CITY of CLOVIS

AGENDA • PLANNING COMMISSION

Council Chamber, 1033 Fifth Street, Clovis, CA 93612 (559) 324-2340

www.cityofclovis.com

July 23, 2020 6:00 PM Council Chamber

*** SPECIAL NOTICE REGARDING PUBLIC PARTICIPATION DUE TO COVID-19***

Given the current Shelter-in-Place Order covering the State of California and the Social Distance Guidelines issued by Federal, State, and Local Authorities, the City is implementing the following changes to participate in Planning Commission meetings until notified otherwise. The Council chambers will be open to the public but we will be implementing social distancing policies and will limit the number of people who may be in the Council chambers. Face masks are required to attend. We are encouraging residents to participate virtually following the directions below. If you are sick, please do not attend the meeting. Any member of the Planning Commission may participate from a remote location by teleconference.

- The meeting will be webcast and accessed at: https://cityofclovis.com/planning-and-development/planning/planning-commission/planning-commission-agendas/

Written Comments

- Members of the public are encouraged to submit written comments at: https://cityofclovis.com/planning-and-development/planning/planning-commission/planning-commission-agendas/ at least one (1) hour before the meeting (5:00 p.m.). You will be prompted to provide:
    - Planning Commission Meeting Date
    - Item Number
    - Name
    - Email
    - Comment (please limit to 300 words or 3 minutes)
- Please submit a separate form for each item you are commenting on.
- A copy of your written comment will be provided to the Planning Commission noting the item number. Your written comment will be made part of the record.
- Please specify if you would like to have your written comment read into the record. If so, your comment will be read into the record during the public comment portion when the item is heard. Any portion of your comment extending past three (3) minutes may not be read aloud due to time restrictions, but will be made part of the record of proceedings.

- 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 5:00 p.m. on the day of the meeting, efforts will be made to provide the comment to the Planning Commission during the meeting. However, staff cannot guarantee that written comments received after 5:00 p.m. will be provided to the Planning Commission during the meeting. All written comments received prior to the end of the meeting will be made part of the record of proceedings.

Verbal Comments

- If you wish to speak to the Commission on the item by telephone, you must contact the Deputy City Planner, Orlando Ramirez, at (559) 324-2345 no later than 5:00 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 Planning Commission for up to three (3) 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 Planning Commission. 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.

Commission Members: Amy Hatcher Chair, Paul Hinkle Chair Pro Tem, Alma Antuna, Brandon Bedsted, Mike Cunningham

* * * * *

The Planning Commission welcomes you to this meeting.

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

Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda will be made available for public inspection at the City of Clovis Planning Division, located in the Planning and Development Services building, between 8:00 a.m. and 3:00 p.m. Monday through Friday. In addition, such writings and documents may be posted on the City's website at www.cityofclovis.com.

ABOUT THE MEETING

The Planning Commission consists of five Clovis residents appointed by the City Council to make decisions and recommendations on City planning issues. Decisions made by the Planning Commission may be appealed to the City Council.

After the approval of minutes, the Chairperson of the Planning Commission will ask for business from the floor. If you wish to discuss something which is NOT listed on the agenda, you should speak up at this time.

Next, the Planning Commission will discuss each item listed on the agenda. For the items on the agenda which are called "public hearings," the Planning Commission will try to follow the procedure listed below:

For each matter considered by the Commission, there will first be a staff presentation, followed by a presentation from the project applicant. Testimony from supporters of the project will then be taken, followed by testimony from those in opposition. The applicant will have the right to a final rebuttal presentation prior to closing the public hearing. Once this is complete, the Chairperson will close the public hearing and the Commission will discuss the item and cast their votes.

If you wish to speak on an item, please step to the podium and clearly state your name and address for the record. The Planning Commission wants to know how you feel about the items they are voting on, so please state your position clearly. In accordance with Section 13 of Article 2 of the Planning Commission Rules and Regulations governing length of public debate, all public testimony from those in support and in opposition to the project will be limited to five minutes per person. In order for everyone to be heard, please limit your comments to 5 minutes or less.

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CALL TO ORDER

FLAG SALUTE

ROLL CALL

APPROVAL OF MINUTES

1 Planning Commission Minutes for the meeting of June 25, 2020.

COMMISSION SECRETARY COMMENTS

PLANNING COMMISSION MEMBER COMMENTS

BUSINESS FROM THE FLOOR

This is an opportunity for the members of the public to address the Planning Commission on any matter that is not listed on the Agenda.

PUBLIC HEARINGS

2 Consider Approval - Res. 20-xx, TM6161, A request to approve a one-year extension to approved tentative tract map TM6161, located at the southeast area of Ashlan and Thompson Avenues. Stone Valley Communities, LLC, owner/applicant.

Staff: Orlando Ramirez, Deputy City Planner
Recommendation: Approve

3 Consider Approval - Res. 20-xx, SPR2020-002, A request to consider an appeal of the Site Plan Review (SPR) approval for an industrial development located at 561 N. DeWitt within the Dry Creek business Park (Project). Palm Bluffs Real Estate Inc., property owner; Partners 425 LLC, Bear Claw Investments LLC, Dan and Joey Properties LLC, appellants; Dowling Aaron Incorporated - Andrew Slater, representative.

Staff: Lily Cha, Assistant Planner
Recommendation: Deny appeal and approve Project.

4 Consider Approval - Res. 20-xx, SPR2018-005A2, A request to consider an appeal of the site plan review denial for an additional access point on Willow Avenue for a previously approved commercial center located at the northeast corner of Willow and Alluvial Avenues. El Centro Corner Petroleum LLC, owner/ applicant.

Staff: Lily Cha, Assistant Planner
Recommendation: Deny

OLD BUSINESS

NEW BUSINESS

ADJOURNMENT

MEETINGS & KEY ISSUES

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

August 27, 2020

September 24, 2020

October 22, 2020

CLOVIS PLANNING COMMISSION MINUTES
June 25, 2020

A modified 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 Bedsted (via Webex), Cunningham, Hinkle, Chair Hatcher

Absent: Commissioner Antuna

Staff: Dave Merchen, City Planner
Orlando Ramirez, Deputy City Planner
Ricky Caperton, Senior Planner
Maria Spera, Planning Technician II
Sean Smith, Supervising Civil Engineer

MINUTES

1. The Commission approved the May 28, 2020, minutes by a vote of 4-0-1.

COMMISSION SECRETARY

Deputy City Planner Orlando Ramirez announced the July 10th celebration of PDS Director Dwight Kroll's retirement and inquired as to who among the commissioners was chosen to speak at this event. Chair Hatcher stated that Commissioner Antuna had expressed her desire to do so via email, though Commissioner Hinkle also volunteered.

City Planner Dave Merchen, in a follow-up to discussion from the previous meeting regarding limiting future rental in a single-family housing project, informed that the City had examined the issue and determined that to impose such a condition is unlawful and opens the City to actions from various parties, and therefore such should not be considered by the City now or in the future.

City Planner Merchen informed that the City Council had echoed comments from the previous Planning Commission meeting requesting feedback on reviewing the large environmental document sections in the recent agenda packets. He provided details on changes to the packets in response to these comments as well as details on the relation between these studies and the Initial Study document, as an assurance that the Commission is not expected to read the entirety of the technical environmental studies unless they have specific questions that are answered by the technical studies.

PLANNING COMMISSION MEMBERS COMMENTS

Commissioner Hinkle stated that the previous meeting's discussion regarding rental control had been misunderstood, providing clarification on the actual intention behind the discussion and suggestion.

COMMUNICATIONS AND REFERRALS
Items of correspondence related to Agenda Item X-3.

BUSINESS FROM THE FLOOR
None.

CONSENT CALENDAR
None.

PUBLIC HEARINGS

2. Consider Approval - **Res. 20-26**, **CUP2019-014**, A request to approve a conditional use permit for establishment of a government facility in a business campus setting with associated customer service and parking for the property generally bound by Peach, Dakota, a portion of Airways Blvd, Villa and Ashlan Avenues. County of Fresno-Department of Social Services, applicant; Cook Land Company, property owner; Arc Tec, representative.

Deputy City Planner Orlando Ramirez presented the staff report.

Commissioner Cunningham inquired as to the potential calls for service for this area from the Clovis Police Department and a comparison between that number and the current calls for service at the Walmart South (Shaw and Peach) and Walmart North (Herndopn and Clovis) locations. Deputy City Planner Ramirez responded with information provided by the Police Department.

Commissioner Cunningham inquired as to whether this project would cross geopolitical boundaries, especially the proposed south parking lot. Deputy City Planner Ramirez responded in the affirmative, providing details.

Commissioner Cunningham followed up with an inquiry as to whether any conditions added by the Commission would impact the area within the City of Fresno jurisdiction. Deputy City Planner Ramirez responded that staff will be working closely with the City of Fresno to ensure the area is developed per requirements.

Commissioner Hinkle informed that he had had the same question regarding parking and access, seeking and receiving confirmation that this issue will not be considered by the Commission but rather will be worked out between the two cities during the site plan review process.

At this point, the Chair opened the floor to the applicant.

Yohanes Makmur with Cook Land Company informed the Commission that the site plan review packet for the south parking lot has been submitted to the City of Fresno, providing details then offering to answer any other questions.

Commissioner Cunningham inquired as to the number of parking stalls anticipated in the creation of the southern parking lot and if there will be any improvements made to the sidewalk or the crossing between this lot and the central parking lot. Mr. Makmur provided the number and details regarding the proposed improvements to both the sidewalk and the pedestrian crossing.

Commissioner Cunningham informed that page 28 of the agenda packet referenced bilingual signage, but no such signage was in sight when he drove the project area. Mr. Makmur responded that a guidance plan is under review and that they will look into bilingual provisions.

Commissioner Cunningham remarked that the 9-11 Memorial, an important monument, is close to this site. He expressed concern for the memorial, as he has seen graffiti on the buildings at the current Department of Social Services campus at the intersection of Shields and Millbrook. Todd Cook of Cook Land Company assured that they will remain the property owners and managers, and that they will take the matter seriously, providing details. Mr. Cook also expressed his gratitude to City staff form the top down for their hard work on and support for this challenging project.

At this point, the Chair opened the floor to those in favor.

There being none, the Chair opened the floor to those in opposition.

There being none, the Chair closed the public portion.

Commissioner Hinkle expressed gratitude for all the hard work done by the Cook Land Company to bring all of the branches of this county department together, which will make it easier to provide services to DSS clientele and in areas that are more comfortable than some of the current locations.

Commissioner Cunningham echoed Commissioner Hinkle's comments, adding that he worked with the Cook Land Company during the creation of the 9-11 Memorial. He expressed his appreciation for their hard work on that and on making this a beautiful campus that will streamline the County's social services.

At this point, the Chair reopened the floor to the applicant for rebuttal.

Mr. Cook expressed appreciation for the comments recognizing the hard work that was put into this project and assured that their intention is to make something that all will be proud of. In conclusion, he is in support of this project.

Commissioner Bedsted echoed comments of fellow commissioners, and expressed appreciation of the Cook Company's commitment to care for the memorial. In conclusion, he is also in support of this project.

At this point, a motion was made by Commissioner Cunningham and seconded by Commissioner Hinkle to approve CUP2019-014. The motion was approved by a vote of 4-0-1.

3. Consider items associated with approximately 52 acres of land located in the southeast area of Leonard and Barstow Avenues. Glen H. Millhollin and Darlene A. Millhollin, Trustees of the Millhollin Family Trust, property owners; Bonadelle Neighborhoods, applicant; Harbour & Associates, representative.

    a. Consider Approval, **Res. 20-27**, A request to approve an environmental finding of a Mitigated Negative Declaration for General Plan Amendment GPA2020-001, Prezone R2020-001, & Vesting Tentative Tract Map TM6304.

    b. Consider Approval, **Res. 20-28**, GPA2020-001, A request to amend the General Plan to re-designate approximately 34 acres from the Low Density Residential (2.1 to 4.0 DU/Ac) classification to the Medium Density Residential (4.1 to 7.0 DU/Ac) classification.

    c. Consider Approval, **Res. 20-29**, R2020-001, A request to prezone approximately 34 acres from the County AE-20 (Exclusive Agricultural) Zone District to the Clovis R-1-PRD (Single-Family Planned Residential Development) and approximately 18 acres from the County AE-20 (Exclusive Agricultural) to the Clovis O (Open Space Conservation) Zone District.

    d. Consider Approval, **Res. 20-30**, TM6304, A request to approve a vesting tentative tract map for a 217-lot single-family subdivision on approximately 34 acres of land.

Senior Planner Ricky Caperton presented the staff report.

Commissioner Bedsted requested elaboration on the proposed masonry walls. Senior Planner Caperton provided an explanation regarding the masonry walls and fences.

Commissioner Cunningham sought and received confirmation that though there are lots within the flood plain, staff will work with FEMA to mitigate the risk to those properties. Supervising Civil Engineer Sean Smith further confirmed that there will be many steps taken in the process to ensure that those homes are protected.

Commissioner Hinkle inquired as to whether the reduction in home numbers for this project affects the City's RHNA numbers. Senior Planner Caperton responded in the negative.

Commissioner Hinkle inquired as to the extent of the developer's responsibility for landscaping. Senior Planner Caperton provided an explanation.

Commissioner Hinkle inquired as to the fate of the existing homes in the proposed park area, confirming that current residents would be able to sell their homes anytime to anyone. Senior Planner Caperton provided a detailed explanation.

Commissioner Hinkle referenced previous discussions regarding access from the driveway to the five-foot side yards of proposed subdivision lots and inquired as to whether the paving of this area is being considered with this project. This is a concern for him as residents leaving trash

toters in driveways or the streets degrades the desired look of these subdivisions. Senior Planner Caperton responded that staff has no mechanism at this time to require such, and therefore it is the choice of the developer to pave or not.

Commissioner Hinkle inquired as to whether the temporary turnabout on the south end of Hermosa Avenue will be installed with this project or with the tract map to the south. Senior Planner Caperton responded that when the tract to the south develops, it will connect there, but that for now it will remain a stub street.

Commissioner Hinkle sought and received confirmation that the temporary access will be off of Las Rosas Avenue and that there will be some form of temporary road, regardless of the state of relations between the two developers, even if that means waiting for the development to the south to go through.

Commissioner Cunningham remarked that there appeared to be a parcel at the southwest corner of the subject area belonging to TM6181 that seemed to be in danger of becoming landlocked by TM6304. Senior Planner Caperton responded that staff and the applicant are aware of the issue and assured that there are conditions in place to ensure the parcel will have access of some kind.

At this point, the Chair opened the floor to the applicant.

John Bonadelle of 7030 N. Fruit Avenue, Suite #101, provided background on the proposed project, then John Bonadelle Senior addressed some of the issues brought up the commissioners and the matter of neighborhood outreach.

At this point, the Chair opened the floor to those in favor.

Correspondence from Jeff and Dawnlynn Suglian in support of the project was read and then placed into the record.

At this point, the Chair opened the floor to those in opposition.

Betty Kemp of 5333 N. Highland Avenue expressed gratitude to staff and the Commission for their efforts in ensuring compatibility between developments and their surroundings, then informed that one of her neighbors believes that the project has already been approved with the process being a mere formality. She expressed dissatisfaction with the neighborhood meeting notice sent by the developer, the current lack of standards for those notices, and, as a result, the lack of viability of the first neighborhood meeting in her view, as well as with the proposed medium density of the project, preferring low density development in this area. In addition, she expressed confusion over the combination of several entitlements into a single project item, stating that it appears that the project is being rushed. She concluded by requesting a continuance of the project to provide more time for the neighbors to work with the applicant.

Larry Miller of 5157 N. Highland Avenue stated that details are easy to overlook in a project this complex, following up by informing that some of his objections were removed when the applicant

stated that the project would not move forward if the temporary access through the orchard cannot be secured. He expressed dissatisfaction with the neighborhood meeting notice, the mitigated negative declaration, and the traffic study. He then provided details regarding the effect the project would have on his internet service, informing that he has been discussing the problem with the developer but there is no agreement yet. Due to the short notice to the neighbors and the unresolved issues, he requests a delay in the project.

Paul McKenney of 5277 N. Highland Avenue informed that he too did not get a notice for the neighborhood meeting, expressing his belief that the problem of the neighbors in that regard is more with the City than with the applicant. He stated that he had attended one of the meetings and that the applicant had been very helpful and cooperative, as opposed to other developers doing whatever they want no matter what.

Stephen Lee of 5215 N. Highland Avenue expressed that he had some concerns and informed that he had not been notified of the original neighborhood meeting. However, at the second meeting, the applicant making concessions was something he had not been expecting, in contradiction to a similar meeting he attended several years ago. He concluded by expressing appreciation for the applicant's efforts in working with the neighbors.

Jeff Suglian of 5389 N. Highland Avenue, author of the correspondence earlier read into the record, reiterated that though he enjoys the rural lifestyle and does not want development behind his neighborhood, he accepts that such is inevitable. He also expressed appreciation for the applicant's good faith efforts in listening to and addressing the neighborhood's concerns, and he hopes that this will continue going forward, including when future development occurs to the south.

At this point, the Chair closed the public portion.

At this point, the Chair reopened the floor to the applicant.

Mr. Bonadelle elected not to take the opportunity for rebuttal.

Commissioner Hinkle informed that he has served on the Planning Commission for eight years and that in that time, almost all projects brought for consideration have had multiple items together. He requested that Mr. Miller keep an open mind as Mr. Bonadelle works with him. He then informed the members of the public that they should be grateful to Mr. Bonadelle for working with them and reducing the number of houses, as there are bills in committee currently in the state capitol that will take control of such development away from the cities and give it to state-appointed committees that may care more for their agenda than for the local history and lifestyle. In conclusion, he expressed gratitude to Mr. Bonadelle for working with the neighborhood, as he has seen many instances where developers would not make concessions. He is in favor of the project.

Commissioner Cunningham echoed Commissioner Hinkle, then expressed gratitude to the members of the public for attending and sharing concerns or appreciation. Though he has served on the Commission for only four years, he has in that time seen successful joint ventures

between developers and neighbors, leading to everyone winning. He informed that staff will look into improving the notification process, but that going strictly by the law, Mr. Bonadelle has exceeded requirements. He detailed concessions the applicant has made, stating that those indicate a desire to be a good neighbor on the developer's part. He concluded by commending the developer on working with the neighbors and encouraging them to continue doing so.

Commissioner Bedsted assured Ms. Kemp and the other members of the public that the project's approval or denial has not been pre-decided and that the Commission wants to hear from property owners. He informed that he personally desires to see concessions from developers and surrounding property owners with projects. Though he understands that not everyone will get the outcome they desire, enough compromise can make things favorable for both parties, which he is in favor of. Based on everything he has heard, the developer wants to be a partner with the neighbors and he expressed appreciation for the concessions made. He concluded by expressing his confidence that with subsequent dialogue further concessions may be made, and he is in favor of this project.

Chair Hatcher echoed her fellow commissioners in stating that a single project will often have multiple items together and that there is no foregone conclusion regarding how a vote will go. She expressed her belief that the applicant has worked hard with the neighbors and has made many concessions, whereas many projects that are more hotly contested have come before the Commission with little collaboration between applicant and neighbors. She expressed her apologies that many did not receive the first neighborhood meeting notice but also her faith that City staff will come up with set guidelines for notification. She detailed several details that were present in this project that the Commission has previously pushed for in other project. She concluded by stating that the developer has done a good job and she too is in favor of this project.

At this point, a motion was made by Commissioner Hinkle and seconded by Commissioner Cunningham to approve a finding of a Mitigated Negative Declaration for GPA2020-001, R2020-001, & TM6304. The motion was approved by a vote of 4-0-1.

At this point, a motion was made by Commissioner Hinkle and seconded by Chair Hatcher to approve GPA2020-001. The motion was approved by a vote of 4-0-1.

At this point, a motion was made by Commissioner Hinkle and seconded by Chair Hatcher to approve R2020-001. The motion was approved by a vote of 4-0-1.

At this point, a motion was made by Commissioner Hinkle and seconded by Chair Hatcher to approve TM6304. The motion was approved by a vote of 4-0-1.

OLD BUSINESS
None.

NEW BUSINESS
None.

ADJOURNMENT AT 7:38 P.M. UNTIL the Planning Commission meeting on July 23, 2020.

_____

Amy Hatcher, Chair

CITY of CLOVIS

REPORT TO THE PLANNING COMMISSION

TO:	Clovis Planning Commission
FROM:	Planning and Development Services
DATE:	July 23, 2020
SUBJECT:	Consider Approval - Res. 20-xx, TM6161, A request to approve a one-year extension to approved tentative tract map TM6161, located at the southeast area of Ashlan and Thompson Avenues. Stone Valley Communities, LLC, owner/applicant. **Staff:** Orlando Ramirez, Deputy City Planner **Recommendation:** Approve
ATTACHMENTS:	1. Draft Resolution 2. Request for Extension 3. Vesting Tentative Tract Map TM6161

CONFLICT OF INTEREST
None

RECOMMENDATION
Staff recommends that the Planning Commission approve an extension of Tentative Tract Map TM6161.

EXECUTIVE SUMMARY
The applicant is requesting a one-year extension for Tentative Tract Map TM6161 per the California Subdivision Map Act. The property is located near the southeast area of Ashlan and Thompson Avenues. Approval of the extension will allow the applicant to continue working toward development of an approved 142-lot single-family residential development

BACKGROUND
- General Plan Designation: Medium Density (4.1 – 7.0 DU/Ac)
- Specific Plan Designation: Loma Vista Specific Plan (Medium Density Residential)
- Existing Zoning: R-1-MD
- Lot Size: Total Area is approximately 40 acres
- Current Land Use: Rural Residential and Vacant
- Adjacent Land Uses:
  - North: Rural Residential/Agriculture

- South: Rural Residential
- East: Rural Residential/Agriculture
- West: Agriculture/Approved Single-Family

- Previous Entitlements: GPA2016-10, R2016-16,TM6161

PROPOSAL AND ANALYSIS

Vesting Tentative Tract Map TM6161 is a 142-lot, single-family residential development with public streets and specific development standards. Vesting Tentative Tract Map TM6161 was originally approved by the Planning Commission and City Council on May 25, 2017, and June 19, 2017, respectively. The map was approved concurrently with a general plan amendment and rezone to accommodate a 142-lot residential development. The applicant is working through annexation issues, which must be resolved before the final map can be recorded. Such resolution has taken more time than was provided by the original map approval period. As provided for in the Subdivision Map Act, an original approval period is granted for three years, after which the applicant may request up to six extensions in one-year increments. This is the applicant's first request.

The applicant is requesting a one-year extension for Vesting Tentative Tract Map TM6161 which would extend the approval to June 19, 2021.

Findings for Approval

The findings to consider when making a decision on a tentative tract map extension include:

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

   Staff's Response: Since the approval of TM6161, there have been numerous changes to the Development Code, including changes to address modifications, inadvertent omissions, typographical, grammatical, and content errors. However, the changes do not impact the approval of an extension.

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

   Staff's Response: The property has remained unchanged since the original map approval in June of 2017. There have been no changes in the character of the site, which remains mostly vacant with two rural residential homes adjacent to Thompson Avenue that will soon be removed. The removal of the two homes does not affect the tentative map approval. Therefore, the policies of the General Plan and Development Code remain effective and applicable to TM6161.

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

Staff's Response: Staff concurs that there have been no change to community resources and can accommodate the approved Project.

California Environmental Quality Act (CEQA)

The City has determined that the Project is in substantial conformance with the environmental analysis performed for GPA2016-10, Rezone R2016-16, and TM6161. No major revisions will be required with the adopted mitigated negative declaration to accommodate the proposed project, therefore, subject to CEQA Sections 15162 and 15182 no further environmental review is required for this project

The City published notice of this public hearing in *The Business Journal* on Friday, July 10, 2020.

REASON FOR RECOMMENDATION

The proposed extension request is consistent with the General Plan Land Use Diagram, Development Code and Subdivision Map Act. Therefore, staff recommends that the Planning Commission approve a one-year extension for TM6161.

ACTIONS FOLLOWING APPROVAL

None

FISCAL IMPACT

None

NOTICE OF HEARING

Property owners within 700 feet notified: 29
Interested individuals notified: 10

Prepared by: Orlando Ramirez, Deputy City Planner

Reviewed by: _____
Dave Merchen
City Planner

DRAFT RESOLUTION

ATTACHMENT 1

DRAFT
RESOLUTION 20-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS APPROVING A ONE-YEAR EXTENSION TO AN APPROVED VESTING TENTATIVE TRACT MAP FOR THE PROPERTY LOCATED SOUTHEAST AREA OF ASHLAN AND THOMPSON AVENUES AND FINDING THE PROJECT IN CONFORMANCE WITH CEQA PURSUANT TO SECTIONS 15162 AND 15182 CATEGORICAL EXEMPTION

WHEREAS, Stone Valley Communities, LLC, 1865 Herndon Avenue, Suite K518, Clovis, CA 93612, has applied for an extension to Vesting Tentative Tract Map TM6161; and

WHEREAS, an extension to Vesting Tentative Tract Map TM6161 was filed on June 5, 2020, and was presented to the Clovis Planning Commission for approval in accordance with the Subdivision Map Act of the Government of the State of California and Title 9, Chapter 2 of the Municipal Code of the City of Clovis; and

WHEREAS, a public notice was sent out to property owners within 700 feet of said property boundaries ten days prior to said hearing; and

WHEREAS, a duly noticed hearing was held on July 23, 2020; and

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

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

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

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

WHEREAS, the Planning Commission has given careful consideration to this map extension on July 23, 2020, and does find the project exempt from CEQA pursuant to Section 15162 and 15182 Categorical Exemption.

NOW, THEREFORE, BE IT RESOLVED that the one-year extension of Vesting Tentative Tract Map TM6161, be and is hereby approved.

* * * * * *

The foregoing resolution was adopted by the Clovis Planning Commission at its regular meeting on July 23, 2020, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 20-___

DATED: July 23, 2020

_____
Amy Hatcher, Chair

ATTEST: _____
Renee Mathis, Secretary

STONE VALLEY COMMUNITIES, LLC
1865 HERNDON AVE, SUITE K518, CLOVIS, CA 93611

6/5/2020

Re: Tentative Track Map 6161 Extension

Mr. Ramirez:

On behalf of Rancho Vista 6161, LP, we would like to formally request a one-year extension for Tentative Tract Map 6161 which is due to expire on June 19, 2020. The reason for this extension request is because we are currently working with City staff on the annexation process with hope of completing it in the late 2020 timeframe. We are looking forward to getting our project off the ground next year.

We appreciate your consideration of this request. Please contact me at 559-325-4858, if you have any questions.

Best Regards,

Manny Penn

Manny Penn
Managing Partner
Stone Valley Communities, LLC

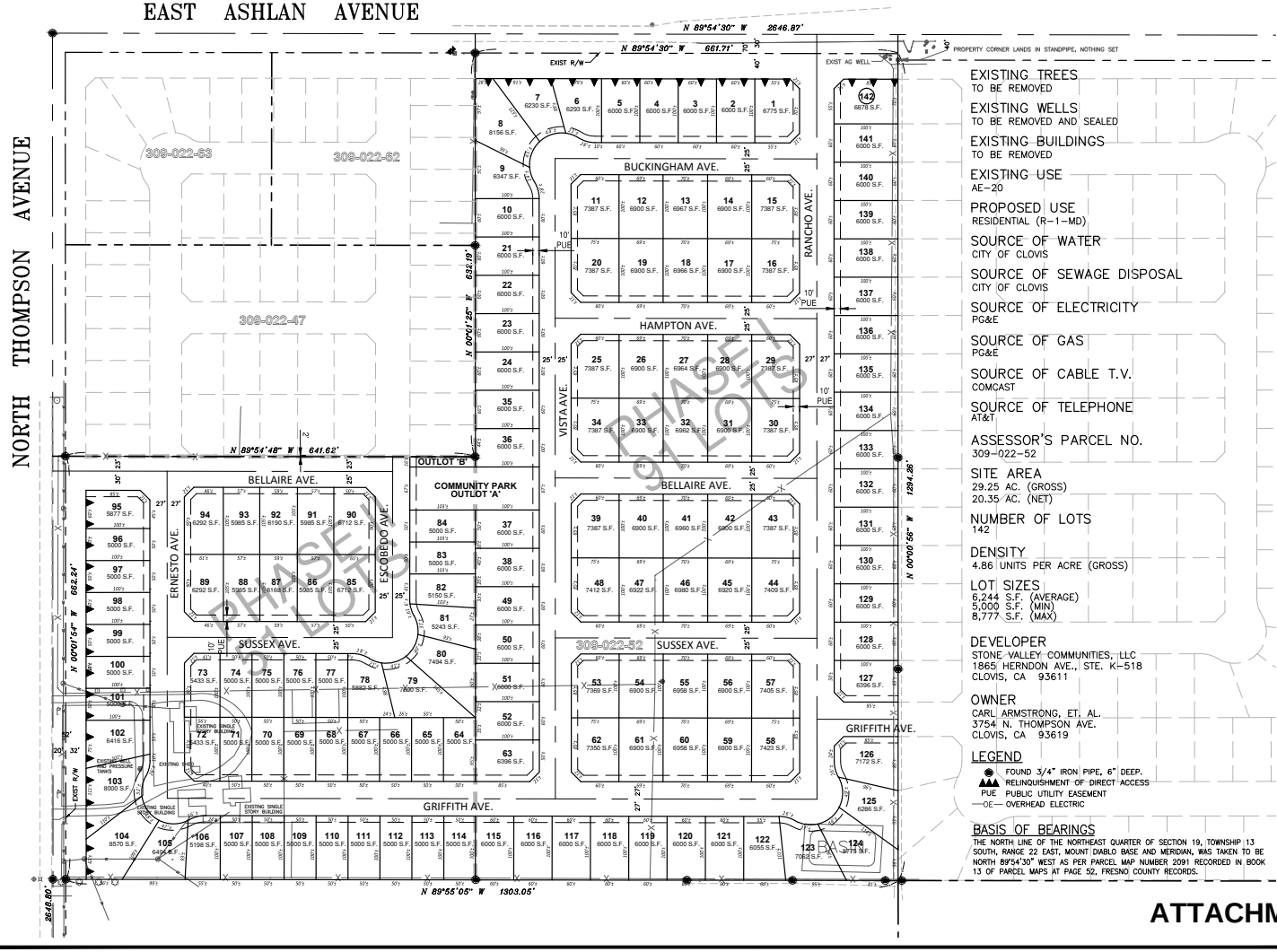
ATTACHMENT 2

AGENDA ITEM NO. 2

VESTING TENTATIVE SUBDIVISION MAP

TRACT NO. 6161

IN THE CITY OF CLOVIS
FRESNO COUNTY, CALIFORNIA



EXISTING TREES
TO BE REMOVED

EXISTING WELLS
TO BE REMOVED AND SEALED

EXISTING BUILDINGS
TO BE REMOVED

EXISTING USE
AE-20

PROPOSED USE
RESIDENTIAL (R-1-MD)

SOURCE OF WATER
CITY OF CLOVIS

SOURCE OF SEWAGE DISPOSAL
CITY OF CLOVIS

SOURCE OF ELECTRICITY
PG&E

SOURCE OF GAS
PG&E

SOURCE OF CABLE T.V.
COMCAST

SOURCE OF TELEPHONE
AT&T

ASSESSOR'S PARCEL NO.
309-022-52

SITE AREA
29.25 AC. (GROSS)
20.35 AC. (NET)

NUMBER OF LOTS
142

DENSITY
4.86 UNITS PER ACRE (GROSS)

LOT SIZES
6,244 S.F. (AVERAGE)
5,000 S.F. (MIN)
8,777 S.F. (MAX)

DEVELOPER
STONE VALLEY COMMUNITIES, LLC
1665 HERNDON AVE., STE. K-518
CLOVIS, CA 93611

OWNER
CARL ARMSTRONG, ET. AL.
3754 N. THOMPSON AVE.
CLOVIS, CA 93619

LEGEND
- FOUND 3/4" IRON PIPE, 6" DEEP.
- RELINQUISHMENT OF DIRECT ACCESS
- PUE PUBLIC UTILITY EASEMENT
- —OE— OVERHEAD ELECTRIC

BASIS OF BEARINGS
THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 13 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN, WAS TAKEN TO BE NORTH 89°54'30" WEST AS PER PARCEL MAP NUMBER 2091 RECORDED IN BOOK 13 OF PARCEL MAPS AT PAGE 52, FRESNO COUNTY RECORDS.

NORTH

SCALE: 1"= 80'

ATTACHMENT 3

ENN CONSULT
735 W. Alluvial Ave., Ste. 104 * Fresno, CA 93711 *

STONE VALLEY COMMUNITIES, LLC
VESTING TENTATIVE TRACT NO. 6161

Project No.:	16-23
Scale:	AS NOTED
Date:	12/13/16
Design:	JTE
Drawn:	JTE
Check:	JTE
Revisions:	
1) Lotting	2/10/17

TM-1
1 of 1

CITY of CLOVIS

REPORT TO THE PLANNING COMMISSION

TO: Clovis Planning Commission

FROM: Planning and Development Services

DATE: July 23, 2020

SUBJECT: Consider Approval - Res. 20-xx, SPR2020-002, A request to consider an appeal of the Site Plan Review (SPR) approval for an industrial development located at 561 N. DeWitt within the Dry Creek business Park (Project). Palm Bluffs Real Estate Inc., property owner; Partners 425 LLC, Bear Claw Investments LLC, Dan and Joey Properties LLC, appellants; Dowling Aaron Incorporated - Andrew Slater, representative.

Staff: Lily Cha, Assistant Planner
Recommendation: Deny appeal and approve Project.

ATTACHMENTS:
1. Draft Resolution
2. Appeal submittal
3. Herndon Shepherd Specific Plan (Light Industrial)
4. TM 6077 Dry Creek Business Park Conditions
5. SPR2020-002 Approval

CONFLICT OF INTEREST
None

RECOMMENDATION
Staff recommends that the Planning Commission deny the appeal and approve the project consistent with the SPR2020-002 approval.

EXECUTIVE SUMMARY
On June 3, 2020, the Director of Planning and Development Services (Director) approved Site Plan Review SPR2020-002 for an approximately 11,470 square foot office and warehouse building with associated site improvements for the property at located at 561 N. DeWitt Avenue within the Dry Creek Business Park. The review of SPR2020-002 was approved in accordance with Section 9.56.040 of the City's Municipal Code. Section 9.56.060, provides for the ministerial review and approval of site plan review applications and, therefore, discretionary and/or environmental review are typically not required.

Section 9.90.020 of the Clovis Municipal Code allows any interested party to appeal the Director's decision of an SPR application. Under Section 9.90.040(D), the appeal is considered a new hearing on the merits of the application, and the Planning Commission may consider any issue associated with the appeal, in addition to the specific grounds for the appeal. When reviewing the appeal, the Planning Commission may:

a. By resolution, affirm, affirm in part, or reverse the action, the determination, or decision that is the subject of the appeal;

b. Adopt additional conditions of approval deemed reasonable and necessary, and may even address issues or concerns that go beyond the subject of the appeal; or

c. Disapprove the permit or approval granted by the previous review authority, even though the appellant only requested a modification or elimination of one or more conditions of approval.

A group comprised of three neighboring property owners has appealed the Director's approval of SPR 2020-002, based on what they contend is a lack of compliance with applicable design criteria. Based on the information presented within this report, staff does not support the premise of this appeal, and recommends that the Planning Commission make a finding to deny the appeal of SPR2020-002, and approve the Project consistent with the Director's previous approval.

BACKGROUND

The Site Plan Review Process

The Site Plan Review (SPR) process enables the Director to make a finding that the proposed development is in compliance with the intent and purpose of Chapter 9.56 of the City's Municipal Code. The chapter provides the following list of findings required for the approval of an SPR. The proposed development would:

1. Be allowed within the subject zoning district;
2. Be in compliance with all of the applicable provisions of the Development Code that are necessary to carry out the purpose and requirements of the subject zoning district, including prescribed development standards and applicable design standards, policies and guidelines established by resolution of the Council;
3. Be in compliance with other applicable provisions of the Clovis Municipal Code;
4. Be consistent with the General Plan and any applicable specific plan.

In approving an SPR application, the Director may impose conditions deemed reasonable and necessary to ensure that the approval would be in compliance with the findings required by Section 9.56.040 provided above. Conditions are prepared in the form of a checklist and intended to ensure that the listed requirements related to City codes, standards, and design guidelines applicable to the development are satisfied. While the list of site plan conditions may not necessarily cover every possible requirement, it is comprehensive and intended to cover most issues that might arise during the planning and construction phases of the development.

The SPR process also allows the applicant or any aggrieved person to appeal the Director's determination or decision to the Planning Commission. During the appeal hearing, the Planning Commission may consider any issue(s) associated with the appeal in addition to the specific

grounds for the appeal. As the review authority of this appeal, the Planning Commission shall adopt findings in support of the intended action on the appeal. Moreover, the findings shall be in compliance with Section 9.56.040 of the Clovis Municipal Code.

Applicable Design Guidelines

The SPR process involves review for compliance with pertinent design guidelines from the general plan, any applicable specific plans, and policies. The Project is located within the boundaries of the Herndon Shepherd Specific Plan and is a part of the Dry Creek Business Park established by TM6077 and has been reviewed in accordance with the applicable design criteria. It is important to note that the design guidelines serve as general and subjective criteria for development review.

Herndon Shepherd Specific Plan

The Herndon Shepherd Specific Plan (HSSP, or Plan) was adopted in June of 1988 with the intent to provide guidance for comprehensive, orderly development in the growing northern area of the City at the time. Bounded by Willow, Herndon, DeWolf, and Shepherd Avenues, the Plan provides land use, circulation, open space and utility plans for the specified areas of the City north of Herndon Avenue. A key function of the Plan is to reduce the need for subsequent detailed planning and environmental review procedures for development in this area. Although the Plan's intended lifetime has gradually dissipated, staff continues to refer to the document for guidance of development in this area.

A feature of the HSSP is a set of comprehensive architectural design guidelines that lists desirable architectural features. Specific to the light industrial area, the guidelines are intended to provide an overall sense of visual order through common setbacks, limited building heights and landscaping in keeping with nearby commercial and residential areas. Additionally, the Plan established several architectural guidelines encouraging contemporary appearances to new buildings and although not strictly prohibited, discouraging the use of metal buildings. These guidelines may be found in **Attachment 3.**

TM6077 (Dry Creek Industrial Park)

Approved in October of 2014, Tract Map 6077 (TM6077) established the 44 lot Dry Creek Business Park located north of Herndon Avenue, between Minnewawa and Clovis Avenues. The Map was approved with a set of conditions that addressed design considerations for future development projects within the business park. The conditions do not require or preclude any certain building type or feature, but do establish subjective criteria with terms such as "harmonious" forms, "architecturally integrate," and "architecturally treat." These conditions can be found in **Attachment 4.**

M-1 Zone District

At the time of its recordation, the majority of the parcels within TM6077 were zoned M-1 (Light Industrial), including the parcels owned by the appellants as well as the parcels which is the subject of SPR2020-002. In 2015, when TM6077 recorded, the M-1 zone district was an industrial zone that did not allow for professional offices. Therefore, the conditions of approval relating to design did not anticipate architectural compatibility between office and industrial uses as a potential concern. In March of 2016, the City adopted an update to the Development Code

(OA2016-01) which included adding an allowance for professional offices as a permitted use. While today the M-1 zone district allows office uses, the zone district is primarily an industrial zone allowing a variety of light manufacturing uses, as well as warehousing and distribution facilities, mini-warehouse storage, and other comparable uses.

PROPOSAL AND ANALYSIS

Project Proposal & Findings of Approval

The Project under consideration (SPR2020-002) is for an industrial development inclusive of an approximately 11,470 square foot office and warehouse building with associated site improvements such as parking, utilities, and landscaping. The Project site is a vacant parcel with an area that is approximately 0.65 acres and is located within the Dry Creek Business Park. SPR20202-002 was conditionally approved by the Director on June 3, 2020 in accordance with the following findings:

Finding 1:

Be allowed within the subject zone district.

The Project site is designated as Industrial under the City's General Plan Land Use Diagram with a corresponding M-1 (Light Industrial) Zone District. The M-1 Zone District is appropriate for business parks and industrial uses within enclosed structures with limited screened outdoor storage. The Project proposes an office/warehouse building that is identified as an allowed use within the established M-1 Zone District.

Finding 2:

Be in compliance with all of the applicable provisions of the Development Code that are necessary to carry out the purpose and requirements of the subject zoning district, including prescribed development standards and applicable design standards, policies and guidelines established by resolution of the Council.

The configuration of the proposed development meets the development standards of the M-1 Zone District including required setbacks, maximum parcel coverage, maximum building height, and required off-street parking:

• Required Setbacks: o Front- 10 feet o Side- None o Street Side- 10 feet o Rear- None	• Provided Setbacks: o Front- 13 feet o Side- 26+ feet o Street Side- 13 feet o Rear- 26+ feet
• Maximum Parcel Coverage: o None	• Provided Parcel Coverage o 26%
• Maximum Building Height: o 75 feet	• Provided Building Height o 24.5 feet
• Required Off-Street Parking: o 4 stalls per every 1,000 sq. ft. of office space (1,834 sq. ft. = 7 stalls required),	• Provided Parking Stalls o 21 parking stalls

○ 1 stall per every 1,000 sq. ft. of warehouse space (9,636 sq. ft. = 17 stalls required)	

The Project is also located within the boundaries of the Herndon Shepherd Specific Plan with established guidelines that are intended to provide overall visual order through common setbacks, building height, and landscaping for light industrial development. Based on its proposed configuration and elevations, the Project meets the intent of these guidelines. Consistent with these guidelines, the Project provides a building setback of 25 feet from the curb on any street and parking areas that are 10 feet from the property line of any street. The proposed building also does not exceed the height of 35 feet as required for this plan area. Furthermore, the proposed landscaping for the Project is consistent with that of the surrounding development and also meets the architectural recommendations provided within the Plan to guide design development in this area.

As a development within the Dry Creek Business Park, the proposed Project is subject to the conditions of approval specified for the business park. Additionally, the Project meets the intent of the building color and material, and architectural treatment as indicated in the conditions of approval for the overall business park. Colors proposed for the building are earth toned including tans for the stucco finishes and dark bronze for the metal panels. The building is also of simple geometry and utilizes architectural treatments similar to existing buildings in the area such as stucco, metal panels and stone veneer (see **Attachment 5**).

Finding 3:

Be in compliance with other applicable provisions of the Clovis Municipal Code.

In addition to Planning Division Review, the Project has also been reviewed by other divisions and departments including Engineering, Public Utilities, Fire and Police. Any comments specific to this Project provided by any internal entities and outside agencies are included as conditions of approval for SPR2020-002 (see **Attachment 5**). With this, any other applicable provisions of the City's Municipal Code should have been addressed.

Finding 4:

Be consistent with the General Plan and any applicable specific plan.

Please refer to findings 1 and 2 above.

The Appeal

As previously indicated within the body of this report, the Clovis Municipal Code allows the applicant or any aggrieved person to appeal the Director's decision of a site plan to the Planning Commission. In this instance, the appellants include property owners and businesses located within the Dry Creek Business Park: Partners 425, LLC (Robert L. Davidson, Architect), Bear Claw Investments, LLC (Grizzly Construction), and Dan and Joey Properties, LLC (Gateway Engineering). The request to appeal SPR2020-002 was received by staff on June 16, 2020 and immediately scheduled for the next available Planning Commission hearing. According to the appeal (**Attachment 2**), the appellants oppose the Project approval under the premise that the Project does not meet the applicable design standards for buildings within the Development.

In their appeal letter, the appellants indicate that the Project is "nothing more than a bland metal box," and is not harmonious with adjacent developments. The appeal is organized in two sections, with the first including information related to the architectural design standards of the Herndon Shepherd Specific Plan and the Dry Creek Business Park. The subsequent section outlines their grounds for the Project not meeting the applicable design standards for the business park. The applicants cited several "architectural standards" from the HSSP and architecturally related conditions of approval from TM6077 of the Dry Creek Business Park, as follows (with emphasis added):

Herndon Shepherd Specific Plan:

a. The architectural style of new buildings **should have a contemporary appearance** while utilizing elements which complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.
b. Metal buildings should be discouraged and only allowed where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, the office portions of such structures should be located on the portion of the site facing the public street and not be of metal construction. Those portions of metal buildings visible from public streets or land uses other than industrial **should have masonry skirting** on wall and full fascia screens.
c. Building construction and design should be used to create a structure with **substantially equally attractive sides** of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure.
d. Large, continuous surface treatments of a single material should be minimized. In the event that this is done, **textural changes or relief techniques should be introduced to produce a play of shadows on the surface.**
e. Large buildings should have **facades that include variations in form and texture**.

TM 6077 Dry Creek Business Park

- Condition 25 - All building forms shall be of a simple geometry and shall be harmonious with adjacent developments.
- Condition 26 - Proposed metal buildings shall architecturally integrate with non-metal buildings.
- Condition 28 - Applicant shall architecturally treat all building elevations facing public streets.

