratings were similar to those given in other communities.

Respondents evaluated over 30 individual services and amenities available in Clovis. Broadly, at least 6 in 10 respondents reviewed most government services positively and ratings tended to be similar to or higher than those observed in other benchmark communities. The highest-rated services included police, fire, ambulance or emergency medical services, garbage collection, recycling, and yard waste pick-up, with about 9 in 10 residents assigning positive scores to these. Reviews for police services and crime prevention were exceptional and higher than the national benchmarks.

Overall Quality of City Services



Residents gave most mobility-related services above-average ratings, including traffic enforcement, street repair, street cleaning, street lighting, and bus or transit services. Other areas where respondents' evaluations were higher than observed elsewhere included yard waste pick-up; storm drainage; land use, planning and zoning; and economic development.

Assessments of drinking water, storm drainage, and recreation centers or their services improved from 2017 to 2019. Conversely, reviews of natural areas preservation, cable television, and public libraries declined over time.

Percent rating positively (e.g., excellent/good)

Comparison to national benchmark

■ Higher ■ Similar ■ Lower

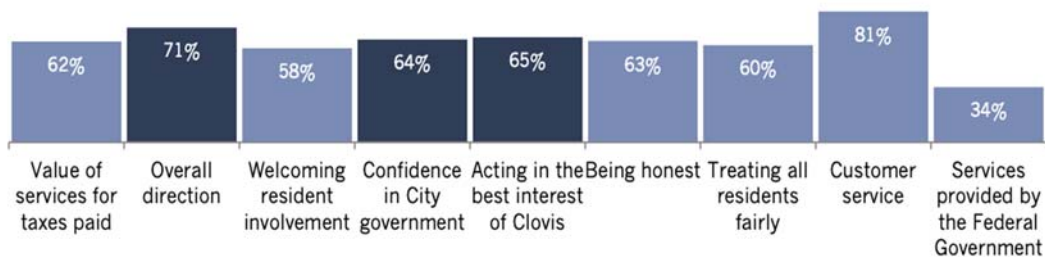
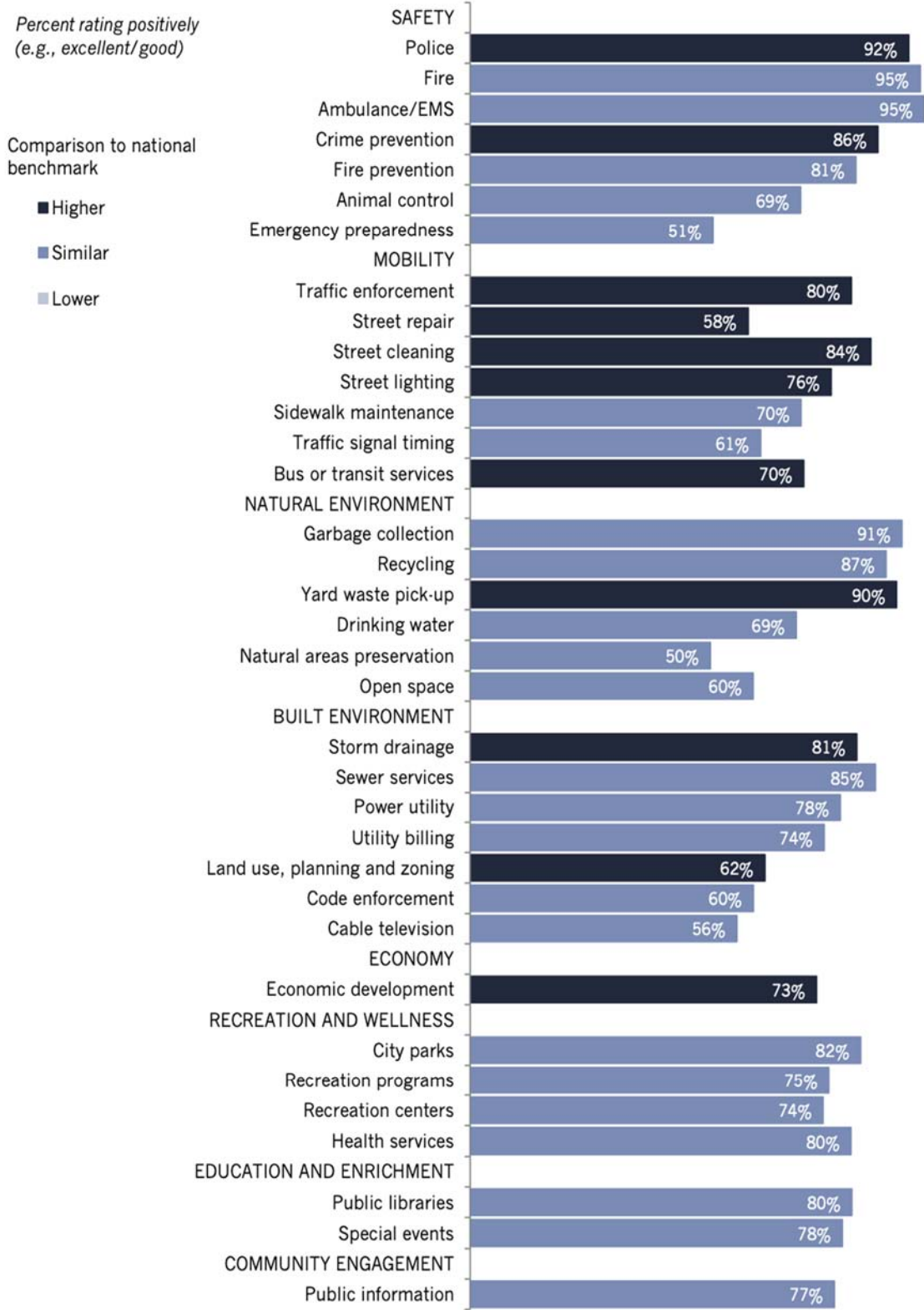


Figure 2: Aspects of Governance



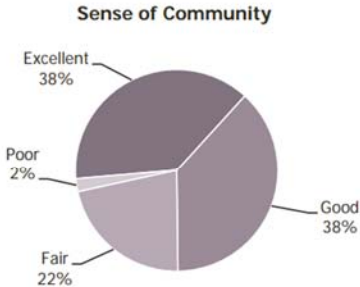
Participation

Are the residents of Clovis connected to the community and each other?

An engaged community harnesses its most valuable resource, its residents. The connections and trust among residents, government, businesses and other organizations help to create a sense of community, a shared sense of membership, belonging and history. About three-quarters of respondents gave excellent or good scores to the sense of community in Clovis, which was higher than observed in other communities in the U.S.

Almost all residents (96%) indicated they would recommend living in Clovis to someone who asked, which was higher than the national average. About 9 in 10 residents planned to remain in the community for the next five years. About 4 in 10 residents reported they had contacted Clovis employees.

The survey included over 30 activities and behaviors for which respondents indicated how often they participated in or performed each, if at all. Levels of Participation varied widely across the different facets, making the benchmark comparisons, as well as comparisons to Clovis over time, useful for interpreting the results. About 9 in 10 respondents had conserved water, recycled at home, purchased goods or services in Clovis, talked to or visited with a neighbor, or voted in local elections. More residents in Clovis reported they had conserved water than in comparison communities. Additionally, fewer Clovis residents observed a code violation in 2019 than in 2017.



Compared to municipalities across the country, fewer Clovis residents reported stocking supplies in preparation for an emergency, using public transportation instead of driving, using Clovis recreation centers, using Clovis public libraries, contacting Clovis elected officials, volunteering, or attending a local public meeting.