Staff's Response to the Appeal

In response to the contentions of the appellants for SPR2020-002, staff has reviewed the appeal criteria and found that the basis of the appeal relies on errant assumptions. Though the appeal letter correctly lists the design criteria from Herndon Shepherd Specific Plan and TM6077, the appellants view these criteria as mandatory standards that must be applied before a site plan review application can be approved. As described above, the design criteria are not definitive standards, they are guidelines that are intended to influence overall design. The Herndon Shepherd Specific Plan specifically identifies the design criteria as "guidelines", with each

guideline being presented as a non-mandatory "should" statement. The conditions for TM6077 also include non-specific subjective criteria with terms such as "harmonious" forms, "architecturally integrate," and "architecturally treat." Further evaluation of the design guidelines is provided as follows:

Herndon Shepherd Specific Plan:

a. *The architectural style of new buildings **should have a contemporary appearance** while utilizing elements which complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.*

   Staff's Response: The architectural components of the HSSP are subjective criteria intended to be utilized as guidance and consideration during development review. Staff has determined that the Project in question meets the intent of the contemporary appearance utilizing various materials including metal panels and metal awnings.

b. *Metal buildings should be discouraged and only allowed where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, the office portions of such structures should be located on the portion of the site facing the public street and not be of metal construction. Those portions of metal buildings visible from public streets or land uses other than industrial **should have masonry skirting** on wall and full fascia screens.*

   Staff's Response: The architectural components of the HSSP are subjective criteria intended to be utilized as guidance and consideration during development review. Staff has determined that the Project in question has provided reasonable conformity with street facing building elevations composed of mostly stucco and restricting metal paneling along the roof trim. The Project also provides stone veneer skirting along street facing elevations.

c. *Building construction and design should be used to create a structure with **substantially equally attractive sides** of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure…*

   Staff's Response: The architectural components of the HSSP are subjective criteria intended to be utilized as guidance and consideration during development review. Staff has determined that the Project in question provides architecturally attractive street facing elevations and along those portions of the internal facing elevations that are most viewable from the public right-of-way. These areas include the portions of the east and south facing elevation that are closest to the streets. Elevations can be found in **Attachment 5**. Based on the configuration of the site and the proposed fencing and landscaping, the internal facing elevations that are made up of primarily metal material will have minimal view from the public right-of-way. For these reasons, staff is comfortable with the Project's elevations as proposed.

d. *Large, continuous surface treatments of a single material should be minimized. In the event that this is done,* ***textural changes or relief techniques should be introduced to produce a play of shadows on the surface.***

Staff's Response: The architectural components of the HSSP are subjective criteria intended to be utilized as guidance and consideration during development review. Staff has determined that the materials and design of the Project's building elevation provides adequate textural changes with the utilization of a combination of materials including metal panels, metal awnings, stucco, and stone veneer.

e. *Large buildings should have* ***facades that include variations in form and texture.***

Staff's Response: The architectural components of the HSSP are subjective criteria intended to be utilized as guidance and consideration during development review. Staff has determined that the materials and design of the Project's building elevation provides adequate textural changes with the utilization of a combination of materials including metal panels, metal awnings, stucco, and stone veneer.

TM 6077 Dry Creek Business Park

- *Condition 25- All building forms shall be of a simple geometry and shall be harmonious with adjacent developments.*

  Staff's Response: The architectural components of TM6077 are subjective criteria intended to be utilized as guidance and consideration during development review. The Project's building is of simple geometry with five sides, of which three are street facing and architecturally treated. The architectural treatment of the building is similar to that of the existing developments within the Dry Creek Business Park. Existing development are composed of various materials including stucco, metal panels, and stone veneer.

- *Condition 26- Proposed metal buildings shall architecturally integrate with non-metal buildings.*

  Staff's Response: The architectural components of TM6077 are subjective criteria intended to be utilized as guidance and consideration during development review. Although the Project proposes a metal building, the building incorporates stucco similar in earth toned colors of the existing buildings in the vicinity. The Project also provides stone veneer skirting that is similar to existing developments in the Dry Creek Business Park.

- *Condition 28- Applicant shall architecturally treat all building elevations facing public streets.*

  Staff's Response: The architectural components of TM6077 are subjective criteria intended to be utilized as guidance and consideration during development review. Please refer to staff's response under the discussion regarding *Herndon Shepherd Specific Plan, design criteria "c*."

REASON FOR RECOMMENDATION

In consideration of the information provided in this report, staff continues to support the Project as was initially approved by the Director. Staff has determined that the Project is consistent with the City's General Plan, applicable zoning, Herndon Shepherd Specific Plan, and TM6077. Based on the ministerial nature of SPR applications, no basis to deny the application has been identified. Furthermore, the appeal is predicated on architectural design guidelines that were established as guidance and not necessarily as mandatory requirements. For these reasons, the appeal has no merit, and Staff recommends that the Planning Commission deny the appeal of SPR2020-002 and approve the Project consistent with the Director's approval.

ACTIONS FOLLOWING APPROVAL

None

FISCAL IMPACT

None

Prepared by: Lily Cha, Assistant Planner

Reviewed by: _____

Dave Merchen
City Planner

RESOLUTION 20-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS DENYING THE APPEAL AND APPROVING SPR2020-002, SITE PLAN REVIEW APPROVAL FOR AN INDUSTRIAL DEVELOPMENT LOCATED AT 561 N. DEWITT AVENUE WITHIN THE DRY CREEK BUSINESS PARK, AND CONFIRMING THAT THE PROJECT IS A MINISTERIAL PROJECT EXEMPT FROM ENVIRONMENTAL REVIEW

WHEREAS, the Project proponent is Picket & Sons Construction, 7310 N. Remington, Fresno CA 93711; and

WHEREAS, the Project is a site plan review, SPR2020-002, for an industrial development located at 561 N. DeWitt Avenue in the City of Clovis, County of Fresno. The Project consists of an approximately 11,470 square foot office and warehouse building with associated site improvements; and

WHEREAS, the Project is a ministerial project under the City's Site Plan Review Ordinance (CMC § 9.56.060), and therefore is exempt from environmental review under the California Environmental Quality Act (CEQA); and

WHEREAS, on June 3, 2020, the Director of Planning and Development Services (Director) approved SPR2020-002; and

WHEREAS, the Municipal Code allows the applicant or any aggrieved person to appeal the Director's approval of a site plan to the Planning Commission, where the Planning Commission may consider any issues(s) associated with the appeal in addition to the specific grounds for the appeal; and

WHEREAS, an appeal of SPR2020-002 was filed by Andrew Slater of Dowling Aaron Incorporated on behalf of the aggrieved party: Partners 425, LLC, Bear Claw Investments, LLC, and Dan and Joey Properties, LLC; and

WHEREAS, the appeal was heard by the Planning Commission on July 23, 2020; and

WHEREAS, the Planning Commission has reviewed the record of proceedings as reflected in the July 23, 2020 staff reports, which includes the June 16, 2020 submittal of appeal to SPR2020-002 by the appellants, and other oral and documentary evidence presented to the Commission during the appeal.

NOW, THEREFORE, the Planning Commission of the City of Clovis resolves as follows:

1. Rejects the appeal and upholds the Director's approval of SPR 2020-002 for the reasons set forth in the City staff report dated July 23, 2020.
2. Finds that SPR2020-02 meets the requirements of the Site Plan Review Ordinance, has been processed properly in accordance with the Ordinance, and the standard conditions imposed are applicable to the Project.
3. Finds that the Project is an allowed use within the subject zoning district.
4. Finds that the Project is in compliance with all of the applicable provisions of the Development Code that are necessary to carry out the purpose and requirements

of the subject zoning district, including prescribed development standards and applicable design standards, policies, and guidelines established by resolution of the City Council.

5. Finds that the Project is in compliance with other applicable provisions of the Clovis Municipal Code.
6. Finds that the Project is consistent with the General Plan and any applicable specific plan.
7. Reaffirms that the Project is a ministerial Project exempt from CEQA review.
8. The basis for the findings is detailed in the July 23, 2020 Planning Commission staff report, which are hereby incorporated by reference, the entire Administrative Record, as well as evidence and comments presented in connection with the appeal.

* * * * * *

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

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 20-___
DATED: July 23, 2020

_____
Amy Hatcher, Chair

ATTEST: _____
Renee Mathis, Secretary

ATTACHMENT 2

AGENDA ITEM NO. 3

DOWLING | AARON
INCORPORATED
ATTORNEYS AND COUNSELORS AT LAW

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P: 559.432.4500 | F: 559.432.4590
www.dowlingaaron.com

WRITER'S E-Mail:
aslater@dowlingaaron.com

File No. 014956-000010

June 16, 2020

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

Michael Linden, Esq.
7404 North Spalding Avenue
Fresno, California 93720

Re: Appeal of Site Plan Review Approval - SPR 2020-002
Location: 561 N. DeWitt Avenue
Appeal Fee: $2,400

Dear Gentlepersons:

My clients, Partners 425, LLC, Bear Claw Investments, LLC, and Dan and Joey Properties, LLC (hereinafter, "Appellants"), hereby appeal the City of Clovis Planning Division's approval of the Site Plan for the construction of a commercial building at 561 N. DeWitt Avenue in Clovis. The proposed construction is located in the Dry Creek Business Park (hereinafter, sometimes, the "Development"). Appellants are property owners and businesses located in the Development.

As described in greater detail herein, the Appellants contend the 561 DeWitt proposed construction does not meet the applicable design standards for buildings within the Development.

I. The Herndon/Shepard Specific Plan Controls the Architectural Design Standards for the Dry Creek Business Park.

The general plan is at the top of a city's or county's land use regulation hierarchy. (*Neighborhood Action Group for the Fifth Dist. v. County of Calaveras* (1984) 156 Cal. App. 3d 1176, 1183.) It is the "'constitution' for future development." (*Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal. 3d 531, 540.) All zoning and land use approvals must be consistent with the general plan. (*DeVita v. County of Napa* (1995) 9 Cal.4th 763, 772.)

Specific plans are generally more detailed than general plans, and are used to govern specific (as the name implies) areas of a community within the general plan. They are a planning tool that cities and counties may choose to use "for the systematic implementation" of their general

plan. (Gov. Code § 65450.) The specific plan "statutes are flexible, allowing public agencies to create standards for the development of a wide range of projects [and] solutions to any type of land use issues." (Governor's Office of Planning and Research, The Planner's Guide to Specific Plans 4 (Jan. 2001) see Exhibit D; and Gov. Code §§ 65450-65457.)

> "[Specific Plans] may present the land use and design regulations which guide the development of a city center ... or incorporate land use and zoning regulations, infrastructure plans, and development approval processes for the development of residential, office, commercial and open space uses..." (Planner's Guide at page 4)

Specific plans can be extremely detailed. "***Providing direction to every facet of development*** from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision." (*Id.* and Gov. Code §§65451-65452, emphasis added.) A specific plan may address design related topics, establishing policies and standards for development with the area governed by the specific plan. As stated in Government Code § 65455:

> "No ... tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan."

Moreover, under Government Code Section 66474, "A legislative body of a city or county shall deny approval of a final or tentative map if it makes any of the following findings: (a) That the proposed map is not consistent with applicable general and specific plans. (b) That the ***design or improvement of the proposed subdivision is not consistent with applicable general and specific plans***." (Emphasis added.)

The Development lies within the sphere of the Herndon/Shepherd Specific Plan (the "HSSP"). The HSSP was prepared by the City of Clovis Planning Division and adopted by the City of Clovis on or about June 27, 1988. The HSSP governs the development of land within the 5800 acres subject to the plan. The area covered is roughly Willow and DeWolf Avenues on the east/west borders and Herndon and Shepherd Avenues on the north/south borders.

The HSSP's stated purpose is to regulate, govern and control the development of the land within its sphere of control:

> "The Herndon-Shepherd Specific Plan provides land use, circulation, open space, and utility plans for the 5,800-acre plan area and describes the means of implementing these plans. It is a policy

> document intended to guide public sector and private sector development decisions in the plan area over the next twenty years. It is a vision for the future of Clovis.
>
> The Specific Plan is intended to provide property owners, developers, and other interested persons with detailed information about City policies, ***standards***, public facility systems, ***and regulations affecting the use of land in the plan area***. ... The Specific Plan and the accompanying Environmental Impact Report (EIR) provide the necessary regulations and environmental documentation for the project area so any future residential development proposals ***consistent with the Specific Plan*** may proceed with Tentative Tract Maps, Site Plans and other discretionary permits without a requirement for new environmental documentation." (Emphasis added.)

The HSSP sets forth specific architectural design standards for development stating, "These guidelines are intended to provide an overall sense of visual order through common setbacks, limited building heights and landscaping in keeping with nearby commercial and residential areas." These architectural design standards include in pertinent part:

> "Architecture
>
> (a) The architectural style of new buildings should have a contemporary appearance while utilizing elements which complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.
>
> (b) Metal buildings should be discouraged and only allowed where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, the office portions of such structures should be located on the portion of the site facing the public street and not be of metal construction. Those portions of metal buildings visible from public streets or land uses other than industrial should have masonry skirting on wall and full facia screens.

> (c) Building construction and design should be used to create a structure with substantially equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure. ...
>
> (d) Large, continuous surface treatments of a single material should be minimized. In the event this is done, textural changes or relief techniques should be introduced to produce a play of shadows on the surface.
>
> (e) Large buildings should have facades that include variations in form and texture." (Exhibit A.)

On or about October 20, 2014, the City of Clovis Planning and Development Services department provided a Report to the City Council and Mayor (the, "Report") that included a recommendation that the City Council approve the Tract Map for the Development (the tract map is identified as TM6077). (Exhibit B.) The Report specifically recognizes the natural beauty of the Dry Creek trail and mandates, "Special consideration" should be given to "prevent industrial uses from creating a negative visual impact."

The Report also expressly incorporates the HSSP and its architectural design standards stating:

> "Architecture and Industrial Park Design
>
> Industrial developments within the Dry Creek Park shall encourage industrial development which presents a park-like atmosphere presenting an attractive and inviting atmosphere to employees, visitors, and tenants. The architectural and site requirements for future projects within this development should contain a mixture of architectural style designs, but with a basis of descriptive evaluation of ***setbacks, architecture, siting, landscaping*** and pedestrian amenities ***as envisioned in the Herndon Shepherd Specific Plan.***
>
> ***Staff feels it is important to incorporate the overall concept of the Herndon Shepherd Specific Plan*** to encourage development that will promote compatibility between existing developments to the west, existing rural residential to the east and the physical elements of the Dry Creek, therefore; staff has included conditions of approval that reflect development that takes maximum advantage of

> the open space potential of the creek, while encouraging a strong framework for future development. (Exhibit E, the Report, page 3, emphasis added.)

The Conditions of Approval to tract map, Exhibit A to the Report, includes conditions for the development of the Dry Creek Business Park consistent with the architectural design standards set by the HSSP:

> "Architecture
>
> 28. All building forms shall be of a simple geometry and shall be harmonious with adjacent developments.
>
> 29. Proposed metal buildings shall architecturally integrate with non-metal buildings.
>
> 30. No roll-up doors shall be permitted on the street side and street side and street to building drives.
>
> 31. Applicant shall architecturally treat all buildings facing public streets, residentially designated property and the trail."

The same day the Report was provided to the City Council, the City Council issued Resolution 14-116 (the "Resolution") approving the tract map for the Dry Creek Business Park. (Exhibit C.) The architectural design conditions stated in the Report and Resolution are consistent with the HSSP, as is required by statute, and the HSSP is the controlling document for development of the Dry Creek Business Park and applicable architectural design standards. (See Gov. Code § 65455.)

The City has a duty to enforce the architectural design standards of the HSSP within the Development and a duty to enforce them fairly.

II. The Building Proposed At 561 N. DeWitt Avenue Does Not Meet Applicable Design Standards for the Development.

The building proposed and approved for construction at 561 DeWitt Avenue is nothing more than a bland metal box. (Exhibit D.) As stated above, the HSSP requires the below architectural standards:

> (a) The architectural style of new buildings ***should have a contemporary appearance*** while utilizing elements which

> complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.
>
> (b) Metal buildings should be discouraged and only allowed where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, ***the office portions of such structures should be located on the portion of the site facing the public street and not be of metal construction.*** Those portions of metal buildings visible from public streets or land uses other than industrial ***should have masonry skirting*** on wall and full facia screens.
>
> (c) Building construction and design should be used to create a structure with ***substantially equally attractive sides*** of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure. ...
>
> (d) Large, continuous surface treatments of a single material should be minimized. In the event this is done, ***textural changes or relief techniques should be introduced to produce a play of shadows on the surface.***
>
> (e) Large buildings should have ***facades that include variations in form and texture.***" (Exhibit A.)

The proposed building does not have a contemporary appearance; is all metal, even the portion facing the street, and lacks masonry skirting; is equally unattractive on all sides; has not textural changes; and no façade varying in form and texture. In fact, it fails every requirement of the HSSP.

Whether or not the City agrees with the Appellants' position that the HSSP sets the design standards, the design standards of the Planning Division Conditions for the project mirror the HSSP:

> "25. All building forms shall be of a simple geometry and shall be harmonious with adjacent developments.

26. Proposed metal buildings shall architecturally integrate with non-metal buildings.

28. Applicant shall architecturally treat all building elevations facing public streets." (Exhibit E.)

The proposed building is not harmonious with adjacent developments and does not integrate with non-metal buildings. See Exhibits F, G and H which are the Appellants' neighboring building which include metal buildings that meet, or at least attempt to meet the applicable design standard. The contrast is stark, and not even arguably integrated or harmonious. Moreover, the elevation facing the street is not architecturally treated, it is merely treated with stucco and painted a lighter shade of beige.

The proposed building at 561 N. DeWitt Avenue fails to meet the design standards of the HSSP, and the Planning Division Conditions, yet has been approved for permits. Appellants respectfully request the Planning Division's approval be revoked and the developer required to redesign the building to meet the applicable design standards.

Please keep my clients and I abreast of any hearing/meeting dates related to this matter so that we can reserve the right to be further heard. Appellants pay the extortionate appeal fee of $2,400 under protest as the City should be the one enforcing the issues on appeal, not Appellants.

Very truly yours,

DOWLING AARON INCORPORATED

G. Andrew Slater

GAS:caa
Enclosures
cc: Steven D. McGee, Esq.
Clients
014956-000010-02900019-1

EXHIBIT A

AGENDA ITEM NO. 3

HERNDON-SHEPHERD
SPECIFIC PLAN

CITY of CLOVIS

structures, but in no case less than sixty (60) feet in total length) may be loaded or unloaded at any loading dock or door, or loading area, without extending beyond the Property Line.

(k) No loading area should be located within twenty-five (25) feet of residential property. If, however, this condition is proposed a masonry sound wall should be required.

(l) Loading facilities should be screened with landscaping and/or berming and should not be located at the front of structures. When it is not possible to locate loading facilities at the rear of the building, loading docks and loading doors should not dominate the frontage and should be screened from the street by landscaping and be offset from driveway openings.

Architecture

(a) The architectural style of new buildings should have a contemporary appearance while utilizing elements which complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.

(b) Metal buildings should be discouraged and only allowed where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, the office portions of such structures should be located on the portion of the site facing the public street and not be of metal construction. Those portions of metal buildings visible from public streets or land uses other than industrial should have masonry skirting on walls and full facia screens.

(c) Building construction and design should be used to create a structure with substantially equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure. Any accessory buildings and enclosures, whether attached to or detached from the main building, should be of similar compatible design and materials.

(d) Large, continuous surface treatments of a single material should be minimized. In the event this is done, textural changes or relief techniques should be introduced to produce a play of shadows on the surface.

(e) Large buildings should have facades that include variations in form and texture.

RECEIVED
9.23.14

AGENDA ITEM NO: 1-B-1&2
City Manager:

- CITY OF CLOVIS -
REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: October 20, 2014

SUBJECT: Consider various items associated with a 30.90 acre property located at Park Creek Drive and Rogers Avenues, south of Big Dry Creek. Wicks, Stoffel, Sayah, owners; City of Clovis, applicant/representative.

a. Consider Approval – Res. 14-____, An Environmental Finding of a Mitigated Negative Declaration for TM6077, and

b. Consider Approval– Res. 14-____, TM6077, A request to approve a Tentative Tract Map for a 44 lot industrial subdivision.

ATTACHMENTS:

Figure 1:	Location Map
Exhibit "A:"	Conditions of Approval
Attachment 1:	Mitigated Negative Declaration
Attachment 2:	Planning Commission Minutes
Attachment 3:	Draft Tract Map Resolution
Attachment 4:	Draft CEQA Resolution
Exhibit "B:"	Tentative Tract Map TM6077

CONFLICT OF INTEREST

None

RECOMMENDATION

Planning Commission and staff recommend that the City Council:

- Adopt a Mitigated Negative Declaration, for TM6077 pursuant to CEQA Guidelines; and

- Approve TM6077, subject to the conditions listed in Exhibit "A."

- Make a finding of consistency that the dedication toward public right-of-way is proportionate to the development being requested.

EXECUTIVE SUMMARY

This development proposal if approved would create 44 lots for industrial users in an industrial park setting. With Dry Creek located to the north of the subject properties, there is a unique opportunity to provide for an industrial park which could play off of this amenity when designing the individual site plan for each lot. Special consideration should be given to the treatment along the Dry Creek frontage to prevent industrial uses from creating a negative visual impact to users of the trail.

BACKGROUND

- General Plan Designation: Focus Area 1 (Industrial Employment Center)
- Specific Plan Designation: Industrial
- Existing Zoning: C-M (Commercial – Light Manufacturing)
  M-1 (Light Manufacturing)
- Lot Size: 30.90 acres
- Current Land Use: Rural Residential
- Adjacent Land Uses:
  North: Dry Creek
  South: Rural Residential
  East: Multi-Family and Rural Residential
  West: Industrial
- Previous Entitlements: GPA92-08, R2002-10

PROPOSAL AND ANALYSIS

Project Description

The City, being the applicant for Tentative Tract Map TM6077, has coordinated with property owners to facilitate a 44 lot industrial subdivision. Developable industrial land is scarce in Clovis and there is a real need for this type of subdivision. The subject site is located in the Herndon Shepherd Specific Plan and the properties carry an industrial land use designation in the Clovis General Plan under Focus Area 1. This focus area calls out the primary use as Industrial, which is consistent with the established zone districts of C-M (Commercial and Light Manufacturing) and M-1, (Light Industrial).

Adjacent land uses include the future Dry Creek Trail to the north; multiple family and industrial to the east, Industrial/Commercial uses to the south and west.

Setbacks

The Herndon Shepherd Specific Plan has specific development standards that are required to be implemented with industrial development. Specific plan setbacks are included to provide an overall sense of visual order through common setbacks and landscaping for a harmonious blend of uses. To create a more industrial park setting, staff is recommending more restrictive setbacks along the street frontages and has provided conditions of approval which will insure implementation.

Architecture and Industrial Park Design

Industrial developments within the Dry Creek Park shall encourage industrial development which presents a park-like atmosphere presenting an attractive and inviting atmosphere to employees, visitors and tenants. The architectural and site requirements for future projects within this development should contain a mixture of architectural style and designs, but with a basis of descriptive evaluation of setbacks, architecture, siting, landscaping and pedestrian amenities as envisioned in the Herndon Shepherd Specific Plan.

Staff feels it is important to incorporate the overall concept of the Herndon Shepherd Specific Plan to encourage development that will promote compatibility between existing developments to the west, existing rural residential to the east and the physical elements of the Dry Creek, therefore; staff has included conditions of approval that reflect development that takes maximum advantage of the open space potential of the creek, while encouraging a strong framework for future development.

Trail Viewscape

The Dry Creek Trail offers a unique opportunity to offer an amenity to those developments that back onto the trail. Staff is concerned, however, that industrial uses are not necessarily something attractive to trail users. Staff feels that with the implementation of conditions that require landscape planting and fencing treatment on the property owner side will create a more visually attractive development and provide for an aesthetically pleasing view corridor for pedestrian use along the Dry Creek Trail system. Staff has included several conditions addressing staff's recommendation inclusive of requirements for landscaping, fence treatment and site design. Applicants will be required to maintain all landscaping and fencing within the project and the trail area.

Pedestrian Connectivity

The applicant is proposing to provide a pedestrian path of travel at the northeast boundary of the project site in order to provide industrial park users the ability to access the Dry Creek Trail. A focus Area requirement of the General Plan requires that there be a strong pedestrian/cycle connection to the Clovis Old Town Trail.

Staff feels the 30 foot width Indicated for pedestrian connectivity is adequate to serve this pedestrian amenity but feels that 5-feet of additional landscaping should be provided on the properties on either side (Lots 10 & 11). Staff feels that future tenants can incorporate this additional 5 feet as part of any future development. Staff has included a condition to this effect.

Storage

With the requirement to provide screening along the northern property line adjacent to the Dry Creek, staff would like to review the specifics at site plan review as each individual use is developed. This will provide a greater degree of control and specific requirements can be attached to address screening of outdoor storage. At a minimum, all outdoor storage should be screened and shall not exceed 6 feet in height. A masonry wall has already been constructed along the south property line of the single family residential subdivision located to the north across Dry Creek.

Existing Homes and Structures

There are existing homes and structures located on the eastern boundary of the proposed project. With future development, the applicant intends to demolish all buildings.

Circulation and Lot Pattern

Access to TM6077 will be at two key points; Rogers and Spruce Avenues on the east and Park Creek Drive on the west.

Traffic

With any increase in density, it was important to study the impacts of traffic in the area and surrounding intersections. However, the City Engineer analyzed and determined that the anticipated levels of service, delays, and queuing conditions with the project are very similar to those anticipated without the Project, and the increase In traffic does not significantly alter the conditions anticipated in the City's current General Plan.

Setbacks at Rogers Avenue

In order to maintain the residential character and privacy of the rural homes located on the east side of Rogers Avenue, staff is requiring any development on lots 15-18 to maintain a 10-foot landscape setback from the eastern property line as well as a requirement for a 6-foot masonry wall to contain any noise concerns from future industrial uses.

Signs

The Clovis Zoning Ordinance permits individual tenant freestanding signage for industrial uses. Sign heights typically range from 10 feet to 20 feet based on lineal street frontage. With establishment of Tentative Tract Map TM6077, staff feels that in order to gain greater continuity and symmetry in the industrial park presentation, a more restrictive sign criteria should be implemented. Staff feels that limiting freestanding signs to a monument style sign will still provide developers the ability to utilize sign areas based on lineal street frontage, but will create well-balanced industrial park identification for perspective tenants and customers. Staff has included a condition of this requirement.

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

Planning Commission Meeting

The Planning Commission considered this project on September 25, 2014. There were no neighbors to speak regarding the item.

Neighborhood Concerns

Staff sent notices to property owners within 600 feet of the Project. As of the writing of this report, staff has not received comments or concerns from the public.

California Environmental Quality Act (CEQA)

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

The City published notice of this public hearing in The Business Journal on Wednesday, October 8, 2014.

FISCAL IMPACT

None

REASONS FOR RECOMMENDATION

Tentative Tract Map TM6077 is consistent with the land use designations of the Clovis General Plan, the Herndon Shepherd Specific Plan, and the C-M and M-1 Zone District and staff recognizes the need for additional developable industrial property in the City of Clovis. For these reasons, staff recommends conditional approval of Tentative Tract TM6077.

Recommendation

Planning Commission and staff recommend that the City Council:

- Approve a finding of a Mitigated Negative Declaration for TM6077; and
- Approve TM6077.

In light of court decisions, it is appropriate for the City to make findings of consistency between the required dedications and the proposed development. Every dedication condition now needs to be evaluated to confirm that there is a rough proportionality or that a required degree of connection exists between the dedication imposed and the proposed development.

The City of Clovis has made a finding that the dedication of property for this tentative tract map partially satisfies the development's proportionate contribution to the City's circulation system. The circulation system directly benefits the subject property by providing access and transportation routes that service the site. Further, the circulation system also enhances the property's value.

ACTIONS FOLLOWING APPROVAL

None

NOTICE OF HEARING

Property Owners within 600 feet notified:	55
Interested individuals notified:	10

Prepared by: Orlando Ramirez, Associate Planner

Reviewed by: _____

Dwight Kroll, AICP
Director of Planning and Development Services

FIGURE 1
PROJECT LOCATION MAP

TM6077

SPECIFIC LOCATION MAP

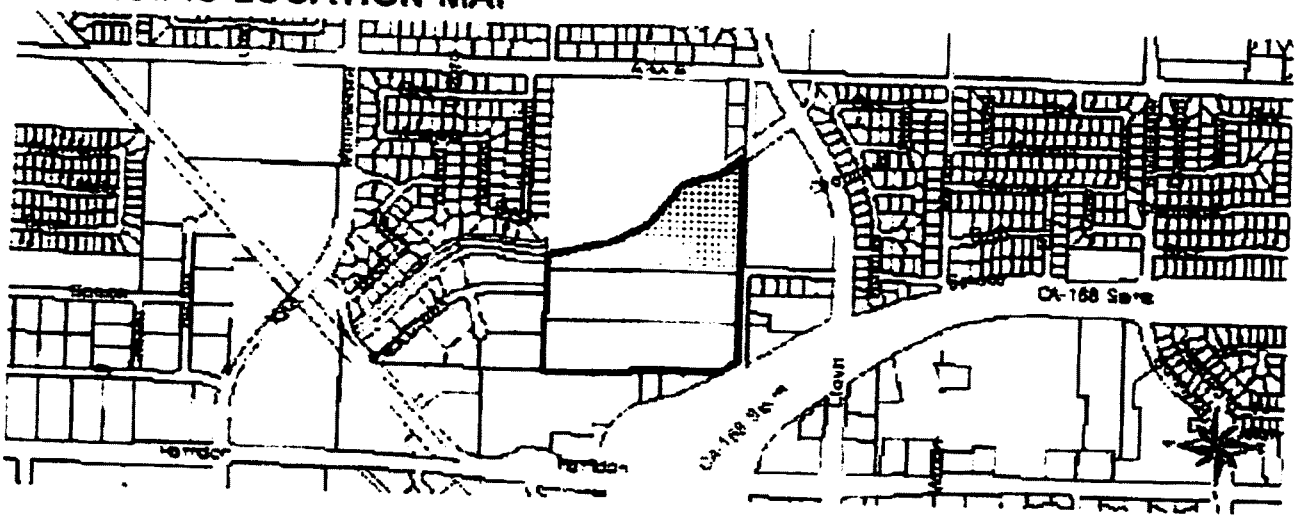


EXHIBIT "A"
Conditions of Approval – TM6077

Planning Division Conditions
(Division Representative – Orlando Ramirez, 324-2345)

1. 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.

2. Upon final recordation of this tentative tract map, it shall be the applicant's responsibility to furnish to the Department of Planning and Development Services a minimum of four scale copies of the original map obtained from the Fresno County Recorder's Office.

3. The applicant shall relay all Conditions of Approval for this tentative tract map to all subsequent purchasers of individual lots, if applicable, and/or to subsequent purchasers of this entire tract map development.

4. To assure consistency with the Conditions of Approval for this tentative tract map, applicant shall provide for the Department of Planning and Development Services' review and approval of a copy of the conditions, covenants and restrictions, prior to the start of construction on any lots

5. All conditions of approval associated with GPA92-08 and R2002-10 are hereby made a part of this application.

6. This map is approved per the attached Exhibit "B".

Landscaping and Site Planning

7. Landscaping shall comply with the City of Clovis Water Efficiency Ordinance.

8. All lots shall be provided with a minimum 20 foot landscaped front yard setback from the face of curb.

9. The street side yard for corner lots shall have a minimum 20 foot landscape setback from face of curb.

10. Parcels adjacent to Dry Creek shall provide a 10 foot landscape setback from the rear property line.

11. Parcels 15-18 shall provide a 10 foot landscape setback and a six foot masonry wall. Landscaping material shall be reviewed through the Site Plan Review process. (Parcel 18 shall have the option to deviate from this requirement dependent on the orientation of the building).

12. Parcels 31 and 32 shall provide parking frontage on the east property line, allowing a viewscape to the east.

13. Parcels 31 and 32 shall provide a 10 foot landscape setback along Rogers Avenue.

14. The trail entry feature at the northeast end of the project shall include:

    a. A 10 foot sidewalk;
    b. 10 foot landscaping on both sides;
    c. An additional 5 foot privately maintained setback on parcels 10 and 11.

Loading and Storage

15. All loading and storage areas shall be screened from view of adjoining properties and from the street by a combination of landscape planting and/or fencing.

16. All storage of equipment and vehicles shall be within buildings or behind fenced storage areas.

17. No maintenance of vehicles or equipment shall occur within any yard visible from a public street or the trail.

18. Outdoor storage areas shall be reasonably screened from the freeway corridor.

Screening and Lighting

19. All roof-mounted mechanical equipment, antennas, satellite dishes and other similar appearances shall be screened from view from a public street and all residential areas.

20. No lighting shall be directly visible into residential areas or be of a nature to adversely affect vehicular movement on any street.

21. All light standards shall be a smoke grey, of a uniform design to be specified and should be compatible with buildings and other design elements.

22. Automatic timers on lighting shall be utilized to optimize security and project enhancement during nighttime.

23. Low voltage halogen lighting to light landscape areas is encouraged.

Signs

24. Signage shall be limited to monument style signs. Sign area shall be based on lineal street frontage and shall refer to 9.4.303 (b) (1) Matrix F, of the Clovis Municipal Code for maximum sign face area.

Building Color and Materials

25. The predominant building color shall be earth tones, although other colors may be used to enhance identity.

26. Bright colors shall be used only to enhance identity and shall be limited to signs, doors, window trim and other detailing related to pedestrian areas.

27. Awnings may be used to encourage color contrast.

Architecture

28. All building forms shall be of a simple geometry and shall be harmonious with adjacent developments.

29. Proposed metal buildings shall architecturally integrate with non-metal buildings.

30. No roll-up doors shall be permitted on the street side and street to building drives.

31. Applicant shall architecturally treat all buildings facing public streets, residentially designated property and the trail

Fencing

32. Fence materials and design along the Dry Creek shall be subject to the approval of the City Planner.

33. The material, style and height of walls and fences shall provide an element of continuity throughout the subdivision to ensure visual consistency

34. Only green colorized fencing shall be allowed along the Dry Creek setback.

35. When barriers are necessary for security, open view wrought iron is required.

36. Development of each parcel shall require the approval of an application for site plan review.

37. The developer shall comply with all mitigation measures as identified in the adopted mitigation monitoring program for this tentative map. The following mitigation measure shall apply:

- **3.1-1:** Any lighting installed on the site shall be designed and installed to minimize adverse fugitive light and/or glare impacts to the adjacent residential receptors.

Engineering Division Conditions
(Division Representative - Chris Tange, 297-2360)

Maps and Plans

38. The applicant shall have a final tract map prepared, in the form prescribed by the Subdivision Map Act and City of Clovis Municipal Code. The final tract map shall be submitted to the City of Clovis Engineering Division, and should include, but not be limited to, final tract map, the current filing fee, closure calculations, current preliminary title report, legal descriptions and drawings of required dedications.

39. The applicant shall submit to the City of Clovis Engineering Division, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements. These plans shall be prepared by a registered civil engineer, and shall include a site grading and drainage plan and an overall site utility plan showing locations and sizes of sewer, water, irrigation, and storm drain mains, laterals, manholes, meters, valves, hydrants, other facilities, etc. Plan check and inspection fees per City of Clovis Resolution No. 03-152 shall be paid with the first submittal of said plans. All plans shall be approved by the City and all other involved agencies prior to the release of any development permits.

40. Prior to the initial submittal of the improvement plans, the applicant shall contact Mike Harrison at (559) 324-2365 to setup a coordination meeting (Pre-submittal Meeting).

41. Upon approval of improvement plans, the applicant shall provide the City with the appropriate number of copies. After all improvements have been constructed and accepted by the City, the applicant shall submit to the City of Clovis Engineering Division one bond copy of the approved set of construction plans revised to accurately reflect all field conditions and revisions and marked "AS-BUILT" for review and approval. Upon approval of the AS-BUILTs by the City the applicant shall provide (1) reproducible and (3) copies of the AS-BUILTs to the City.

General

42. 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.

43. For any sewer or water main, or undergrounding of utilities, or major street to be installed by the applicant and eligible for reimbursement from future developments, the applicant shall submit to the City of Clovis, all reimbursement requests in accordance with the current version of the "Developer

Reimbursement Procedures"; a copy can be obtained at the City Engineer's Office.

44. 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.

45. The applicant shall address all the requirements of the local utility, telephone, and cable companies. It shall be the responsibility of the applicant to notify the local utility, telephone, and cable companies for the removal or relocation of utility poles where necessary. The City shall not accept first submittals without proof that the applicant has provided the improvement plans and documents showing all proposed work to the utility, telephone, and cable companies. All utility vaults in which lids cannot be sloped to match proposed finished grading, local utilities have 5% max slope, shall be located in sidewalk areas with pedestrian lids so the lid slope matches sidewalk cross slope.

46. 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.

47. The applicant shall contact and address Caltrans requirements.

48. 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.

49. 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.

50. The applicant shall provide and pay for any compaction tests in recompacted areas as a result of failure to pass an original compaction test. Original compaction tests shall be provided and paid for by the City and their locations designated by the City Engineer.

51. All existing overhead and new utility facilities located on-site, within alleys, or within the street right-of-way along the streets adjacent to this tract shall be undergrounded unless otherwise approved by the City Engineer.

Dedications and Street Improvements

52. 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.

53. Rogers Avenue – between Spruce Avenue and 150' south of Spruce Avenue, improve with curb, gutter, sidewalk, permanent paving and overlay as necessary to match the existing permanent pavement, and all transitional paving as required.

54. Rogers Avenue – between 150' south of Spruce Avenue and the south property line improve with curb, gutter, sidewalk, drive approach, curb return ramps, street lights, 36' (18+18) of permanent paving, and all transitional paving as required.

55. Rogers Avenue – abandon the Rogers Avenue right of way north of Spruce Avenue.

56. Interior streets dedicate to provide for 62' right-of-way and improve with curb, gutter, sidewalk, drive approaches, curb return ramps, streetlights, 44' (22+22) permanent paving except in cul de sacs, and all transitional paving as needed.

57. Cul de sac bulb - dedicate to provide for 52' radius and improve with curb, gutter, sidewalk, street lights, 43' permanent paving and all transitional paving as needed.

58. Applicant shall provide a dedication for a 10' public utility easement, where applicable, along all frontages or alternate widths approved by the utilities companies.

59. 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.

60. Standard barricades with reflectors shall be installed at ends of streets abutting undeveloped property and any other locations to be specified by the City Engineer.

Sewer

61. The applicant shall identify and abandon all septic systems to City standards.

62. The applicant shall install sanitary sewer mains of the size and in the locations indicated below, prior to occupancy. The sewer improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.

- Rogers Avenue - install 8" main along frontage.
- Interior streets - install 8" mains.

63. The applicant shall install one (I) 4" sewer service house branch to each lot within the tentative tract.

Water

64. The applicant shall identify and abandon all water wells to City standards.

65. The applicant shall install water mains of the sizes and in the locations indicated below, and provide an adequately looped water system prior to occupancy. The water improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.

- Interior streets - install 8" mains.

66. 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.

67. Prior to recording a final map of any phase, the applicant shall demonstrate to the satisfaction of the City Fire Chief and City Engineer that there is adequate water pressure to serve the units to be constructed. The applicant shall work with the City Engineer to determine the adequacy of water supply/pressure for the proposed development.

Grading and Drainage

68. 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.

69. 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

70. 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: paseos, paseo lights

71. All park and landscape improvements shall be installed, accepted for maintenance by the City prior to issuance of 40% of the Tract's building permits. If the park improvements are not constructed on the Outlot for any reason within two (2) years of the recordation of the final map of Tract, City shall have the right to request from surety and receive upon City's demand, sufficient funding to complete the construction of improvements for the park. The two year period may be extended at City's sole option and discretion and upon such conditions as City shall determine.

72. The owner shall request annexation to and provide a covenant for the Landscape Maintenance District. The property owner acknowledges and agrees that such request serves as a petition pursuant to California State Proposition 218 and no further election will be required for the establishment of the initial assessment. The assessment for each lot must be obtained from the City for the tax year following the recordation of the final map. The estimated annual assessment range per lot is between $298.85 and $896.55, which is subject to change prior to 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.

73. The applicant shall contact and address all requirements of the Fresno Irrigation District (FID). This may include dedicating easements, piping or relocating any existing FID canals and ditches, replacing any existing irrigation piping, concrete lining or improving any existing canals, construction or reconstruction of any canals, culverts, and bridge crossings. Plans for these requirements and

improvements shall be included as in the previously required set of construction plans, and shall be submitted to and approved by FID prior to the release of any development permits or recording of the final tract map. If a FID or private irrigation line is to be abandoned, the applicant shall provide waivers from all downstream users.

74. The applicant shall indicate on construction drawings the depth, location and type of material of any existing Fresno Irrigation District's irrigation line along the proposed or existing street rights-of-way or onsite. Any existing canals shall be piped. The material of the existing pipe shall be upgraded to the proper class of rubber gasket pipe at all locations unless otherwise approved by the City Engineer.

75. All existing agricultural irrigation systems either on-site or in public right of way, whether FID or privately owned, shall be identified prior to any construction activity on the site. Service to all downstream users of irrigation water shall be maintained at all times through preservation of existing facilities or, if the existing facilities are required to be relocated, the relocation and replacement of the existing facilities. It is the intent that downstream users not bear any burden as a result of development of the site. Therefore, the applicant shall pay all costs related to modification, relocation, or repair of any existing irrigation facilities resulting from or necessitated by the development of the site. The applicant shall identify on site plans and construction plans, all existing irrigation systems and their disposition (abandonment, repair, relocation, and/or piping). The applicant shall consult with the Fresno Irrigation District for any additional requirements for lines to be abandoned, relocated, or piped. The applicant shall provide waivers from all users in order to abandon or modify any irrigation pipelines or for any service interruptions resulting from development activities.

76. The applicant shall provide a landscape and irrigation perpetual maintenance covenant recorded for landscaping installed in the public right-of-way behind the curb including easements that will not be maintained by the Clovis Landscape Maintenance District. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

77. The applicant shall provide a perimeter wall perpetual maintenance covenant on all properties that have a perimeter wall that is installed on private property. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

Miscellaneous

78. The applicant shall install street lights streets on metal poles to local utility provider's standards at the locations designated by the City Engineer. Street light locations shall be shown on the utility plans submitted with the final map for approval. Street lights shall be owned and maintained by local utility providers. Proof of local utility provider's approval shall be provided.

79. Any existing section corner or property corner monuments damaged by this development shall be reset to the satisfaction of the City Engineer. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to final acceptance. Brass caps required for installation of new monuments or replacement of existing monuments shall be provided by the contractor/applicant and approved by City prior to installation. Within five days after the final setting of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer that the final monuments have been set. Upon payment to the engineer or surveyor for setting the final monuments, the applicant shall present to the City Engineer evidence of the payment and receipt thereof by the engineer or surveyor.

80. A deferment, modification, or waiver of any engineering conditions will require the express written approval of the City Engineer.

81. The conditions given herein are for the entire development. Additional requirements for individual phases may be necessary pending review by the City Engineer.

EXHIBIT C

AGENDA ITEM NO. 3

RESOLUTION 14-116

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING TENTATIVE TRACT MAP TM6077, A REQUEST TO APPROVE A 44-LOT INDUSTRIAL SUBDIVISION LOCATED AT PARK CREEK DRIVE AND ROGERS AVENUES, SOUTH OF BIG DRY CREEK

WHEREAS, The City of Clovis, 1033 Fifth Street, Clovis, CA 93612, has applied for Tentative Tract Map TM6077; and

WHEREAS, Tentative Tract Map TM6077 was filed on July 3, 2014, and was presented to the Clovis Planning Commission for approval in accordance with the Subdivision Map Act of the Government of the State of California and Title 9, Chapter 2, of the Municipal Code and the City of Clovis; and

WHEREAS, the Planning Commission has considered said map on September 25, 2014, and approved Tentative Map TM6077; and

WHEREAS, the City published a Notice of the City Council Public Hearing for October 20, 2014, to consider TM6077 in The Business Journal. A copy of the Notice was sent to interested parties within 600 feet of the property boundaries ten days prior to said hearing; and

WHEREAS, the City Council held a noticed public hearing on October 20, 2014, to consider the approval of Tentative Map TM6077; and

WHEREAS, on October 20, 2014, 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 Tentative Map TM6077, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the 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 map is consistent with applicable general and specific plans;

b. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans;

c. The site is physically suitable for the type of development;

d. The site is physically suitable for the proposed density of development;

e. The design of the subdivision or the type of improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

f. The design of the subdivision or the type of improvements is not likely to cause serious public health problems; and

g. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through the use of property within the proposed subdivision.

h. The dedication toward public right-of-way is proportionate to the development being requested.

NOW, THEREFORE, BE IT RESOLVED that Tentative Tract Map TM6077, attached and labeled ATTACHMENT 3, is hereby approved, subject to the attached conditions labeled Exhibit "A."

* * * * * *

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council held on October 20, 2014, by the following vote, to wit:
:

AYES: Councilmembers Armstrong, Flores, Magsig, Whalen, Ashbeck

NOES: None

ABSENT: None

ABSTAIN: None

DATED: October 20, 2014

CITY OF CLOVIS ★ 1912 ★ INCORPORATED FEBRUARY 27

Mayor

City Clerk

EXHIBIT "A"
Conditions of Approval – TM6077

Planning Division Conditions
(Division Representative – Orlando Ramirez, 325-2345)

1. 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.

2. Upon final recordation of this tentative tract map, it shall be the applicant's responsibility to furnish to the Department of Planning and Development Services a minimum of four scale copies of the original map obtained from the Fresno County Recorder's Office.

3. The applicant shall relay all Conditions of Approval for this tentative tract map to all subsequent purchasers of individual lots, if applicable, and/or to subsequent purchasers of this entire tract map development.

4. To assure consistency with the Conditions of Approval for this tentative tract map, applicant shall provide for the Department of Planning and Development Services' review and approval of a copy of the conditions, covenants and restrictions, prior to the start of construction on any lots

5. All conditions of approval associated with GPA92-08 and R2002-10 are hereby made a part of this application.

6. This map is approved per the attached Exhibit "B".

Landscaping and Site Planning

7. Landscaping shall comply with the City of Clovis Water Efficiency Ordinance.

8. All lots shall be provided with a minimum 20 foot landscaped front yard setback from the face of curb.

9. The street side yard for corner lots shall have a minimum 20 foot landscape setback from face of curb.

10. Parcels adjacent to Dry Creek shall provide a 10 foot landscape setback from the rear property line.

11. Parcels 15-18 shall provide a 10 foot landscape setback and a six foot masonry wall. Landscaping material shall be reviewed through the Site Plan Review process. (Parcel 18 shall have the option to deviate from this requirement dependent on the orientation of the building).

12. Parcels 31 and 32 shall provide parking frontage on the east property line, allowing a viewscape to the east.

13. Parcels 31 and 32 shall provide a 10 foot landscape setback along Rogers Avenue.

14. The trail entry feature at the northeast end of the project shall include:

    a. A 10 foot sidewalk;
    b. 10 foot landscaping on both sides;
    c. An additional 5 foot privately maintained setback on parcels 10 and 11.

Loading and Storage

15. All loading and storage areas shall be screened from view of adjoining properties and from the street by a combination of landscape planting and/or fencing.

16. All storage of equipment and vehicles shall be within buildings or behind fenced storage areas.

17. No maintenance of vehicles or equipment shall occur within any yard visible from a public street or the trail.

18. Outdoor storage areas shall be reasonably screened from the freeway corridor.

Screening and Lighting

19. All roof-mounted mechanical equipment, antennas, satellite dishes and other similar appearances shall be screened from view from a public street and all residential areas.

20. No lighting shall be directly visible into residential areas or be of a nature to adversely affect vehicular movement on any street.

21. All light standards shall be a smoke grey, of a uniform design to be specified and should be compatible with buildings and other design elements.

22. Automatic timers on lighting shall be utilized to optimize security and project enhancement during nighttime.

23. Low voltage halogen lighting to light landscape areas is encouraged.

Signs

24. Signage shall be limited to monument style signs. Sign area shall be based on lineal street frontage and shall refer to 9.4.303 (b) (1) Matrix F, of the Clovis Municipal Code for maximum sign face area.

Building Color and Materials

25. The predominant building color shall be earth tones, although other colors may be used to enhance identity.

26. Bright colors shall be used only to enhance identity and shall be limited to signs, doors, window trim and other detailing related to pedestrian areas.

27. Awnings may be used to encourage color contrast.

Architecture

28. All building forms shall be of a simple geometry and shall be harmonious with adjacent developments.

29. Proposed metal buildings shall architecturally integrate with non-metal buildings.

30. No roll-up doors shall be permitted on the street side and street to building drives.

31. Applicant shall architecturally treat all buildings facing public streets, residentially designated property and the trail

Fencing

32. Fence materials and design along the Dry Creek shall be subject to the approval of the City Planner.

33. The material, style and height of walls and fences shall provide an element of continuity throughout the subdivision to ensure visual consistency

34. Only green colorized fencing shall be allowed along the Dry Creek setback.

35. When barriers are necessary for security, open view wrought iron is required.

36. Development of each parcel shall require the approval of an application for site plan review.

37. The developer shall comply with all mitigation measures as identified in the adopted mitigation monitoring program for this tentative map. The following mitigation measure shall apply:

- **3.1-1:** Any lighting installed on the site shall be designed and installed to minimize adverse fugitive light and/or glare impacts to the adjacent residential receptors.

Engineering Division Conditions
(Division Representative - Chris Tange, 297-2360)

Maps and Plans

38. The applicant shall have a final tract map prepared, in the form prescribed by the Subdivision Map Act and City of Clovis Municipal Code. The final tract map shall be submitted to the City of Clovis Engineering Division, and should include, but not be

limited to, final tract map, the current filing fee, closure calculations, current preliminary title report, legal descriptions and drawings of required dedications.

39. The applicant shall submit to the City of Clovis Engineering Division, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements. These plans shall be prepared by a registered civil engineer, and shall include a site grading and drainage plan and an overall site utility plan showing locations and sizes of sewer, water, irrigation, and storm drain mains, laterals, manholes, meters, valves, hydrants, other facilities, etc. Plan check and inspection fees per City of Clovis Resolution No. 03-152 shall be paid with the first submittal of said plans. All plans shall be approved by the City and all other involved agencies prior to the release of any development permits.

40. Prior to the initial submittal of the improvement plans, the applicant shall contact Mike Harrison at (559) 324-2365 to setup a coordination meeting (Pre-submittal Meeting).

41. Upon approval of improvement plans, the applicant shall provide the City with the appropriate number of copies. After all improvements have been constructed and accepted by the City, the applicant shall submit to the City of Clovis Engineering Division one bond copy of the approved set of construction plans revised to accurately reflect all field conditions and revisions and marked "AS-BUILT" for review and approval. Upon approval of the AS-BUILTs by the City the applicant shall provide (1) reproducible and (3) copies of the AS-BUILTs to the City.

General

42. 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.

43. For any sewer or water main, or undergrounding of utilities, or major street to be installed by the applicant and eligible for reimbursement from future developments, the applicant shall submit to the City of Clovis, all reimbursement requests in accordance with the current version of the "Developer Reimbursement Procedures"; a copy can be obtained at the City Engineer's Office.

44. 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.

45. The applicant shall address all the requirements of the local utility, telephone, and cable companies. It shall be the responsibility of the applicant to notify the local utility, telephone, and cable companies for the removal or relocation of utility poles where necessary. The City shall not accept first submittals without proof that the applicant has provided the improvement plans and documents showing all proposed work to the utility, telephone, and cable companies. All utility vaults in which lids cannot be sloped to match proposed finished grading, local utilities have 5% max slope, shall be located in sidewalk areas with pedestrian lids so the lid slope matches sidewalk cross slope.

46. 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.

47. The applicant shall contact and address Caltrans requirements.

48. 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.

49. 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.

50. The applicant shall provide and pay for any compaction tests in recompacted areas as a result of failure to pass an original compaction test. Original compaction tests shall be provided and paid for by the City and their locations designated by the City Engineer.

51. All existing overhead and new utility facilities located on-site, within alleys, or within the street right-of-way along the streets adjacent to this tract shall be undergrounded unless otherwise approved by the City Engineer.

Dedications and Street Improvements

52. 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.

53. Rogers Avenue – between Spruce Avenue and 150' south of Spruce Avenue, improve with curb, gutter, sidewalk, permanent paving and overlay as necessary to match the existing permanent pavement, and all transitional paving as required.

54. Rogers Avenue – between 150' south of Spruce Avenue and the south property line improve with curb, gutter, sidewalk, drive approach, curb return ramps, street lights, 36' (18+18) of permanent paving, and all transitional paving as required.

55. Rogers Avenue – abandon the Rogers Avenue right of way north of Spruce Avenue.

56. Interior streets dedicate to provide for 62' right-of-way and improve with curb, gutter, sidewalk, drive approaches, curb return ramps, streetlights, 44' (22+22) permanent paving except in cul de sacs, and all transitional paving as needed.

57. Cul de sac bulb - dedicate to provide for 52' radius and improve with curb, gutter, sidewalk, street lights, 43' permanent paving and all transitional paving as needed.

58. Applicant shall provide a dedication for a 10' public utility easement, where applicable, along all frontages or alternate widths approved by the utilities companies.

59. 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.

60. Standard barricades with reflectors shall be installed at ends of streets abutting undeveloped property and any other locations to be specified by the City Engineer.

Sewer

61. The applicant shall identify and abandon all septic systems to City standards.

62. The applicant shall install sanitary sewer mains of the size and in the locations indicated below, prior to occupancy. The sewer improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.

- Rogers Avenue - install 8" main along frontage.
- Interior streets - install 8" mains.

63. The applicant shall install one (I) 4" sewer service house branch to each lot within the tentative tract.

Water

64. The applicant shall identify and abandon all water wells to City standards.

65. The applicant shall install water mains of the sizes and in the locations indicated below, and provide an adequately looped water system prior to occupancy. The water improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.

- Interior streets - install 8" mains.

66. 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.

67. Prior to recording a final map of any phase, the applicant shall demonstrate to the satisfaction of the City Fire Chief and City Engineer that there is adequate water pressure to serve the units to be constructed. The applicant shall work with the City

Engineer to determine the adequacy of water supply/pressure for the proposed development.

Grading and Drainage

68. 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.

69. 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

70. 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: paseos, paseo lights

71. All park and landscape improvements shall be installed, accepted for maintenance by the City prior to issuance of 40% of the Tract's building permits. If the park improvements are not constructed on the Outlot for any reason within two (2) years of the recordation of the final map of Tract, City shall have the right to request from surety and receive upon City's demand, sufficient funding to complete the construction of improvements for the park. The two year period may be extended at City's sole option and discretion and upon such conditions as City shall determine.

72. The owner shall request annexation to and provide a covenant for the Landscape Maintenance District. The property owner acknowledges and agrees that such request serves as a petition pursuant to California State Proposition 218 and no further election will be required for the establishment of the initial assessment. The assessment for each lot must be obtained from the City for the tax year following the recordation of the final map. The estimated annual assessment range per lot is between $298.85 and $896.55, which is subject to change prior to 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.

73. The applicant shall contact and address all requirements of the Fresno Irrigation District (FID). This may include dedicating easements, piping or relocating any existing FID canals and ditches, replacing any existing irrigation piping, concrete lining or improving any existing canals, construction or reconstruction of any canals, culverts, and bridge crossings. Plans for these requirements and improvements shall be included as in the previously required set of construction plans, and shall be submitted to and approved by FID prior to the release of any development permits or recording of the final tract map. If a FID or private irrigation line is to be abandoned, the applicant shall provide waivers from all downstream users.

74. The applicant shall indicate on construction drawings the depth, location and type of material of any existing Fresno Irrigation District's irrigation line along the proposed or existing street rights-of-way or onsite. Any existing canals shall be piped. The material of the existing pipe shall be upgraded to the proper class of rubber gasket pipe at all locations unless otherwise approved by the City Engineer.

75. All existing agricultural irrigation systems either on-site or in public right of way, whether FID or privately owned, shall be identified prior to any construction activity on the site. Service to all downstream users of irrigation water shall be maintained at all times through preservation of existing facilities or, if the existing facilities are required to be relocated, the relocation and replacement of the existing facilities. It is the intent that downstream users not bear any burden as a result of development of the site. Therefore, the applicant shall pay all costs related to modification, relocation, or repair of any existing Irrigation facilities resulting from or necessitated by the development of the site. The applicant shall identify on site plans and construction plans, all existing irrigation systems and their disposition (abandonment, repair, relocation, and/or piping). The applicant shall consult with the Fresno Irrigation District for any additional requirements for lines to be abandoned, relocated, or piped. The applicant shall provide waivers from all users in order to abandon or modify any irrigation pipelines or for any service interruptions resulting from development activities.

76. The applicant shall provide a landscape and irrigation perpetual maintenance covenant recorded for landscaping installed in the public right-of-way behind the curb including easements that will not be maintained by the Clovis Landscape Maintenance District. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

77. The applicant shall provide a perimeter wall perpetual maintenance covenant on all properties that have a perimeter wall that is installed on private property. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

Miscellaneous

78. The applicant shall install street lights streets on metal poles to local utility provider's standards at the locations designated by the City Engineer. Street light locations shall be shown on the utility plans submitted with the final map for approval. Street lights shall be owned and maintained by local utility providers. Proof of local utility provider's approval shall be provided.

79. Any existing section corner or property corner monuments damaged by this development shall be reset to the satisfaction of the City Engineer. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to final acceptance. Brass caps required for installation of new monuments or replacement of existing monuments shall be provided by the contractor/applicant and approved by City prior to installation. Within five days after the final setting of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer that the final monuments have been set. Upon payment to the engineer or surveyor for setting the final monuments, the applicant shall present to the City Engineer evidence of the payment and receipt thereof by the engineer or surveyor.

80. A deferment, modification, or waiver of any engineering conditions will require the express written approval of the City Engineer.

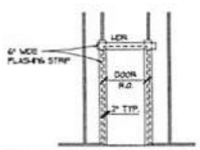
81. The conditions given herein are for the entire development. Additional requirements for individual phases may be necessary pending review by the City Engineer

EXHIBIT D

AGENDA ITEM NO. 3

*Provide Planning staff with a color rendering inclusive of a color and material key

CITY OF CLOVIS
PLANNING DIVISION
APPROVED
BY: Project Planner
Stamped by rkyc at 12:57, 05/19/2020

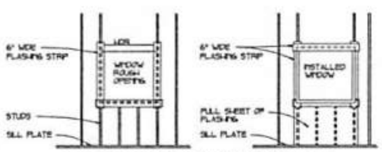


STEP 1 - PRIOR TO INSTALLING PLYWOOD, ATTACH 6" WIDE FORTIFIBER FLASHING 2" INTO OPENING ON EACH SIDE OF DOOR FROM FINISH FLOOR TO A MINIMUM OF 6" ABOVE TOP OF OPENING.

STEP 2 - ATTACH FLASHING ON TOP 2" INTO OPENING AND LONG ENOUGH TO EXTEND PAST FLASHING ON EACH SIDE.

STEP 3 - INSTALL DOOR JAMB SO THAT FLASHING IS BETWEEN PLYWOOD AND EXTERIOR TRIM.

2A - CONDITION AT DOOR



STEP 1 - PRIOR TO INSTALLING PLYWOOD, ATTACH 6" WIDE FORTIFIBER FLASHING ALONG THE BOTTOM OF WINDOW OPENING LONG ENOUGH TO EXTEND PAST VERTICAL PIECES OF FLASHING TO BE ON EACH SIDE.

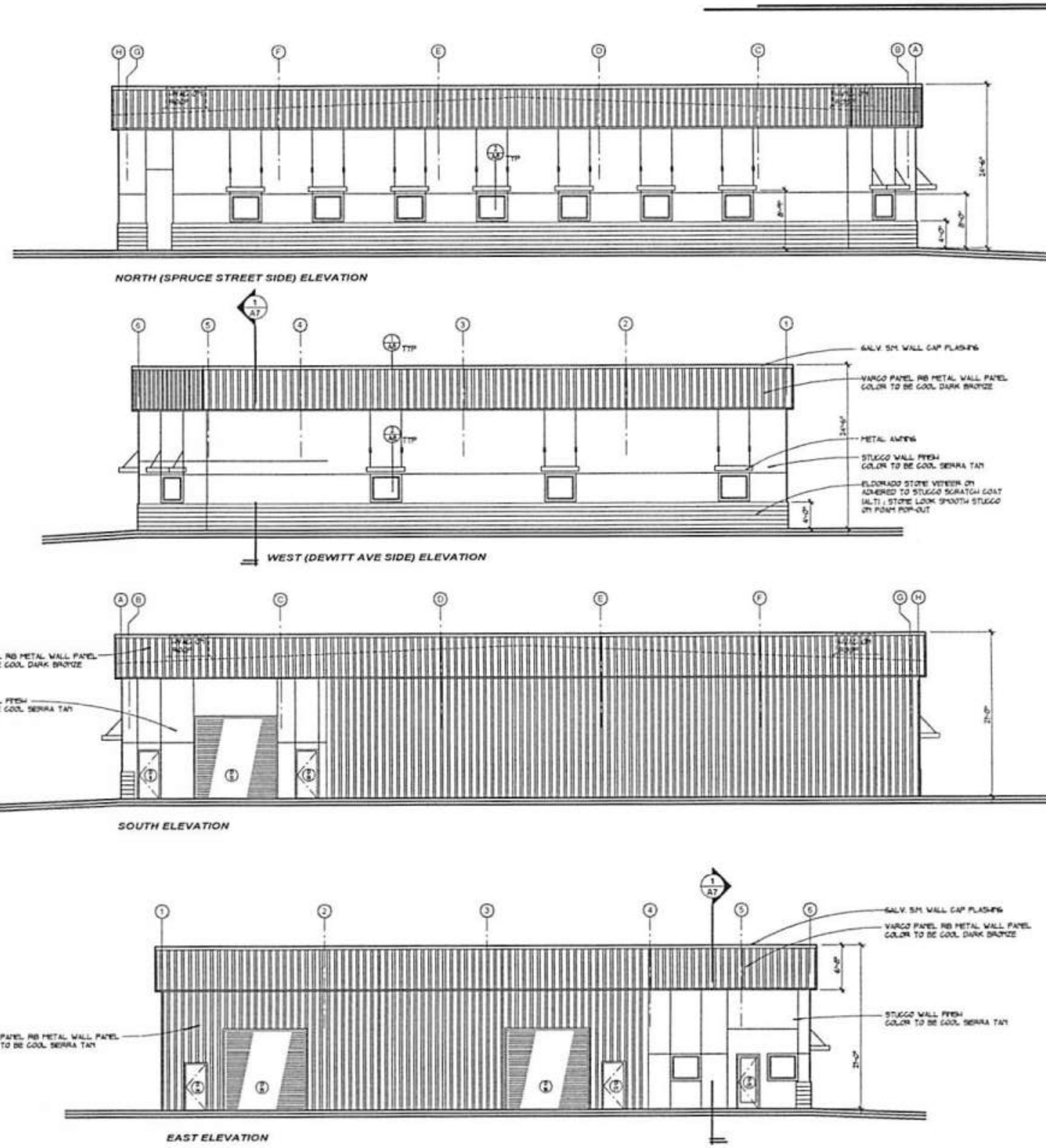
STEP 2 - ATTACH 6" WIDE FORTIFIBER FLASHING ALONG EACH SIDE FLUSH WITH OPENING AND LONG ENOUGH TO EXTEND PAST TOP AND BOTTOM FLASHING.

STEP 3 - AFTER WINDOW IS IN POSITION WITH FLANGE OVER FLASHING STRIPS, ATTACH 2" WIDE SHORTAPE FLASHING STRIP OVER TOP OF TOP WINDOW FLANGE. FLASHING MUST EXTEND BEYOND EACH SIDE OF FORTIFIBER FLASHING STRIPS.

STEP 4 - INSTALL UNDER BOTTOM OF SHEET OF FLASHING FROM BOTTOM OF WINDOW TO BOTTOM OF PLATE, A FULL SHEET OF FLASHING WIDE ENOUGH TO COVER EACH OUTER SIDE OF FLASHING STRIPS.

2B - CONDITION AT WINDOW

2 / A6 WINDOW & DOOR FLASHING



1 / A6 EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

HVAC and PG&E Utility Placement Considerations/Screening Requirements

14. All electrical and HVAC equipment shall be screened per Planning Division standards. If ground-mounted, applicant shall show methods proposed to architecturally integrate equipment locations, or show methods proposed to screen equipment using landscaping. Any roof-mounted equipment placements shall be completely screened from view and architecturally integrated into the roof using roof wells or continuous building perimeter fascia screening. Any wall-mounted equipment shall be painted to match the exterior wall. ☐

15. Roof equipment shall be screened from view of public areas. Screens shall be constructed with materials consistent with the main building and shall architecturally integrate with the development. Lattice, T-1-11 and fence materials are not acceptable materials. ☐

16. Roof access ladders shall be located within the interior of the buildings per Planning Division Standards. ☐

17. Future placement of roof-mounted equipment, which is not part of this site plan approval, may require amendment to this Site Plan Review. ☐

18. Fire sprinkler risers shall be located within the interior of the building or located out of public view per Planning Division Standards. ☐

19. All new utility lines serving the development shall be located underground. All PG&E equipment and installation locations, other than those within the structures, shall be submitted to and approved by the Planning Division prior to issuance of building permits. In the case of, or as a result of unique conditions, the Planning Director may set a later time for submission of the information for approval. ☐

20. There shall no outdoor sales, storage, vending machines, or merchandising without the approval from the City Planner through a noticed Administrative Use Permit. ☐

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

Fencing

22. When barriers are necessary for security, open view wrought iron is required. ☐

23. The material, style, and height of walls and fences shall provide an element of continuity throughout the subdivision to ensure visual consistency. ☐

24. Fencing shall not be located within the required landscape easement. ☐

Building Colors, Materials and Lighting Considerations

25. All building forms shall be of a simple geometry and shall be harmonious with adjacent developments. ☐

26. Proposed metal buildings shall architecturally integrate with non-metal buildings. ☐

27. No roll-up doors shall be permitted on the street side and street to building drives. ☐

28. Applicant shall architecturally treat all building elevations facing public streets. ☐

29. The predominant building color shall be earth tones, although other colors may be used to enhance identity. ☐

30. All exterior lighting shall be directed away from residential properties and not interfere with the driving safety of vehicular traffic per Planning Division Standards and the Herndon Shepherd Specific Plan. ☐

31. All exterior light sources, including canopy, flood, and perimeter, shall be energy efficient, stationary, and shielded or recessed within the roof canopy to ensure that all light, including glare or reflections, is directed away from adjoining properties and public rights-of-way. ☐

32. Prior to issuance of building permits, applicant to provide for Planning Division review and approval a representative color section rendering of the proposed building, using a scale similar to the exterior elevation drawings as already submitted to the Planning Division. ☐

Setbacks

33. The developer shall provide the following landscape setbacks:

- From face of curb of any street to the building- 20 ft.
- From property line on any street to parking- 10 ft.
- From side(interior)- None
- From rear- None

34. Required setbacks shall be completely landscaped and shall not be used for parking bumper overhang area. If the developer wishes to utilize a 2-3 foot bumper overhang, an additional 2-3 feet of landscaping is required per Planning Division Standards. ☐

Parking and Access

35. All parking and loading areas to be located outside of the proposed structure(s) and shall be marked and striped to City standards. ☐

36. All parking for the proposed development shall be provided on site. ☐

37. Employee parking shall occur onsite. ☐

38. Site Data

- Building Area 11,470 square feet

EXHIBIT F

AGENDA ITEM NO. 3

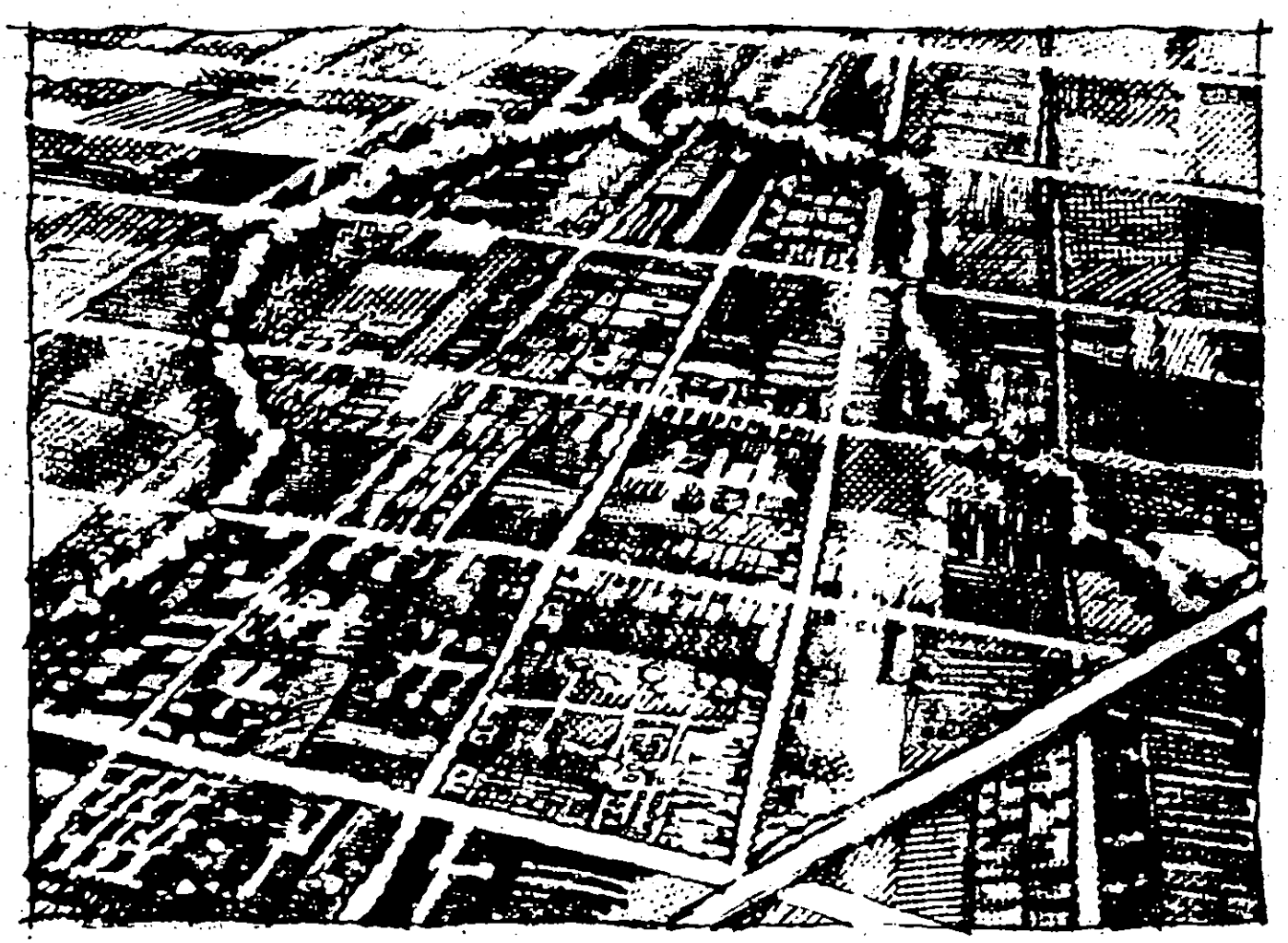

425

EXHIBIT G

EXHIBIT H

ATTACHMENT 3

AGENDA ITEM NO. 3



HERNDON-SHEPHERD SPECIFIC PLAN

CITY of CLOVIS

5.2.3 Light Industrial Development

These guidelines are intended to provide an overall sense of visual order through common setbacks, limited building heights and landscaping in keeping with nearby commercial and residential areas.

Siting Requirements

(a) Minimum Lot Size: none

(b) Building Coverage and Height:

	Maximum Building Coverage	Maximum Floor Area Ratio	Building Height
Office	30%	.60	2 stories (35 ft.)
Lt. Industrial	50%	.50	1 story (35 ft.)
Wholesale/ Distribution	50%	.50	1 story (35 ft.)
Warehouse	50%	.50	1 story (35 ft.)

(c) Buildings should be set back 25 feet from the curb on any street and should to the extent reasonable act as a separator between the street and major parking areas.

(d) Parking for passenger vehicles should be permitted within a required building setback but should not be permitted within 10 feet of any Property Line on any street.

(e) Parking for busses, trucks, and vehicles other than passenger cars should not be permitted within 25 feet of any Property Line on any street excluding freeways.

(f) Parking should not be permitted within 10 feet of the street side of any office portion of any building.

(g) Where a residential use abuts a non-residential use, design review should be required to ensure provision of adequate buffers. Where residences will abut industrial or commercial uses, soundwalls, screening, larger set backs, public roads, height limitations, and residential noise insulation should be required, as needed, as buffers or as abutting use impact mitigation measures. Such residential development buffers or mitigation measures must at minimum be consistent with the requirements of the

general plan, this plan, and zoning ordinances governing the abutment of residential and commercial or industrial uses. Improvements to reduce interference between uses should be provided by the new use, rather than the existing use.

(h) A 5-foot minimum landscaped buffer is required adjacent to property lines separating industrial uses from less intensive uses or zone districts.

Parking, Loading Areas, On-Site Circulation

(a) Parking should not be permitted on any street or drive, or any place other than parking areas located on building sites.

(b) Parking areas should be easily accessible from the street so that circulation to parking areas does not interfere with other site activities.

(c) Visitor and handicapped parking should be located at the entrance of the building and be clearly marked.

(d) Automobile parking areas should be separated from loading areas and truck parking areas.

(e) Parking areas should be screened from public rights-of-way by means of a minimum 10 feet of landscaping berms and/or walls, solid evergreen shrubbery or fences. Minimum height of the screening should be 4 feet.

(f) Concrete curbs should be installed around all landscaped areas to contain and protect plant materials.

(g) Full curb returns (as opposed to a standard driveway) should be utilized for entries to all sites of over ten acres in size or for common driveways that serve two adjacent sites that together total more than ten acres.

(h) All parking areas and drives should be illuminated at the level of one foot candle or such greater level as may reasonably be required for areas subject to heavy night-time vehicular traffic. All parking areas should be maintained for safe operation of vehicles and to present a sightly and well-kept appearance.

(i) All loading activity, including turnaround and maneuvering, should be made on-site.

(j) Buildings, structures and loading facilities should be designed and placed upon the site so that vehicles, whether rear loading or side loading (of the maximum length permitted by the State of California at the time of construction of the buildings and

structures, but in no case less than sixty (60) feet in total length) may be loaded or unloaded at any loading dock or door, or loading area, without extending beyond the Property Line.

(k) No loading area should be located within twenty-five (25) feet of residential property. If, however, this condition is proposed a masonry sound wall should be required.

(l) Loading facilities should be screened with landscaping and/or berming and should not be located at the front of structures. When it is not possible to locate loading facilities at the rear of the building, loading docks and loading doors should not dominate the frontage and should be screened from the street by landscaping and be offset from driveway openings.

Architecture

(a) The architectural style of new buildings should have a contemporary appearance while utilizing elements which complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.

(b) Metal buildings should be discouraged and only allowed where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate, the office portions of such structures should be located on the portion of the site facing the public street and not be of metal construction. Those portions of metal buildings visible from public streets or land uses other than industrial should have masonry skirting on walls and full facia screens.

(c) Building construction and design should be used to create a structure with substantially equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure. Any accessory buildings and enclosures, whether attached to or detached from the main building, should be of similar compatible design and materials.

(d) Large, continuous surface treatments of a single material should be minimized. In the event this is done, textural changes or relief techniques should be introduced to produce a play of shadows on the surface.

(e) Large buildings should have facades that include variations in form and texture.

(f) Where an industrial area abuts or occurs across the street from a residential neighborhood, abrupt scale changes should not be allowed. The transition from residential to industrial should be gradual--starting with smaller, less intensive uses near the residential with the largest and most intensive uses farthest from the residential.

On-site Landscaping

(a) Perimeter landscaping is required adjacent to street frontages. These perimeter areas should be a minimum of 10 feet wide and include trees, shrubs, and ground cover. Landscaped berms are encouraged to soften the transition between street and parking lot.

(b) Completion of landscaping on the site is encouraged to be simultaneous with completion of the building and other improvements on the site.

(c) Landscaping should not obstruct sight lines at street or driveway intersections.

(d) Both perimeter and interior landscaping should include canopy-type trees. The location and spacing of trees is dependent on the type of tree used, but the effect should be a consistent tree cover which will provide shade. Generally, a tree should be installed for every five to eight parking spaces. The use of turf in the narrow tree islands is discouraged.

(e) The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.

(f) Live plant materials shall be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials is not acceptable as a sole ground cover material.

(g) Automatic irrigation should be required for all landscaped areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, parking areas, etc. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged.

(h) All undeveloped site areas and building pads should be seeded with perennial grasses prior to construction of the next phase of a project. All pads and site areas not leased for agriculture should be mowed annually in the spring.

(i) Entryways to the lot should be well defined and recognizable to motorists as parking areas and include elements such as lighting, signage and landscaping.

Storage, Screening, and Fencing

(a) All exterior trash and storage structures and service areas should be screened from view with a wall or fence of a minimum height of six feet (6 ft.) above the street curb level. Storage areas should be set back a minimum of fifty feet (50 ft.) from streets, unless fully enclosed in an architecturally compatible enclosure.

(b) No storage areas or fences should be allowed within the landscape easement, front setback or side or rear yard landscape buffers.

(c) Utility company equipment and roof-mounted equipment should be screened from street view.

(d) The design of masonry walls, fencing, trash enclosures and similar accessory site elements should be compatible with the architecture of the building.

(e) Where masonry walls or fencing are used at property frontages, they should enhance the entrance to the property and should not impair traffic safety by obscuring views.

(f) Adequate fencing and/or walls should be provided to guarantee preservation of privacy for adjacent residential uses.

(g) Long expanses of fences or wall surfaces should be architecturally designed to prevent monotony.

Lighting

(a) Lighting should be placed where it can best aid in illuminating activity areas. The site should not be overly lit. Fixtures should be scaled in size to match the size of areas to be lit.

(b) Area lighting should be directed predominantly downward and placed to prevent glare or excessive spray of light on neighboring sites.

(c) Accent illumination should be provided at key locations such as building entries and driveway entries.

(d) Pedestrian walkways, plazas or other activity points should be illuminated.

(e) Lighting or highlighting of building facades is permitted but should be sensitive, subtle and not excessive.

(f) Parking and roadways should use either mercury vapor or high pressure sodium lamps.

Signage

(a) Signs should be harmonious with the texture and color of the building to which it is affixed or in conjunction with which it is employed.

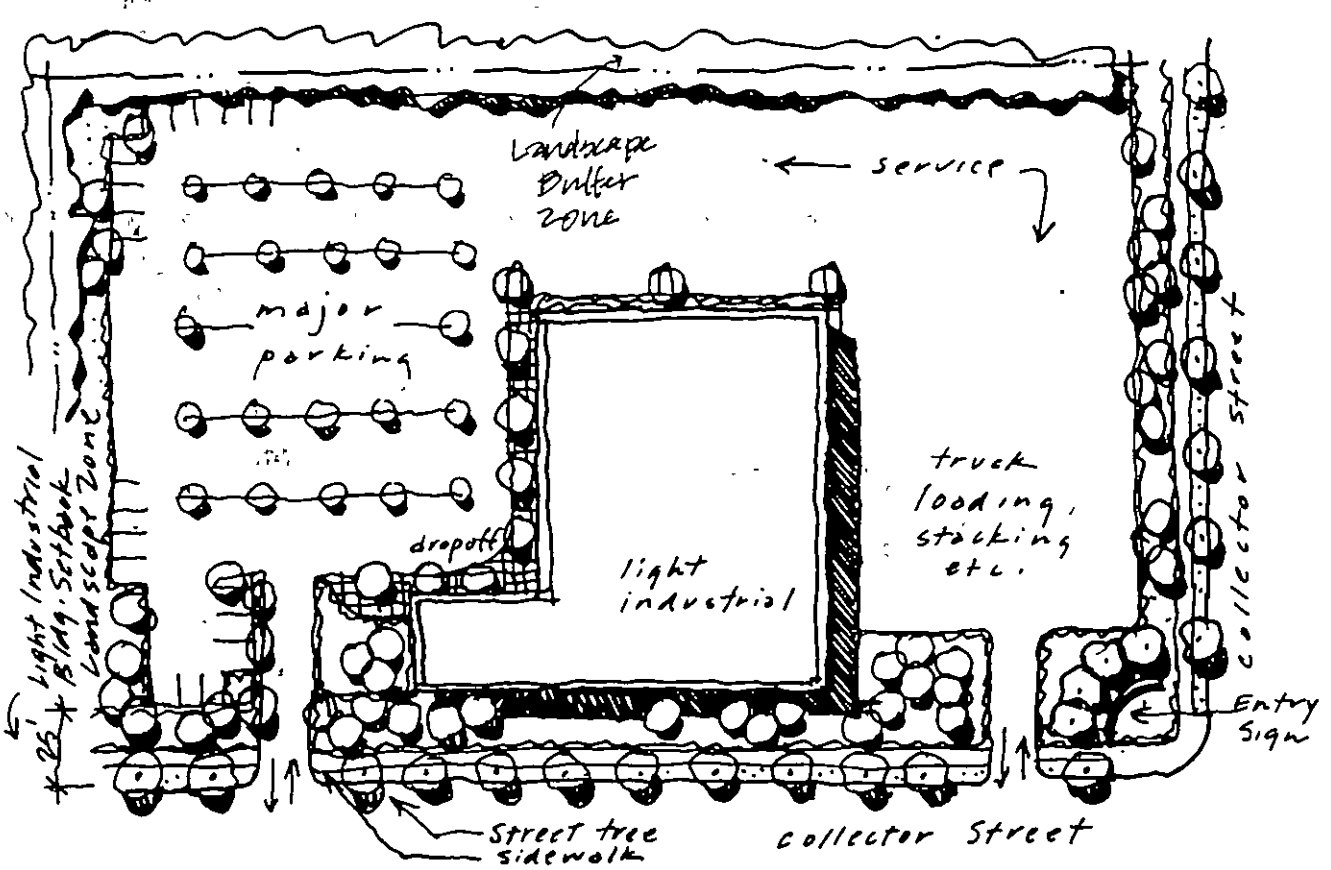
(b) No sign should extend above the dominant roofline of a building.

(c) Monument signs should be provided to identify the entries to large, contiguous business or industrial parks.

Utilities

(a) Power lines of 35 kV or less must be placed underground.

(b) Pad-mounted transformers, utility connections, and meter boxes should be screened and integrated into the site plan.



Light Industrial - Example Plan

ATTACHMENT 4

AGENDA ITEM NO. 3

RESOLUTION 14-116

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING TENTATIVE TRACT MAP TM6077, A REQUEST TO APPROVE A 44-LOT INDUSTRIAL SUBDIVISION LOCATED AT PARK CREEK DRIVE AND ROGERS AVENUES, SOUTH OF BIG DRY CREEK

WHEREAS, The City of Clovis, 1033 Fifth Street, Clovis, CA 93612, has applied for Tentative Tract Map TM6077; and

WHEREAS, Tentative Tract Map TM6077 was filed on July 3, 2014, and was presented to the Clovis Planning Commission for approval in accordance with the Subdivision Map Act of the Government of the State of California and Title 9, Chapter 2, of the Municipal Code and the City of Clovis; and

WHEREAS, the Planning Commission has considered said map on September 25, 2014, and approved Tentative Map TM6077; and

WHEREAS, the City published a Notice of the City Council Public Hearing for October 20, 2014, to consider TM6077 in The Business Journal. A copy of the Notice was sent to interested parties within 600 feet of the property boundaries ten days prior to said hearing; and

WHEREAS, the City Council held a noticed public hearing on October 20, 2014, to consider the approval of Tentative Map TM6077; and

WHEREAS, on October 20, 2014, 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 Tentative Map TM6077, which are maintained at the offices of the City of Clovis Department of Planning and Development Services; and

WHEREAS, the 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 map is consistent with applicable general and specific plans;

b. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans;

c. The site is physically suitable for the type of development;

d. The site is physically suitable for the proposed density of development;

e. The design of the subdivision or the type of improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

f. The design of the subdivision or the type of improvements is not likely to cause serious public health problems; and

g. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through the use of property within the proposed subdivision.

h. The dedication toward public right-of-way is proportionate to the development being requested.

NOW, THEREFORE, BE IT RESOLVED that Tentative Tract Map TM6077, attached and labeled ATTACHMENT 3, is hereby approved, subject to the attached conditions labeled Exhibit "A."

* * * * * *

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council held on October 20, 2014, by the following vote, to wit:
:

AYES: Councilmembers Armstrong, Flores, Magsig, Whalen, Ashbeck

NOES: None

ABSENT: None

ABSTAIN: None

DATED: October 20, 2014

CITY OF CLOVIS ★ INCORPORATED FEBRUARY 27 1912

Mayor

City Clerk

EXHIBIT "A"
Conditions of Approval – TM6077

Planning Division Conditions
(Division Representative – Orlando Ramirez, 325-2345)

1. 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.

2. Upon final recordation of this tentative tract map, it shall be the applicant's responsibility to furnish to the Department of Planning and Development Services a minimum of four scale copies of the original map obtained from the Fresno County Recorder's Office.

3. The applicant shall relay all Conditions of Approval for this tentative tract map to all subsequent purchasers of individual lots, if applicable, and/or to subsequent purchasers of this entire tract map development.

4. To assure consistency with the Conditions of Approval for this tentative tract map, applicant shall provide for the Department of Planning and Development Services' review and approval of a copy of the conditions, covenants and restrictions, prior to the start of construction on any lots

5. All conditions of approval associated with GPA92-08 and R2002-10 are hereby made a part of this application.

6. This map is approved per the attached Exhibit "B".

Landscaping and Site Planning

7. Landscaping shall comply with the City of Clovis Water Efficiency Ordinance.

8. All lots shall be provided with a minimum 20 foot landscaped front yard setback from the face of curb.

9. The street side yard for corner lots shall have a minimum 20 foot landscape setback from face of curb.

10. Parcels adjacent to Dry Creek shall provide a 10 foot landscape setback from the rear property line.

11. Parcels 15-18 shall provide a 10 foot landscape setback and a six foot masonry wall. Landscaping material shall be reviewed through the Site Plan Review process. (Parcel 18 shall have the option to deviate from this requirement dependent on the orientation of the building).

12. Parcels 31 and 32 shall provide parking frontage on the east property line, allowing a viewscape to the east.

13. Parcels 31 and 32 shall provide a 10 foot landscape setback along Rogers Avenue.

14. The trail entry feature at the northeast end of the project shall include:

    a. A 10 foot sidewalk;
    b. 10 foot landscaping on both sides;
    c. An additional 5 foot privately maintained setback on parcels 10 and 11.

Loading and Storage

15. All loading and storage areas shall be screened from view of adjoining properties and from the street by a combination of landscape planting and/or fencing.

16. All storage of equipment and vehicles shall be within buildings or behind fenced storage areas.

17. No maintenance of vehicles or equipment shall occur within any yard visible from a public street or the trail.

18. Outdoor storage areas shall be reasonably screened from the freeway corridor.

Screening and Lighting

19. All roof-mounted mechanical equipment, antennas, satellite dishes and other similar appearances shall be screened from view from a public street and all residential areas.

20. No lighting shall be directly visible into residential areas or be of a nature to adversely affect vehicular movement on any street.

21. All light standards shall be a smoke grey, of a uniform design to be specified and should be compatible with buildings and other design elements.

22. Automatic timers on lighting shall be utilized to optimize security and project enhancement during nighttime.

23. Low voltage halogen lighting to light landscape areas is encouraged.

Signs

24. Signage shall be limited to monument style signs. Sign area shall be based on lineal street frontage and shall refer to 9.4.303 (b) (1) Matrix F, of the Clovis Municipal Code for maximum sign face area.

Building Color and Materials

25. The predominant building color shall be earth tones, although other colors may be used to enhance identity.

26. Bright colors shall be used only to enhance identity and shall be limited to signs, doors, window trim and other detailing related to pedestrian areas.

27. Awnings may be used to encourage color contrast.

Architecture

28. All building forms shall be of a simple geometry and shall be harmonious with adjacent developments.

29. Proposed metal buildings shall architecturally integrate with non-metal buildings.

30. No roll-up doors shall be permitted on the street side and street to building drives.

31. Applicant shall architecturally treat all buildings facing public streets, residentially designated property and the trail

Fencing

32. Fence materials and design along the Dry Creek shall be subject to the approval of the City Planner.

33. The material, style and height of walls and fences shall provide an element of continuity throughout the subdivision to ensure visual consistency

34. Only green colorized fencing shall be allowed along the Dry Creek setback.

35. When barriers are necessary for security, open view wrought iron is required.

36. Development of each parcel shall require the approval of an application for site plan review.

37. The developer shall comply with all mitigation measures as identified in the adopted mitigation monitoring program for this tentative map. The following mitigation measure shall apply:

- **3.1-1:** Any lighting installed on the site shall be designed and installed to minimize adverse fugitive light and/or glare impacts to the adjacent residential receptors.

Engineering Division Conditions
(Division Representative - Chris Tange, 297-2360)

Maps and Plans

38. The applicant shall have a final tract map prepared, in the form prescribed by the Subdivision Map Act and City of Clovis Municipal Code. The final tract map shall be submitted to the City of Clovis Engineering Division, and should include, but not be

limited to, final tract map, the current filing fee, closure calculations, current preliminary title report, legal descriptions and drawings of required dedications.

39. The applicant shall submit to the City of Clovis Engineering Division, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements. These plans shall be prepared by a registered civil engineer, and shall include a site grading and drainage plan and an overall site utility plan showing locations and sizes of sewer, water, irrigation, and storm drain mains, laterals, manholes, meters, valves, hydrants, other facilities, etc. Plan check and inspection fees per City of Clovis Resolution No. 03-152 shall be paid with the first submittal of said plans. All plans shall be approved by the City and all other involved agencies prior to the release of any development permits.

40. Prior to the initial submittal of the improvement plans, the applicant shall contact Mike Harrison at (559) 324-2365 to setup a coordination meeting (Pre-submittal Meeting).

41. Upon approval of improvement plans, the applicant shall provide the City with the appropriate number of copies. After all improvements have been constructed and accepted by the City, the applicant shall submit to the City of Clovis Engineering Division one bond copy of the approved set of construction plans revised to accurately reflect all field conditions and revisions and marked "AS-BUILT" for review and approval. Upon approval of the AS-BUILTs by the City the applicant shall provide (1) reproducible and (3) copies of the AS-BUILTs to the City.

General

42. 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.

43. For any sewer or water main, or undergrounding of utilities, or major street to be installed by the applicant and eligible for reimbursement from future developments, the applicant shall submit to the City of Clovis, all reimbursement requests in accordance with the current version of the “Developer Reimbursement Procedures”; a copy can be obtained at the City Engineer’s Office.

44. 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.

45. The applicant shall address all the requirements of the local utility, telephone, and cable companies. It shall be the responsibility of the applicant to notify the local utility, telephone, and cable companies for the removal or relocation of utility poles where necessary. The City shall not accept first submittals without proof that the applicant has provided the improvement plans and documents showing all proposed work to the utility, telephone, and cable companies. All utility vaults in which lids cannot be sloped to match proposed finished grading, local utilities have 5% max slope, shall be located in sidewalk areas with pedestrian lids so the lid slope matches sidewalk cross slope.

46. 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.

47. The applicant shall contact and address Caltrans requirements.

48. 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.

49. 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.

50. The applicant shall provide and pay for any compaction tests in recompacted areas as a result of failure to pass an original compaction test. Original compaction tests shall be provided and paid for by the City and their locations designated by the City Engineer.

51. All existing overhead and new utility facilities located on-site, within alleys, or within the street right-of-way along the streets adjacent to this tract shall be undergrounded unless otherwise approved by the City Engineer.

Dedications and Street Improvements

52. 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.

53. Rogers Avenue – between Spruce Avenue and 150' south of Spruce Avenue, improve with curb, gutter, sidewalk, permanent paving and overlay as necessary to match the existing permanent pavement, and all transitional paving as required.

54. Rogers Avenue – between 150' south of Spruce Avenue and the south property line improve with curb, gutter, sidewalk, drive approach, curb return ramps, street lights, 36' (18+18) of permanent paving, and all transitional paving as required.

55. Rogers Avenue – abandon the Rogers Avenue right of way north of Spruce Avenue.

56. Interior streets dedicate to provide for 62' right-of-way and improve with curb, gutter, sidewalk, drive approaches, curb return ramps, streetlights, 44' (22+22) permanent paving except in cul de sacs, and all transitional paving as needed.

57. Cul de sac bulb - dedicate to provide for 52' radius and improve with curb, gutter, sidewalk, street lights, 43' permanent paving and all transitional paving as needed.

58. Applicant shall provide a dedication for a 10' public utility easement, where applicable, along all frontages or alternate widths approved by the utilities companies.

59. 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.

60. Standard barricades with reflectors shall be installed at ends of streets abutting undeveloped property and any other locations to be specified by the City Engineer.