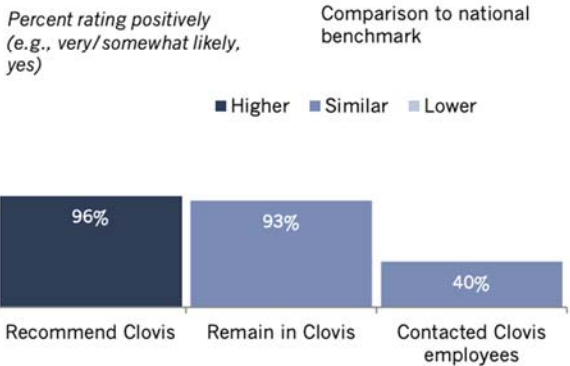
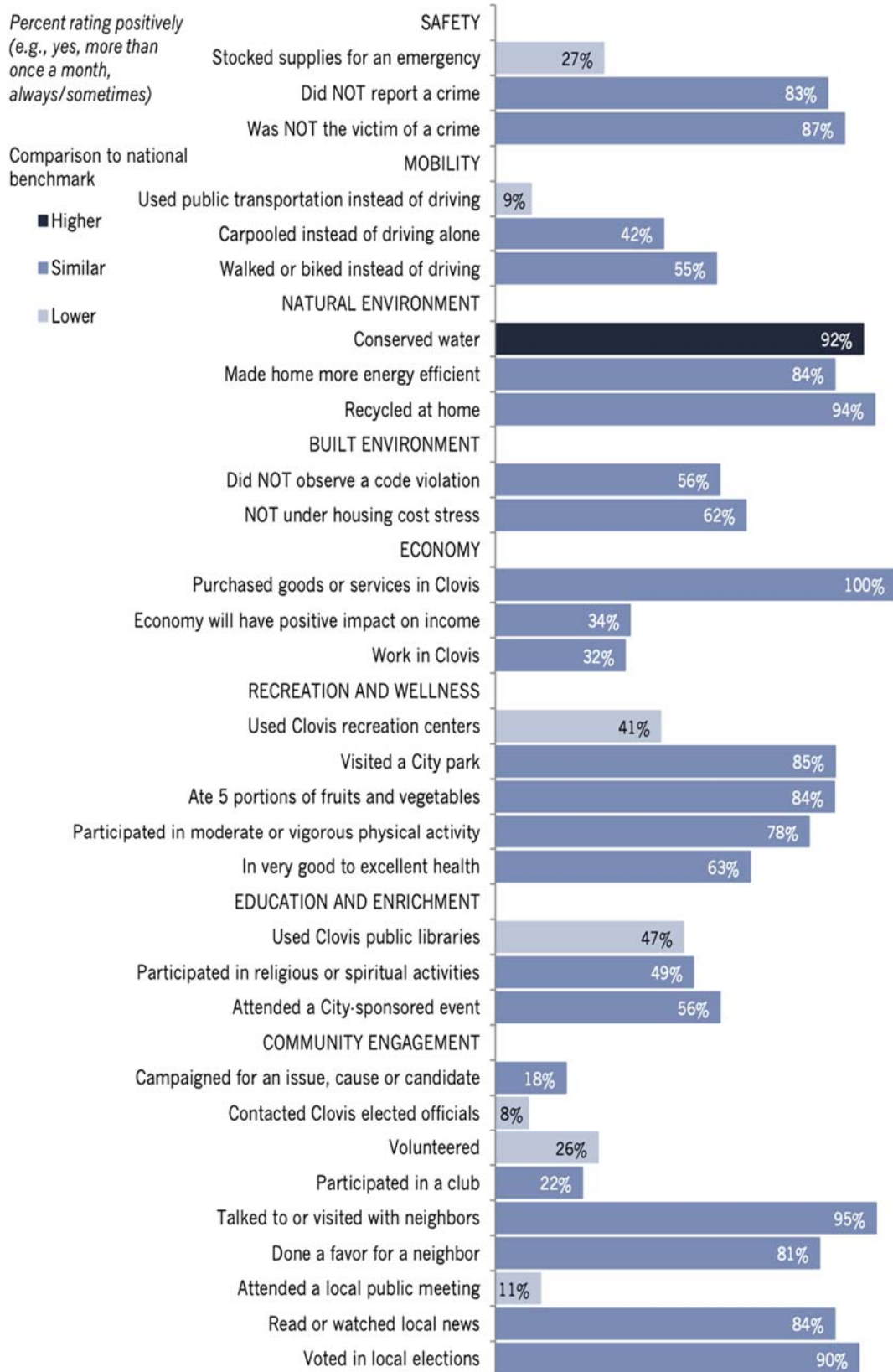