Sewer

61. The applicant shall identify and abandon all septic systems to City standards.

62. The applicant shall install sanitary sewer mains of the size and in the locations indicated below, prior to occupancy. The sewer improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.

- Rogers Avenue - install 8" main along frontage.
- Interior streets - install 8" mains.

63. The applicant shall install one (l) 4" sewer service house branch to each lot within the tentative tract.

Water

64. The applicant shall identify and abandon all water wells to City standards.

65. The applicant shall install water mains of the sizes and in the locations indicated below, and provide an adequately looped water system prior to occupancy. The water improvements shall be in accordance with the City's master plans and shall match existing improvements. The applicant's engineer shall be responsible for verifying the size, location, and elevations of existing improvements. Any alternative routing of the mains will require approval of the City Engineer and must be supported by appropriate calculations.

- Interior streets - install 8" mains.

66. 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.

67. Prior to recording a final map of any phase, the applicant shall demonstrate to the satisfaction of the City Fire Chief and City Engineer that there is adequate water pressure to serve the units to be constructed. The applicant shall work with the City

Engineer to determine the adequacy of water supply/pressure for the proposed development.

Grading and Drainage

68. 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.

69. 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

70. 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: paseos, paseo lights

71. All park and landscape improvements shall be installed, accepted for maintenance by the City prior to issuance of 40% of the Tract's building permits. If the park improvements are not constructed on the Outlot for any reason within two (2) years of the recordation of the final map of Tract, City shall have the right to request from surety and receive upon City's demand, sufficient funding to complete the construction of improvements for the park. The two year period may be extended at City's sole option and discretion and upon such conditions as City shall determine.

72. The owner shall request annexation to and provide a covenant for the Landscape Maintenance District. The property owner acknowledges and agrees that such request serves as a petition pursuant to California State Proposition 218 and no further election will be required for the establishment of the initial assessment. The assessment for each lot must be obtained from the City for the tax year following the recordation of the final map. The estimated annual assessment range per lot is between $298.85 and $896.55, which is subject to change prior to 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.

73. The applicant shall contact and address all requirements of the Fresno Irrigation District (FID). This may include dedicating easements, piping or relocating any existing FID canals and ditches, replacing any existing irrigation piping, concrete lining or improving any existing canals, construction or reconstruction of any canals, culverts, and bridge crossings. Plans for these requirements and improvements shall be included as in the previously required set of construction plans, and shall be submitted to and approved by FID prior to the release of any development permits or recording of the final tract map. If a FID or private irrigation line is to be abandoned, the applicant shall provide waivers from all downstream users.

74. The applicant shall indicate on construction drawings the depth, location and type of material of any existing Fresno Irrigation District's irrigation line along the proposed or existing street rights-of-way or onsite. Any existing canals shall be piped. The material of the existing pipe shall be upgraded to the proper class of rubber gasket pipe at all locations unless otherwise approved by the City Engineer.

75. All existing agricultural irrigation systems either on-site or in public right of way, whether FID or privately owned, shall be identified prior to any construction activity on the site. Service to all downstream users of irrigation water shall be maintained at all times through preservation of existing facilities or, if the existing facilities are required to be relocated, the relocation and replacement of the existing facilities. It is the intent that downstream users not bear any burden as a result of development of the site. Therefore, the applicant shall pay all costs related to modification, relocation, or repair of any existing irrigation facilities resulting from or necessitated by the development of the site. The applicant shall identify on site plans and construction plans, all existing irrigation systems and their disposition (abandonment, repair, relocation, and/or piping). The applicant shall consult with the Fresno Irrigation District for any additional requirements for lines to be abandoned, relocated, or piped. The applicant shall provide waivers from all users in order to abandon or modify any irrigation pipelines or for any service interruptions resulting from development activities.

76. The applicant shall provide a landscape and irrigation perpetual maintenance covenant recorded for landscaping installed in the public right-of-way behind the curb including easements that will not be maintained by the Clovis Landscape Maintenance District. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

77. The applicant shall provide a perimeter wall perpetual maintenance covenant on all properties that have a perimeter wall that is installed on private property. A recordable covenant must be submitted to and approved by the City of Clovis City Engineer prior to final map approval.

Miscellaneous

78. The applicant shall install street lights streets on metal poles to local utility provider's standards at the locations designated by the City Engineer. Street light locations shall be shown on the utility plans submitted with the final map for approval. Street lights shall be owned and maintained by local utility providers. Proof of local utility provider's approval shall be provided.

79. Any existing section corner or property corner monuments damaged by this development shall be reset to the satisfaction of the City Engineer. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to final acceptance. Brass caps required for installation of new monuments or replacement of existing monuments shall be provided by the contractor/applicant and approved by City prior to installation. Within five days after the final setting of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer that the final monuments have been set. Upon payment to the engineer or surveyor for setting the final monuments, the applicant shall present to the City Engineer evidence of the payment and receipt thereof by the engineer or surveyor.

80. A deferment, modification, or waiver of any engineering conditions will require the express written approval of the City Engineer.

81. The conditions given herein are for the entire development. Additional requirements for individual phases may be necessary pending review by the City Engineer

EXHIBIT "A"

Date: April 26, 2020 cc: Sean Smith, Eng Div.
Planning Div.-File copy

SITE PLAN REVIEW **SPR2020-002**
Applicant: Pickett & Sons Construction
Property location: 561 N. DeWitt Avenue
APN: 562-250-10
Present Zoning: M-1 (Light Industrial)

Proposal: Site Plan Review for a new, approximately 11,470 s.f. office/warehouse building.

GENERAL INFORMATION

References to developer, subdivider, and applicant shall mean the applicant of the entitlement.

PURPOSE OF SITE PLAN REVIEW

The procedures for site plan review are set forth in the Clovis Municipal Code, §9.56.030. These procedures are intended to provide a non-discretionary review and approval process.

During the site plan review process, the Director of Planning and Development Services makes a determination that the proposed project is consistent with the goals and policies of the City of Clovis General Plan, applicable specific plan, zoning, and special standards and design guidelines. At that time the Director will approve, approve with standard conditions, or deny a site plan review application.

The standard conditions of approval that may attach to a site plan are informational and designed to benefit the developer and City by providing a checklist for both the developer and City to ensure that existing City codes, standards, and design guidelines applicable to the development are satisfied. The City's goal is to provide a compilation of requirements applicable to the specific development saving the developer the requirement to research those requirements and avoiding later disputes. While the list of site plan conditions may not necessarily cover every possible requirement, it is comprehensive and intended to cover most issues that might arise during the planning and construction phases of the development.

PLANNING DIVISION CONDITIONS
(Lily Cha, Division Representative - 324-2345)

Items required prior to issuance of building permits shall be delivered to the appropriate department at least two weeks prior to the anticipated date the permit is needed. This will allow staff sufficient time to review and approve the materials.

1. All conditions of SPR2020-002 shall be placed in the *building permit set* prior to plan check submittal and the issuance of permits. ☐

2. The applicant shall relay all Conditions of Approval and approved exhibits for this site plan review to all subsequent purchasers, developers, and site superintendents. ☐

3. The Applicant shall sign and return the "Acceptance of Site Plan" within thirty (30) days of the date of approval of site plan review. **THE APPLICANT OR ANY OTHER AGGRIEVED PERSON MAY FILE AN APPEAL OF THE SITE PLAN WITHIN FIFTEEN (15) DAYS OF THE APPROVAL DATE.** Unless a written appeal is requested, or the Planning Director grants an extension in writing of the time to sign the Acceptance of Site Plan, failure to comply with this condition will result in immediate termination of this Site Plan Review at the end of the 30-day period. (Clovis Municipal Code (CMC) § 9.82.040) ☐

4. This Site Plan Review is granted as per the conditions of Exhibit "A", site layout, and exterior elevation plan design and finish materials stamped as "approved". Any corrections indicated in red shall indicate approved changes under this application. ☐

5. All plans submitted for building permits shall be consistent with this Site Plan Review. (per CMC §9.3.408 C.1) ☐

6. Any proposed future modifications to the site involving, but not limited to, building exteriors, parking/ loading areas, fence/ walls, new buildings or landscaping shall require an amendment to this site plan review. ☐

7. During construction, applicant and assigned contractors for safety purposes, shall keep the public right-of-way clear of obstructions, and provide for interim clean-up on a daily basis. ☐

8. All conditions of R2003-03, TM6077, the Herndon Shepherd Specific Plan, and any other applicable conditions are hereby referred to and made a part of this site plan review by reference. ☐

Signage

9. All proposed construction announcement sign uses to conform to the Municipal Sign Ordinance. ☐

10. All exterior signs and/or signs on the inside of the building which are intended to be viewed from the outside shall require separate sign permits prior to installation. (CMC § 9.34.010) ☐

11. Temporary signs shall be limited to building mounted banners and posters not to exceed in size the total allowable permanent sign area for the lease space. Such signs may be used in conjunction with an event or sale, and may be displayed for a maximum of fourteen days, and shall be limited to one such display three separate times a year. A minimum of five days shall separate temporary display periods. Temporary displays shall not list individual products and/or prices and will require written notification to the Planning Division prior to display. ☐

12. All signs shall comply with the City of Clovis Sign Ordnance. ☐

13. All freestanding signs shall be of a monument type design and shall be placed on the site it is intended to advertise. ☐

HVAC and PG&E Utility Placement Considerations/Screening Requirements

14. All electrical and HVAC equipment shall be screened per Planning Division standards. If ground-mounted, applicant shall show methods proposed to architecturally integrate equipment locations, or show methods proposed to screen equipment using landscaping. Any roof-mounted equipment placements shall be completely screened from view and architecturally integrated into the roof using roof wells or continuous building perimeter fascia screening. Any wall-mounted equipment shall be painted to match the exterior wall. ☐

15. Roof equipment shall be screened from view of public areas. Screens shall be constructed with materials consistent with the main building and shall architecturally integrate with the development. Lattice, T-1-11 and fence materials are not acceptable materials. ☐

16. Roof access ladders shall be located within the interior of the buildings per Planning Division Standards. ☐

17. Future placement of roof-mounted equipment, which is not part of this site plan approval, may require amendment to this Site Plan Review. ☐

18. Fire sprinkler risers shall be located within the interior of the building or located out of public view per Planning Division Standards. ☐

19. All new utility lines serving the development shall be located underground. All PG&E equipment and installation locations, other than those within the structures, shall be submitted to and approved by the Planning Division prior to issuance of building permits. In the case of, or as a result of unique conditions, the Planning Director may set a later time for submission of the information for approval. ☐

20. There shall no outdoor sales, storage, vending machines, or merchandising without the approval from the City Planner through a noticed Administrative Use Permit. ☐

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

Fencing

22. When barriers are necessary for security, open view wrought iron is required. ☐

23. The material, style, and height of walls and fences shall provide an element of continuity throughout the subdivision to ensure visual consistency. ☐

24. Fencing shall not be located within the required landscape easement. ☐

Building Colors, Materials and Lighting Considerations

25. All building forms shall be of a simple geometry and shall be harmonious with adjacent developments. ☐

26. Proposed metal buildings shall architecturally integrate with non-metal buildings. ☐

27. No roll-up doors shall be permitted on the street side and street to building drives. ☐

28. Applicant shall architecturally treat all building elevations facing public streets. ☐

29. The predominant building color shall be earth tones, although other colors may be used to enhance identity. ☐

30. All exterior lighting shall be directed away from residential properties and not interfere with the driving safety of vehicular traffic per Planning Division Standards and the Herndon Shepherd Specific Plan. ☐

31. All exterior light sources, including canopy, flood, and perimeter, shall be energy efficient, stationary, and shielded or recessed within the roof canopy to ensure that all light, including glare or reflections, is directed away from adjoining properties and public rights-of-way. ☐

32. Prior to issuance of building permits, applicant to provide for Planning Division review and approval a representative color section rendering of the proposed building, using a scale similar to the exterior elevation drawings as already submitted to the Planning Division. ☐

Setbacks

33. The developer shall provide the following landscape setbacks:

- From face of curb of any street to the building- 20 ft.
- From property line on any street to parking- 10 ft.
- From side(interior)- None
- From rear- None

34. Required setbacks shall be completely landscaped and shall not be used for parking bumper overhang area. If the developer wishes to utilize a 2-3 foot bumper overhang, an additional 2-3 feet of landscaping is required per Planning Division Standards. ☐

Parking and Access

35. All parking and loading areas to be located outside of the proposed structure(s) and shall be marked and striped to City standards. ☐

36. All parking for the proposed development shall be provided on site. ☐

37. Employee parking shall occur onsite. ☐

38. Site Data

- Building Area 11,470 square feet

- Approved Use of Building — Professional Office/Warehouse
- Minimum Parking Requirements — 4 stalls per 1,000 sq. ft. of office space
1 stall per 1,000 sq. ft. of warehouse
- Minimum Parking Required — Office (1,834 sq. ft.) – 7 stalls
Warehouse (9,636 sq. ft.) – 10 stalls
Total parking required: 17 stalls
- Minimum Parking Provided — 19 (21 including ADA) parking spaces

39. Loading zones shall be a paved 12' x 40' x 14' (vertical clearance) space. The loading zone shall not be placed in a drive isle, drive back-up area or in a pedestrian pathway. ☐

40. Perpendicular (90 degree) parking spaces shall measure a minimum of 10' wide by 20' deep (17’ deep with 3’ bumper overhang into non-required landscape) ☐

41. The applicant shall address ADA parking requirements subject to Building Division requirements. The applicant’s project shall maintain required parking stall counts inclusive of ADA parking stalls. ☐

42. Continuous concrete curbing at least six inches (6”) high and six inches (6”) wide shall be provided for parking spaces located adjacent to fences, walls, landscaped areas, property lines, and structures. The continuous curbing shall be placed to allow for a minimum two feet (2’) of vehicle overhand area within the dimension of the parking space. ☐

43. Provide bicycle parking/storage facilities in compliance with Section 9.32.090 of the City’s Development Code and requirements specified in the California Green Building Standards. ☐

    Acceptable bicycle parking shall be convenient from the street and shall meet one of the following:

    - Covered, lockable enclosures with permanently anchored racks for bicycles; or
    - Lockable bicycle rooms with permanently anchored racks; or
    - Lockable, permanently anchored bicycle lockers.

44. Trees, shrubs, light poles, fire hydrants and similar objects placed in the two-foot bumper overhang area shall be placed as not to cause interference with the vehicles per Planning Division Standards. ☐

45. The developer shall provide an accessible pedestrian path from the City sidewalk to the front door of the business and between businesses per adopted Accessible Path Requirements. ☐

Landscape/Non-Landscape Lot Coverage and Treatments

46. A detailed landscaping plan shall be submitted for review. ☐

47. The developer shall plant a row of 15 gallon trees along the landscape setback in the same variety as established with adjacent development. ☐

48. A six-inch (6") high concrete curb shall be installed around all planter areas adjacent to parking indicated on the approved site plan. ☐

49. Landscaping shall comply with CMC section 6.5.501 et seq., Water Efficient Landscape Requirements, as amended in March 2010. ☐

Addressing

50. The applicant shall refer to the City's Addressing Policy for site addressing, street naming convention, and specific project addressing criteria prior to Site Plan Review Approval. ☐

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

51. All Fire Department comments shall be on approved plans. ☐

Roads / Access

52. ***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'). ☐

53. ***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. ☐

Systems Fire Protection

54. ***Fire Sprinkler – 2,500 Square Feet:*** The applicant shall install an automatic fire sprinkler system in buildings exceeding 2,500 square feet in gross floor area, as per NFPA 13. Consideration should be given to the fire service water supply for size and fire sprinkler design for the intended Occupancy use. This will insure proper fire protection for uses such as high piled storage or high hazard Occupancies. ☐

55. ***Underground Fire Service Line Installation:*** Installation shall be per Clovis Fire Standard #2.1.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. ☐

56. ***FDC Location:*** The Fire Department Connection to the automatic fire sprinkler system shall be shown on the site utility plan. This will be reviewed and approved by the Clovis Fire Department before installation. ☐

57. ***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. ☐

58. ***Fire Extinguishers:*** The applicant shall install approved fire extinguishers, 2A-10BC minimum rating, one (1) per each 6000 square feet, with a maximum travel of seventy-five feet (75') from any point in building. These should be located and approved by the Clovis Fire Department prior to building occupancy. ☐

Building Information

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

60. ***Exit Doors Locking:*** No locks are permitted to prevent the operation of doors except the main exterior door meeting the requirements of 1008.1.8.3 CBC. The unlatching of any door shall not require more than one operation. ☐

61. ***Exit Signage:*** The path of exit travel to and within exits in a building shall be identified by illuminated exit signs conforming to the requirements of the California Fire Code. ☐

62. ***Emergency Lighting:*** The applicant shall install emergency lighting with battery backup or an approved alternate in accordance with the California Fire Code. ☐

63. ***Rack Storage:*** Rack storage is limited to 12 feet high. High-piled storage as defined by the California Fire Code 2019 Chapter 32 will require plans to be submitted for review and approval and issuance of permits. ☐

FRESNO COUNTY HEALTH DEPARTMENT
(Kevin Tsuda, County Representative – 600-3271)

64. The Applicant shall refer to the attached Fresno County Health requirements. If the list is not attached, please contact the District for the list of requirements. ☐

ENGINEERING / UTILITIES / SOLID WASTE DIVISION CONDITIONS
(Sean Smith, Engineering Division Representative – 324-2363)
(Paul Armendariz, Department Representative – 324-2649)
(see attached estimated fees)

Maps and Plans

65. The applicant shall submit separately to the City of Clovis Engineering Division, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements and a current preliminary title report. These plans shall be prepared by a registered civil engineer, and shall include a grading plan, landscape plan, a site plan showing trash enclosure locations and an overall site utility plan showing locations and sizes of sewer, water, storm drain, and irrigation mains, laterals, manholes, meters, valves,

hydrants, fire sprinkler services, other facilities, etc. Plan check and inspection fees per City of Clovis Resolution No. 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. ☐

66. 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). ☐

67. 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

68. The applicant shall pay all applicable development fees prior to the issuing of a building permit. A preliminary estimate of fees is $84,746.83. A breakdown of this estimate is attached to these conditions for your information. Additional fees may be assessed and must be paid prior to issuance of subsequent development permits. NOTE: The fees given at this time are an estimate calculated using rates currently in effect. These rates are subject to change without notice and the actual amount due shall be calculated using fee rates in effect at the time of payment. Additional fees payable to the City or other agencies (FMFCD) may become due as supplemental information regarding the project is received by the City. ☐

69. 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 must be filed in accordance with the provisions of the California Government Code and must 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. ☐

70. 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. ☐

71. 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. ☐

72. 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. ☐

73. 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. ☐

74. All new utility facilities located on-site, or within the street right-of-way along the streets adjacent to this development shall be undergrounded unless otherwise approved by the City Engineer. ☐

75. 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. ☐

76. The applicant shall contact and address Caltrans requirements. ☐

Dedications and Street Improvements

77. The applicant shall provide right-of-way acquisition, free and clear of all encumbrances and/or improve to City standards the following streets. 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. Spruce Avenue – Along frontage, improve with sidewalk, drive approach, and curb return ramps.

    b. Dewitt Avenue – Along frontage, improve with sidewalk and drive approach.

    c. Gated Developments – Provide the Solid Waste Division with remote controls that will allow access for all solid waste and recycling vehicles.

78. The applicant shall provide preliminary title report for the subject property(ies). ☐

Sewer

79. The applicant shall install a sewer lateral for the development site and connect to City mains. ☐

Water

80. The applicant shall provide dedication of 15-foot wide utility easements for all on-site water mains, hydrants, blow-offs, and water meters not located in otherwise dedicated rights-of-way. ☐

81. The applicant shall install a City standard water service of the necessary size for the development site and connect to City mains. 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. ☐

82. The applicant shall install an approved backflow prevention assembly adjacent to the water meter and shall be tested by an approved AWWA certified tester within 5 days of installation with the results sent to the City Utilities Division. ☐

Grading and Drainage

83. 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 the FMFCD prior to the release of any development permits. ☐

84. 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

85. The applicant shall provide a request by the property owner for annexation to and a covenant for the Landscape Maintenance District. The property owner shall request annexation to and provide a covenant for the Landscape Maintenance District. The property owner acknowledges and agrees that such request serves as a petition pursuant to California State Proposition 218 and no further election will be required for the establishment of the initial assessment. The assessment for the parcel shall be obtained from the City for the tax year following building final. The estimated annual assessment is $549.00, or 3 Equivalent Dwelling Units (EDUs) at $183.00 per EDU, which is subject to change prior to issuance of building permit or parcel 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 that this parcel 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. ☐

86. The applicant shall provide for recording a landscape and irrigation perpetual maintenance covenant for landscaping installed in the public right-of-way behind the curb and within City easements that will not be maintained by the Clovis Landscape Maintenance District. The

recordable covenant must be submitted to, reviewed and approved by the City Engineer prior to approval of the improvement plans or the release of any development permits. ☐

87. The applicant shall comply with the City of Clovis Water Efficient Landscape Requirements Ordinance. ☐

Miscellaneous

88. The applicant shall construct one (1) City of Clovis standard Type III trash enclosure (M-2 and M-3) including solid metal gates. The applicant shall provide paved access to and from the trash enclosure that must be accessible between 6 a.m. to 2:30 p.m. on the day(s) of service. The solid waste collection vehicles shall not be required to backup to service the trash enclosure. The trash enclosure shall be positioned to have front loading solid waste vehicle access. The concrete pad shall be inspected by the City prior to pouring of concrete. All access driveways to and from the trash enclosure shall be a minimum of 26' in width with large turn radius. Trash enclosures shall be setback a minimum of 5' from all driveways to minimize impact of gates left open and mitigate any visibility issues. ☐

89. The trash enclosure shall be used only for trash and recycling bins. The applicant is prohibited from storing other items in the enclosure and storing trash or recycling bins outside the enclosure. ☐

90. The applicant shall provide location and dimension of above ground utility boxes and risers with the location approved by the City. ☐

91. The applicant shall require the surveyor/civil engineer for the development to notify, in writing, the City Engineer of any existing section corner, property corner or reference monuments damaged by the construction of improvements performed as part of the development. The applicant shall have all such monuments reset. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to building final. Brass caps required for replacement of existing monuments shall be provided by the contractor/applicant and approved by City prior to installation. Within five days after the replacement of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer certifying that the final monuments have been set and that he has filed with the County Recorder all appropriate records of survey or corner records. 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. ☐

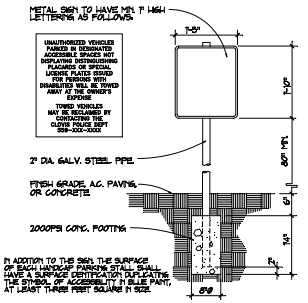
92. A deferment, modification, or waiver of any engineering conditions will require the express written approval of the City Engineer. ☐

93. All conditions of approval shall be fully complied with prior to issuance of a Certificate of Occupancy final acceptance. ☐

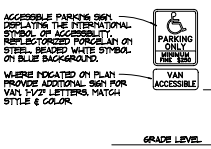
SITE PLAN NOTES:

1. SITE DRAINAGE GENERAL INTENT IS TO CONVEY RAIN WATER RUNOFF FROM NEW PAVING TO EXISTING CITY STORM SYSTEM
2. PROPERTY LINES. THE LINES SHOWN ARE BASED ON AVAILABLE INFORMATION FROM COUNTY PLOT MAP AND SITE INVESTIGATION
3. PROVIDE A MINIMUM 12" ADDRESS ON THE SIDE OF THE BUILDING FOR BUILDINGS GREATER THAN 50' FROM THE STREET AND A MINIMUM 6" ON THE SIDE OF THE BUILDING FOR BUILDINGS 50' OR LESS FROM THE STREET
4. SIGNS, OTHER THAN DIRECTIONAL SIGNS, IF APPLICABLE, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SPECIAL PERMIT. SHOULD ADDITIONAL SIGNS BE REQUIRED, THE APPLICANT MUST SUBMIT FOR A SIGN REVIEW PERMIT. APPLICATIONS AND REQUIREMENTS FOR SUBMITTAL ARE AVAILABLE AT THE PLANNING DIVISION'S PUBLIC COUNTER.
5. ALL CONST. WORK ON THIS PROJECT IS SUBJECT TO INTERRUPTION IF THE ROAD SYSTEM BECOMES IMPASSABLE FOR FIRE APPARATUS DUE TO RAIN OR OTHER OBSTACLES.
6. THE PROJECT WILL BE SUBJECT TO SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT REGULATION VI TO REDUCE PM-10 EMISSIONS
7. ALL ROOF MOUNTED MECHANICAL EQUIPMENT TO BE SCREENED, METHOD APPROVED BY CITY. EQUIPMENT HAVE NOISE LEVEL RATING OF 50LDN MAX. MEASURED AT NEAREST PROPERTY LINE. IF EXCEEDING THIS LEVEL, PROVIDE ACOUSTIC BAFFLES TO REDUCE TO BELOW THIS LEVEL.
8. ANY ACTIVE RODENT OR INSECT INFESTATION SHOULD BE ABATED PRIOR TO DEMOLITION WORK TO PREVENT SPREAD OF VECTORS TO ADJACENT PROPERTYS.
9. PRIOR TO FINAL INSPECTION, A WRITTEN CERTIFICATION, SIGNED BY A LANDSCAPE PROFESSIONAL APPROVED BY THE DIRECTOR, SHALL BE SUBMITTED STATING THAT THE REQUIRED LANDSCAPING AND IRRIGATION SYSTEM WAS INSTALLED IN ACCORDANCE W/ THE LANDSCAPING AND IRRIGATION PLANS APPROVED BY THE DEVELOPMENT SERVICES DIVISION, DEVELOPMENT DEPT.
10. LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF CERTIFICATE OF OCCUPANCY. A HOLD ON OCCUPANCY SHALL BE PLACED ON THE PROPOSED DEVELOPMENT UNTIL SUCH TIME THAT THE LANDSCAPING HAS BEEN APPROVED AND VERIFIED FOR PROPER INSTALLATION BY THE DEVELOPMENT SERVICES DIVISION.
11. TREES SHALL BE MAINTAINED IN GOOD HEALTH. HOWEVER, TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL CANOPY OF THE TREE UNLESS NECESSARY FOR THE HEALTH OF THE TREE & PUBLIC SAFETY OR AS OTHERWISE BE APPROVED BY THE DEV. DEPT. AND RESOURCE MANAGEMENT DEPARTMENT.
12. NO USES OF LAND, BUILDINGS, OR STRUCTURES OTHER THAN SPECIFICALLY APPROVED PURSUANT TO THIS SITE PLAN SHALL BE PERMITTED.
13. ALL ACCESSIBLE STALLS SHALL BE MARKED WITH THE INTERNATIONAL SYMBOL OF SPACES AND A WARNING THAT VEHICLES IN VIOLATION OF SECTION 12-1017 OF THE FRESNO MUNICIPAL CODE SHALL BE TOWED AWAY. THE INTERNATIONAL SYMBOL AND TOW AWAY WARNING SHALL BE POSTED CONSPICUOUSLY ON SEVEN FOOT POLES.
14. ALL ACCESSIBLE PARKING STALLS SHALL BE PLACED ADJACENT TO FACILITY ACCESS RAMPS OR IN STRATEGIC AREAS WHERE THE HANDICAPPED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKED VEHICLES WHILE TRAVELING TO OR FROM HANDICAPPED PARKING STALLS OR RAMPS.
15. LIGHTING WHERE PROVIDED TO ILLUMINATE PARKING, SALES OR DISPLAY AREAS SHALL BE HOODED AND SO ARRANGED AND CONTROLLED SO AS TO NOT CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT. THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPT. OF PUBLIC WORKS
16. ON-SITE LIGHTING TO CONFORM TO ORDINANCES AND TO BE WALL MOUNTED, OR GROUND MOUNTED, SHIELDED BOX TYPE, HOODED & CONTROLLED SO AS TO PREVENT GLARE ON ADJACENT PROPERTIES LAYOUT AND ENGINEERING TO BE REVIEWED UNDER BUILDING PLAN CHECK. - LAYOUT SHOWN IS ONLY PRELIMINARY TO INDICATE INTENT. AMOUNT OF LIGHT PER STANDARDS OF DEPT. OF P.W.
17. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
18. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE PUBLIC WORKS DEPT. CONSTRUCTION MANAGEMENT ENGINEER PRIOR TO OCCUPANCY.
19. CONTACT PUBLIC WORKS DEPT. TRAFFIC ENGINEERING 10 WORKING DAYS PRIOR TO ANY OFF-SITE CONCRETE CONSTRUCTION.
20. A BACKFLOW PREVENTION DEVICE MAY BE REQUIRED. CONTACT PUBLIC WORKS DEPT. WATER DIVISION FOR REQUIREMENTS. DEVICES MUST BE INSTALLED ON-SITE IN A LOCATION APPROVE BY THE THE CROSS CONNECTION CONTROL OFFICER. A PLUMBING PERMIT IS REQUIRED TO INSTALL DEVICE. BACKFLOW PREVENTION DEVICES REQUIRED SHALL BE INSTALLED AT THE OWNERS EXPENSE BY A QUALIFIED JOURNEYMAN PLUMBER CERTIFIED AS COMPETENT FOR SUCH PURPOSES BY THE WATER SYSTEM'S MANAGER. BACKFLOW DEVICES MUST BE TESTED AND ACCEPTED BY THE WATER DIVISION PRIOR TO GRANTING BUILDING OCCUPANCY. DEVELOPER IS RESPONSIBLE TO CONTACT THE WATER DIVISION A MIN. OF 5 DAYS PRIOR TO REQUEST FOR FINAL BLDING INSPECTION.
21. THE BACKFLOW DEVICE SHALL BE SCREENED BY LANDSCAPING OR OTHER MEANS AS MAY BE APPROVED
22. IF THERE ARE SUSPECTED HUMAN REMAINS, THE FRESNO COUNTY CORONER SHALL BE CONTACTED IMMEDIATELY. IF THE REMAINS OR OTHER ARCHEOLOGICAL MATERIAL IS POSSIBLY NATIVE AMERICAN IN ORIGIN, THE NATIVE AMERICAN HERITAGE COMMISSION (PHONE 916-653-4082) SHALL BE IMMEDIATELY CONTACTED, AND THE CALIFORNIA ARCHEOLOGICAL INVENTORY - SOUTHERN SAN JOAQUIN VALLEY INFORMATION CENTER (PHONE 661-644-2289) SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED ARCHEOLOGISTS. AN ARCHEOLOGICAL ASSESSMENT SHALL BE CONDUCTED FOR THE PROJECT; THE SITE SHALL BE FORMALLY RECORDED, AND RECOMMENDATIONS MADE TO THE COUNTY AS TO ANY FURTHER SITE INVESTIGATION
23. IF ANIMAL FOSSILS ARE UNCOVERED, THE MUSEUM OF PALEONTOLOGY, U.C. BERKELEY SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED PALEONTOLOGISTS. AN ASSESSMENT SHALL BE CONDUCTED BY A PALEONTOLOGIST AND, IF THE PALEONTOLOGIST DETERMINES THE MATERIAL TO BE SIGNIFICANT, IT SHALL BE PRESERVED.
24. IF ARCHAEOLOGICAL AND/OR ANIMAL FOSSIL MATERIAL IS ENCOUNTERED DURING PROJECT SURVEYING, GRADING, EXCAVATING OR CONSTRUCTION, WORK SHALL STOP IMMEDIATELY.
25. APPROVAL OF THE SPECIAL PERMIT BECOMES NULL & VOID IN THE EVENT THAT DEVELOPMENT IS NOT COMPLETED IN ACCORDANCE WITH ALL THE CONDITIONS AND REQUIREMENTS IMPOSED ON THIS SPECIAL PERMIT, THE ZONING ORDINANCE, AND ALL PUBLIC WORKS STANDARDS AND SPECIFICATIONS. THE DEVELOPMENT & RESOURCE MANAGEMENT DEPARTMENT SHALL NOT ASSUME RESPONSIBILITY FOR ANY DELETIONS OR OMISSIONS RESULTING FROM THE SPECIAL PERMIT REVIEW PROCESS, OR FOR ADDITIONS OR ALTERATIONS TO CONSTRUCTION PLANS NOT SPECIFICALLY SUBMITTED AND REVIEWED AND APPROVED PURSUANT TO THIS SPECIAL PERMIT OR SUBSEQUENT AMENDMENTS OR REVISIONS.
26. 2 WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICE ALERT (USA) CALL 1-800-642-2444
27. OPEN STREET CUTS ARE NOT PERMITTED ALL UTILITY CONNECTIONS MUST BE BORED.
28. ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF CLOVIS, PUBLIC WORKS DEPT. THE PERFORMANCE OF ANY WORK WITHIN THE PUBLIC STREET RIGHT-OF-WAY (INCLUDING PEDESTRIAN, WATER AND SEWER UTILITY EASEMENTS) REQUIRES A STREET WORK PERMIT PRIOR TO COMMENCEMENT OF WORK. CONTACT THE CITY OF CLOVIS PUBLIC WORKS DEPARTMENT ENGINEERING SERVICES SECTION FOR DETAILED INFORMATION. ALL REQUIRED STREET IMPROVEMENTS MUST BE COMPLETED AND ACCEPTED BY THE CITY PRIOR TO OCCUPANCY
29. NO STRUCTURES OR ANY KIND MAY BE INSTALLED OR MAINTAINED WITHIN THE LANDSCAPED AREAS. NO EXPOSED UTILITY BOXES, TRANSFORMERS, METERS, PIPING, EQUIPMENT, THE BACKFLOW PREVENTION DEVICES, ETC. ARE ALLOWED TO BE LOCATED IN THE LANDSCAPE AREAS OR SETBACKS OR ON THE STREET FRONTAGE OF THE BUILDINGS. THE BACKFLOW DEVICE SHALL BE SCREENED BY LANDSCAPING, OR SUCH OTHER MEANS AS APPROVED.

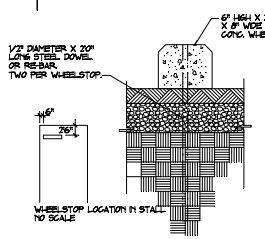
CITY OF CLOVIS
PLANNING DIVISION
APPROVED
BY: _____
Project Planner
Stamped by lilyc at 11:55, 05/18/2020



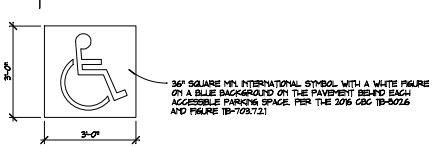
2 A2 UNAUTHORIZED PARKING SIGN



3 A2 ACC PARKING SIGN



4 A2 PRE-CAST WHEELSTOP



5 A2 ISA SYMBOL

FIRE DEPT NOTES:

1. ON ALL DRIVEWAYS AND DRIVEWAY MEDIANS, EMERGENCY VEHICLE ACCESS SHALL BE DESIGNATED BY PAINTING THE CURB RED (TOP AND SIDE) AND STENCILING "FIRE LANE - NO PARKING" IN 3-INCH LETTERS ON THE MOST VERTICAL CURB, AT LEAST EVERY 50 FEET. IF NO CURB IS PRESENT, A MINIMUM 6-INCH WIDE RED STRIPE SHALL BE PAINTED ALONG THE EDGE OF THE ROADWAY WITH "FIRE LANE" IN 3-INCH LETTERS AT LEAST EVERY 50 FEET
2. PROVIDE SIGNS (17" X 22" MIN) AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATE "WARNING - VEHICLES STOPPED, PARKED OR LEFT STANDING IN THE FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNERS EXPENSE"
3. A KNOX LOCK BOX IS REQUIRED TO BE INSTALLED ON THE FRONT OF THE BUILDING FOR EMERGENCY ACCESS. A KNOX APPLICATION MAY BE OBTAINED AT CCLOVIS FIRE
4. NO LOADING ZONES) SHALL BE LOCATED IN REQUIRED FILE LANES

PARKING REQUIREMENTS:

1,834 S.F. OFFICE = 7 STALLS REQD.
9,636 S.F. WAREHOUSE = 10 STALLS REQD.
17 TOTAL STALLS REQD.
20 STALLS PROVIDED + 1 VAN POOL STALL

*Refer to the landscaping plans for additional comments

*Provide landscaping planters for trees in suggested areas indicated on the site plan

EXTERIOR ACCESSIBILITY F

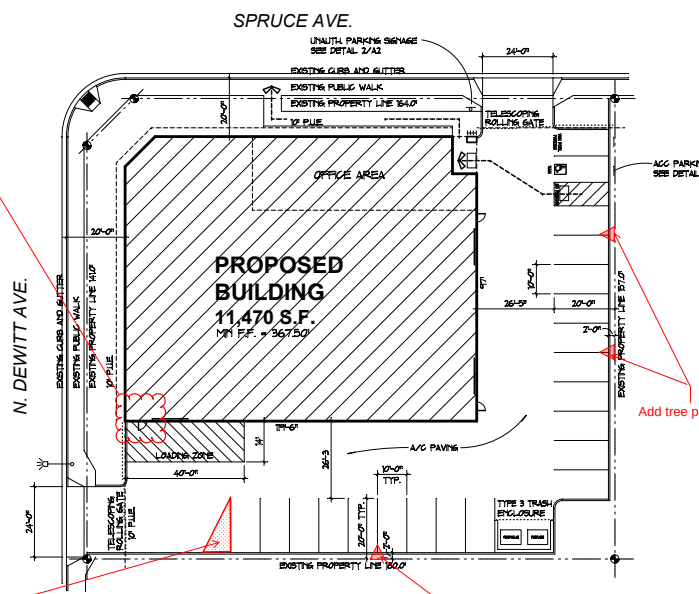
INDICATES ACCESSIBLE ROUTE - TO BE MIN. 48" WIDE W/ 2% 5% MAX. RUNNING SLOPE UNLESS A RAMP IS PROVIDED

1. THE ACCESSIBLE PATH OF TRAVEL, AS DELINEATED IS A BARRIER FRE IN WIDTH WITH NO ABRUPT LEVEL CHANGES EXCEEDING 1/2" UNLESS B 1:2 MAXIMUM SLOPE, AND NO VERTICAL LEVEL CHANGES EXCEEDING 1/4". THE CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL DOES NOT EXCEED 5%. THE SURFACE IS FIRM, STABLE AND SLIP RESISTANT. THE ACCESSIBLE PATH OF TRAVEL IS FREE OF OVERHANGING OBSTRUCTIONS BELOW 80" AND OBJECTS PROTRUDING GREATER THAN 4" FROM A WALL ABOVE 27" AND BELOW 80".
2. PROVIDE METAL SIGN (17" X 22" MIN) AT EACH ENTRANCE TO OFF-STREET PARKING THAT CLEARLY STATES "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT OWNERS EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT, OR BY TELEPHONING" BLANK SPACES ARE TO BE FILLED IN WITH APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN. OWNER SHALL FURNISH INFORMATION
3. PROVIDE A PERMANENTLY AFFIXED METAL SIGN (70 SQ. INCH MIN. WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY) AT THE INTERIOR END OF EACH PARKING SPACE FOR THE PHYSICALLY DISABLED EITHER ON A POST 60" TO BOTTOM OF SIGN, OR ON A WALL 36" TO BOTTOM OF SIGN. PROVIDE A SIGN STATING "VAN-ACCESSIBLE" WHERE INDICATED.
4. PROVIDE A 36" SQUARE MIN. INTERNATIONAL SYMBOL - BLUE/WHITE ON THE PAVEMENT BEHIND EACH ACCESSIBLE PARKING SPACE.
5. PROVIDE A SIGN AT ALL PRIMARY BUILDING ENTRANCES HAVING A MINIMUM 5" X 5" SYMBOL OF ACCESSIBILITY.
6. PROVIDE AN ACCESSIBLE LANDING (MAX. SLOPE OF 2% IN ANY DIRECTION) AT ALL EXTERIOR DOORS. FOR MANEUVERING CLEARANCES, THE LEVEL LANDING MUST BE 60" OFF THE PULL SIDE OF THE DOOR AND 44" FROM THE STRIKE EDGE OF THE DOOR TO THE EDGE OF THE LANDING.
7. PROVIDE 24" CLEAR FROM STRIKE EDGE OF ALL EXTERIOR DOORS AND EDGES OF LANDINGS
8. PROVIDE A 60" X 60" CLEAR AREA AT DOORS OR GATES THAT SWING INTO THAT AREA, AND A 48" X 44" DEEP CLEAR AREA AT A DOOR OR GATE THAT SWINGS AWAY FROM THAT AREA
9. MAXIMUM SLOPE OF RAMPS ALONG EXITWAYS OR ACCESSIBLE PATHS OF TRAVEL IS 1:12 MAX. HANDRAILS ARE REQUIRED WHEN SLOPE EXCEEDS 1:20
10. A MAXIMUM SLOPE OF 2% IN ANY DIRECTION IN THE ACCESSIBLE PARKING SPACES AND UNLOADING ZONES. (PER CBC 11B-502.4 & 11B-503)
11. THE MAXIMUM CROSS SLOPE OF ALL LANDINGS, RAMPS AND/OR WALKS SHALL BE 2%.
12. ALL ENTRANCES AND EXTERIOR GROUND FLOOR EXIT DOORS TO BUILDINGS AND FACILITIES SHALL BE ACCESSIBLE TO PERSONS WITH DISABILITIES. SITE DEVELOPMENT AND GRADING SHALL BE DESIGNED TO PROVIDE ACCESS TO ALL ENTRANCES AND EXTERIOR GROUND FLOOR EXITS.

Parking:
Office-1,816 sf (7 stalls)
Warehouse- 9,619 ft (10 stalls)
Total required- 17 stalls
Total provided- 21 stalls

Doorway may not open into the required loading zone. Relocate the designated loading zone

Provide a landscaping planter to provide barrior for parking stall



1 A2 SITE PLAN
LOT SIZE = 28,174 S.F.
PROPOSED BUILDING = 11,470 S.F.
SCALE: 1" = 20'-0"

AGENDA ITEM NO. 3

L|R|B
ARCHITECTURE AND URBAN
7575 N. Del Mar Ave., Suite 106 Fresno, CA. 93711
559.779.1866
www.lrbarchitecture.com
LICENSED ARCHITECT ROBERT BRENT LOWER C-31428 REN. 3-31-21 STATE OF CALIFORNIA

NEW FACILITY For:
PALM BLUFFS R.I., INC.
NEW SITE DEVELOPMENT AND BUILDING
561 N. DE WITT AVE., CLOVIS, CA. 93612

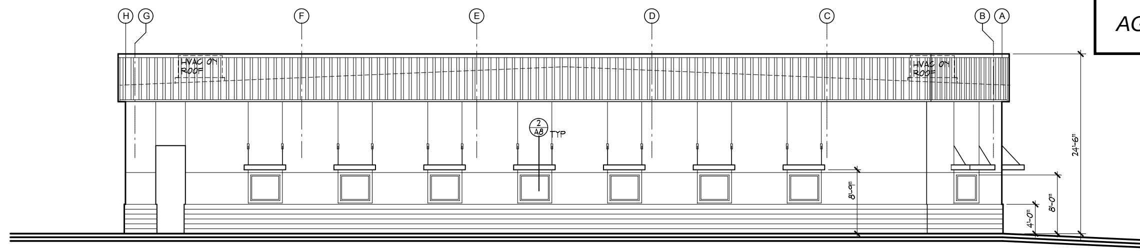
SHEET: SITE PLAN
DRAWN BY: RBL
Pln Ck No.
DATE: 1-24-2020
JOB: 1919 Palm Bluffs R.I
REVISIONS | BY
1 PLANNING 5-14-2020 | RBL
SHEET A2

NOTE: THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AT THE JOB AND SHALL BE RESPONSIBLE FOR ALL DISCREPANCIES BETWEEN DIMENSIONS OF THE ACTUAL WORK AND THOSE SHOWN IN THE DOCUMENTS OR ARCHITECT'S REVIEWED SHOP DRAWINGS. THE CONTRACTOR SHALL ALSO BE SOLELY RESPONSIBLE FOR ALL QUANTITIES OF MATERIAL OR EQUIPMENT CALLED FOR TO FINISH

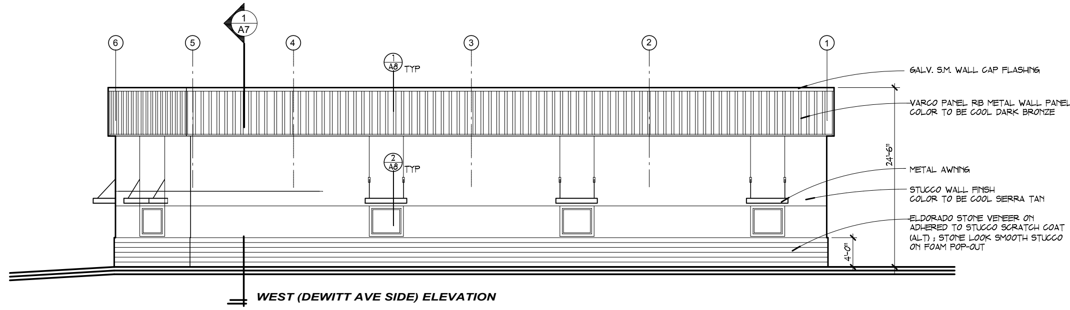
*Provide Planning staff with a color rendering inclusive of a color and material key

CITY OF CLOVIS
PLANNING DIVISION
APPROVED
BY: Project Planner
Stamped by lillyc at 12:57, 05/18/2020

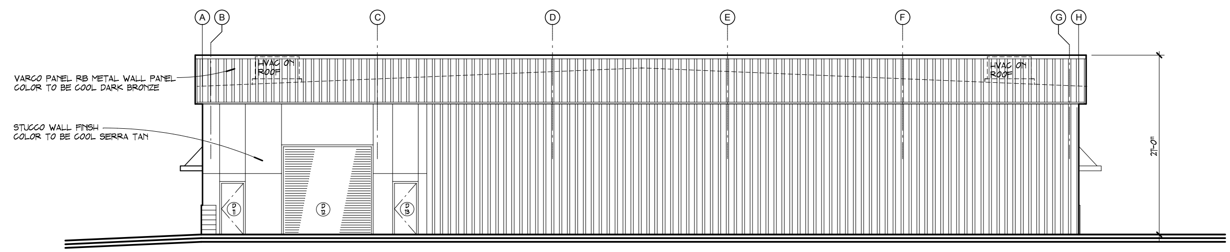
AGENDA ITEM NO. 3



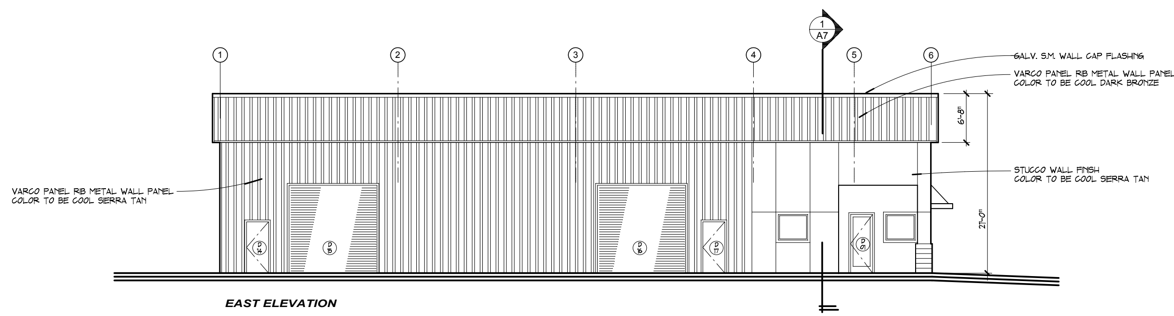
NORTH (SPRUCE STREET SIDE) ELEVATION



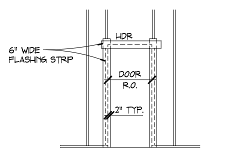
WEST (DEWITT AVE SIDE) ELEVATION



SOUTH ELEVATION



EAST ELEVATION

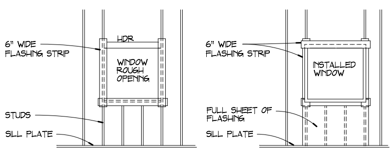


STEP 1 - PRIOR TO INSTALLING PLYWOOD, ATTACH 6" WIDE FORTIFIBER FLASHING 2" INTO OPENING ON EACH SIDE OF DOOR FROM FINISH FLOOR TO A MINIMUM OF 6" ABOVE TOP OF OPENING.

STEP 2 - ATTACH FLASHING ON TOP 2" INTO OPENING AND LONG ENOUGH TO EXTEND PAST FLASHING ON EACH SIDE.

STEP 3 - INSTALL DOOR JAMB SO THAT FLASHING IS BETWEEN PLYWOOD AND EXTERIOR TRIM.

2A - CONDITION AT DOOR



STEP 1 - PRIOR TO INSTALLING PLYWOOD, ATTACH 6" WIDE FORIFIBER FLASHING ALONG THE BOTTOM OF WINDOW OPENING LONG ENOUGH TO EXTEND PAST VERTICAL PIECES OF FLASHING TO BE ON EACH SIDE.

STEP 2 - ATTACH 6" WIDE FORTIFIBER FLASHING ALONG EACH SIDE FLUSH WITH OPENING AND LONG ENOUGH TO EXTEND PAST TOP AND BOTTOM FLASHING.

STEP 3 - AFTER WINDOW IS IN POSITION WITH FLANGE OVER FLASHING STRIPS, ATTACH 2" WIDE SHORTAPE FLASHING STRIP OVER TOP OF TOP WINDOW FLANGE. FLASHING MUST EXTEND BEYOND EACH SIDE OF FORTIFIBER FLASHING STRIPS.

STEP 4 - INSTALL UNDER BOTTOM OF SHEET OF FLASHING, FROM BOTTOM OF WINDOW TO BOTTOM OF PLATE. A FULL SHEET OF FLASHING WIDE ENOUGH TO COVER EACH OUTER SIDE OF FLASHING STRIPS.

2B - CONDITION AT WINDOW

2 A6 WINDOW & DOOR FLASHING

1 A6 EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

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559.779.1886
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www.lrb-architecture.com

LICENSED ARCHITECT
ROBERT BRENT LOONEY
C-31428
REN 3-31-21
STATE OF CALIFORNIA

NEW FACILITY For:
PALM BLUFFS R.I., INC.
NEW SITE DEVELOPMENT AND BUILDING
561 N. DE WITT AVE., CLOVIS, CA. 93612

SHEET: ELEVATIONS

DRAWN BY: RBL

Pln Ck No.

DATE: 1-12-2020

JOB: 1919 Palm Bluffs R.I

REVISIONS	BY
1 PLANNING 5-14-2020	RBL

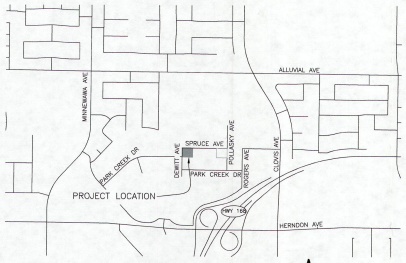
SHEET A6

NOTE: THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AT THE JOB AND SHALL BE RESPONSIBLE FOR ALL DISCREPANCIES BETWEEN DIMENSIONS OF THE ACTUAL WORK AND THOSE SHOWN IN THE DOCUMENTS OR ARCHITECT'S REVIEWED SHOP DRAWINGS. THE CONTRACTOR SHALL ALSO BE SOLELY RESPONSIBLE FOR ALL QUANTITIES OF MATERIAL OR EQUIPMENT CALLED FOR TO PRO... WORK.

AGENDA ITEM NO. 3

NOTES

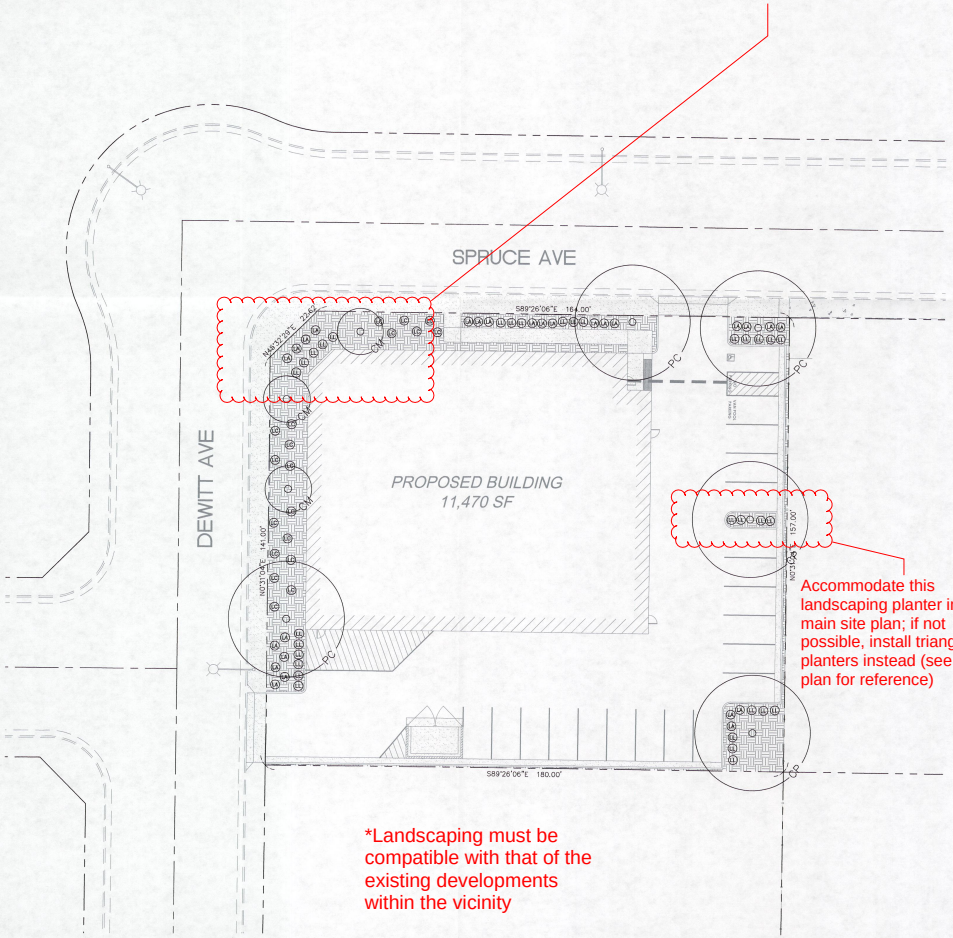
1. ALL PLANT MATERIAL SHALL BE APPROVED BY THE CITY'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION. PRIOR TO ANY PLANTING, A SOILS ANALYSIS SHALL BE PREPARED BY A CERTIFIED SOILS TESTING LAB AND SUBMITTED TO THE CITY'S PUBLIC UTILITIES DEPARTMENT PARKS MANAGER. THE SOILS REPORT SHALL INCLUDE A CHEMICAL AND PERCENT ORGANICS ANALYSIS.
2. FINAL LOCATION OF ALL PLANT MATERIALS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY'S AUTHORIZED REPRESENTATIVE. FOR RESIDENTIAL SUBDIVISIONS, THE DEVELOPER/CONTRACTOR SHALL FURNISH AND PLANT TWO 15-GALLON TREES FOR EACH FRONT YARD, SELECTED BY THE LOT OWNER FROM THE CITY'S APPROVED STREET TREE LIST. WHERE PARK STRIPS EXIST, ONE OF THE TREES SHALL BE LOCATED IN THE STRIP; TREES ARE TO BE SPACED AS UNIFORMLY AS POSSIBLE.
3. STREET TREES SHALL BE LOCATED A MINIMUM OF 10 FEET FROM DRIVE APPROACHES, WATER AND SEWER SERVICES, STREET FURNITURE SUCH AS FIRE HYDRANTS AND UTILITY BOXES, AND 20 FEET FROM STREET LIGHTS. STREET TREES SHALL BE SPACED ALONG STREETS AS UNIFORMLY AS POSSIBLE.
4. NO PLANTING SHALL BE DONE UNTIL INSTALLATION OF THE IRRIGATION SYSTEM IS COMPLETED, FINAL GRADES HAVE BEEN ESTABLISHED, PLANTING AREAS HAVE BEEN PROPERLY GRADED AND SOIL PREPARED, AND THE WORK APPROVED BY THE CITY OF CLOVIS.
5. THE CONTRACTOR SHALL NOTIFY THE CITY'S AUTHORIZED REPRESENTATIVE ONE WEEK PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
6. THE CONTRACTOR SHALL TAKE NOTE OF EXISTING UNDERGROUND UTILITIES IN CONFLICT AND SHALL TAKE ALL PRECAUTIONS NECESSARY DURING TREE PLANTING OPERATIONS SO AS NOT TO DAMAGE SAID UTILITIES. COORDINATE UNDERGROUND UTILITY INSPECTION PRIOR TO TREE PLANTING.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
8. THE CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITION SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CITY. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.
9. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, THE CONTRACTOR SHALL CONTACT THE CITY FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE CITY WILL RESULT IN CONTRACTOR'S LIABILITY TO RELOCATE ANY MATERIALS AS DIRECTED.
10. THE CONTRACTOR SHALL CONFORM TO THE CITY STANDARD SPECIFICATIONS FOR PLANTING REQUIREMENTS, MATERIALS AND EXECUTION, STAKING METHOD, PLANT PIT DIMENSION AND BACKFILL REQUIREMENTS.
11. ALL GROUND COVER SHALL EXTEND BENEATH TALLER PLANT MATERIAL.
12. PROVIDE ROOT BARRIERS FOR ALL PROPOSED TREES INDICATED ON THE PLANS.
13. ALL TREES SHALL BE PLANTED THREE (3) FEET AWAY FROM THE CENTER OF SWALES
14. ALL TREES IN TURF AREAS SHALL RECEIVE ARBOR GUARDS UPON INSTALLATION. REFER TO THE STANDARD SPECIFICATIONS, STANDARD PLANS, AND THE PROJECT PLANS.
15. QUANTITIES ARE LANDSCAPE ESTIMATES ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIAL APPEARING ON PLAN.
16. SOIL AMENDMENT. UNLESS OTHERWISE NOTED ON THE PLANS OR SPECIFICATIONS, THE FOLLOWING SOIL AMENDMENT STANDARDS SHALL APPLY: OPTION 1 – A) ROTOTILL SOIL AMENDMENT MIX INTO THE SOIL TO A DEPTH OF 8 TO 12 INCHES. APPLY TO ALL SOIL TYPES. B) SOIL AMENDMENT COMPONENTS/APPLICATION RATE: BLACK HUMUS – 20 CUBIC YARDS PER ACRE; POWDERED AGRICULTURAL GRADE GYPSUM (15% CALCIUM MIN.) – 2000 POUND PER ACRE; NUTRISMART 0-5-0 (150 SGN) – 400 POUNDS PER ACRE (AVAILABLE AT WILBUR/ELLIS CO); M-ROOTS (ROOTS, INC.) – 435 POUNDS PER ACRE. C) PRE-MIX ALL SOIL AMENDMENTS PRIOR TO APPLICATION AND TILLING. D) NOTIFY CITY INSPECTOR FOR OBSERVATION OF APPLICATION AND INCORPORATION OF SOIL AMENDMENT; OPTION 2 – A) COLLECT REPRESENTATIVE SOIL SAMPLES (APPROVED BY CITY INSPECTOR). B) PERFORM ANALYSIS ON SAMPLES BY CERTIFIED SOIL TESTING LAB CHEMICAL ANALYSIS AND PERCENT ORGANICS ANALYSIS. C) BASED ON SOILS LAB RESULTS, SUBMIT SOIL AMENDMENT RECOMMENDATION FROM CERTIFIED CROP ADVISOR TO THE PUBLIC UTILITIES DEPARTMENT PARKS MAINTENANCE MANAGER FOR APPROVAL PRIOR TO APPLICATION. D) NOTIFY CITY INSPECTOR FOR OBSERVATION OF APPLICATION AND INCORPORATION OF SOIL AMENDMENT



VICINITY MAP
NOT TO SCALE

Know what's below. Call before you dig.

Landscaping in this area *should* be enhanced to provide visual appeal



SCALE IN FEET
1" = 20'

(PC) CALLERY PEAR (CP) CHINESE PISTACHE (CM) CREPE MYRTLE

(LL) DWARF MAT RUSH (LA) LAVENDER (LC) BANDANA RED

SHADE REQUIREMENT

THE PARKING LOT SURFACE SHALL BE 50% SHADED WITHIN 15 YEARS

PARKING LOT AREA: 11,349 SF±
50% TO BE SHADED: 5,675 SF±

SHADE PROVIDED:

PISTACIA CHINENSIS / CHINESE PISTACHE 3 @ 1257 SF±
PYRUS CALLERYANA / CALLERY PEAR 2 @ 1257 SF±

TOTAL SHADE PROVIDED: 6,285 SF±

PERCENT OF SHADE PROVIDED: 55.4% (REQUIRED 50%)

PLANT LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	QTY
TREES			
(LN)	PISTACIA CHINENSIS / CHINESE PISTACHE	15 GAL	3
(RA)	PYRUS CALLERYANA / CALLERY PEAR	15 GAL	2
(PC)	LAGERSTROEMIA / CREPE MYRTLE	15 GAL	3
SHRUBS			
(RG)	LANTANA CAMARA / BANDANA RED LANTAN	1 GAL	19
(LL)	LAVANDULA SPP / LAVENDER	1 GAL	26
(LC)	LOMANDRA LONGIFOLIA / DWARF MAT RUSH	1 GAL	32
GROUND COVER			
	3" THICK LANDSCAPE MULCH		± 3,748 SF

Accommodate this landscaping planter into the main site plan; if not possible, install triangular planters instead (see site plan for reference)

*Landscaping must be compatible with that of the existing developments within the vicinity

*Ensure that landscaping site plan configuration is consistent with the approved site plan

*Refer to site plan for additional landscaping requirements

CITY OF CLOVIS PLANNING DIVISION
APPROVED
BY: Project Planner
Stamped by lilya at 11:47, 05/18/2020

2491 ALLUVIAL AVE
CLOVIS, CA 93619
(559) 775-0023
FAX (559) 775-0016
WWW.VICE-ENGR.COM

VICE
VANS INC. CONSULTING ENGINEERS

PALM BLUFFS R.I., INC.
COMMERCIAL DEVELOPMENT
CONCEPTUAL LANDSCAPE PLAN

CITY OF CLOVIS CALIFORNIA

DRAWN BY: LSV
PROJ. ENGR: LSV
PROJ. MNGR: KYV

PREPARED FOR: XXXXXX

REGISTERED PROFESSIONAL ENGINEER
SHENG YING XIANG
NO. C-63824
CIVIL
STATE OF CALIFORNIA

SHEET NO. 1 / 1

PROJECT NUMBER 19-054

V:\PROJECTS\2019\19-054 SPRUCE\DS-PRODUCTION PLANS\19-054 CONCEPTUAL LANDSCAPE PLAN.DWG

CITY of CLOVIS

REPORT TO THE PLANNING COMMISSION

TO: Clovis Planning Commission

FROM: Planning and Development Services

DATE: July 23, 2020

SUBJECT: Consider Approval - Res. 20-xx, SPR2018-005A2, A request to consider an appeal of the site plan review denial for an additional access point on Willow Avenue for a previously approved commercial center located at the northeast corner of Willow and Alluvial Avenues. El Centro Corner Petroleum LLC, owner/ applicant.

Staff: Lily Cha, Assistant Planner
Recommendation: Deny

ATTACHMENTS:
1. Draft Resolution
2. SPR2018-005 & SPR2018-005A
3. Appeal submittal
4. City Engineer Letter
5. SPR2018-005A2 Site Plan
6. Access Plan
7. Conditions of Approval

CONFLICT OF INTEREST
None

RECOMMENDATION
Staff recommends that the Planning Commission deny the appeal.

EXECUTIVE SUMMARY
On June 17, 2020, the Director of Planning and Development Services (Director) denied Site Plan Review SPR2018-005A2, a request to amend a previously approved Site Plan Review (SPR) for a proposed commercial center seeking a secondary access point on to Willow Avenue. The request was denied based on the access plan that identifies a limited number of access points along the Willow Avenue corridor that was developed in partnership with the City of Fresno. The appellant, who is also the developer and applicant of the approved commercial center, has requested this appeal for reasons elaborated within the body of this staff report. After review of the applicant's reasons for appeal, staff's findings remain consistent with the initial SPR denial and recommends that the Planning Commission make a finding to deny the appeal.

Furthermore, this Project is considered a ministerial review and approval of site plan review that does not require environmental review based on Section 9.56.060 of the Municipal Code.

BACKGROUND

The Site Plan Review Process

The Site Plan Review (SPR) process enables the Director to make a finding that the proposed development is in compliance with the intent and purpose of Chapter 9.56 of the City's Municipal Code. The chapter provides the following list of findings required for the approval of an SPR. The proposed development would:

1. Be allowed within the subject zoning district;

2. Be in compliance with all of the applicable provisions of the Development Code that are necessary to carry out the purpose and requirements of the subject zoning district, including prescribed development standards and applicable design standards, policies and guidelines established by resolution of the Council;

3. Be in compliance with other applicable provisions of the Clovis Municipal Code;

4. Be consistent with the General Plan and any applicable specific plan.

The SPR process provides the opportunity for the applicant or any aggrieved person to appeal the Director's determination or decision to the Planning Commission. During the appeal hearing, the Planning Commission may consider any issue(s) associated with the appeal in addition to the specific grounds for the appeal. As the review authority of this appeal, the Planning Commission shall adopt findings in support of the intended action on the appeal. Commission's findings shall be in compliance with Section 9.56.040 of the Clovis Zone Ordinance. Moreover, when reviewing the appeal, the Planning Commission may:

a. By resolution, affirm, affirm in part, or reverse the action, the determination, or decision that is the subject of the appeal;

b. Adopt additional conditions of approval deemed reasonable and necessary, and may even address issues or concerns that go beyond the subject of the appeal; or

c. Disapprove the permit or approval granted by the previous review authority, even though the appellant only requested a modification or elimination of one or more conditions of approval.

Project History

The applicant applied for and was granted site plan approval for a commercial development proposed at the northeast corner of Willow and Alluvial Avenues. The development was initially approved with SPR2018-005 on April 19, 2020. Shortly after, the site plan was amended to memorialize minor changes and the addition of the second phase of development with SPR2018-005A. Prior to submittal of these SPR's, the applicant met with staff for preliminary comments of the proposed development. It was at this time that staff first informed the applicant of the infeasibility of the additional access point from Willow Avenue. The applicant decided to

move forward with pursuing and obtaining approval of the commercial center SPR without the additional Willow Avenue access point. Later, during the building permit review phase, the applicant reinitiated communication with City Staff on the possibilities of pursuing the secondary access point onto Willow Avenue. Although staff's stance on the proposal remains unchanged, the applicant proceeded with the submittal of SPR2018-005A2 requesting an amendment to the previously approved site plan for the addition the secondary access point onto Willow Avenue. The SPR request resulted in the denial of SPR2018-005A2 by the Director.

PROPOSAL AND ANALYSIS

Project Proposal

The Project under consideration (SPR2018-005A2) is a request for the addition of a secondary access point onto Willow Avenue for the approved commercial center located at the northeast corner of Willow and Alluvial Avenues. As it stands, the latest approved site plan for the commercial center provides a shared access point from Willow Avenue with the Derrel's Mini Storage to the north, consistent with the Willow Avenue access plan (see Figure 1 below). Despite staff's direction, the applicant felt that a secondary access point from Willow Avenue is necessary to accommodate the anticipated high traffic volume of the commercial center. **Attachment 5** includes the applicant's site plan with the proposed access point.

Figure 1: Shared Access

Staff Findings of Determination

Below is staff's response to the corresponding findings required for the site plan review process per Chapter 9.56 of the City's Municipal Code:

The commercial project is a use permitted within the City's commercial land use designation and corresponding C-2 (Community Commercial) Zone District. However, the proposed Willow Avenue access point is a feature that is subjected to the review and discretion of the City Engineer according to Section 9.32.080 of the Municipal Code. Dividing the cities of Clovis and Fresno, Willow Avenue serves as a shared corridor of the cities. In consideration of the access plan that had been developed in partnership with the City of Fresno, the City Engineer has determined that the proposed access deviates from the plan and therefore cannot be approved. The attached letter, dated June 12, 2020, indicating the City Engineer's reasoning and determination, was provided to the applicant with the denial of SPR2018-005A2 (see **Attachment 5**).

In the letter, the City Engineer touched upon the need for the established access plan that limits the number of access points along the Willow Avenue corridor, north of Herndon Avenue. With the understanding that Willow Avenue is a major mover of vehicular traffic, the cities developed the access plan with the common goal to preserve the safety and efficiency of the corridor. The plan identified a limited number of specifically located access points that would provide for reasonable access to the properties along the corridor. These locations were also strategically placed to minimize the number of conflict access points thus minimizing congestion and overall safety concerns. **Attachment 6** identifies the agreed upon locations of access points along the Willow Avenue corridor. Staff contacted representatives from the City of Fresno to gather their input regarding a potential deviation from the access plan. Those representatives objected to the additional access point and urged the City of Clovis to continue to implement the agreed upon plan.

Willow Avenue is designated as an arterial street by the General Plan Circulation element. Arterials are designed to carry high volumes of traffic at higher speeds, and access is typically limited to minimize conflicts. The Willow Avenue access plan developed by Clovis and Fresno, and the subsequent determination that an additional driveway cannot be allowed for the subject property, are consistent with adopted general plan policies 3.7 and 3.8, as follows:

> Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular pedestrian, and bicycle conflict points.
>
> Policy 3.8 Access management. Minimize access points and curb cuts along arterials and prohibit them within 200 feet of an intersection where possible. Eliminate and/or consolidate driveways when new development occurs or when traffic operation or safety warrants.

Staff's Response to the Appeal

On June 29, 2020, staff received the applicant's request to appeal the Director's denial of SPR2018-005A2 and immediately scheduled the appeal for the next available Planning Commission Hearing. The submittal is provided as **Attachment 3**. The applicant's reasons for requesting this appeal are listed below together with staff's response:

1. *"Willow Avenue Access Plan was created in 2006, and reflects the projected use of both our subject property and the parcel immediately north of it to be low density residential, neither of which are currently zoned for that use, and as such, traffic patterns are not the same as originally planned."*

Staff's Response: The purpose of the jointly developed Willow Avenue access plan is intended to preserve the safety and efficiency of the corridor serving both cities of Clovis and Fresno. As indicated by the City Engineer, the introduction of additional access points on any thoroughfare creates new conflict points and adds incrementally to the congestion and overall safety of the corridor. The applicant's statement is correct that the prior land use was residential; however, during the re-designation of the land use from residential to commercial, an additional access point onto Willow Avenue was not introduced or considered as the proposed shared access with the property to the north was considered to be reasonable and adequate. Therefore, the current commercial land use designation has been considered and not found to be sufficient justification to allow the additional driveway.

2. *"With nearly 14,000 sf of approved retail/ restaurant buildings in our current project, the limitation of a single-access drive on Alluvial and a single-access drive on Willow may cause back-up at one or both of them, in particular with delivery trucks also navigating the space; and this would be an unnecessary frustration for many customers wanting to use the amenities in the center."*

   Staff's Response: As indicated by the City Engineer, when the access plan was developed, both cities had an understanding of potential effects for future development and the potential need for reasonable adjustments to these locations. Those may include consolidating access locations to serve multiple properties, limiting the number of left turn points to 1 or 2 per ½ mile (if possible), and making sure that access points serve a substantial portion of the adjacent property or multiple properties. The City Engineer's evaluation concluded that there is no adequate justification for the additional access point proposed. Additionally, section 9.32.080 pertaining to driveways and site access for nonresidential developments emphasize the use of reciprocal access between properties to minimize the number of street access points. Access spacing and control requirements are to be determined by the City Engineer, who has determined that the existing shared Willow Avenue access between the Project site and the property to the north is reasonable and sufficient and the proposed third access point is not needed.

3. *"We have received feedback and comments from our Arco franchise company expressing specific concerns with fuel delivery trucks navigating the limited access driveways at the site, in particular as these are the sole entry points for customers of the entire project. Similarly, in conversations with proposed tenants of the shopping center, they have also expressed concerns with the limited driveway access points."*

   Staff's Response: Please refer to staff's previous responses above.

4. *"The additional drive access that we are requesting would serve to be a primary drive from Willow, and allow the northerly drive access, which is shared with a mini storage business, to serve as a secondary access:*
   a. *This northerly drive is also the designated auxiliary emergency access road for the approved housing project adjacent to the east of our property, which currently only has one, single entrance driveway off of W. Alluvial.*
   b. *In an emergency situation, the housing unit project is limited to the driveway off of Alluvial and an emergency access path that cuts through our shopping center project and out to N. Willow Avenue.*

c. *It would be a potentially life-threatening situation should an emergency occur at either the housing project or the shopping center which required residents to evacuate and also customers and employees of the shopping center to evacuate and having access to only one driveway each along Willow and Alluvial for vehicular access, in particular if emergency vehicles are attempting to come in, while customers are residents were attempting to exit."*

Staff's Response: Safety is of high regard for the City. For this reason, proposed developments are also reviewed by the City's Police and Fire Departments. Accordingly, the review and comments indicate that emergency vehicle access to the site including access to the adjacent housing development to the east was found to be adequate without the addition of the proposed driveway.

5. *"Minagar & Associates, Inc. has completed an independent, focused traffic study to evaluate the effects on traffic if this additional driveway were included. The results support our request, indicating that the additional driveway will not have any adverse traffic impact on any adjacent signalized, and unsignalized intersection capacity and operations, but it also improves the lack of dire access to the project site. Additionally, it will also decrease the delay on the existing driveway on N. Willow Avenue."*

Staff's Response: The City Engineering Department has reviewed the traffic study in detail. Despite the traffic study (**Attachment 3**) indicating that the additional access point will have little to no adverse traffic impacts, the City Engineer's stance remains that the proposal will have a small increment of detrimental effect added to the overall corridor. Furthermore, although the effects may appear of minimal significance, the potential for additional justifiable deviation requests of future developments in this corridor would produce cumulatively significant effects.

Site Plan Modifications if the Appeal is Granted

The applicant provided a site plan showing the proposed layout of the project with the additional driveway from Willow Avenue **(see Attachment 5)**. Staff's evaluation of the site configuration resulting from the newly introduced access point led to a determination that on-site conflicts would occur near the proposed site entrance. If it is found that an additional access point is warranted and there is a desire to override staff's determination, staff recommends that a condition be added requiring the site to be reconfigured to minimize conflicts just inside the entrance. This may be accomplished by installing a deceleration lane on Willow Avenue, or by increasing the length of the driveway ("throat depth") at the entry so vehicles can travel at least 100' before running into cross traffic. Other engineering solutions may also be proposed by the applicant, subject to review and approval by the City Engineer. It should be noted even with this condition, that staff does not recommend that the second access point be allowed. The conditions are provided in **Attachment 7**.

FINDINGS

The Project has been reviewed in accordance to section 9.38.040 of the City's Site Plan Review Ordinance, and the following are staff's response to the required findings for SPR approval:

Finding 1:

Be allowed within the subject zone district.

Although the overall commercial project is a permitted use within the C-2 (Community Commercial) Zone District, the request specific to this SPR is for the addition of a secondary drive access onto Willow Avenue, which is subject to the review and discretion of the City Engineer according to the City's Municipal Code.

Finding 2:

Be in compliance with all of the applicable provisions of the Development Code that are necessary to carry out the purpose and requirements of the subject zoning district, including prescribed development standards and applicable design standards, policies and guidelines established by resolution of the Council.

According to the Development Code, the City Engineer has the discretion to utilize his/her professional judgement to make determinations related to driveways and site access spacing and control. Additionally, the Code encourages the limitation of access points on the higher volume street for properties that have access to more than one street such as the Project site. In this case, Willow Avenue has a higher traffic volume than Alluvial Avenue and should have limited access points. As provided in **Attachment 4**, the City's Engineer has confirmed that the Project would deviate from the existing access plan established in partnership with the City of Fresno and therefore has made the determination to deny the request. As a result, staff is unable to confirm that finding 2 can be met.

Finding 3:

Be in compliance with other applicable provisions of the Clovis Municipal Code.

Please refer to findings 1 and 2 above.

Finding 4:

Be consistent with the General Plan and any applicable specific plan.

As indicated, the commercial project itself is consistent with the property's corresponding zone district. The commercial project is also consistent with the General Plan and Herndon Shepherd Specific Plan. However, the Project request as it stands, proposes a secondary access point onto Willow Avenue that conflicts with the existing access plan and with General Plan policies 3.7 and 3.8, and is not supported by the City Engineer.

REASON FOR RECOMMENDATION

In consideration of the information provided in this report, staff continues to support the Director's denial of SPR2018-005A2. Staff has determined that the justification provided for the request of an additional access point from Willow Avenue is not sufficient and therefore, recommends that the Planning Commission deny the appeal of SPR2018-005A2.

ACTIONS FOLLOWING APPROVAL

If the appeal is granted and the additional access point is allowed, a modification to the proposed site plan is recommended to minimize entry conflicts as described above.

FISCAL IMPACT

None

Prepared by: Lily Cha, Assistant Planner

Reviewed by: _____

Dave Merchen
City Planner

RESOLUTION 20-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLOVIS DENYING THE APPEAL AND APPROVING SPR2018-005A2, SITE PLAN REVIEW DENIAL FOR AN ADDITIONAL ACCESS POINT ON WILLOW AVENUE FOR A PREVIOUSLY APPROVED COMMERCIAL CENTER LOCATED AT THE NORTHEAST CORNER OF WILLOW AND ALLUVIAL AVENUES, AND CONFIRMING THAT THE PROJECT IS A MINISTERIAL PROJECT EXEMPT FROM ENVIRONMENTAL REVIEW

WHEREAS, the Project proponent is El Centro Corner Petroleum LLC, 42270 Spectrum Street, Indio CA 92203; and

WHEREAS, the Project is a site plan review, SPR2018-005A2, for an additional access point on Willow Avenue for a previously approved commercial center located at the northeast corner of Willow and Alluvial Avenues in the City of Clovis, County of Fresno; and

WHEREAS, the Project is a ministerial project under the City's Site Plan Review Ordinance (CMC § 9.56.060), and therefore is exempt from environmental review under the California Environmental Quality Act (CEQA); and

WHEREAS, on June 17, 2020, the Director of Planning and Development Services (Director) denied SPR2018-005A2; and

WHEREAS, the Municipal Code allows the applicant or any aggrieved person to appeal the Director's denial of a site plan to the Planning Commission, where the Planning Commission may consider any issues(s) associated with the appeal in addition to the specific grounds for the appeal; and

WHEREAS, an appeal of SPR2018-002A5 was filed by El Centro Corner Petroleum LLC; and

WHEREAS, the appeal was heard by the Planning Commission on July 23, 2020; and

WHEREAS, the Planning Commission has reviewed the record of proceedings as reflected in the July 23, 2020 staff reports, which includes the June 29, 2020 submittal of appeal to SPR2018-005A2, and other oral and documentary evidence presented to the Commission during the appeal.

NOW, THEREFORE, the Planning Commission of the City of Clovis resolves as follows:

1. Rejects the appeal and upholds the Director's denial of SPR 2018-005A2 for the reasons set forth in the City staff report dated July 23, 2020.
2. Finds that SPR2018-005A2 does not meet an acceptable standard for efficiency of safety of public access and parking.
3. Finds that the Project is an allowed use within the subject zoning district.
4. Finds that the Project is not in compliance with all of the applicable provisions of the Development Code that are necessary to carry out the purpose and requirements of the subject zoning district, including prescribed development standards and applicable design standards limiting access to Willow Avenue along

frontage of the subject parcel. Finds that the Project is in compliance with other applicable provisions of the Clovis Municipal Code.

5. Finds that the Project is inconsistent with General Plan policies 3.7 and 3.8, requiring minimization of access points on arterial streets and conflict points for vehicles, pedestrians, and bicycles.
6. Reaffirms that the Project is a ministerial Project exempt from CEQA review.
7. The basis for the findings is detailed in the July 23, 2020 Planning Commission staff report, which are hereby incorporated by reference, the entire Administrative Record, as well as evidence and comments presented in connection with the appeal.

* * * * * *

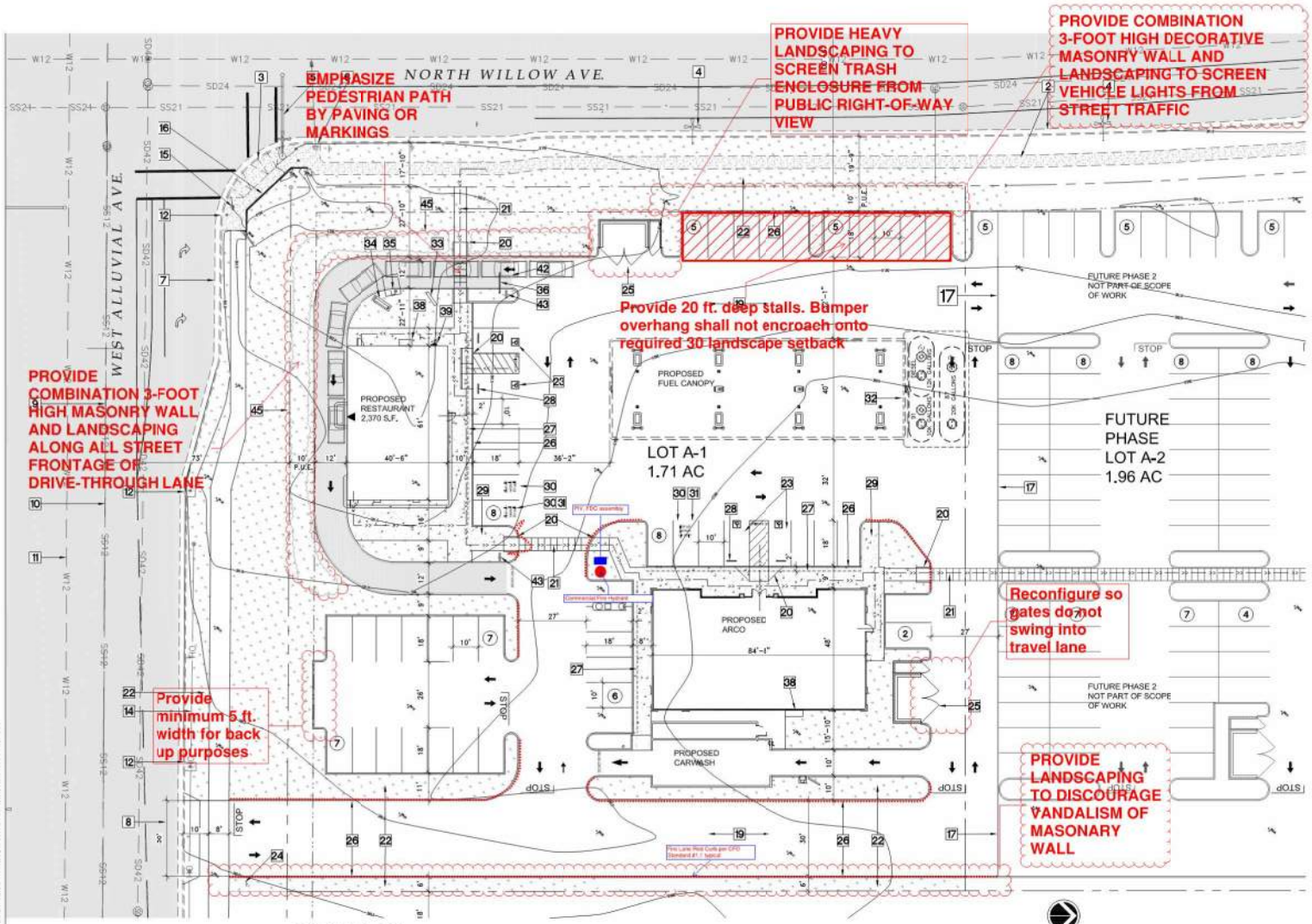
The foregoing resolution was approved by the Clovis Planning Commission at its regular meeting on _____, upon a motion by Commissioner _____, seconded by Commissioner _____, and passed by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

PLANNING COMMISSION RESOLUTION NO. 20-___
DATED: July 23, 2020

_____
Amy Hatcher, Chair

ATTEST: _____
Renee Mathis, Secretary



SITE PLAN

NORTH

1"=30'-0"

LEGEND

- PROPERTY LINE
- CENTERLINE
- EX CURB & GUTTER TO REMAIN
- PROPOSED CURB & GUTTER
- EX 6' HIGH CHAIN-LINK FENCE w/ SLATS TO REMAIN
- EX 6' HIGH WOOD FENCE TO REMAIN
- NEW 6' HIGH WROUGHT IRON FENCE
- NEW 6'-8" HIGH CMU BLOCK WALL
- PROPOSED 6" HIGH CONCRETE CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE PAVING
- PROPOSED LANDSCAPED AREAS

GENERAL NOTES:

1. THE ACCESSIBLE ROUTE AS DELINEATED IS A BARRIER FREE ROUTE 48 INCHES MINIMUM IN WIDTH WITH NO ABRUPT LEVEL CHANGES EXCEEDING 1/2 INCH UNLESS BEVELED AT A 1:2 MAX. SLOPE AND NO VERTICAL LEVEL CHANGES EXCEEDING 1/4 INCH.
2. THE CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL DOES NOT EXCEED 5%. THE SURFACE IS FIRM, STABLE AND SLIP RESISTANT.
3. THE ACCESSIBLE PATH OF TRAVEL IS FREE OF OVERHANGING OBSTRUCTIONS BELOW 80 INCHES AND OBJECTS PROTRUDING GREATER THAN 4 INCHES FROM A WALL ABOVE 27 INCHES AND BELOW 80 INCHES

* DESIGNATE A LOADING ZONE FOR THE SERVICE STATION

ATTACHMENT 2

CITY OF CLOVIS PLANNING DIVISION APPROVED
BY: Project Planner
Stamped by Lily Cha at 09:19, 04/19/2018

Site Keynotes	
No.	Description
1	EXISTING DRIVE WAY APPROACH
2	EXISTING CURB, GUTTER & SIDEWALK
3	EXISTING CURBED RAMP QC TO CONFIRM THAT IT MEETS CURRENT CITY REQUIREMENTS, PATCH AND OR REPLACE AS NEEDED
4	EXISTING STREET LIGHTS
5	EXISTING TRAFFIC SIGNAL WITH LIGHT
6	EXISTING FIRE HYDRANT
7	EXISTING CURB, GUTTER
8	NEW DRIVE WAY APPROACH PER CITY OF CLOVIS PUBLIC WORK STANDARDS
9	EXISTING CENTER LINE OF STREET
10	EXISTING SEWER LINES SEE CIVIL
11	EXISTING WATER SEE CIVIL
12	EXISTING ELECTRICAL BOX
13	EXISTING TRAFFIC SIGNAL BOX
14	EXISTING OVERHEAD POWER LINE TO BE UNDER-GROUNDED
15	EXISTING TRAFFIC SIGNAL
16	EXISTING TEMPORARY WOOD BARRIER TO BE REMOVED
17	EDGE OF PROPOSED PAVING AND TERMINATE WITH HEADER
18	FUTURE PHASE LOT A-2 NOT PART OF THIS SCOPE OF WORK
19	CONSTRUCT PARKING LOT PAVING PER PUBLIC WORK STANDARDS
20	NEW CURB RAMP
21	NEW PEDESTRIAN PATH OF TRAVEL
22	LANDSCAPE AREA
23	NEW ACCESSIBLE PARKING STALLS AND SIGNAGE PER CBC 2016
24	NEW ACCESSIBLE ENTRANCE SIGN SHALL BE POSTED AT EA ENTRY DRIVE
25	NEW TRASH BIN PER CITY OF CLOVIS PUBLIC WORK STANDARDS
26	CONSTRUCT NEW 6" HIGH CONCRETE CURB
27	DASHED LINE INDICATES 2 FOOT CAR OVERHANG
28	CONCRETE WHEEL STOP LOCATED 2' IN FRONT OF CURB AT ALL ACCESSIBLE STALLS TYPICAL
29	NEW BIKE RACK FOR A TOTAL OF (2) BIKES RAIKS W/ EA HAVING (2) BIKE CAPACITY "ULINE" MANUFACTURE EQ. 5% OF TOTAL PARKING
30	NEW CLEAN AIR VEHICLE & CAR POOL PARKING PER CALGREEN CODE TOTAL OF (3)
31	NEW FUTURE ELECTRIC VEHICLE CHARGING SPACE, GC TO PROVIDE ALL REQUIRED CONDUIT FOR FUTURE INSTALLATION PER CALGREEN 2016 TOTAL OF (2)
32	UNDER GROUND FUEL TANKS BY OTHERS
33	PRE-MENU BOARD FOR RESTAURANT BY SIGNAGE VENDOR TO SUBMIT SEPARATE SUBMITTAL
34	MENU BOARD FOR RESTAURANT BY SIGNAGE VENDOR TO SUBMIT SEPARATE SUBMITTAL
35	FUTURE SPEAKER AND CANOPY FOR RESTAURANT BY SIGNAGE VENDOR TO SUBMIT SEPARATE SUBMITTAL
36	CLEARANCE BAR BY OTHERS UNDER SEPARATE PERMITS
37	NEW PAINT NEW DIRECTIONAL ARROWS AT BEGINNING AND END OF DRIVE AISLE
38	ELECTRICAL METER CENTER
39	GAS METERS
40	GREASE INTERCEPTOR FOR RESTAURANT
41	NEW TRANSFORMER ON CONCRETE PAD
42	HATCHED AREA INDICATES CONC PAVING AT DRIVE THRU
43	DIRECTIONAL SIGNS FOR RESTAURANT BY SIGNAGE VENDOR UNDER SEPARATE PERMIT
44	PARKING LOT LIGHTS 25 FOOT TALL, SET BEHIND CURB MIN 2', NO LIGHT OR GLARE SHALL ILLUMINATE ADJACENT PARCELS
45	3 FOOT HIGH SHRUBS TO SCREEN CAR HEAD LIGHTS

SJA Design Group
1915 Carolina Ave,
Clovis CA 93611
PH: 559. 593.9692

Proposed Shopping Center

SEC of North Willows Ave. & West Alluvial Ave.
Clovis , CA 93611

Janice K. Bier
C22169
Renewal Date: 02/28/19
STATE OF CALIFORNIA

Date: 02.02.18
Drawn By: Susan Jones
Project # 17019

SITE PLAN

Revisions
X

PROJECT LOCATION
W. ALLUVIAL AVE
N. PEACH AVE
N. WILLOW AVE
W. HERNDON AVE
Vicinity Map

SHEET No.
A1.1

SPR2018

AGENDA ITEM NO. 4

Commercial Fire Hydrant

INSTALL BLOCK WALL AND PROVIDE LANDSCAPING ALONG BLOCK WALL TO DETER POSSIBLE VANDALISM

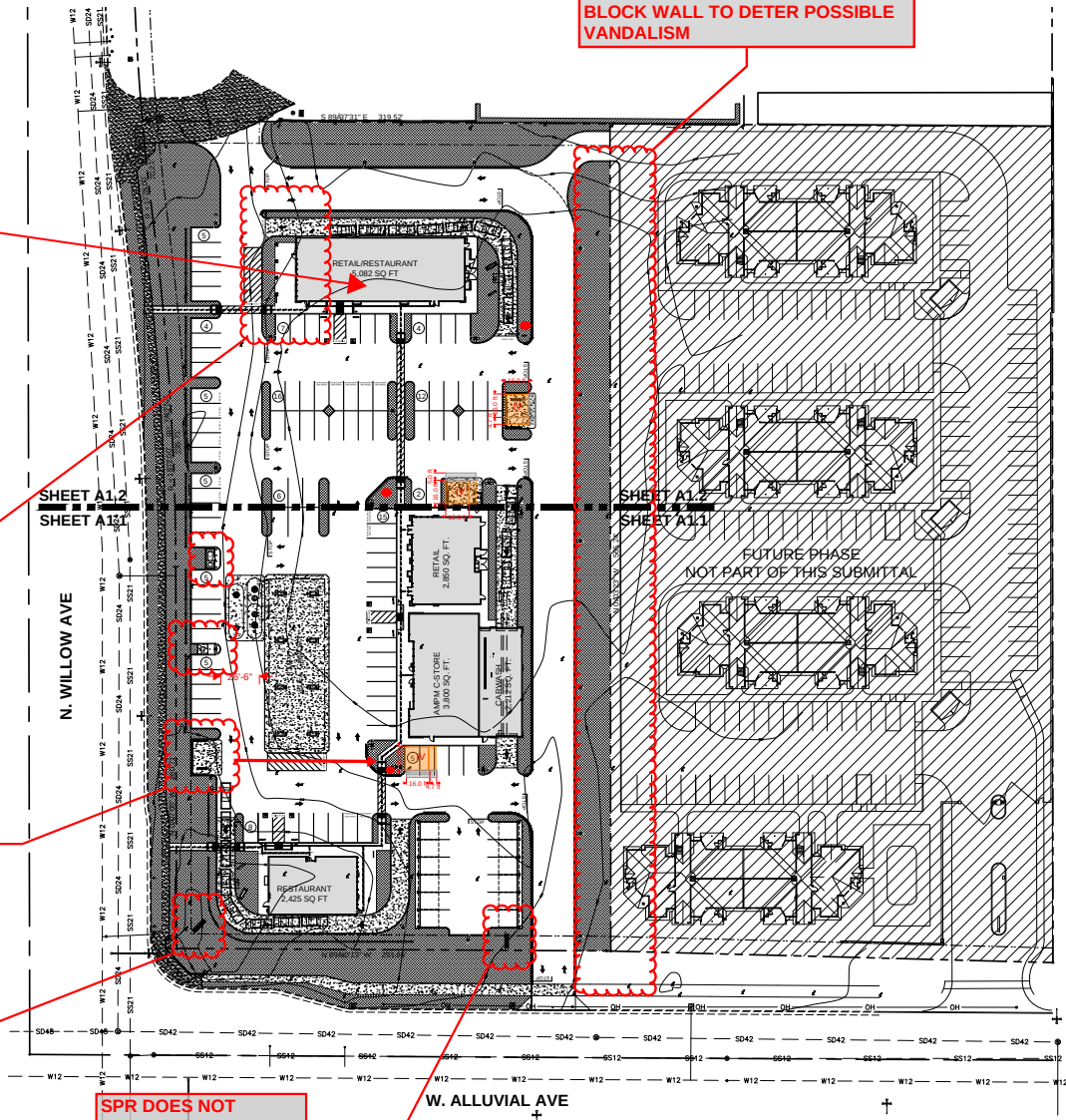
DESIGNATE LOADING ZONE PER CITY STANDARDS FOR ALL BUILDINGS WITH GROSS TOTAL FLOOR AREA OF 3,500 SQ. FT. OR OVER

OUTDOOR DINING AREA IS SUBJECT TO ADMINISTRATIVE USE PERMIT PROCESS

RELOCATE TRASH ENCLOSURE PER ENGINEERING COMMENTS

SPR DOES NOT APPROVE LOCATION AND SIGNAGE. A SEPERATE SIGN REVIEW IS REQUIRED

SPR DOES NOT APPROVE LOCATION AND SIGNAGE. A SEPERATE SIGN REVIEW IS REQUIRED



OVERALL SITE PLAN
SCALE: 1" = 40.00'

CITY OF CLOVIS
PLANNING DIVISION
APPROVED
BY: Project Planner
Stamped by lilyc at 15:00, 06/17/2019

PROJECT INFORMATION

PROJECT DESCRIPTION:

1. ADDITIONAL RETAIL BUILDING NEXT TO THE PROPOSED ARCO AMPM CONVENIENCE STORE.
2. ADDITIONAL RETAIL/ RESTAURANT BUILDING.
3. INCREASE THE LENGTH OF PREVIOUSLY APPROVED CARWASH BUILDING, AND ATTACHING IT TO THE ARCO AMPM BUILDING.
4. ADDITIONAL VACUUM CANOPY AREA TO SERVICE THE CARWASH.
5. MODIFY PARKING AND LANDSCAPE ISLANDS TO ACCOMMODATE ITEMS 1 - 4 ABOVE.