Figure 3: Aspects of Participation

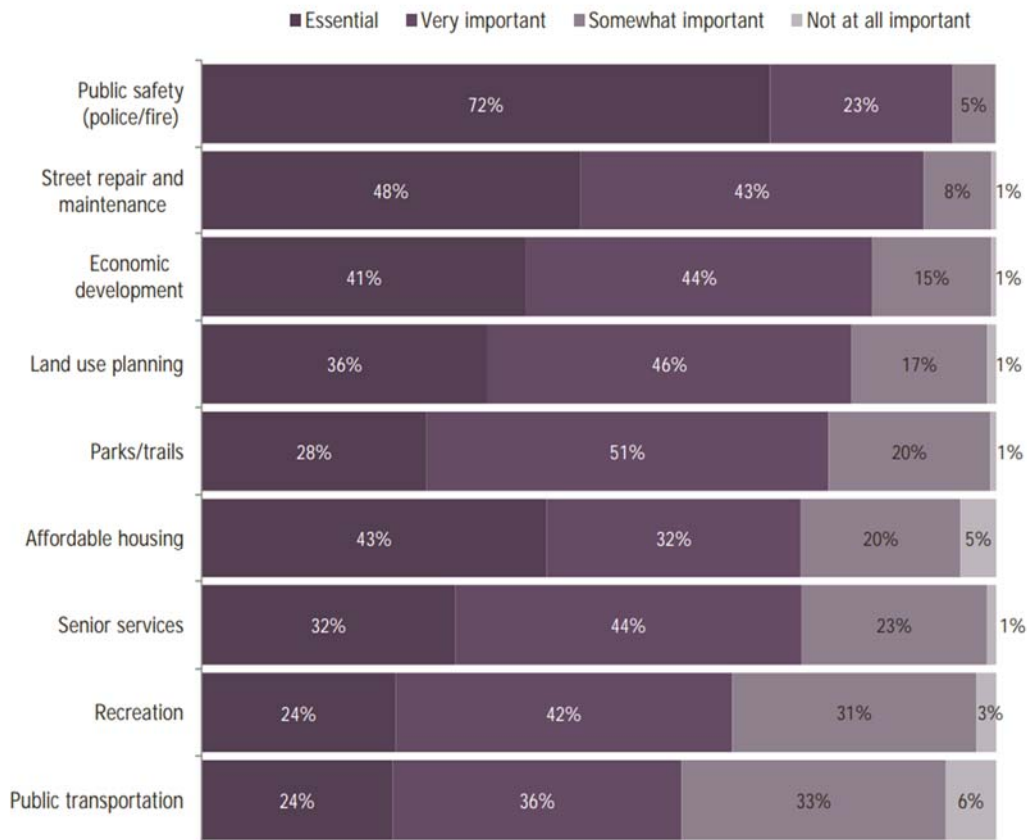


Special Topics

The City of Clovis included four questions of special interest on The NCS, with topics related to strategic planning areas, place of employment, businesses in Clovis, and resident shopping locations.

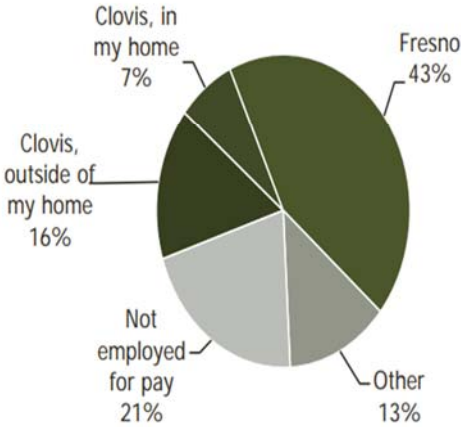
Community members were asked to rate how important various strategic planning areas were for the City to invest in. At least 6 in 10 respondents indicated that each area was essential or very important. About 9 in 10 residents indicated that public safety and street repair and maintenance were essential or very important for the City of Clovis to invest in, while 8 in 10 felt similarly about economic development, land use planning, and parks and trails.

Figure 4: Importance of Strategic Planning Areas
 Please indicate how important, if at all, it is for the City of Clovis to invest in the following:



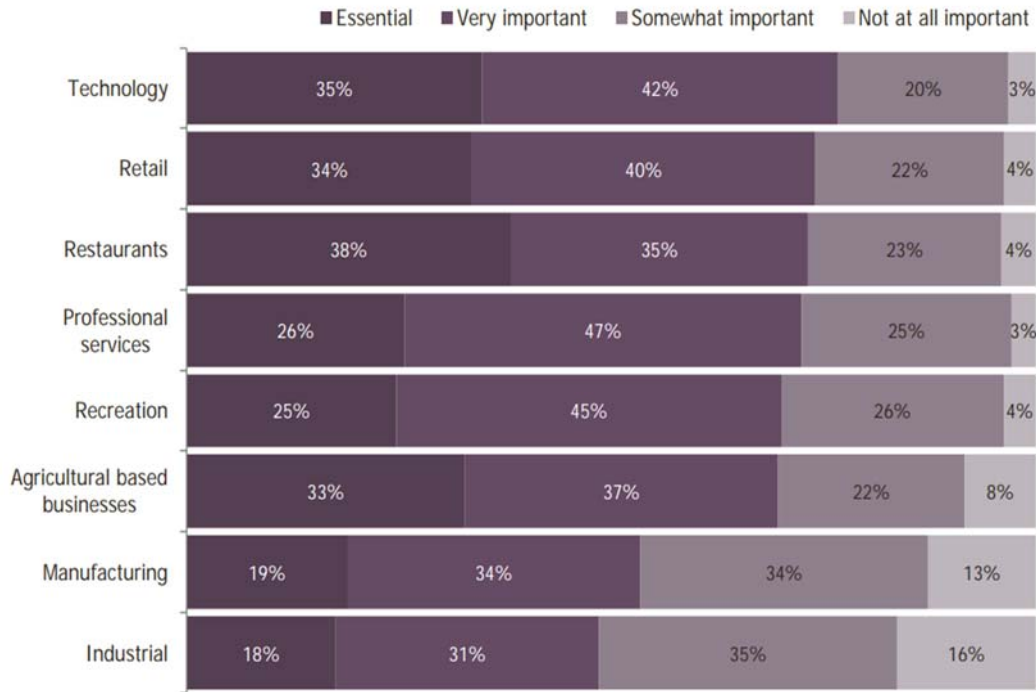
About one-quarter of residents worked in Clovis, either in their home or outside of their home. About 4 in 10 Clovis residents worked in Fresno, with 1 in 10 worked in another location. About 2 in 10 respondents were not employed for pay.

Figure 5: Place of Employment
If you are employed for pay, which of the following best describes where you work? (Select only one.)