DEVELOPMENT SUMMARY:

RETAIL:	4,544 SQ. FT.
RESTAURANT:	5,813 SQ. FT.
RESTAURANT PATIO:	504 SQ. FT.
CONVENIENCE STORE:	3,800 SQ. FT.
CARWASH:	2,212 SQ. FT.
FUEL CANOPY:	8 ISLANDS - 16 POSITIONS

PARKING ANALYSIS: (OFF STREET PARKING)

RETAIL:	(4,544/200) = 23 SPACES
RESTAURANT:	(5,813/100) = 58 SPACES
RESTAURANT PATIO:	(504/100) = 5 SPACES
CONVENIENCE STORE:	(3,800/200) = 19 SPACES
**CARWASH:	2 PARKING SPACES MINIMUM
**FUEL CANOPY:	2 PARKING SPACES MINIMUM

TOTAL PARKING SPACES REQUIRED = 105 SPACES
TOTAL PARKING SPACES PROVIDED = 104 SPACES

**FUEL CANOPY HAS 16 DEDICATED SPACES
**CARWASH HAS 12 DEDICATED SPACES

ADA PARKING: (PER CBC 11B-208.2)

REQUIRED - 5 SPACES
PROVIDED - 6 SPACES

BICYCLE SPACES REQUIRED:
2% OF TOTAL OFF STREET PARKING (2%)(104) = 3 SPACES
12 BICYCLE SPACES PROVIDED.

LOADING ZONES REQUIRED = 2
LOADING ZONES PROVIDED = 2

FAX (760)-396-5246

SITE PLAN REVIEW AMENDMENT APPLICATION FOR:

Proposed Shopping Center

NEC of North Willow Ave & West Alluvial
Clovis, CA 93611

NO. | REVISION | DATE | BY

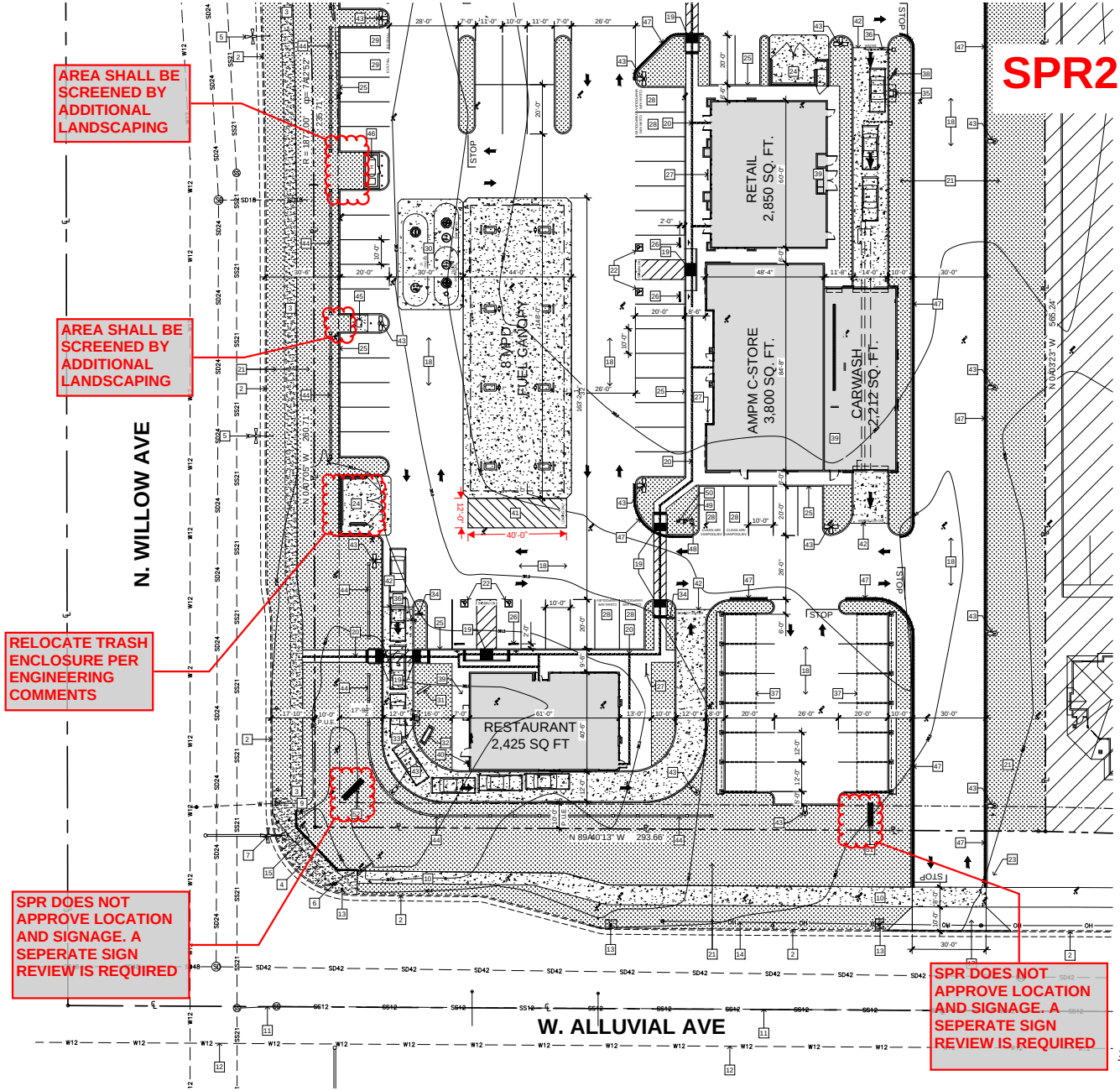
OVERALL SITE PLAN

SCALE: AS NOTED
DATE: 01/18/2018
PROJECT NUMBER: CGP-SPR101
SHEET NUMBER: SP1.0

ATTACHMENT 2

AGENDA ITEM NO. 4

SPR2018-005a



CITY OF CLOVIS
PLANNING DIVISION
APPROVED
BY: Project Planner
Stamped by lilyc at 15:35, 06/17/2019

SITE PLAN
SCALE: 1" = 20.00'

SITE KEYNOTES

NO.	DESCRIPTION
1	EXISTING DRIVE WAY
2	EXISTING CURB & GUTTER.
3	EXISTING SIDEWALK.
4	EXISTING CURBED RAMP. CURRENT CITY REQUIREMENTS. PATCH AND OR REPLACE AS NEEDED.
5	EXISTING STREET LIGHTS.
6	EXISTING TRAFFIC SIGNAL.
7	EXISTING TRAFFIC SIGNAL WITH LIGHT.
8	EXISTING TRAFFIC SIGNAL BOX.
9	EXISTING FIRE HYDRANT.
10	NEW CONCRETE SIDEWALK.
11	EXISTING SEWER LINES.
12	EXISTING WATER LINES.
13	EXISTING ELECTRICAL BOX.
14	EXISTING OVERHEAD POWER LINE TO BE UNDER GROUNDED.
15	EXISTING TEMPORARY WOOD BARRIER TO BE REMOVED.
16	EDGE OF PROPOSED PAVING. TERMINATE WITH HEADER.
17	NEW DRIVEWAY APPROACH PER CITY OF CLOVIS PUBLIC WORKS STANDARDS.
18	CONSTRUCT PARKING LOT PAVING PER PUBLIC WORKS STANDARDS.
19	NEW CURB RAMP.
20	NEW PEDESTRIAN PATH OF TRAVEL.
21	LANDSCAPED AREA.
22	NEW ACCESSIBLE PARKING STALLS AND SIGNAGE PER CBC 2016.
23	NEW ACCESSIBLE ENTRANCE SIGN SHALL BE POSTED AT EACH ENTRY DRIVE.
24	NEW TRASH ENCLOSURE PER CITY OF CLOVIS PUBLIC WORKS STANDARDS.
25	CONSTRUCT NEW 6" HIGH CONCRETE CURB.
26	CONCRETE WHEEL STOP LOCATED 2' IN FRONT OF CURB AT ALL ACCESSIBLE STALLS, TYPICAL.
27	BIKE RACK - 3 LOOP WAVE STYLE BIKE RACK WITH CAPACITY FOR 3 BIKES. TYPICAL OF 4.
28	CLEAN AIR VEHICLE & VANPOOL PARKING PER CALGREEN CODE TOTAL OF 11.
29	FUTURE EV CHARGING SPACE. GC TO PROVIDE ALL REQUIRED CONDUIT FOR FUTURE INSTALLATION PER CALGREEN 2016 TOTAL OF 7.
30	UNDERGROUND FUEL TANKS.
31	PREVIEW MENU BOARD FOR RESTAURANT BY SIGNAGE VENDOR. SEPARATE PERMIT REQUIRED.
32	MENU BOARD FOR RESTAURANT BY SIGNAGE VENDOR. SEPARATE PERMIT REQUIRED.
33	SPEAKER AND CANOPY FOR RESTAURANT BY SIGNAGE VENDOR. SEPARATE PERMIT REQUIRED.
34	DIRECTIONAL SIGNS FOR RESTAURANT BY SIGNAGE VENDOR. SEPARATE PERMIT REQUIRED.
35	PAY STATION AND CANOPY FOR CARWASH BY OTHERS.
36	CLEARANCE BAR BY OTHERS, UNDER SEPARATE PERMIT.
37	CARWASH VACUUM CANOPY.
38	CARWASH PREVIEW MENU BOARD BY OTHERS. UNDER A SEPARATE PERMIT
39	ELECTRICAL METER CENTER.
40	GAS METERS.
41	LOADING AND UNLOADING ZONE.
42	CONCRETE PAVING AT DRIVE THRU LANE.
43	PARKING LOT LIGHTS 25 FOOT TALL, SET BEHIND CURB MINIMUM OF 2'. NO LIGHT OR GLARE SHALL ILLUMINATE TO ADJACENT PARCELS.
44	COMBINATION 3' HIGH DECORATIVE WALL AND LANDSCAPING TO SCREEN VEHICLE LIGHTS FROM STREET TRAFFIC.
45	AIR AND WATER PUMP STATION.
46	FUEL VAPOR RECOVERY SYSTEM BY OTHERS.
47	CURB TO BE PAINTED RED W/ SIGNAGE "NO PARKING, FIRE LANE" PER CLOVIS FIRE DEPARTMENT STANDARD # 1.1.
48	NEW COMMERCIAL FIRE HYDRANT. LOCATION TO BE VERIFIED BY CIVIL ENGINEER.
49	NEW FIRE DEPARTMENT CONNECTION (FDC) VALVE. LOCATION TO BE VERIFIED BY CIVIL ENGINEER.
50	NEW POST INDICATOR VALVE (PIV). LOCATION TO BE VERIFIED BY CIVIL ENGINEER.
51	PROPOSED FUEL PRICE SIGN. SEPARATE PERMIT REQUIRED
52	PROPOSED MULTI TENANT MONUMENT SIGN. SEPARATE PERMIT REQUIRED.

GROUP
FAX: (760)-396-5245

Proposed Shopping Center

NEC of North Willow Ave & West Alluvial
Clovis, CA 93611

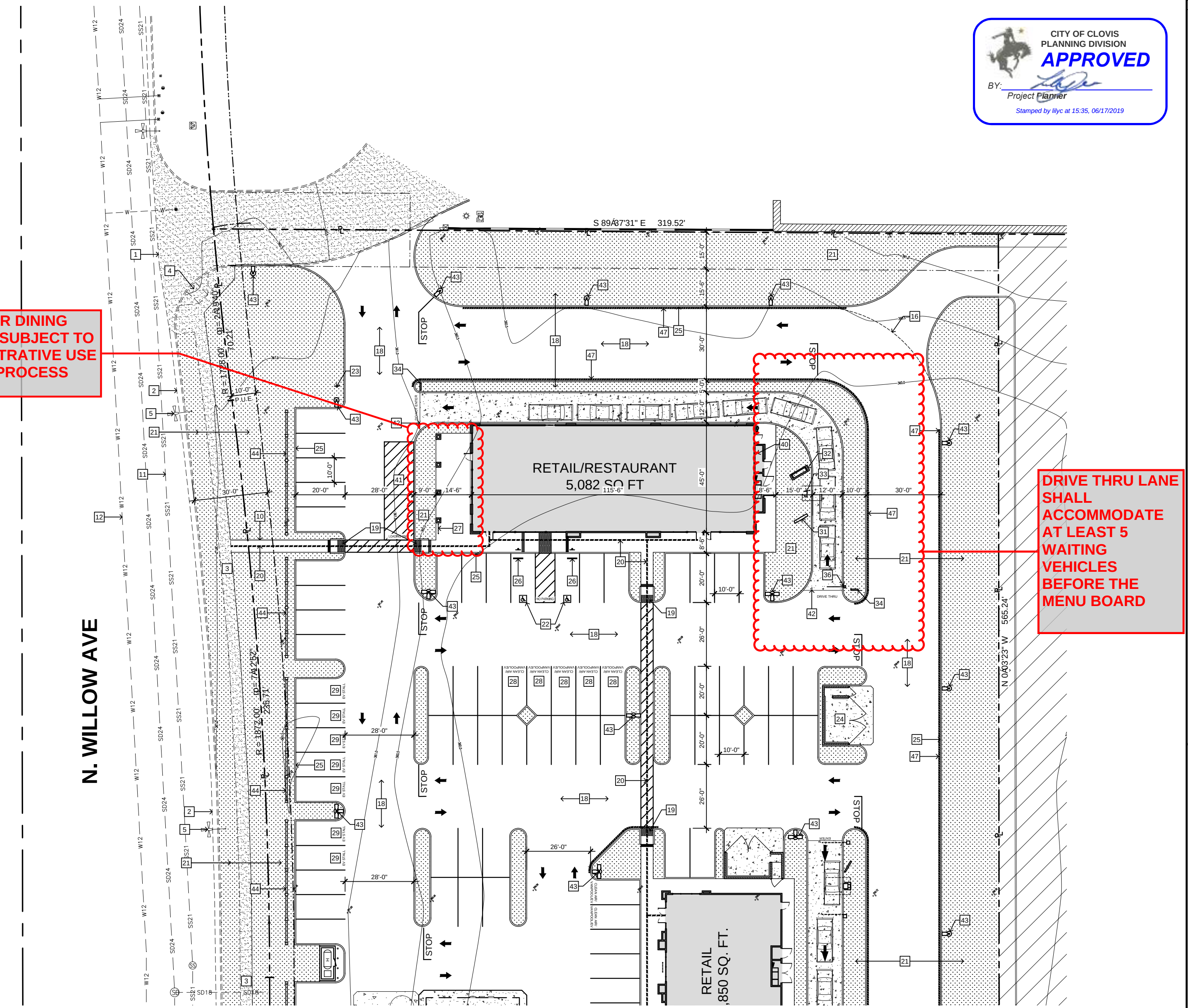
SITE PLAN REVIEW AMENDMENT APPLICATION FOR

NO.	REVISION	DATE	BY

SHEET TITLE: SITE PLAN
SCALE: AS NOTED
DATE: 01/18/2018
PROJECT NUMBER: CGP-SPR101
SHEET NUMBER: SP1.1

CITY OF CLOVIS
PLANNING DIVISION
APPROVED
BY: Project Planner
Stamped by lilyc at 15:35, 06/17/2019

AGENDA ITEM NO. 4



SITE PLAN
SCALE: 1" = 20.0'

SITE KEYNOTES

NO.	DESCRIPTION
1	EXISTING DRIVE WAY A
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...ROUP
FAX: (760)-396-5245

SITE PLAN REVIEW AMENDMENT APPLICATION FOR

Proposed Shopping Center

NEC of North Willow Ave & West Alluvial
Clovis, CA 93611

NO.	REVISION	DATE	BY

SHEET TITLE
SITE PLAN
SCALE: AS NOTED
DATE: 01/18/2018
PROJECT NUMBER: CGP-SPR101
SHEET NUMBER

SP1.2

CHANDI GROUP
USA

June 29, 2020

Planning Commission, City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Site Plan Review SPR2018-005A2 – Request for Additional Driveway Access
NEC of Willow & Alluvial Avenue (APNs: 561-061-17S & 18S)

Dear Planning Commission Members,

We are currently under construction on a commercial development project at NWC of Willow and Alluvial Avenue. Upon completion, the site will include the following improvements:

- Arco gas station with 8 MPD's (16 fueling positions)
- 3,970 SF Arco am/pm convenience store
- 2,227 SF express tunnel car wash
- 2,447 SF drive-through restaurant building
- 2,847 SF retail building
- 5,224 SF retail / restaurant building, which includes a drive-through

The project was originally entitled by a prior developer, and the CUP approval was issued in February 2018. We acquired the site from the prior developer, and since that time we have been working with potential tenants for the site, including several national retail chains. We have come to the realization that it is vitally important that we have a secondary access driveway along N. Willow Avenue.

We recently submitted a request for a Site Plan Review Amendment, to allow an additional, secondary driveway entrance, and this request was denied by the Planning Division; a copy of the denial letter sent by Ms. Lily Cha, Assistant Planner, is attached for your reference. The primary reason given for this denial is "due to conflicts with existing agreements the City has with the City of Fresno that identified a number of access points onto the Willow Avenue corridor." Additional reasons were given in a separate letter, a copy of which is also included, issued by Mr. Michael Harrison, City Engineer.

At this time, we would like to formally appeal this denial and request to have further consideration given by the Planning Commission. Our primary reasons for requesting this appeal are as follows:

- Willow Avenue Access Plan was created in 2006, and reflects the projected use of both our subject property and the parcel immediately north of it to be low density residential, neither of which are currently zoned for that use, and as such, traffic patterns are not the same as originally planned. (A copy of the Plan is included for reference).

- With nearly 14,000 sf of approved retail / restaurant buildings in our current project, the limitation of a single-access drive on Alluvial and single-access drive on Willow may cause back-up at one or both of them, in particular with delivery trucks also navigating the space, and this would be an unnecessary frustration for many customers wanting to use the amenities in the center.

- We have received feedback and comments from our Arco franchise company expressing specific concerns with fuel deliver trucks navigating the limited access driveways at the site, in particular as these are the sole entry points for customers of the entire project.

    - Similarly, in conversations with proposed tenants of the shopping center, they have also expressed concerns with the limited driveway access points.

Chandi Group USA, Inc. ◆ 42270 Spectrum St. ◆ Indio ◆ California ◆ 92203
(760) 396-9260: Business Offices ◆ (760) 396-5245: Fax

ATTACHMENT 3

CHANDI GROUP
USA

- The additional drive access that we are requesting would serve to be a primary drive from Willow, and allow the northerly drive access, which is shared with a mini storage business, to serve as a secondary access.
    - This northerly drive is also the designated auxiliary emergency access road for the approved housing project adjacent to the east of our property, which currently only has one, single entrance driveway off of W. Alluvial.
    - In an emergency situation, the housing unit project is limited to the driveway off of Alluvial and an emergency access path that cuts through our shopping center project and out to N. Willow Avenue
    - It would be a potentially life-threatening situation should an emergency occur at either the housing project or the shopping center which required residents to evacuate and also customers and employees of the shopping center to evacuate and having access to only one driveway each along Willow and Alluvial for vehicular access, in particular if emergency vehicles are attempting to come in, while customers and residents were attempting to exit.
- Minagar & Associates, Inc. has completed an independent, focused traffic study to evaluate the effects on traffic if this additional driveway were included. The results support our request, indicating that the additional driveway will not have any adverse traffic impact on any adjacent signalized, and unsignalized intersection capacity and operations, but it also improves the lack of dire access to the project site. Additionally, it will also decrease the delay on the existing driveway on N. Willow Avenue. (A complete copy of this traffic study is included for reference).

While we certainly appreciate and respect the forethought and planning that both the City of Clovis and neighboring City of Fresno have put into corridor access points, it is evident that these plans were made more than 15 years ago, and development plans for the corridor have changed significantly since then. Additionally, as an experienced Arco am/pm franchisee, our project sites tend to have significantly high volume, evidenced by the many awards received by the owner, Mr. Nachhattar Singh Chandi. We expect this site to be no different.

We have a proven track record of success on similar projects in many cities and will take pride in doing the same in the City of Clovis. We strongly believe that for our project to be successful we need to be assured that our clients – and your city residents and visitors, are assured of a convenient shopping experience with ease of vehicular navigation.

Thank you for your time and consideration. Please note that highlighted referenced attachments were sent via electronically with a copy of this letter to Ms. Lily Cha at the City of Clovis.

Sincerely,

Toni F. Merrihew
Sr. Vice President & CFO

CC: Nachhattar Singh Chandi, President
Fred Minagar, Minagar & Associates
Lily Cha, Assistant Planner, City of Clovis

CITY of CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

June 17, 2020

Toni Merrihew
El Centro Corner Petroleum, LLC
42270 Spectrum Street
Indio CA 92203

SUBJECT: Site Plan Review SPR2018-005A2, NEC of Willow & Alluvial Avenues (APNs: 561-061-17S & 18S)

Dear Applicant:

Site Plan Review SPR2018-005A2, submitted on June 9, 2020 and considered a "Complete Application " on June 10, 2020, has been reviewed by City staff for consistency and compliance with City policy. Please be advised that your request for approval of an additional access point from Willow Avenue has been denied due to conflicts with existing agreements the City has with the City of Fresno that identified a limited number of access points onto the Willow Avenue corridor. Additional information is provided in the attached letter dated June 12, 2020, from the City Engineer.

The Planning Division acts as the coordinating agency for all departments submitting comments and/or conditions appurtenant to your site plan review application. In the case that you wish to appeal this denial, please take the necessary measures below:

> Appeals: The approval of this Site Plan Review application, including the conditions of approval, may be appealed to the City of Clovis Planning Commission by any interested party. Any appeal to the Planning Commission must be made in writing setting forth the reasons for such appeal and submitted to the Planning Division with a $2,400 filing fee and within fifteen (15) days of the date of approval. Appeals will be accepted and processed pursuant to Chapter 9.90 of the Clovis Development Code. The City cannot issue a building permit or other site development permit prior to the expiration of the appeal period.

Should you have any questions or comments, please contact me at (559) 324-2335 or email at lilyc@cityofclovis.com.

Sincerely,

Lily Cha, Assistant Planner

CITY of CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

June 12, 2020

Ms. Toni Merrihew
El Centro Corner Petroleum, LLC
42270 Spectrum Street
Indio, CA 92203

Dear: Ms. Merrihew,

Subject: SPR 2018-05A2
Proposed Site Access, Willow Avenue North of Alluvial Avenue

This is in response to your application to amend the approved site plan (SPR 2018-05A) to provide one additional access point on Willow Avenue. In developing the Willow Avenue plan line, the cities of Clovis and Fresno realized the importance of this corridor as a major mover of vehicular traffic. Therefore, in an effort to preserve the safety and efficiency of the corridor both agencies participated in developing an access plan that identified a limited number of specifically located access points that would provide for reasonable (not necessarily the most convenient) access to the properties along the corridor while minimizing the number of conflict/access points. As you know, the introduction of any access point on any thoroughfare creates new conflict points and adds incrementally to the congestion and overall safety of the corridor.

Along with this effort, both agencies agreed to do all within their power to abide by these agreed upon points of access, understanding that:

1. There would be pressure with each development proposal to introduce additional access points. Each developer or business owner desires to maximize driver options for entering his development. This is not always conducive to traffic safety and the efficient flow of adjacent traffic especially on a major route.

2. Incremental compromising of the access plan would lead to abandonment of the plan and would result in an unsatisfactory number of conflict points along this regionally important corridor, thereby degrading the desired safety and efficiency.

3. Changing the access plan would require a cooperative effort by both agencies and would require compelling justification.

We do understand that we couldn't possibly foresee exactly how the properties would be developed and there would need to be adjustments along the way provided that there is reasonably adequate justification. Adequate justification would consist of employing the principles listed above to minimize the number of access points by consolidating access locations to serve multiple properties, limiting the number of left turn points to 1 or 2, if possible, per ½ mile, and

making sure access points serve a substantial portion of the adjacent property or multiple properties. In evaluating any requests to change the access plan, the goal would be to not add to the number of access points.

We have reviewed the requested changes to your site and the specific request to add a new right-in, right-out access approximately 350' north of Alluvial that would provide a third access to the site. We also understand that traffic studies could likely be produced that would show a very small increment of delay or conflict would be introduced with the addition of the proposed access point. However, as suggested above, there is a small increment of detrimental effect added to the corridor with the introduction of each access point. While this may not seem significant, if we approve a number of these requests, each of which could likely also be justified by stating that there is not a significant effect at that specific location, the cumulative effect would be significant.

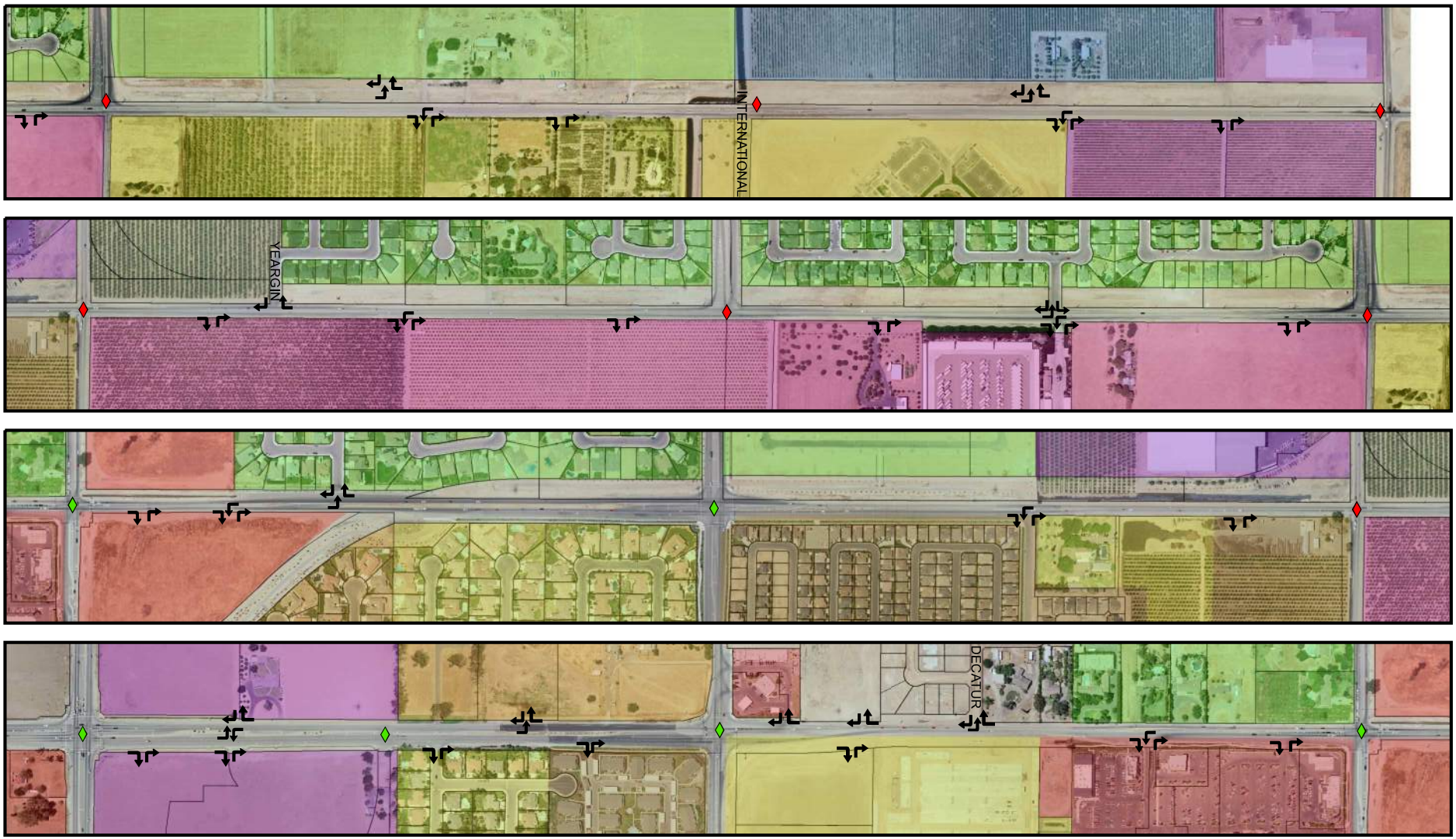
Emergency vehicle access to the site was reviewed with the original site plan review, including access to the housing parcel located adjacent to the east, and was found to be adequate for the development. While the added access point may provide some enhancement to the commercial site in an emergency situation by providing another circulation option, it is not necessary.

We still feel that there is not sufficient justification for the proposed added access based on the concepts stated above. Therefore, we cannot approve the requested amendment to the site plan. We believe that reasonable, though not necessarily the most convenient, access is available without the addition of another access point.

Sincerely,

Michael Harrison
City Engineer

C:\Users\mikeh\Documents\Willow access north of Alluvial.doc



CITY OF CLOVIS LEGEND

COMMERCIAL
- COMMERCIAL
- INDUSTRIAL EMPLOYMENT CENTER
- MIXED USE

RESIDENTIAL
- LOW
- MEDIUM
- MEDIUM HIGH

- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

WILLOW AVENUE ACCESS PLAN

EXHIBIT A

N

1" = 400'

CITY OF FRESNO LEGEND

COMMERCIAL
- COMMERCIAL
- BUSINESS PARK

RESIDENTIAL
- MEDIUM
- MEDIUM LOW

PUBLIC FACILITIES
- SCHOOL

REVISION 1
AUGUST 23, 2006

Focused Traffic Study

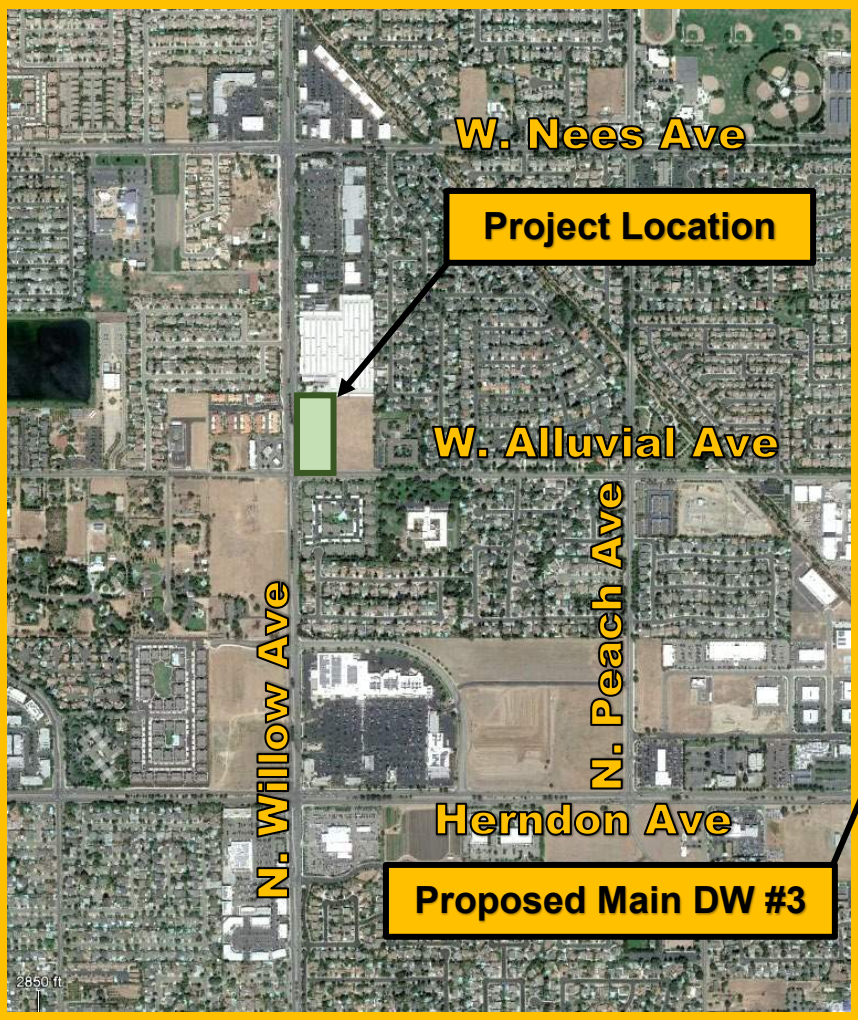
for the

Clovis Commercial Center's Proposed Main Driveway at N. Willow Ave.

in

Clovis, CA

AGENDA ITEM NO. 4



Presented to:

City of Clovis
Planning and Development Department
1033 5th St
Clovis, CA 93612

Prepared for:

Chandi Group, USA
Black Gold Engineering
42270 Spectrum St.
Indio, CA 92203

Prepared by:

MINAGAR & ASSOCIATES, INC.
ITS – Traffic/Civil/Electrical Engineering – Transportation Planning
23282 Mill Creek Drive, Suite 120
Laguna Hills, CA 92653
Tel: (949)707-1199 • Web: www.minagarinc.com

July 16, 2020

CITY OF CLOVIS, CA

ENGINEER'S DECLARATION/CERTIFICATION

Date: July 16, 2020

I, Fred Minagar, do hereby certify that this Focused Traffic Study for the City of Clovis was performed under my supervision and is accurate and complete. I further certify that I am both experienced in performing studies of this type and duly registered in the State of California as a professional Civil Engineer. I hereby affirm that, to the best of my knowledge, information and belief, the following report was prepared in full compliance with the standards, guidelines and direction of the City of Clovis Public Works Department and all technical requirements adopted therefrom.

Fred Minagar, MS, RCE, PE, Registration No. 53466
Senior Project Manager

Table of Contents

Appendix

1 – Introduction

1.1 – Executive Summary

This focused traffic study analyzes the potential traffic impact of a proposed main driveway on N. Willow Avenue for the proposed "Clovis Commercial Center" Project, located on a currently vacant 3.677 acre site on the northeast corner of N. Willow Avenue and W. Alluvial Avenue in the City of Clovis in Fresno County. The viability of the "Clovis Commercial Center" project is hinging upon the approval of the aforementioned proposed main driveway. The proposed development cannot proceed without the approval this main driveway. This entire focused traffic/legal/technical/computer modeling document has been prepared in accordance with the standards of the City of Clovis and the State of California Department of Transportation to justify the proposed action.

The project will consist of the following facilities:

- 3,970 square foot Convenience Store with a sixteen (16) vehicle fueling positions (VFP) gas station
- 2,227 square foot Automated Car Wash
- 2,847 square foot Retail Store
- 5,224 square foot Fast-Food Restaurant with Drive-Through Window
- 2,447 square foot Fast-Food Restaurant with a Drive-Through Window

The study clearly reveals that by constructing the proposed main driveway on N. Willow Avenue, not only it will not any adverse traffic impact on any adjacent signalized and unsignalized intersections capacity and operations, but also it improves the lack of dire access to the project site. The proposed driveway will not affect the prevailing speed for the northbound traffic along N. Willow Avenue and it will also decrease the delay on the existing Driveway on N. Willow Avenue for scenarios with and without the additional driveway on N. Willow Avenue.

The study also identifies no intersections performing below the City's acceptable Level of Service (LOS D or better) for the existing scenario with and without the Project, as well as with and without the proposed main driveway on N. Willow Avenue. Additionally, the queue lengths for the northbound through/right-turn lane into the additional driveway, does not exceed the segment length between the intersection of N. Willow Avenue with W. Alluvial Avenue and the driveway. This denotes that the additionally driveway on Willow Avenue has a negligible impact on traffic from queueing.

As per the City of Clovis' Municipal Code passed March 2, 2020, as the planned additional driveway's distance to the nearest intersection (Willow Ave/Alluvial Ave) exceeds two hundred fifty feet (250'), the driveway would also follow current City standards.

It is therefore concluded that the proposed main driveway number 3 on N. Willow Avenue is in compliance with the City of Clovis' Municipal Code and will not have any adverse impact on the traffic. Therefore, the City of Clovis as a municipal corporation can proceed with the approval of the project.

1.2 – Purpose of the Traffic Impact Analysis (TIA) and Study Objectives

This Focused Traffic Study Report documents a traffic analysis performed by Minagar & Associates, Inc. for the Black Gold Engineering's Project in the City of Clovis, identifying the potential traffic impact of the proposed main driveway number 3 on North Willow Avenue. The focused study is in accordance with the policies set in the City of Clovis General Plan (Adopted August 25, 2014).The following report focuses on the potential traffic impacts to the surrounding roadway network affected by the project site.

A traffic analysis was conducted for the "Existing" (Year 2020) conditions for four (4) intersections located in the City of Clovis. An additional three (3) study locations are added for the three (3) additional driveways along N. Willow Avenue and W. Alluvial Avenue for the Project. For each study location the existing traffic operations were evaluated and studied reflecting the project's ultimate build-out conditions.

The scenarios are summarized in the following table:

Table 1: Study Scenarios

Scenario	Time Frames Analyzed
Existing Year without Project	AM/PM Weekday Peak Hour
Existing Year with Project and Proposed Main Driveway	AM/PM Weekday Peak Hour
Existing Year with Project, without Proposed Main Driveway	AM/PM Weekday Peak Hour

1.3 – Site Location and Study Area

The study area included the analysis of four (4) key intersections. As shown in **Table 2** below, the study intersections were composed of four (4) nearby signalized intersections, and three (3) unsignalized/stop controlled intersections.

Table 2: Intersection Locations and Existing Signalization

Intersection No. / Location	Intersection Traffic Control
1 – N. Willow Avenue and W. Nees Avenue	Signalized
2 – N. Willow Avenue and W. Alluvial Avenue	Signalized
3 – N. Willow and Herndon Avenue	Signalized
4 – N. Peach Avenue and W. Alluvial Avenue	Signalized
5 – Driveway #1 on W. Alluvial Avenue	Unsignalized
6 – Driveway #2 on N. Willow Avenue	Unsignalized
7 – Proposed Main Driveway #3 on N. Willow Avenue	Unsignalized

Exhibit 1 shows the Project location and study intersections.

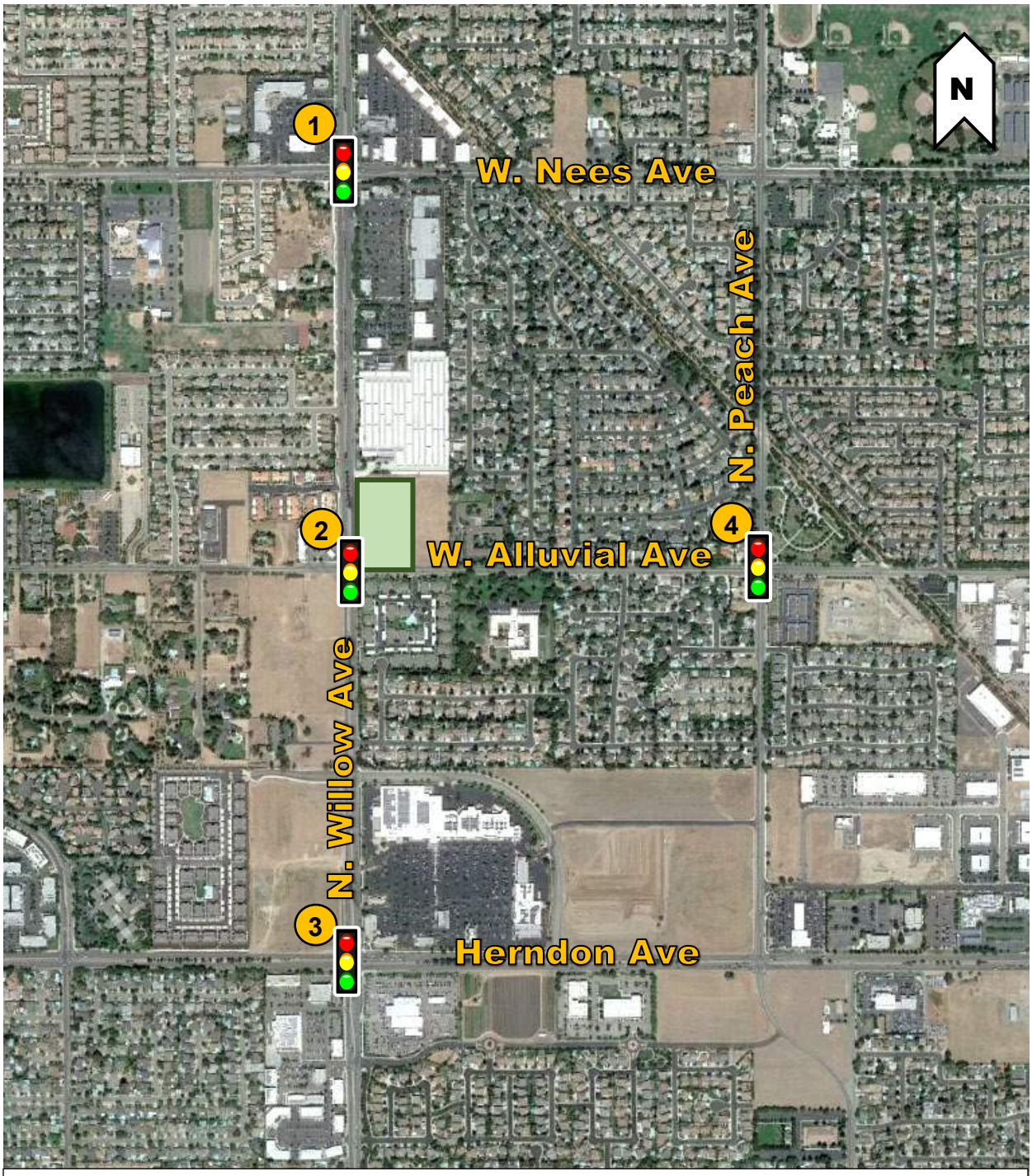


Exhibit 1: Intersection Study Locations

Project Location

1 Signalized Intersection Study Locations

1.4 – Development Project Description

This focused traffic study analyzes the traffic impact of the proposed main driveway number 3 on N. Willow Avenue for the proposed "Clovis Commercial Center" Project, located on a currently vacant 3.677 acre site on the northeast corner of N. Willow Avenue and W. Alluvial Avenue in the City of Clovis under the jurisdiction of Fresno County. The proposed project will consist of the following facilities:

- 3,970 square foot Convenience Store with a sixteen (16) vehicle fueling positions (VFP) gas station
- 2,227 square foot Automated Car Wash
- 2,847 square foot Retail (Copy/Print/Express Ship) Store
- 5,224 square foot Fast-Food Restaurant with Drive-Through Window
- 2,447 square foot Fast-Food Restaurant with a Drive-Through Window

The project site will take access at two (2) right-in-right-out driveways along N. Willow Avenue due to the center median, and one (1) right-in-right-out access driveway along W. Alluvial Avenue.