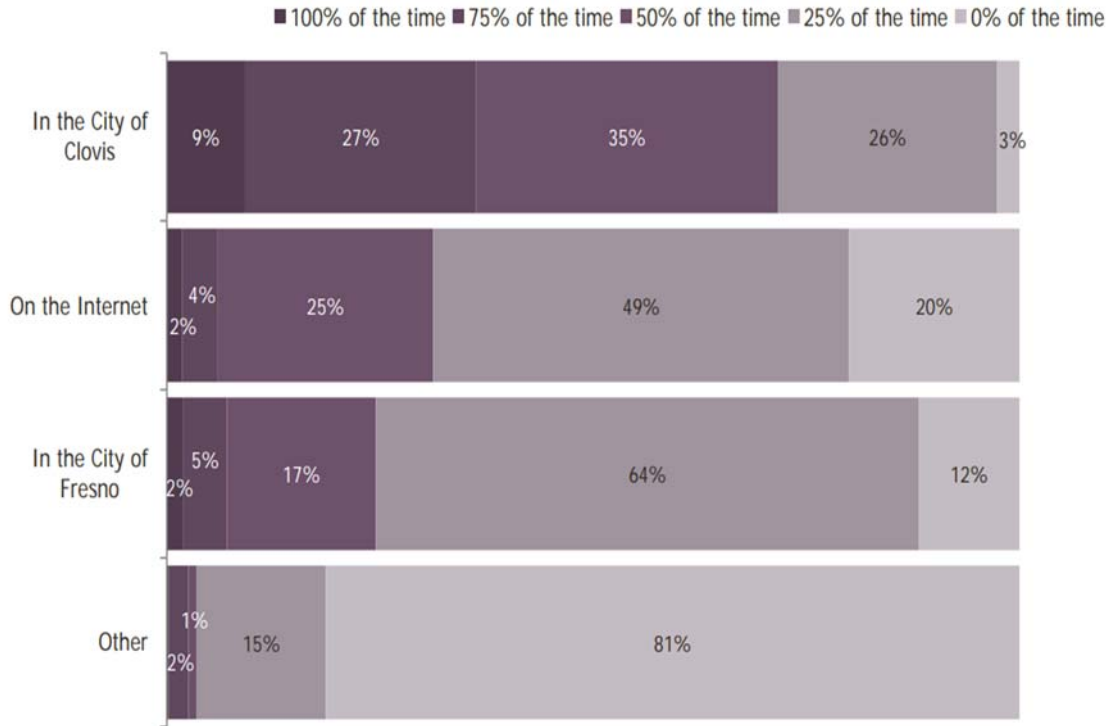
Survey participants rated how important it was for the City of Clovis to attract various business types to the community. At least half of respondents felt it was essential or very important to attract all business types. About three-quarters of residents indicated it was essential or very important for the City to attract technology, retail, restaurants, and professional services businesses to Clovis.

Figure 6: Importance of Attracting Businesses
 Please indicate how important, if at all, it is for the City of Clovis to work on attracting the following types of businesses to Clovis:



Residents were asked where they shop, outside of shopping for groceries and gas. About 7 in 10 respondents shopped in the city of Clovis at least 50% of the time, while at least one-quarter of respondents shopped on the internet or in the city of Fresno at least 50% of the time.

Figure 7: Resident Shopping Locations
Excluding groceries and gas, please indicate what percentage of the time, if any, do you shop... (total must equal 100%):



Conclusions

Clovis continues to be a desirable place to live, with Safety as a feature that contributes to quality of life.

About 9 in 10 community members gave high marks to the overall quality of life, Clovis as a place to raise children, Clovis as place to live, and the city's overall image or reputation, while about 8 in 10 positively assessed Clovis as a place to retire and its overall appearance; these ratings were all exceptional and higher than the national benchmarks. Similar to other comparison communities, about 9 in 10 respondents positively reviewed their neighborhood as a place to live. Almost all residents (96%) were likely to recommend living in Clovis to someone who asked, which was higher than average. About 9 in 10 residents planned to remain in Clovis for the next five years and three-quarters favorably assessed the sense of community in Clovis.

As in 2017, residents indicated that Safety was an important focus area for the City to address in the coming two years. About 9 in 10 residents assigned positive scores to the overall feeling of safety in Clovis and felt safe in their neighborhoods and in the downtown/commercial areas. Out of all City services, police, fire, and ambulance or emergency medical services were some of the most positive reviews. When asked how important various strategic planning areas were for the City of Clovis to invest in, about 9 in 10 community members felt that public safety (police and fire) was essential or very important.

The Economy is an asset to Clovis residents.

Survey participants also identified the Economy as a priority for the community in the coming two years. Overall, assessments within the facet of Economy were outstanding. At least three-quarters of residents positively rated overall economic health, shopping opportunities, vibrancy of the downtown/commercial area, Clovis as a place to work, overall quality of business and service establishments, and economic development; these ratings were outstanding and higher than the national benchmark. Assessments of employment opportunities and Clovis as a place to work improved from 2017 to 2019.

When asked how important various strategic planning areas were for the City to invest in, about 8 in 10 residents felt that economic development was essential or very important for the community. Respondents' indicated that restaurants, retail, professional services, and technology businesses were the most important types of businesses to attract to Clovis, with at least three-quarters rating these as essential or very important. About 7 in 10 respondents shopped in the city of Clovis at least 50% of the time and at least one-quarter shopped on the internet or in Fresno at least 50% of the time.

Residents are pleased with Mobility in Clovis.

Residents' evaluations for Mobility were excellent, with most being higher than the national benchmarks. At least three-quarters of respondents' assigned positive scores to ease of travel by car and by walking, overall ease of travel, availability of paths and walking trails, traffic enforcement, street cleaning, and street lighting. At least 6 in 10 respondents favorably rated traffic flow on major streets, ease of travel by bicycle and by public transportation, public parking, street repair, and bus or transit services. These ratings were all above average. Residents' assessments of ease of travel by public transportation and public parking improved from 2017 to 2019. About 9 in 10 residents felt it was essential or very important for the City of Clovis to invest in street repair and maintenance, while about 6 in 10 felt similarly about public transportation in the community.

Other Key Takeaways:

Residents who lived north of Herndon or southeast of Herndon and Fowler were more likely to positively rate the overall quality of life in Clovis, their neighborhood as a place to live, and the overall appearance of Clovis, compared to residents who lived southwest of Herndon and Fowler. Community members who lived north of Herndon or southeast of Herndon and Fowler were also more likely to assess several other aspects more

positively, such as housing-related items (variety of housing options and availability of affordable quality housing), employment opportunities, cost of living, and health-related items (health and wellness opportunities in Clovis, availability of affordable quality health care, and health services), among others. Conversely, residents who lived southwest of Herndon and Fowler were more likely to indicate affordable housing as essential or very important for the City of Clovis to invest in. Respondents who lived north of Herndon or southwest of Herndon and Fowler tended to give more favorable marks to traffic flow on major streets and traffic signal timing than residents who lived southeast of Herndon and Fowler, as well as more likely to have walked or biked instead of driving. When differences were significant, those who lived north of Herndon tended to give more positive reviews to fitness and recreational opportunities and were more likely to have used Clovis recreation centers or their services than residents who lived in other areas. Additionally, residents who lived north of Herndon were more pleased with opportunities to participate in community matters and were more likely to have volunteered their time.

Survey participants who owned their homes tended to assess the variety of housing options and availability of affordable quality housing more favorably than renters. Respondents who owned their homes were also more likely to engage with the community by volunteering their time, participating in a club, doing a favor for a neighbor, or reading or watching local news. Renters were more likely to indicate that affordable housing was an essential or very important strategic planning area for Clovis to invest in. Patterns for differences based on annual household income were difficult to discern; however, residents with an annual household income of \$50,000 or more felt safer in their neighborhoods during the day than residents with an annual household income of less than \$50,000. Additionally, residents with an annual household income of \$50,000 or more were more likely to indicate that restaurants and retail were important types of businesses to attract to Clovis, compared to residents with lower annual household incomes. Residents with an annual household income of \$100,000 or less felt it was essential or very important for the City to invest in affordable housing.