The Project is to be located in a mixed use neighborhood, which in a location with a zoning classification of Community Commercial (CC), as given by zoning map the *Clovis General Plan.* See **Exhibit 2** for the full map. The land is currently unoccupied.

As mentioned previously, the Project is to build a commercial center with a gas station, convenience store, retail store, and fast-food restaurants. Based off of these developments, the zoning would remain as CC.

Exhibit 3 shows the site plan of the project.

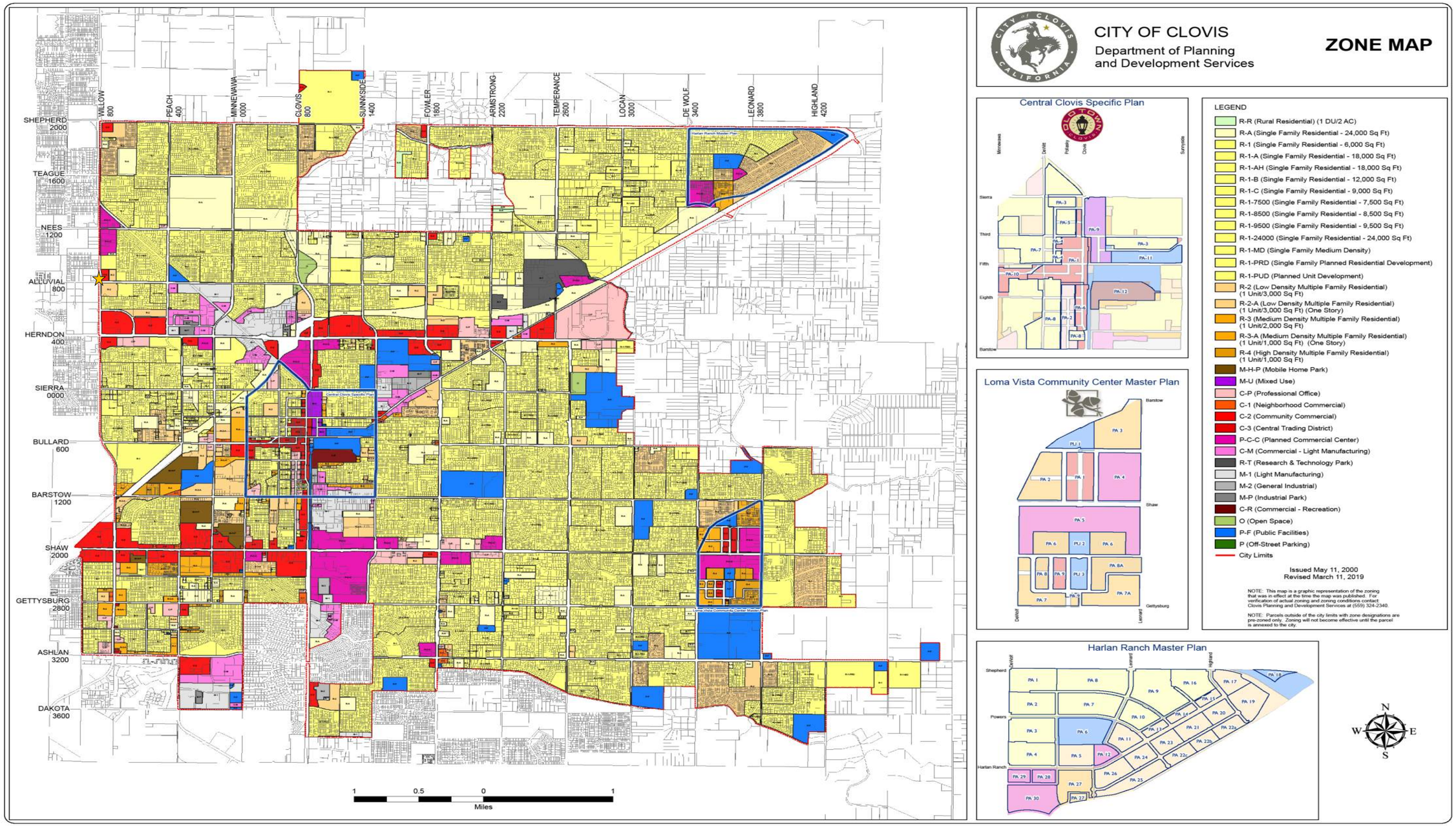
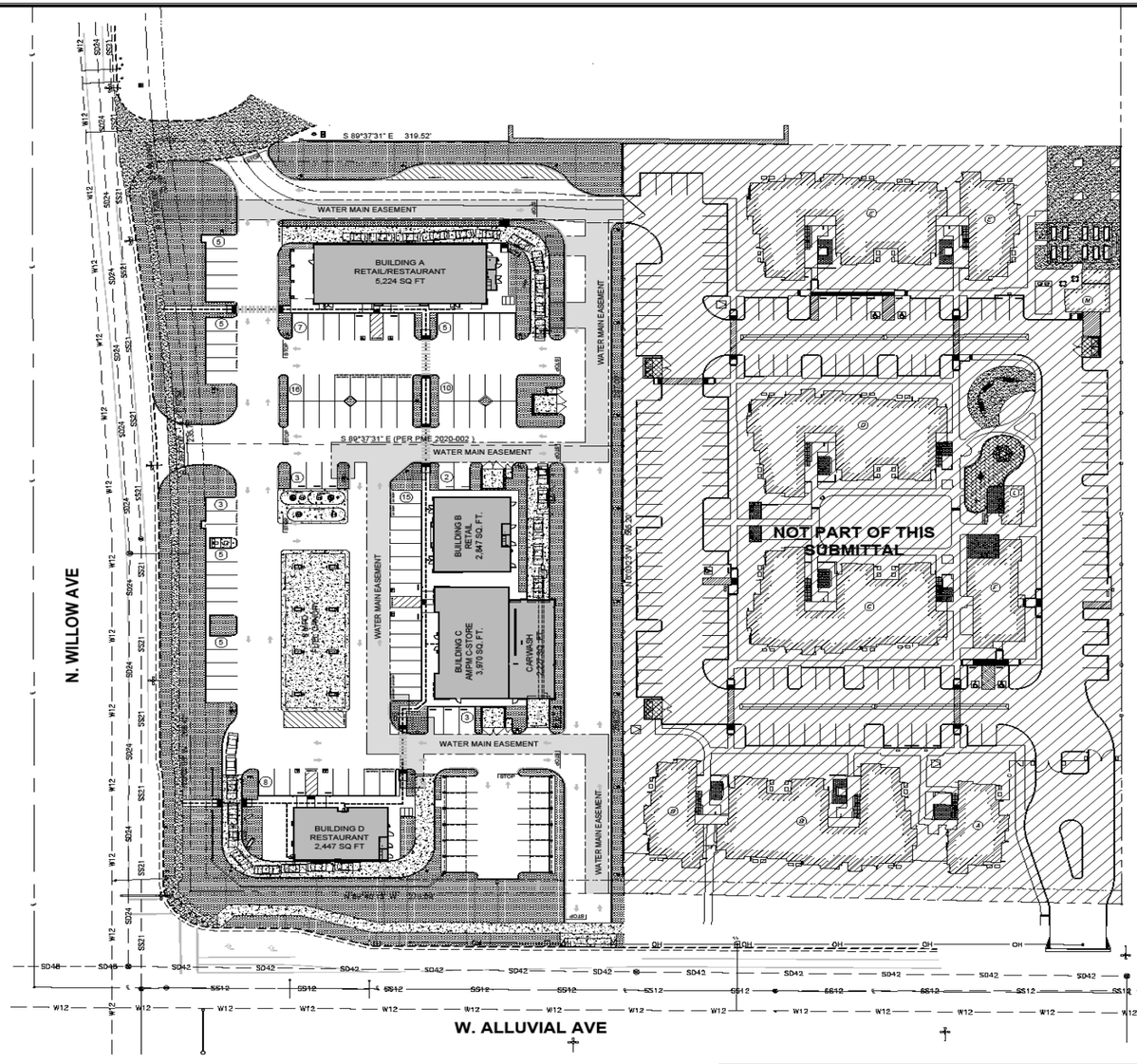


Exhibit 2: City of Clovis Zoning Map



SITE DATA

PROJECT DESCRIPTION:

ADDITION OF DRIVEWAY ENTRANCE OFF OF N. WILLOW AVENUE TO THE DEVELOPMENT

DEVELOPMENT SUMMARY:

RETAIL:	6,071 SQ. FT.
RESTAURANT:	4,447 SQ. FT.
CONVENIENCE STORE:	3,970 SQ. FT.
CARWASH:	2,227 SQ. FT.
FUEL CANOPY:	8 ISLANDS - 16 POSITIONS

PARKING ANALYSIS: (OFF STREET PARKING)

BUILDING AREA:	16,715 SQ. FT.
PARKING REQUIREMENTS:	5.4 STALLS / 1,000 SQ. FT.
PARKING REQUIRED:	91 SPACES
PARKING PROVIDED:	92 SPACES

ADA PARKING: (PER 2019 CBC 11B-208.2)

REQUIRED - 5 SPACES
PROVIDED - 8 SPACES

BICYCLE SPACES REQUIRED:
5% OF REQUIRED OFF STREET PARKING (5%)(91) = 5 SPACES
6 BICYCLE SPACES PROVIDED.

LOADING ZONES REQUIRED = 2
LOADING ZONES PROVIDED = 2

SCALE: 1" = 40.00'
40' 0 40'

CHANDI GROUP USA

LICENSED ARCHITECT RAV. BOURNE C-38497 REN. 08/30/2021 STATE OF CALIFORNIA

REVISIONS			APPROVALS	APPROVED (INITIAL)
NO.	DATE	INITIAL	DEVELOPMENT REVIEW	
			CONSTRUCTION MANAGEMENT	
			PLANNING	
			BUILDING	N/A
			FIRE	N/A
			UTILITIES/STREETS	N/A
			CAPITAL PROJECTS	N/A

CITY OF CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

PROJECT TITLE: SPR2018-005A CLOVIS COMMERCIAL CENTER — PROJECT NO. 2018-005A

SHEET DESCRIPTION: OVERALL SITE PLAN — SHEET NO. SP1-0 25 OF 29

S:\0000H - ALL NEW & EXISTING PROJECT EXPENSES\141 - CLOVIS COMMERCIAL CENTER\01 - CUP DOCUMENTS\SITE PLAN REVIEW AMENDMENT SPR2018-008 PRELIMINARY\DRAWINGS\SPR2018-008 SITE PLANLOWG

Exhibit 3: Project Site Plan

1.5 – Level of Service (LOS)

As required, the Highway Capacity Manual (HCM) 6th Edition operation methodology for Signalized and Un-signalized Intersections was used to determine the operating Levels of Service (LOS) of the study intersections. Synchro Studio (Version 10.0) software package was used to evaluate the study intersections using the HCM methodology. The HCM methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions) as shown in **Table 3**. The corresponding delay per vehicle thresholds for signalized and un-signalized intersections are provided in **Table 4.**

From Policy 2.1 Level of Service in the Circulation Element of the City of Clovis General Plan, LOS D or better is considered an acceptable intersection operating conditions during peak traffic periods. Any intersection that is operating at LOS "E" or "F" will be considered deficient for purposes of this analysis with exceptions on a case-by-case basis

Table 3: Level of Service Descriptions

LOS	Description
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Table 4: Level of Service Thresholds

Level of Service	Intersection Control Delay (Seconds/ Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤10.0	≤10.0
B	>10.0 to ≤20.0	>10.0 to ≤15.0
C	>20.0 to ≤35.0	>15.0 to ≤25.0
D	>35.0 to ≤55.0	>25.0 to ≤35.0
E	>55.0 to ≤80.0	>35.0 to ≤50.0
F	>80.0	>50.0

Source: Highway Capacity Manual (Transportation Research Board, 6th Edition)

2 – Area Conditions

2.1 – Identify Study Area and Intersections

The Project is located next to the City limits between the City of Clovis and the City of Fresno, bordering the major City corridor of North Willow Avenue. A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing and other factors, which may affect intersection capacity. Many of the study intersections do not include striping. Therefore field observations were made to identify how motorists approach each intersection. The following is a detailed description of roadways in the study area.

N. Willow Avenue is a three (3) lane arterial with a center median oriented in the north-south direction. N. Willow Avenue marks the majority of the eastern border between the City of Clovis and the City of Fresno until reaching Shepard Avenue to the north and Ashlan Avenue to the south. The posted speed limit along N. Willow Avenue is 50 miles per hour. Within the vicinity of the project there are designated bike lanes as well as pedestrian pathways along both northbound and southbound directions.

W. Alluvial Avenue is a two (2) lane collector oriented in the east-west direction. Alluvial Avenue runs along the majority of the residential areas in northern Clovis. The posted speed limit is 40 miles per hour with bike lanes and pedestrian pathways.

W. Nees Avenue is a four (4) lane arterial with a center median oriented in the east-west direction. Nees Avenue runs through the entirety of City of Clovis. The intersection with N. Willow Avenue is a larger intersection with double left-turn lanes and designated right-turn lane for all approaches. The posted speed limit is 45 miles per hour. Nees Avenue does have a designated bike lane from N. Peach Avenue to Willow Avenue and pedestrian pathways along the entire length.

Herndon Avenue is a six (6) lane major expressway from Willow Avenue to Highway 168, oriented in the east-west direction. To the west of the intersection with the Highway 168 On/Off-Ramps, Herndon Avenue is considered a City arterial. The posted speed limit for Herndon Avenue is 50 miles per hour when it is classified as an expressway, however it decreases to 45 miles per hour once it is classified as an arterial. Similarly, there are designated bike lanes when Herndon Avenue is considered an arterial and there is not a designated bike lane otherwise.

N. Peach Avenue is classified as a two (2) lane collector within the City limits of the City of Clovis. Peach Avenue runs in the north-south orientation and connects the residential areas of northern Clovis to the commercialized areas of southern and central Clovis. The posted speed limit is 40 miles per hour with a designated bike pathway for lengths of Peach Avenue that are in the more developed regions of Clovis.

See **Exhibit 4** for the street segment classification/circulation map.

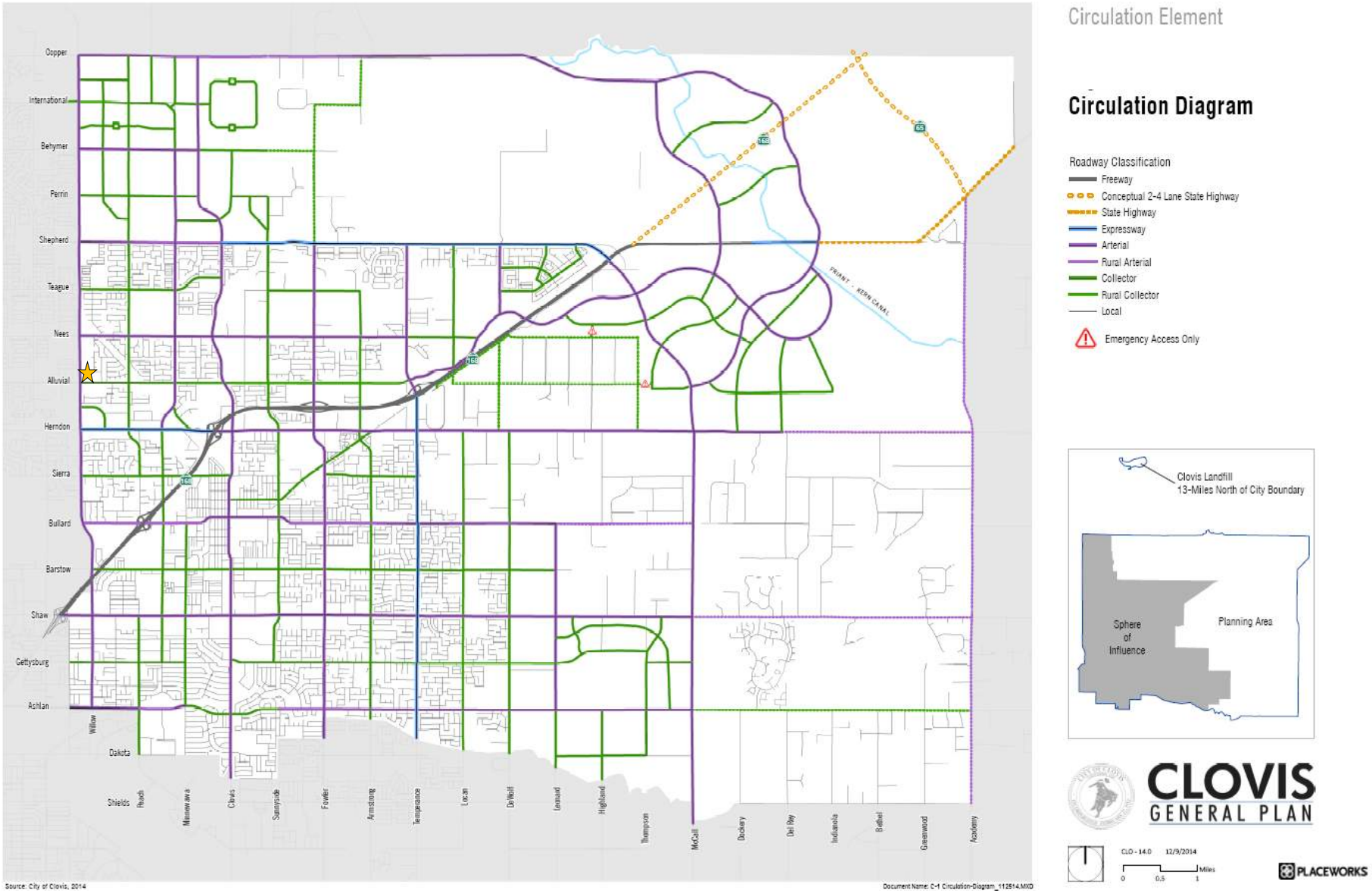


Exhibit 4: Street Segment Classification / Circulation Plan

2.2 – Existing Traffic Volumes and Level of Service

To determine the existing operations of the study intersections, traffic counts were collected on Thursday, June 11, 2020 during the AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods at the following four (4) intersections:

1. Willow Avenue / Nees Avenue
2. Willow Avenue / Alluvial Avenue
3. Willow Avenue / Herndon Avenue
4. Peach Avenue / Alluvial Avenue

Note: Numbering values of 5 through 7 are reserved for the three (3) Project driveways

Detailed traffic count data is contained in **Appendix C**.

Table 5 summarizes the existing AM and PM peak hour intersection LOS of the study intersections based on the existing peak hour intersection volumes and existing intersection geometry. Detailed HCM calculation sheets are contained in **Appendix A**.

Table 5: LOS and Delay Summary for Existing AM/PM Peak Hour without Project

	AM Peak Hour		PM Peak Hour	
Intersection Name	**Delay (Seconds)**	**Level of Service**	**Delay (Seconds)**	**Level of Service**
1. Willow/Nees	7.0	A	8.5	A
2. Willow/Alluvial	6.2	A	8.0	A
3. Willow/Herndon	10.5	B	11.7	B
4. Peach/Alluvial	6.0	A	6.9	A

As shown in **Table 5**, none of the intersections currently operate at a deficient level of service in the existing year scenario without the proposed project trips.

In the subsequent existing year plus project scenarios, this study will compare intersection performance with proposed project trips assuming the construction of the proposed main driveway number 3 and a scenario without the proposed main driveway to determine if the proposed main driveway will generate potential traffic and/or safety issues.

3 – Project Trip Generation

3.1 – Potential Project Traffic

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) for the following land uses:

- Fast Food Restaurant with Drive-Through Window – ITE Land Use Code 934
- Retail (Copy/Print/Express Ship Store) – ITE Land Use Code 920
- Super Convenience Market/Gas Station – ITE Land Use Code 960
- Automated Car Wash – ITE Land Use Code 948

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets (e.g., restaurant to retail). Internal capture reductions between the proposed land uses have been considered based on the ITE Trip Generation Handbook, 3rd Edition (2017). Detailed calculation worksheets for the Internal Trip Capture is given in **Appendix B.**

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail uses. As the Project is proposed to include retail/restaurant use, pass-by reduction percentages have been obtained and applied from the ITE Trip Generation Handbook, 3rd Edition (2017).

Table 6 presents the trip generation rates for each of the land uses above. As shown on **Table 6,** the proposed development is anticipated to generate a vehicular total of approximately 5,743 trip-ends per day on a typical weekday with 473 vehicles per hour (VPH) during the weekday AM peak hour and 458 VPH during the weekday PM peak hour

Table 6: Project Trip Generation

Trip Generation									
Project			AM Peak Hour			PM Peak Hour			Daily
No.	Land Use	Quantity[1]	In	Out	Total	In	Out	Total	
1	Fast Food Restaurant with Drive-Thru Window	Rates	20.50	19.69	40.19	16.99	15.68	32.67	470.95
		7.671 TSF[2]	157	151	308	130	120	250	3,613
	Internal Capture		-79	-21	100	38	49	87	1,173
	Pass by[3] (49% AM, 50% PM/Daily)		77	74	151	65	60	125	1806
	Subtotal Vehicular Trips		**1**	**56**	**57**	**27**	**11**	**38**	**633**
2	Retail[4] Store	Rates	2.09	0.70	2.78	3.26	4.16	7.42	74.2[5]
		2.847 TSF[2]	6	2	8	9	12	21	211
	Internal Capture		-0	-0	-0	-1	-1	-2	20
	Pass by[6] (35% AM/PM/Daily)		2	1	3	3	4	7	74
	Subtotal Vehicular Trips		**4**	**1**	**5**	**5**	**7**	**12**	**117**
3	Super Convenience Market / Gas Station	Rates	41.57	41.57	83.14	34.64	34.64	69.28	837.58
		16 VFP[2]	665	665	1,330	554	554	1,108	13,401
	Internal Capture		-20	-80	-100	-50	39	-89	-1,008
	Pass By[4] (62% AM, 56% PM/Daily)		412	412	824	310	310	620	7,505
	Subtotal Vehicular Trips		**233**	**173**	**406**	**194**	**205**	**399**	**4,889**
4	Automated Car Wash	Rates	3.55[7]	3.55[7]	7.10[7]	7.10	7.10	14.20	162.88[8]
		2.227 TSF[2]	8	8	16	16	16	32	363
	Internal Capture		0	1	1	1	1	2	23
	Pass By[9] (65% AM/PM/Daily)		5	5	10	10	10	20	236
	Subtotal Vehicular Trips		**3**	**2**	**5**	**5**	**5**	**10**	**104**
Total Vehicular Trips without Adjustment			836	826	1662	710	702	1,412	17,588
Total Vehicular Trips with Trip Reduction			**241**	**232**	**473**	**231**	**227**	**458**	**5,743**

[1] Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017
[2] TSF = Thousand Square Feet, VFP = Vehicle Fueling Position
[3] Institute of Transportation Engineers (ITE), Trip Generation Handbook, 3rd Edition, 2017
[4] Assumed to be Land Use 920 (Copy/Print/Express Ship Store)
[5] Since there is no data available for Daily trips for Land Use 920 (Copy/Print/Express Ship Store), the Daily trip rate is taken to be ten (10) times the PM Peak Hour
[6] Since there is no data available for pass-by trips for Land Use 920 (Copy/Print/Express Ship Store), the pass-by rate was estimated to be 35 percent
[7] Since there is no data available for the AM Peak Hour for Land Use 948 (Automated Car Wash), it was taken to be half of the PM Peak Hour
[8] Since there is no data available for the Daily trips for Land Use 948, it was taken to be 11.5 times the PM Peak Hour. The factor is based off of similar Land Use 949 (Car Wash and Detail Center)
[9] Since there is no data available for pass-by trips for Land Use 948 (Automated Car Wash), the pass-by rate was estimated to be 65 percent

4 – Proposed Main Driveway Analysis

4.1 – Level of Service Analysis

The results of the Existing Year (2020) with the Project intersection level of service analysis at the study intersections with and without the proposed main driveway number 3 are summarized in **Table 7**. Detailed HCM calculation worksheets are contained in **Appendix A**.

Table 7: Existing Year with Project with and without a Driveway on Fred Waring Drive Intersection Level of Service

	Without Proposed Main Driveway on N. Willow Avenue				With Proposed Main Driveway on N. Willow Avenue			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection Name	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
1. N. Willow Ave/W. Nees Ave	7.2	A	8.8	A	7.2	A	8.8	A
2. N. Willow Ave/W. Alluvial Ave.	7.0	A	9.4	A	7.0	A	9.4	A
3. N. Willow Ave/Herndon Ave.	10.4	B	11.9	B	10.4	B	11.9	B
4. N. Peach Ave/W. Alluvial Ave	6.2	A	7.0	A	6.2	A	7.0	A
5. Driveway 1 at W. Alluvial Ave.	12.2	B	14.9	B	12.2	B	14.9	B
6. Driveway 2 at N. Willow Ave.	13.9	B	22.6	C	12.2	B	18.3	C
7. Main Driveway 3 at N. Willow Ave.	N/A*	N/A*	N/A*	N/A*	13.1	B	20.0	C

* N/A: Not Applicable

As shown in **Table 7**, none of the intersections operate at a deficient level of service with the project, both with and without the proposed main driveway number 3 on N. Willow Avenue.

Any signalized study intersection in the City of Clovis that is operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS E or F shall identify improvements to improve operations to LOS D or better.

If the conditions above are satisfied, improvements should be identified, however none of the analyzed intersections met these requirements of significant impacts to require mitigation and improvement measures for scenarios with and without the proposed main driveway number 3 on N. Willow Avenue.

It was found that by implementing an additional driveway on Willow Avenue, that the delay for the other intersection on Willow Avenue (Driveway 2) improves by approximately four (4) seconds. This reduces the impact of the project trips on Driveway 2 and improves the circulation around the Project Site. By improving the circulation, the safety of the affected intersections also improve.

4.2 – Queueing Analysis

As the proposed main Driveway 3, if constructed, would be the first driveway encountered by northbound vehicular traffic following the intersection of Willow Avenue and Alluvial Avenue, an important factor to consider would be whether the queueing would affect the flow and safety of traffic that is not turning into the driveway.

One determinant would be to see whether the 95th percentile of the queue length exceeds the proposed segment length. If it does, this implies that the queue will be long enough to impede the preceding intersection. **Table 8** shows the 95th percentile queueing length of the northbound-through/right for the intersection of Driveway 3 and Willow Avenue.

Table 8: Northbound Right-Turn Queue Length for Intersection of Willow Avenue and Driveway 3

	AM Peak Hour Queue Length (feet)	PM Peak Hour Queue Length (feet)	Segment Length (feet)
95th Percentile Queue Length	10	5	290

Additionally, as seen through the SimTraffic simulations, the queueing for Driveway 3 has a minimal effect on the non-Project traffic due to the existing traffic volumes and the capacity available to northbound traffic. **Exhibit 5** shows the SimTraffic simulation with queueing on Driveway 3 and non-Project traffic.

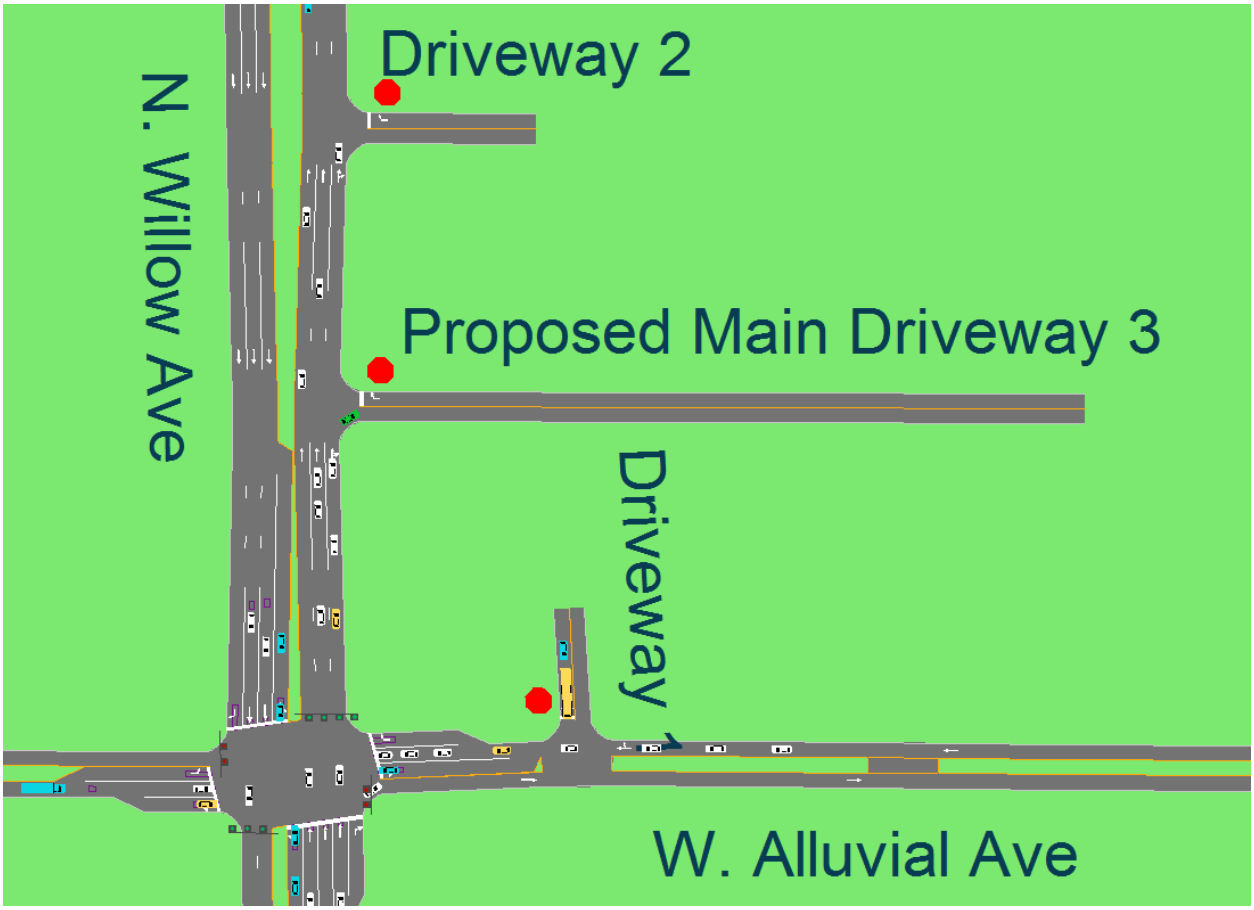


Exhibit 5: SimTraffic Queueing for Proposed Main Driveway with Project Traffic

4.3 – Driveway Proximity Analysis

Utilizing the Site Plan for the Project, it was found that the distance from the intersection of N. Willow Avenue and W. Alluvial Avenue to proposed main Driveway 3 would be approximately two hundred ninety feet (290' from the Intersection Northwest Corner's End-of-curb-return (ECR) to the Driveway's Beginning-of-curb-return (BCR) of the closest side).

From Chapter 9 of the City of Clovis' Municipal Code, Section 9.32.080B on Driveways and Site Access for Nonresidential and Multifamily Developments, it states the following:

"Driveways to parking areas shall be located a minimum of two hundred fifty feet (250') from the nearest intersection, as measured from the closest curb return to the closest side of the driveway approach, unless modified by the City Engineer"

As the distance from the closest intersection to the proposed Main Driveway Number 3 exceeds two hundred fifty feet (250'), the addition driveway location along Willow Avenue is in compliance with the passed March 2, 2020 Clovis Municipal Code.

Other driveways along Willow Avenue within the City of Clovis and their distance to the closest signalized intersection is given in **Table 9.**

Table 9: Existence of Other Driveways on N. Willow Avenue
Distances from Closest Signalized Intersection

Driveway Description or Intersection Name	Address (If Applicable)	Distance to Closest Signalized Intersection (feet)
1. Birch Ave/Willow Ave	-	115
2. Target Plaza: El Pollo Loco Driveway Entrance	695 Herndon Ave, Clovis, CA 93612	215
3. Honda Dealership: East Driveway Entrance	750 Herndon Ave, Clovis, CA, 93612	206
4. Willow Station: Northeast Driveway Entrance	1157 Willow Ave, Clovis, CA 93611	193
5. Parkway Trails: Southeast Driveway Entrance	1255 Willow Ave, Clovis, CA 93612	130

The results of this investigation shows that the aforementioned five (5) intersections/driveways along N. Willow Avenue are not in compliance with the City's standards of two hundred fifty feet (250').

5 – Conclusion

This focused traffic study analyzes the potential traffic impact of a proposed main driveway on N. Willow Avenue for the proposed "Clovis Commercial Center" Project, located on a currently vacant 3.677 acre site on the northeast corner of N. Willow Avenue and W. Alluvial Avenue in the City of Clovis in Fresno County. The viability of the "Clovis Commercial Center" project is hinging upon the approval of the aforementioned proposed main driveway. The proposed development cannot proceed without the approval this main driveway. This entire focused traffic/legal/technical/computer modeling document has been prepared in accordance with the

standards of the City of Clovis and the State of California Department of Transportation to justify the proposed action.

The project will consist of the following facilities:

- 3,970 square foot Convenience Store with a sixteen (16) vehicle fueling positions (VFP) gas station
- 2,227 square foot Automated Car Wash
- 2,847 square foot Retail Store
- 5,224 square foot Fast-Food Restaurant with Drive-Through Window
- 2,447 square foot Fast-Food Restaurant with a Drive-Through Window

The study clearly reveals that by constructing the proposed main driveway on N. Willow Avenue, not only it will not any adverse traffic impact on any adjacent signalized and unsignalized intersections capacity and operations, but also it improves the lack of dire access to the project site. The proposed driveway will not affect the prevailing speed for the northbound traffic along N. Willow Avenue and it will also decrease the delay on the existing Driveway on N. Willow Avenue for scenarios with and without the additional driveway on N. Willow Avenue.

The study also identifies no intersections performing below the City's acceptable Level of Service (LOS D or better) for the existing scenario with and without the Project, as well as with and without the proposed main driveway on N. Willow Avenue. Additionally, the queue lengths for the northbound through/right-turn lane into the additional driveway, does not exceed the segment length between the intersection of N. Willow Avenue with W. Alluvial Avenue and the driveway. This denotes that the additionally driveway on Willow Avenue has a negligible impact on traffic from queueing.

As per the City of Clovis' Municipal Code passed March 2, 2020, as the planned additional driveway's distance to the nearest intersection (Willow Ave/Alluvial Ave) exceeds two hundred fifty feet (250'), the driveway would also follow current City standards.

It is therefore concluded that the proposed main driveway number 3 on N. Willow Avenue is in compliance with the City of Clovis' Municipal Code and will not only have any adverse impact on the traffic. Therefore, the City of Clovis as a municipal corporation can proceed with the approval of the project.

Appendix A: Synchro-10 Computer Model Reports

HCM 6th Signalized Intersection Summary
1: N. Willow Ave & W. Nees Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	174	111	52	254	37	180	347	69	71	422	52
Future Volume (veh/h)	19	174	111	52	254	37	180	347	69	71	422	52
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		1.00	1.00		1.00	1.00		1.00
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	189	121	57	276	40	196	377	75	77	459	57
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	667	641	286	716	641	286	1298	2790	866	1366	2790	866
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	2063	3554	1585	2075	3554	1585	1717	5106	1585	1821	5106	1585
Grp Volume(v), veh/h	21	189	121	57	276	40	196	377	75	77	459	57
Grp Sat Flow(s),veh/h/ln	1032	1777	1585	1037	1777	1585	858	1702	1585	911	1702	1585
Q Serve(g_s), s	0.3	1.5	2.2	0.8	2.3	0.7	2.1	1.2	0.7	0.7	1.5	0.6
Cycle Q Clear(g_c), s	2.6	1.5	2.2	2.3	2.3	0.7	3.6	1.2	0.7	1.9	1.5	0.6
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	667	641	286	716	641	286	1298	2790	866	1366	2790	866
V/C Ratio(X)	0.03	0.29	0.42	0.08	0.43	0.14	0.15	0.14	0.09	0.06	0.16	0.07
Avail Cap(c_a), veh/h	1422	1942	866	1475	1942	866	1298	2790	866	1366	2790	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	11.7	12.0	12.7	12.0	11.4	4.6	3.7	3.6	4.1	3.7	3.5
Incr Delay (d2), s/veh	0.0	0.3	1.0	0.0	0.5	0.2	0.2	0.1	0.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.6	0.1	0.6	0.2	0.1	0.1	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	11.9	13.0	12.7	12.5	11.6	4.9	3.8	3.8	4.2	3.9	3.7
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		331			373			648			593	
Approach Delay, s/veh		12.4			12.4			4.1			3.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		10.4		22.5		10.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.6		4.6		3.9		4.3				
Green Ext Time (p_c), s		3.0		1.2		2.9		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
2: N. Willow Ave & W. Alluvial Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	106	66	55	198	49	71	438	47	40	498	37
Future Volume (veh/h)	29	106	66	55	198	49	71	438	47	40	498	37
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		1.00	1.00		1.00	1.00		1.00
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	115	72	60	215	53	77	476	51	43	541	40
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	455	438	371	526	438	371	533	1959	608	586	1363	608
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1111	1870	1585	1196	1870	1585	833	5106	1585	876	3554	1585
Grp Volume(v), veh/h	32	115	72	60	215	53	77	476	51	43	541	40
Grp Sat Flow(s),veh/h/ln	1111	1870	1585	1196	1870	1585	833	1702	1585	876	1777	1585
Q Serve(g_s), s	0.6	1.2	0.9	1.0	2.3	0.6	1.7	1.5	0.5	0.8	2.6	0.4
Cycle Q Clear(g_c), s	2.9	1.2	0.9	2.2	2.3	0.6	4.3	1.5	0.5	2.3	2.6	0.4
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	455	438	371	526	438	371	533	1959	608	586	1363	608
V/C Ratio(X)	0.07	0.26	0.19	0.11	0.49	0.14	0.14	0.24	0.08	0.07	0.40	0.07
Avail Cap(c_a), veh/h	1045	1431	1212	1161	1431	1212	851	3906	1212	921	2718	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	7.4	7.2	8.3	7.8	7.1	6.9	4.9	4.6	5.7	5.3	4.6
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.1	0.9	0.2	0.1	0.1	0.1	0.1	0.2	0.0
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	0.1	0.2	0.2	0.2	0.6	0.1	0.1	0.1	0.0	0.1	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	7.7	7.5	8.3	8.7	7.3	7.0	5.0	4.7	5.8	5.5	4.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		219			328			604			624	
Approach Delay, s/veh		7.8			8.4			5.2			5.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.5	10.0	13.5	10.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	4.9	4.6	4.3
Green Ext Time (p_c), s	2.7	0.7	3.4	1.3

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
3: N. Willow Ave & Herndon Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	728	220	62	1252	89	299	391	36	82	464	135
Future Volume (veh/h)	114	728	220	62	1252	89	299	391	36	82	464	135
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		1.00	1.00		1.00	1.00		1.00
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	124	791	239	67	1361	97	325	425	39	89	504	147
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	473	2114	656	657	2114	656	750	1935	601	912	1347	601
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	707	5106	1585	1062	5106	1585	1515	5106	1585	1801	3554	1585
Grp Volume(v), veh/h	124	791	239	67	1361	97	325	425	39	89	504	147
Grp Sat Flow(s),veh/h/ln	353	1702	1585	531	1702	1585	757	1702	1585	901	1777	1585
Q Serve(g_s), s	7.4	4.7	4.5	2.0	9.3	1.7	8.6	2.5	0.7	1.5	4.5	2.8
Cycle Q Clear(g_c), s	16.6	4.7	4.5	6.7	9.3	1.7	13.1	2.5	0.7	4.0	4.5	2.8
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	473	2114	656	657	2114	656	750	1935	601	912	1347	601
V/C Ratio(X)	0.26	0.37	0.36	0.10	0.64	0.15	0.43	0.22	0.06	0.10	0.37	0.24
Avail Cap(c_a), veh/h	473	2114	656	657	2114	656	803	2114	656	975	1471	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	8.8	8.8	11.2	10.2	8.0	14.5	9.1	8.6	10.5	9.8	9.2
Incr Delay (d2), s/veh	0.3	0.1	0.3	0.1	0.7	0.1	0.4	0.1	0.0	0.0	0.2	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	0.5	1.0	1.0	0.2	2.2	0.4	1.1	0.6	0.2	0.2	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	8.9	9.1	11.2	10.9	8.1	14.9	9.2	8.6	10.5	9.9	9.5
LnGrp LOS	B	A	A	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		1154			1525			789			740	
Approach Delay, s/veh		9.9			10.7			11.5			9.9	
Approach LOS		A			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.0	22.5	21.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	15.1	18.6	6.5	11.3
Green Ext Time (p_c), s	1.4	0.0	3.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: N. Peach Ave & W. Alluvial Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	119	32	28	192	20	25	90	19	32	188	29
Future Volume (veh/h)	14	119	32	28	192	20	25	90	19	32	188	29
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		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	129	35	30	209	22	27	98	21	35	204	32
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	559	453	384	617	453	384	597	506	429	683	506	429
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1149	1870	1585	1222	1870	1585	1144	1870	1585	1273	1870	1585
Grp Volume(v), veh/h	15	129	35	30	209	22	27	98	21	35	204	32
Grp Sat Flow(s),veh/h/ln	1149	1870	1585	1222	1870	1585	1144	1870	1585	1273	1870	1585
Q Serve(g_s), s	0.2	1.0	0.3	0.4	1.8	0.2	0.4	0.7	0.2	0.4	1.6	0.3
Cycle Q Clear(g_c), s	2.0	1.0	0.3	1.4	1.8	0.2	2.0	0.7	0.2	1.1	1.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	559	453	384	617	453	384	597	506	429	683	506	429
V/C Ratio(X)	0.03	0.28	0.09	0.05	0.46	0.06	0.05	0.19	0.05	0.05	0.40	0.07
Avail Cap(c_a), veh/h	1400	1822	1544	1511	1822	1544	1402	1822	1544	1578	1822	1544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	5.7	5.4	6.3	6.0	5.4	6.3	5.2	5.0	5.6	5.5	5.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.0	0.7	0.1	0.0	0.2	0.0	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	6.0	5.5	6.3	6.7	5.4	6.4	5.4	5.0	5.7	6.0	5.1
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		179			261			146			271	
Approach Delay, s/veh		6.0			6.6			5.5			5.9	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	9.5	9.0	9.5	9.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	4.0	4.0	3.6	3.8
Green Ext Time (p_c), s	0.5	0.6	1.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	302	0	0	0
Future Vol, veh/h	0	0	302	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	328	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	328	328
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	666	713
Stage 1	0	-	-	-	730	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	666	713
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	596	0	0	575
Future Vol, veh/h	0	0	596	0	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	648	0	0	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	324	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	573	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	596	0	0	575
Future Vol, veh/h	0	0	596	0	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	648	0	0	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	324	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	573	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
1: N. Willow Ave & W. Nees Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	412	155	72	288	72	419	738	101	187	451	47
Future Volume (veh/h)	84	412	155	72	288	72	419	738	101	187	451	47
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		1.00	1.00		1.00	1.00		1.00
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	91	448	168	78	313	78	455	802	110	203	490	51
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	756	920	410	633	920	410	1134	2523	783	870	2523	783
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1926	3554	1585	1565	3554	1585	1678	5106	1585	1187	5106	1585
Grp Volume(v), veh/h	91	448	168	78	313	78	455	802	110	203	490	51
Grp Sat Flow(s),veh/h/ln	963	1777	1585	782	1777	1585	839	1702	1585	594	1702	1585
Q Serve(g_s), s	1.5	3.9	3.2	1.6	2.6	1.4	7.6	3.4	1.4	4.5	2.0	0.6
Cycle Q Clear(g_c), s	4.1	3.9	3.2	5.5	2.6	1.4	9.5	3.4	1.4	7.9	2.0	0.6
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	756	920	410	633	920	410	1134	2523	783	870	2523	783
V/C Ratio(X)	0.12	0.49	0.41	0.12	0.34	0.19	0.40	0.32	0.14	0.23	0.19	0.07
Avail Cap(c_a), veh/h	1209	1756	783	1001	1756	783	1134	2523	783	870	2523	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	11.4	11.2	13.8	11.0	10.5	7.8	5.5	5.0	7.9	5.2	4.8
Incr Delay (d2), s/veh	0.1	0.4	0.7	0.1	0.2	0.2	1.1	0.3	0.4	0.6	0.2	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	0.2	1.1	0.8	0.2	0.7	0.3	0.7	0.5	0.2	0.4	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	11.8	11.8	13.9	11.2	10.7	8.9	5.9	5.4	8.5	5.3	5.0
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		707			469			1367			744	
Approach Delay, s/veh		12.0			11.6			6.8			6.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.9		22.5		13.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		11.5		6.1		9.9		7.5				
Green Ext Time (p_c), s		4.1		3.0		3.1		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			8.5									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
2: N. Willow Ave & W. Alluvial Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	298	102	34	158	94	147	978	63	65	624	37
Future Volume (veh/h)	69	298	102	34	158	94	147	978	63	65	624	37
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		1.00	1.00		1.00	1.00		1.00
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	75	324	111	37	172	102	160	1063	68	71	678	40
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	431	513	435	325	513	435	457	2374	737	370	1652	737
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1105	1870	1585	954	1870	1585	734	5106	1585	498	3554	1585
Grp Volume(v), veh/h	75	324	111	37	172	102	160	1063	68	71	678	40
Grp Sat Flow(s),veh/h/ln	1105	1870	1585	954	1870	1585	734	1702	1585	498	1777	1585
Q Serve(g_s), s	2.0	5.2	1.9	1.2	2.5	1.7	6.4	4.9	0.8	3.9	4.4	0.5
Cycle Q Clear(g_c), s	4.5	5.2	1.9	6.5	2.5	1.7	10.7	4.9	0.8	8.7	4.4	0.5
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	431	513	435	325	513	435	457	2374	737	370	1652	737
V/C Ratio(X)	0.17	0.63	0.26	0.11	0.34	0.23	0.35	0.45	0.09	0.19	0.41	0.05
Avail Cap(c_a), veh/h	704	975	827	561	975	827	499	2663	827	398	1853	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	11.0	9.8	13.8	10.0	9.7	9.6	6.2	5.2	9.2	6.1	5.1
Incr Delay (d2), s/veh	0.2	1.3	0.3	0.2	0.4	0.3	0.5	0.1	0.1	0.2	0.2	0.0
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	1.6	0.5	0.2	0.8	0.5	0.6	0.6	0.1	0.2	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	12.3	10.1	14.0	10.4	10.0	10.1	6.4	5.2	9.4	6.3	5.1
LnGrp LOS	B	B	B	B	B	A	B	A	A	A	A	A
Approach Vol, veh/h		510			311			1291			789	
Approach Delay, s/veh		11.8			10.7			6.8			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.5	14.0	20.5	14.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	12.7	7.2	10.7	8.5
Green Ext Time (p_c), s	3.3	1.9	2.9	1.0

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
3: N. Willow Ave & Herndon Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	1356	343	128	872	189	276	803	72	146	529	172
Future Volume (veh/h)	272	1356	343	128	872	189	276	803	72	146	529	172
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		1.00	1.00		1.00	1.00		1.00
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	296	1474	373	139	948	205	300	873	78	159	575	187
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	578	2065	641	402	2065	641	701	2008	623	631	1398	623
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	946	5106	1585	485	5106	1585	1366	5106	1585	1144	3554	1585
Grp Volume(v), veh/h	296	1474	373	139	948	205	300	873	78	159	575	187
Grp Sat Flow(s),veh/h/ln	473	1702	1585	243	1702	1585	683	1702	1585	572	1777	1585
Q Serve(g_s), s	12.0	10.8	8.2	7.2	6.0	3.9	9.1	5.6	1.4	5.3	5.2	3.6
Cycle Q Clear(g_c), s	18.0	10.8	8.2	18.0	6.0	3.9	14.3	5.6	1.4	10.8	5.2	3.6
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	578	2065	641	402	2065	641	701	2008	623	631	1398	623
V/C Ratio(X)	0.51	0.71	0.58	0.35	0.46	0.32	0.43	0.43	0.13	0.25	0.41	0.30
Avail Cap(c_a), veh/h	578	2065	641	402	2065	641	716	2065	641	643	1437	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	11.1	10.3	20.2	9.7	9.1	14.9	9.9	8.6	13.8	9.8	9.3
Incr Delay (d2), s/veh	0.8	1.2	1.3	0.5	0.2	0.3	0.4	0.1	0.1	0.2	0.2	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	1.2	2.7	2.0	0.6	1.4	0.9	1.0	1.3	0.3	0.5	1.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	12.3	11.7	20.7	9.9	9.4	15.4	10.0	8.7	14.0	10.0	9.6
LnGrp LOS	B	B	B	C	A	A	B	B	A	B	A	A
Approach Vol, veh/h		2143			1292			1251			921	
Approach Delay, s/veh		12.9			10.9			11.2			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	22.5	22.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	16.3	20.0	12.8	20.0
Green Ext Time (p_c), s	1.2	0.0	2.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: N. Peach Ave & W. Alluvial Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	309	33	49	218	31	36	227	51	29	146	14
Future Volume (veh/h)	42	309	33	49	218	31	36	227	51	29	146	14
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		1.00	1.00		1.00	1.00		1.00
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	336	36	53	237	34	39	247	55	32	159	15
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	586	622	527	513	622	527	559	490	415	486	490	415
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1108	1870	1585	1010	1870	1585	1211	1870	1585	1077	1870	1585
Grp Volume(v), veh/h	46	336	36	53	237	34	39	247	55	32	159	15
Grp Sat Flow(s),veh/h/ln	1108	1870	1585	1010	1870	1585	1211	1870	1585	1077	1870	1585
Q Serve(g_s), s	0.7	3.2	0.3	1.0	2.1	0.3	0.6	2.5	0.6	0.6	1.5	0.2
Cycle Q Clear(g_c), s	2.9	3.2	0.3	4.2	2.1	0.3	2.1	2.5	0.6	3.1	1.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	586	622	527	513	622	527	559	490	415	486	490	415
V/C Ratio(X)	0.08	0.54	0.07	0.10	0.38	0.06	0.07	0.50	0.13	0.07	0.32	0.04
Avail Cap(c_a), veh/h	1116	1517	1286	996	1517	1286	1224	1517	1286	1078	1517	1286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	6.0	5.1	7.8	5.7	5.1	7.5	7.0	6.3	8.3	6.6	6.1
Incr Delay (d2), s/veh	0.1	0.7	0.1	0.1	0.4	0.1	0.1	0.8	0.1	0.1	0.4	0.0
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	0.1	0.5	0.0	0.1	0.3	0.0	0.1	0.5	0.1	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	6.8	5.1	7.8	6.0	5.1	7.5	7.8	6.4	8.3	7.0	6.1
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		418			324			341			206	
Approach Delay, s/veh		6.6			6.2			7.5			7.1	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	10.3	11.9	10.3	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	4.5	5.2	5.1	6.2
Green Ext Time (p_c), s	1.3	1.7	0.7	1.2

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↱		⅄	
Traffic Vol, veh/h	0	384	286	0	0	0
Future Vol, veh/h	0	384	286	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	417	311	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	728	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	390	729
Stage 1	0	-	-	-	743	-
Stage 2	0	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	390	729
Mov Cap-2 Maneuver	-	-	-	-	390	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1258	0	0	726
Future Vol, veh/h	0	0	1258	0	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1367	0	0	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	684	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	335	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1258	0	0	726
Future Vol, veh/h	0	0	1258	0	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1367	0	0	789

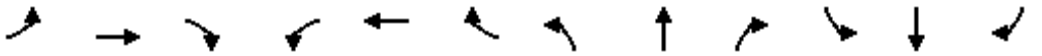
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	684	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	335	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
1: N. Willow Ave & W. Nees Ave

06/23/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	174	135	76	254	37	204	383	93	71	458	52
Future Volume (veh/h)	19	174	135	76	254	37	204	383	93	71	458	52
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		1.00	1.00		1.00	1.00		1.00
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	189	147	83	276	40	222	416	101	77	498	57
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	689	687	306	730	687	306	1238	2746	853	1283	2746	853
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	2063	3554	1585	2026	3554	1585	1656	5106	1585	1715	5106	1585
Grp Volume(v), veh/h	21	189	147	83	276	40	222	416	101	77	498	57
Grp Sat Flow(s),veh/h/ln	1032	1777	1585	1013	1777	1585	828	1702	1585	858	1702	1585
Q Serve(g_s), s	0.3	1.5	2.8	1.2	2.3	0.7	2.7	1.4	1.1	0.8	1.7	0.6
Cycle Q Clear(g_c), s	2.6	1.5	2.8	2.7	2.3	0.7	4.3	1.4	1.1	2.2	1.7	0.6
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	689	687	306	730	687	306	1238	2746	853	1283	2746	853
V/C Ratio(X)	0.03	0.28	0.48	0.11	0.40	0.13	0.18	0.15	0.12	0.06	0.18	0.07
Avail Cap(c_a), veh/h	1400	1911	853	1428	1911	853	1238	2746	853	1283	2746	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	11.5	12.0	12.7	11.8	11.2	5.1	3.9	3.8	4.4	4.0	3.7
Incr Delay (d2), s/veh	0.0	0.2	1.2	0.1	0.4	0.2	0.3	0.1	0.3	0.1	0.1	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	0.0	0.4	0.7	0.2	0.6	0.2	0.2	0.1	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	11.7	13.2	12.7	12.2	11.4	5.4	4.0	4.1	4.5	4.1	3.9
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		357			399			739			632	
Approach Delay, s/veh		12.4			12.2			4.4			4.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		11.0		22.5		11.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		6.3		4.8		4.2		4.7				
Green Ext Time (p_c), s		3.4		1.3		3.1		1.7				

Intersection Summary												
HCM 6th Ctrl Delay			7.1									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
2: N. Willow Ave & W. Alluvial Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	106	66	115	234	49	71	498	47	124	498	37
Future Volume (veh/h)	65	106	66	115	234	49	71	498	47	124	498	37
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		1.00	1.00		1.00	1.00		1.00
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	71	115	72	125	254	53	77	541	51	135	541	40
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	439	514	436	539	514	436	502	2001	621	530	1393	621
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1072	1870	1585	1196	1870	1585	833	5106	1585	825	3554	1585
Grp Volume(v), veh/h	71	115	72	125	254	53	77	541	51	135	541	40
Grp Sat Flow(s),veh/h/ln	1072	1870	1585	1196	1870	1585	833	1702	1585	825	1777	1585
Q Serve(g_s), s	1.6	1.3	0.9	2.4	3.1	0.7	2.0	1.9	0.5	3.6	3.0	0.4
Cycle Q Clear(g_c), s	4.7	1.3	0.9	3.7	3.1	0.7	4.9	1.9	0.5	5.5	3.0	0.4
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	439	514	436	539	514	436	502	2001	621	530	1393	621
V/C Ratio(X)	0.16	0.22	0.17	0.23	0.49	0.12	0.15	0.27	0.08	0.25	0.39	0.06
Avail Cap(c_a), veh/h	858	1246	1056	1006	1246	1056	730	3401	1056	756	2367	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	7.6	7.4	9.0	8.2	7.3	7.7	5.6	5.2	7.5	5.9	5.1
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	0.7	0.1	0.1	0.1	0.1	0.3	0.2	0.0
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	0.3	0.2	0.4	0.9	0.2	0.2	0.2	0.0	0.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	7.8	7.6	9.2	9.0	7.5	7.8	5.7	5.2	7.7	6.1	5.2
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		258			432			669			716	
Approach Delay, s/veh		8.4			8.8			5.9			6.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	15.1	11.9	15.1	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	6.9	6.7	7.5	5.7
Green Ext Time (p_c), s	2.9	0.8	3.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
3: N. Willow Ave & Herndon Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	728	220	62	1252	101	299	427	36	94	500	147
Future Volume (veh/h)	23	728	220	62	1252	101	299	427	36	94	500	147
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		1.00	1.00		1.00	1.00		1.00
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	25	791	239	67	1361	110	325	464	39	102	543	160
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	459	1961	609	635	1961	609	767	2038	633	936	1418	633
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	698	5106	1585	1062	5106	1585	1443	5106	1585	1737	3554	1585
Grp Volume(v), veh/h	25	791	239	67	1361	110	325	464	39	102	543	160
Grp Sat Flow(s),veh/h/ln	349	1702	1585	531	1702	1585	722	1702	1585	869	1777	1585
Q Serve(g_s), s	1.3	4.7	4.5	2.0	9.3	1.9	8.6	2.5	0.6	1.7	4.5	2.8
Cycle Q Clear(g_c), s	10.6	4.7	4.5	6.7	9.3	1.9	13.0	2.5	0.6	4.2	4.5	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	459	1961	609	635	1961	609	767	2038	633	936	1418	633
V/C Ratio(X)	0.05	0.40	0.39	0.11	0.69	0.18	0.42	0.23	0.06	0.11	0.38	0.25
Avail Cap(c_a), veh/h	494	2215	688	688	2215	688	817	2215	688	997	1542	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	9.3	9.3	11.8	10.7	8.5	13.5	8.2	7.7	9.6	8.8	8.3
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.1	0.8	0.1	0.4	0.1	0.0	0.1	0.2	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	0.1	1.1	1.0	0.2	2.2	0.4	1.0	0.5	0.1	0.2	1.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	9.4	9.7	11.8	11.6	8.6	13.8	8.3	7.7	9.7	9.0	8.5
LnGrp LOS	B	A	A	B	B	A	B	A	A	A	A	A
Approach Vol, veh/h		1055			1538			828			805	
Approach Delay, s/veh		9.6			11.4			10.4			9.0	
Approach LOS		A			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.1	20.4	21.1	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	15.0	12.6	6.5	11.3
Green Ext Time (p_c), s	1.5	2.8	3.4	4.6

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: N. Peach Ave & W. Alluvial Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	155	44	28	228	20	37	90	19	32	188	41
Future Volume (veh/h)	26	155	44	28	228	20	37	90	19	32	188	41
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		1.00	1.00		1.00	1.00		1.00
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	28	168	48	30	248	22	40	98	21	35	204	45
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	550	501	425	605	501	425	570	489	414	657	489	414
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1109	1870	1585	1165	1870	1585	1131	1870	1585	1273	1870	1585
Grp Volume(v), veh/h	28	168	48	30	248	22	40	98	21	35	204	45
Grp Sat Flow(s),veh/h/ln	1109	1870	1585	1165	1870	1585	1131	1870	1585	1273	1870	1585
Q Serve(g_s), s	0.4	1.4	0.4	0.4	2.1	0.2	0.6	0.8	0.2	0.4	1.7	0.4
Cycle Q Clear(g_c), s	2.6	1.4	0.4	1.8	2.1	0.2	2.3	0.8	0.2	1.2	1.7	0.4
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	550	501	425	605	501	425	570	489	414	657	489	414
V/C Ratio(X)	0.05	0.34	0.11	0.05	0.49	0.05	0.07	0.20	0.05	0.05	0.42	0.11
Avail Cap(c_a), veh/h	1296	1760	1492	1389	1760	1492	1338	1760	1492	1522	1760	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	5.6	5.3	6.3	5.9	5.2	6.8	5.5	5.3	6.0	5.9	5.4
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.8	0.0	0.1	0.2	0.1	0.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	6.0	5.4	6.4	6.7	5.2	6.9	5.7	5.3	6.0	6.4	5.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		244			300			159			284	
Approach Delay, s/veh		6.0			6.5			5.9			6.2	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	9.5	9.6	9.5	9.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	4.3	4.6	3.7	4.1
Green Ext Time (p_c), s	0.5	0.9	1.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	302	60	60	96
Future Vol, veh/h	0	0	302	60	60	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	328	65	65	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	361	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	638	684
Stage 1	0	-	-	-	705	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	638	684
Mov Cap-2 Maneuver	-	-	-	-	638	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	666
HCM Lane V/C Ratio	-	-	-	0.255
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	84	596	181	0	575
Future Vol, veh/h	0	84	596	181	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	91	648	197	0	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	423	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	495	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	495	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	495	-
HCM Lane V/C Ratio	-	-	0.184	-
HCM Control Delay (s)	-	-	13.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	777	0	0	575
Future Vol, veh/h	0	0	777	0	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	845	0	0	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	423	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	495	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	495	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
1: N. Willow Ave & W. Nees Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	412	178	95	288	72	442	772	124	187	486	47
Future Volume (veh/h)	84	412	178	95	288	72	442	772	124	187	486	47
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		1.00	1.00		1.00	1.00		1.00
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	91	448	193	103	313	78	480	839	135	203	528	51
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	778	969	432	645	969	432	1077	2476	768	817	2476	768
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1926	3554	1585	1529	3554	1585	1620	5106	1585	1120	5106	1585
Grp Volume(v), veh/h	91	448	193	103	313	78	480	839	135	203	528	51
Grp Sat Flow(s),veh/h/ln	963	1777	1585	765	1777	1585	810	1702	1585	560	1702	1585
Q Serve(g_s), s	1.5	3.9	3.7	2.2	2.6	1.4	9.0	3.8	1.8	5.1	2.2	0.6
Cycle Q Clear(g_c), s	4.1	3.9	3.7	6.1	2.6	1.4	11.2	3.8	1.8	8.8	2.2	0.6
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	778	969	432	645	969	432	1077	2476	768	817	2476	768
V/C Ratio(X)	0.12	0.46	0.45	0.16	0.32	0.18	0.45	0.34	0.18	0.25	0.21	0.07
Avail Cap(c_a), veh/h	1186	1723	768	969	1723	768	1077	2476	768	817	2476	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	11.2	11.2	13.8	10.8	10.3	8.7	5.9	5.4	8.6	5.5	5.1
Incr Delay (d2), s/veh	0.1	0.3	0.7	0.1	0.2	0.2	1.3	0.4	0.5	0.7	0.2	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	0.2	1.0	0.9	0.3	0.7	0.3	0.9	0.6	0.3	0.4	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	11.6	11.9	13.9	11.0	10.5	10.0	6.3	5.9	9.3	5.7	5.3
LnGrp LOS	B	B	B	B	B	B	B	A	A	A	A	A
Approach Vol, veh/h		732			494			1454			782	
Approach Delay, s/veh		11.8			11.5			7.5			6.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		14.6		22.5		14.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		13.2		6.1		10.8		8.1				
Green Ext Time (p_c), s		3.3		3.0		3.1		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
2: N. Willow Ave & W. Alluvial Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	298	102	91	192	94	147	1036	63	144	624	37
Future Volume (veh/h)	104	298	102	91	192	94	147	1036	63	144	624	37
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		1.00	1.00		1.00	1.00		1.00
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	113	324	111	99	209	102	160	1126	68	157	678	40
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	429	592	502	347	592	502	422	2327	722	324	1619	722
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1068	1870	1585	954	1870	1585	734	5106	1585	469	3554	1585
Grp Volume(v), veh/h	113	324	111	99	209	102	160	1126	68	157	678	40
Grp Sat Flow(s),veh/h/ln	1068	1870	1585	954	1870	1585	734	1702	1585	469	1777	1585
Q Serve(g_s), s	3.6	5.7	2.0	3.8	3.4	1.9	7.4	6.1	1.0	11.9	5.1	0.6
Cycle Q Clear(g_c), s	7.0	5.7	2.0	9.4	3.4	1.9	12.5	6.1	1.0	18.0	5.1	0.6
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	429	592	502	347	592	502	422	2327	722	324	1619	722
V/C Ratio(X)	0.26	0.55	0.22	0.28	0.35	0.20	0.38	0.48	0.09	0.49	0.42	0.06
Avail Cap(c_a), veh/h	577	852	722	480	852	722	422	2327	722	324	1619	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	11.2	9.9	15.1	10.4	9.9	11.4	7.5	6.1	14.4	7.2	6.0
Incr Delay (d2), s/veh	0.3	0.8	0.2	0.4	0.4	0.2	0.6	0.2	0.1	1.1	0.2	0.0
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	0.7	1.8	0.5	0.7	1.0	0.5	0.8	1.1	0.2	1.2	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	12.0	10.1	15.5	10.7	10.1	12.0	7.7	6.2	15.5	7.4	6.0
LnGrp LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		548			410			1354			875	
Approach Delay, s/veh		11.9			11.7			8.1			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	17.0	22.5	17.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	14.5	9.0	20.0	11.4
Green Ext Time (p_c), s	2.4	1.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
3: N. Willow Ave & Herndon Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1356	343	128	872	201	276	838	72	157	563	183
Future Volume (veh/h)	284	1356	343	128	872	201	276	838	72	157	563	183
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		1.00	1.00		1.00	1.00		1.00
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	309	1474	373	139	948	218	300	911	78	171	612	199
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	569	2050	636	398	2050	636	677	2032	631	616	1414	631
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	934	5106	1585	485	5106	1585	1305	5106	1585	1104	3554	1585
Grp Volume(v), veh/h	309	1474	373	139	948	218	300	911	78	171	612	199
Grp Sat Flow(s),veh/h/ln	467	1702	1585	243	1702	1585	653	1702	1585	552	1777	1585
Q Serve(g_s), s	11.9	10.9	8.3	7.1	6.1	4.3	9.7	5.9	1.4	6.0	5.6	3.9
Cycle Q Clear(g_c), s	18.0	10.9	8.3	18.0	6.1	4.3	15.4	5.9	1.4	11.9	5.6	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	569	2050	636	398	2050	636	677	2032	631	616	1414	631
V/C Ratio(X)	0.54	0.72	0.59	0.35	0.46	0.34	0.44	0.45	0.12	0.28	0.43	0.32
Avail Cap(c_a), veh/h	569	2050	636	398	2050	636	682	2050	636	620	1426	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	11.3	10.5	20.5	9.9	9.3	15.4	9.9	8.5	14.2	9.8	9.3
Incr Delay (d2), s/veh	1.1	1.2	1.4	0.5	0.2	0.3	0.5	0.2	0.1	0.2	0.2	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	1.3	2.8	2.0	0.6	1.5	1.0	1.1	1.4	0.3	0.6	1.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	12.5	11.9	21.0	10.0	9.6	15.9	10.0	8.6	14.5	10.0	9.6
LnGrp LOS	B	B	B	C	B	A	B	B	A	B	B	A
Approach Vol, veh/h		2156			1305			1289			982	
Approach Delay, s/veh		13.3			11.1			11.3			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.3	22.5	22.3	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	17.4	20.0	13.9	20.0
Green Ext Time (p_c), s	0.5	0.0	2.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: N. Peach Ave & W. Alluvial Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	343	44	49	253	31	48	227	51	29	146	26
Future Volume (veh/h)	53	343	44	49	253	31	48	227	51	29	146	26
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		1.00	1.00		1.00	1.00		1.00
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	58	373	48	53	275	34	52	247	55	32	159	28
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	569	659	559	496	659	559	538	483	410	468	483	410
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1070	1870	1585	966	1870	1585	1196	1870	1585	1077	1870	1585
Grp Volume(v), veh/h	58	373	48	53	275	34	52	247	55	32	159	28
Grp Sat Flow(s),veh/h/ln	1070	1870	1585	966	1870	1585	1196	1870	1585	1077	1870	1585
Q Serve(g_s), s	1.0	3.7	0.5	1.1	2.6	0.3	0.9	2.6	0.6	0.6	1.6	0.3
Cycle Q Clear(g_c), s	3.6	3.7	0.5	4.8	2.6	0.3	2.4	2.6	0.6	3.2	1.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	569	659	559	496	659	559	538	483	410	468	483	410
V/C Ratio(X)	0.10	0.57	0.09	0.11	0.42	0.06	0.10	0.51	0.13	0.07	0.33	0.07
Avail Cap(c_a), veh/h	1025	1455	1233	907	1455	1233	1160	1455	1233	1028	1455	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	6.1	5.0	8.0	5.7	5.0	7.9	7.3	6.6	8.7	7.0	6.5
Incr Delay (d2), s/veh	0.1	0.8	0.1	0.1	0.4	0.0	0.1	0.8	0.1	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.1	0.3	0.0	0.1	0.5	0.1	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	6.8	5.1	8.1	6.1	5.0	8.0	8.2	6.7	8.8	7.3	6.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		479			362			354			219	
Approach Delay, s/veh		6.7			6.3			7.9			7.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	10.5	12.7	10.5	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	4.6	5.7	5.2	6.8
Green Ext Time (p_c), s	1.4	2.0	0.8	1.4

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↱		⅄	
Traffic Vol, veh/h	0	384	286	58	57	91
Future Vol, veh/h	0	384	286	58	57	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	417	311	63	62	99

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	760	343
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	374	700
Stage 1	0	-	-	-	719	-
Stage 2	0	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	374	700
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	524
HCM Lane V/C Ratio	-	-	-	0.307
HCM Control Delay (s)	-	-	-	14.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.3

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	79	1258	181	0	726
Future Vol, veh/h	0	79	1258	181	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	1367	197	0	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	782	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	289	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	289	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	289	-
HCM Lane V/C Ratio	-	-	0.297	-
HCM Control Delay (s)	-	-	22.6	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	1.2	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1258	0	0	726
Future Vol, veh/h	0	0	1258	0	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1367	0	0	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	684	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	335	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th Signalized Intersection Summary
1: N. Willow Ave & W. Nees Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	174	135	76	254	37	204	383	93	71	458	52
Future Volume (veh/h)	19	174	135	76	254	37	204	383	93	71	458	52
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		1.00	1.00		1.00	1.00		1.00
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	189	147	83	276	40	222	416	101	77	498	57
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	689	687	306	730	687	306	1238	2746	853	1283	2746	853
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	2063	3554	1585	2026	3554	1585	1656	5106	1585	1715	5106	1585
Grp Volume(v), veh/h	21	189	147	83	276	40	222	416	101	77	498	57
Grp Sat Flow(s),veh/h/ln	1032	1777	1585	1013	1777	1585	828	1702	1585	858	1702	1585
Q Serve(g_s), s	0.3	1.5	2.8	1.2	2.3	0.7	2.7	1.4	1.1	0.8	1.7	0.6
Cycle Q Clear(g_c), s	2.6	1.5	2.8	2.7	2.3	0.7	4.3	1.4	1.1	2.2	1.7	0.6
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	689	687	306	730	687	306	1238	2746	853	1283	2746	853
V/C Ratio(X)	0.03	0.28	0.48	0.11	0.40	0.13	0.18	0.15	0.12	0.06	0.18	0.07
Avail Cap(c_a), veh/h	1400	1911	853	1428	1911	853	1238	2746	853	1283	2746	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	11.5	12.0	12.7	11.8	11.2	5.1	3.9	3.8	4.4	4.0	3.7
Incr Delay (d2), s/veh	0.0	0.2	1.2	0.1	0.4	0.2	0.3	0.1	0.3	0.1	0.1	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	0.0	0.4	0.7	0.2	0.6	0.2	0.2	0.1	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	11.7	13.2	12.7	12.2	11.4	5.4	4.0	4.1	4.5	4.1	3.9
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		357			399			739			632	
Approach Delay, s/veh		12.4			12.2			4.4			4.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		11.0		22.5		11.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		6.3		4.8		4.2		4.7				
Green Ext Time (p_c), s		3.4		1.3		3.1		1.7				

Intersection Summary												
HCM 6th Ctrl Delay			7.1									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
2: N. Willow Ave & W. Alluvial Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	106	66	115	234	49	71	498	47	124	498	37
Future Volume (veh/h)	65	106	66	115	234	49	71	498	47	124	498	37
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		1.00	1.00		1.00	1.00		1.00
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	71	115	72	125	254	53	77	541	51	135	541	40
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	439	514	436	539	514	436	502	2001	621	530	1393	621
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1072	1870	1585	1196	1870	1585	833	5106	1585	825	3554	1585
Grp Volume(v), veh/h	71	115	72	125	254	53	77	541	51	135	541	40
Grp Sat Flow(s),veh/h/ln	1072	1870	1585	1196	1870	1585	833	1702	1585	825	1777	1585
Q Serve(g_s), s	1.6	1.3	0.9	2.4	3.1	0.7	2.0	1.9	0.5	3.6	3.0	0.4
Cycle Q Clear(g_c), s	4.7	1.3	0.9	3.7	3.1	0.7	4.9	1.9	0.5	5.5	3.0	0.4
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	439	514	436	539	514	436	502	2001	621	530	1393	621
V/C Ratio(X)	0.16	0.22	0.17	0.23	0.49	0.12	0.15	0.27	0.08	0.25	0.39	0.06
Avail Cap(c_a), veh/h	858	1246	1056	1006	1246	1056	730	3401	1056	756	2367	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	7.6	7.4	9.0	8.2	7.3	7.7	5.6	5.2	7.5	5.9	5.1
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	0.7	0.1	0.1	0.1	0.1	0.3	0.2	0.0
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	0.3	0.2	0.4	0.7	0.1	0.2	0.2	0.0	0.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	7.8	7.6	9.2	9.0	7.5	7.8	5.7	5.2	7.7	6.1	5.2
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		258			432			669			716	
Approach Delay, s/veh		8.4			8.8			5.9			6.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	15.1	11.9	15.1	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	6.9	6.7	7.5	5.7
Green Ext Time (p_c), s	2.9	0.8	3.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
3: N. Willow Ave & Herndon Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	728	220	62	1252	101	299	427	36	94	500	147
Future Volume (veh/h)	23	728	220	62	1252	101	299	427	36	94	500	147
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		1.00	1.00		1.00	1.00		1.00
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	25	791	239	67	1361	110	325	464	39	102	543	160
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	459	1961	609	635	1961	609	767	2038	633	936	1418	633
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	698	5106	1585	1062	5106	1585	1443	5106	1585	1737	3554	1585
Grp Volume(v), veh/h	25	791	239	67	1361	110	325	464	39	102	543	160
Grp Sat Flow(s),veh/h/ln	349	1702	1585	531	1702	1585	722	1702	1585	869	1777	1585
Q Serve(g_s), s	1.3	4.7	4.5	2.0	9.3	1.9	8.6	2.5	0.6	1.7	4.5	2.8
Cycle Q Clear(g_c), s	10.6	4.7	4.5	6.7	9.3	1.9	13.0	2.5	0.6	4.2	4.5	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	459	1961	609	635	1961	609	767	2038	633	936	1418	633
V/C Ratio(X)	0.05	0.40	0.39	0.11	0.69	0.18	0.42	0.23	0.06	0.11	0.38	0.25
Avail Cap(c_a), veh/h	494	2215	688	688	2215	688	817	2215	688	997	1542	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	9.3	9.3	11.8	10.7	8.5	13.5	8.2	7.7	9.6	8.8	8.3
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.1	0.8	0.1	0.4	0.1	0.0	0.1	0.2	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	0.1	1.1	1.0	0.2	2.2	0.4	1.0	0.5	0.1	0.2	1.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	9.4	9.7	11.8	11.6	8.6	13.8	8.3	7.7	9.7	9.0	8.5
LnGrp LOS	B	A	A	B	B	A	B	A	A	A	A	A
Approach Vol, veh/h		1055			1538			828			805	
Approach Delay, s/veh		9.6			11.4			10.4			9.0	
Approach LOS		A			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.1	20.4	21.1	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	15.0	12.6	6.5	11.3
Green Ext Time (p_c), s	1.5	2.8	3.4	4.6

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: N. Peach Ave & W. Alluvial Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	155	44	28	228	20	37	90	19	32	188	41
Future Volume (veh/h)	26	155	44	28	228	20	37	90	19	32	188	41
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		1.00	1.00		1.00	1.00		1.00
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	28	168	48	30	248	22	40	98	21	35	204	45
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	550	501	425	605	501	425	570	489	414	657	489	414
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1109	1870	1585	1165	1870	1585	1131	1870	1585	1273	1870	1585
Grp Volume(v), veh/h	28	168	48	30	248	22	40	98	21	35	204	45
Grp Sat Flow(s),veh/h/ln	1109	1870	1585	1165	1870	1585	1131	1870	1585	1273	1870	1585
Q Serve(g_s), s	0.4	1.4	0.4	0.4	2.1	0.2	0.6	0.8	0.2	0.4	1.7	0.4
Cycle Q Clear(g_c), s	2.6	1.4	0.4	1.8	2.1	0.2	2.3	0.8	0.2	1.2	1.7	0.4
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	550	501	425	605	501	425	570	489	414	657	489	414
V/C Ratio(X)	0.05	0.34	0.11	0.05	0.49	0.05	0.07	0.20	0.05	0.05	0.42	0.11
Avail Cap(c_a), veh/h	1296	1760	1492	1389	1760	1492	1338	1760	1492	1522	1760	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	5.6	5.3	6.3	5.9	5.2	6.8	5.5	5.3	6.0	5.9	5.4
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.8	0.0	0.1	0.2	0.1	0.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	6.0	5.4	6.4	6.7	5.2	6.9	5.7	5.3	6.0	6.4	5.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		244			300			159			284	
Approach Delay, s/veh		6.0			6.5			5.9			6.2	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	9.5	9.6	9.5	9.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	4.3	4.6	3.7	4.1
Green Ext Time (p_c), s	0.5	0.9	1.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	302	60	60	96
Future Vol, veh/h	0	0	302	60	60	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	328	65	65	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	361	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	638	684
Stage 1	0	-	-	-	705	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	638	684
Mov Cap-2 Maneuver	-	-	-	-	638	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	666
HCM Lane V/C Ratio	-	-	-	0.255
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	620	60	0	575
Future Vol, veh/h	0	36	620	60	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	674	65	0	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	370	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	536	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	536	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	536	-
HCM Lane V/C Ratio	-	-	0.073	-
HCM Control Delay (s)	-	-	12.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	48	656	121	0	575
Future Vol, veh/h	0	48	656	121	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	713	132	0	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	423	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	495	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	495	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	495	-
HCM Lane V/C Ratio	-	-	0.105	-
HCM Control Delay (s)	-	-	13.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

HCM 6th Signalized Intersection Summary
1: N. Willow Ave & W. Nees Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	412	178	95	288	72	442	772	124	187	486	47
Future Volume (veh/h)	84	412	178	95	288	72	442	772	124	187	486	47
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		1.00	1.00		1.00	1.00		1.00
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	91	448	193	103	313	78	480	839	135	203	528	51
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	778	969	432	645	969	432	1077	2476	768	817	2476	768
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1926	3554	1585	1529	3554	1585	1620	5106	1585	1120	5106	1585
Grp Volume(v), veh/h	91	448	193	103	313	78	480	839	135	203	528	51
Grp Sat Flow(s),veh/h/ln	963	1777	1585	765	1777	1585	810	1702	1585	560	1702	1585
Q Serve(g_s), s	1.5	3.9	3.7	2.2	2.6	1.4	9.0	3.8	1.8	5.1	2.2	0.6
Cycle Q Clear(g_c), s	4.1	3.9	3.7	6.1	2.6	1.4	11.2	3.8	1.8	8.8	2.2	0.6
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	778	969	432	645	969	432	1077	2476	768	817	2476	768
V/C Ratio(X)	0.12	0.46	0.45	0.16	0.32	0.18	0.45	0.34	0.18	0.25	0.21	0.07
Avail Cap(c_a), veh/h	1186	1723	768	969	1723	768	1077	2476	768	817	2476	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	11.2	11.2	13.8	10.8	10.3	8.7	5.9	5.4	8.6	5.5	5.1
Incr Delay (d2), s/veh	0.1	0.3	0.7	0.1	0.2	0.2	1.3	0.4	0.5	0.7	0.2	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	0.2	1.0	0.9	0.3	0.7	0.3	0.9	0.6	0.3	0.4	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	11.6	11.9	13.9	11.0	10.5	10.0	6.3	5.9	9.3	5.7	5.3
LnGrp LOS	B	B	B	B	B	B	B	A	A	A	A	A
Approach Vol, veh/h		732			494			1454			782	
Approach Delay, s/veh		11.8			11.5			7.5			6.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		14.6		22.5		14.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		13.2		6.1		10.8		8.1				
Green Ext Time (p_c), s		3.3		3.0		3.1		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
2: N. Willow Ave & W. Alluvial Ave/Alluvial Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	298	102	91	192	94	147	1036	63	144	624	37
Future Volume (veh/h)	104	298	102	91	192	94	147	1036	63	144	624	37
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		1.00	1.00		1.00	1.00		1.00
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	113	324	111	99	209	102	160	1126	68	157	678	40
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	429	592	502	347	592	502	422	2327	722	324	1619	722
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1068	1870	1585	954	1870	1585	734	5106	1585	469	3554	1585
Grp Volume(v), veh/h	113	324	111	99	209	102	160	1126	68	157	678	40
Grp Sat Flow(s),veh/h/ln	1068	1870	1585	954	1870	1585	734	1702	1585	469	1777	1585
Q Serve(g_s), s	3.6	5.7	2.0	3.8	3.4	1.9	7.4	6.1	1.0	11.9	5.1	0.6
Cycle Q Clear(g_c), s	7.0	5.7	2.0	9.4	3.4	1.9	12.5	6.1	1.0	18.0	5.1	0.6
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	429	592	502	347	592	502	422	2327	722	324	1619	722
V/C Ratio(X)	0.26	0.55	0.22	0.28	0.35	0.20	0.38	0.48	0.09	0.49	0.42	0.06
Avail Cap(c_a), veh/h	577	852	722	480	852	722	422	2327	722	324	1619	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	11.2	9.9	15.1	10.4	9.9	11.4	7.5	6.1	14.4	7.2	6.0
Incr Delay (d2), s/veh	0.3	0.8	0.2	0.4	0.4	0.2	0.6	0.2	0.1	1.1	0.2	0.0
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	0.7	1.8	0.5	0.7	1.0	0.5	0.8	1.1	0.2	1.0	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	12.0	10.1	15.5	10.7	10.1	12.0	7.7	6.2	15.5	7.4	6.0
LnGrp LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		548			410			1354			875	
Approach Delay, s/veh		11.9			11.7			8.1			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	17.0	22.5	17.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	14.5	9.0	20.0	11.4
Green Ext Time (p_c), s	2.4	1.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
3: N. Willow Ave & Herndon Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1356	343	128	872	201	276	838	72	157	563	183
Future Volume (veh/h)	284	1356	343	128	872	201	276	838	72	157	563	183
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		1.00	1.00		1.00	1.00		1.00
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	309	1474	373	139	948	218	300	911	78	171	612	199
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	569	2050	636	398	2050	636	677	2032	631	616	1414	631
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	934	5106	1585	485	5106	1585	1305	5106	1585	1104	3554	1585
Grp Volume(v), veh/h	309	1474	373	139	948	218	300	911	78	171	612	199
Grp Sat Flow(s),veh/h/ln	467	1702	1585	243	1702	1585	653	1702	1585	552	1777	1585
Q Serve(g_s), s	11.9	10.9	8.3	7.1	6.1	4.3	9.7	5.9	1.4	6.0	5.6	3.9
Cycle Q Clear(g_c), s	18.0	10.9	8.3	18.0	6.1	4.3	15.4	5.9	1.4	11.9	5.6	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	569	2050	636	398	2050	636	677	2032	631	616	1414	631
V/C Ratio(X)	0.54	0.72	0.59	0.35	0.46	0.34	0.44	0.45	0.12	0.28	0.43	0.32
Avail Cap(c_a), veh/h	569	2050	636	398	2050	636	682	2050	636	620	1426	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	11.3	10.5	20.5	9.9	9.3	15.4	9.9	8.5	14.2	9.8	9.3
Incr Delay (d2), s/veh	1.1	1.2	1.4	0.5	0.2	0.3	0.5	0.2	0.1	0.2	0.2	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	1.3	2.8	2.0	0.6	1.5	1.0	1.1	1.4	0.3	0.6	1.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	12.5	11.9	21.0	10.0	9.6	15.9	10.0	8.6	14.5	10.0	9.6
LnGrp LOS	B	B	B	C	B	A	B	B	A	B	B	A
Approach Vol, veh/h		2156			1305			1289			982	
Approach Delay, s/veh		13.3			11.1			11.3			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.3	22.5	22.3	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	17.4	20.0	13.9	20.0
Green Ext Time (p_c), s	0.5	0.0	2.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: N. Peach Ave & W. Alluvial Ave

06/23/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	343	44	49	253	31	48	227	51	29	146	26
Future Volume (veh/h)	53	343	44	49	253	31	48	227	51	29	146	26
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		1.00	1.00		1.00	1.00		1.00
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	58	373	48	53	275	34	52	247	55	32	159	28
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	569	659	559	496	659	559	538	483	410	468	483	410
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1070	1870	1585	966	1870	1585	1196	1870	1585	1077	1870	1585
Grp Volume(v), veh/h	58	373	48	53	275	34	52	247	55	32	159	28
Grp Sat Flow(s),veh/h/ln	1070	1870	1585	966	1870	1585	1196	1870	1585	1077	1870	1585
Q Serve(g_s), s	1.0	3.7	0.5	1.1	2.6	0.3	0.9	2.6	0.6	0.6	1.6	0.3
Cycle Q Clear(g_c), s	3.6	3.7	0.5	4.8	2.6	0.3	2.4	2.6	0.6	3.2	1.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	569	659	559	496	659	559	538	483	410	468	483	410
V/C Ratio(X)	0.10	0.57	0.09	0.11	0.42	0.06	0.10	0.51	0.13	0.07	0.33	0.07
Avail Cap(c_a), veh/h	1025	1455	1233	907	1455	1233	1160	1455	1233	1028	1455	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	6.1	5.0	8.0	5.7	5.0	7.9	7.3	6.6	8.7	7.0	6.5
Incr Delay (d2), s/veh	0.1	0.8	0.1	0.1	0.4	0.0	0.1	0.8	0.1	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.1	0.3	0.0	0.1	0.5	0.1	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	6.8	5.1	8.1	6.1	5.0	8.0	8.2	6.7	8.8	7.3	6.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		479			362			354			219	
Approach Delay, s/veh		6.7			6.3			7.9			7.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	10.5	12.7	10.5	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	4.6	5.7	5.2	6.8
Green Ext Time (p_c), s	1.4	2.0	0.8	1.4

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↱		⅄	
Traffic Vol, veh/h	0	384	286	58	57	91
Future Vol, veh/h	0	384	286	58	57	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	417	311	63	62	99

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	760	343
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	374	700
Stage 1	0	-	-	-	719	-
Stage 2	0	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	374	700
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	524
HCM Lane V/C Ratio	-	-	-	0.307
HCM Control Delay (s)	-	-	-	14.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.3

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	34	1303	60	0	726
Future Vol, veh/h	0	34	1303	60	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	1416	65	0	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	741	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	308	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	308	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	308	-
HCM Lane V/C Ratio	-	-	0.12	-
HCM Control Delay (s)	-	-	18.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	45	1318	121	0	726
Future Vol, veh/h	0	45	1318	121	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	1433	132	0	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	783	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	289	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	289	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	289	-
HCM Lane V/C Ratio	-	-	0.169	-
HCM Control Delay (s)	-	-	20	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Queuing and Blocking Report
Existing + Project + Proposed Main Driveway 3 AM Peak Hour

06/23/2020

Intersection: 1: N. Willow Ave & W. Nees Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	L	L	T
Maximum Queue (ft)	22	68	20	31	42	26	73	28	14	52	75	34
Average Queue (ft)	8	44	7	23	25	9	43	11	6	33	54	18
95th Queue (ft)	27	85	25	42	44	29	79	31	18	63	84	40
Link Distance (ft)	1436	1436	1436	1436	1339	1339	1339	1339	1339			2091
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)										245	245	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: N. Willow Ave & W. Nees Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	39	38	27	54	12	67	50	13	16
Average Queue (ft)	19	16	16	31	5	43	25	4	8
95th Queue (ft)	43	43	34	64	20	73	60	17	21
Link Distance (ft)	2091	2091		1417	1417	1417	1417	1417	1417
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			76						
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 2: N. Willow Ave & W. Alluvial Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	T	T	T	R	L
Maximum Queue (ft)	36	42	32	67	78	46	60	62	57	83	30	62
Average Queue (ft)	23	25	17	48	50	20	33	31	25	36	10	44
95th Queue (ft)	45	53	41	81	85	53	69	70	71	89	35	69
Link Distance (ft)		1187			125			2519	2519	2519		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	95		48	220		60	300				50	257
Storage Blk Time (%)		3	0		4	0				3	0	
Queuing Penalty (veh)		4	0		6	0				1	0	

Intersection: 2: N. Willow Ave & W. Alluvial Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	56	71	16
Average Queue (ft)	31	43	6
95th Queue (ft)	63	85	20
Link Distance (ft)	214	214	214
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: N. Willow Ave & Herndon Ave

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	12	65	124	60	19	62	35	74	213	166	134	27
Average Queue (ft)	4	38	90	37	10	35	11	39	160	127	61	13
95th Queue (ft)	18	92	133	68	26	70	51	86	234	192	135	31
Link Distance (ft)			807	807	807				918	918	918	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	272	272				194	254	254				132
Storage Blk Time (%)									0		0	
Queuing Penalty (veh)									0		0	

Intersection: 3: N. Willow Ave & Herndon Ave

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	
Directions Served	L	L	T	T	T	R	L	L	T	T	R	
Maximum Queue (ft)	123	164	81	51	51	16	34	52	77	65	38	
Average Queue (ft)	80	130	51	31	26	7	15	38	51	47	21	
95th Queue (ft)	171	199	101	71	61	21	40	59	84	71	46	
Link Distance (ft)			1123	1123	1123				2519	2519		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	257	257				178	224	224			114	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: N. Peach Ave & W. Alluvial Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	26	71	43	26	61	12	32	44	9	25	62	20
Average Queue (ft)	13	36	21	11	41	5	18	22	6	15	31	10
95th Queue (ft)	33	80	60	31	70	18	42	55	18	33	67	25
Link Distance (ft)		2518			891			786			527	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		80	150		150	160		100	144		150
Storage Blk Time (%)		1	0					0				
Queuing Penalty (veh)		1	0					0				

Intersection: 5: W. Alluvial Ave & Driveway 1

Movement	WB	SB
Directions Served	TR	LR
Maximum Queue (ft)	5	75
Average Queue (ft)	1	55
95th Queue (ft)	10	92
Link Distance (ft)	2518	87
Upstream Blk Time (%)		2
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: N. Willow Ave & Driveway 2

Movement	WB
Directions Served	R
Maximum Queue (ft)	35
Average Queue (ft)	25
95th Queue (ft)	51
Link Distance (ft)	133
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: N. Willow Ave & Proposed Main Driveway 3

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	52	5
Average Queue (ft)	30	1
95th Queue (ft)	60	10
Link Distance (ft)	151	214
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 13

Queuing and Blocking Report
Existing + Project + Proposed Main Driveway 3 PM Peak Hour

06/23/2020

Intersection: 1: N. Willow Ave & W. Nees Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	58	20	85	54	43	55	36	67	32	35	176	189
Average Queue (ft)	37	9	62	27	25	35	17	45	15	15	120	138
95th Queue (ft)	70	31	102	64	51	66	42	80	39	38	214	226
Link Distance (ft)	1436	1436	1436	1436	1436	1339	1339	1339	1339	1339		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)											245	245
Storage Blk Time (%)											0	2
Queuing Penalty (veh)											0	4

Intersection: 1: N. Willow Ave & W. Nees Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	90	74	91	53	112	75	92	59	20	22
Average Queue (ft)	42	48	54	24	74	39	62	34	5	11
95th Queue (ft)	136	85	103	59	123	85	102	68	24	27
Link Distance (ft)	2091	2091	2091		1417	1417	1417	1417	1417	1417
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				76						
Storage Blk Time (%)			2	0						
Queuing Penalty (veh)			2	0						

Queuing and Blocking Report
Existing + Project + Proposed Main Driveway 3 PM Peak Hour

06/23/2020

Intersection: 2: N. Willow Ave & W. Alluvial Ave/Alluvial Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	T	T	T	R	L
Maximum Queue (ft)	82	128	67	80	94	62	120	89	78	100	48	125
Average Queue (ft)	47	74	38	51	61	32	69	56	45	59	20	90
95th Queue (ft)	93	145	77	92	108	73	139	116	96	120	60	163
Link Distance (ft)		1187			125			2519	2519	2519		
Upstream Blk Time (%)				0	0							
Queuing Penalty (veh)				0	1							
Storage Bay Dist (ft)	95		48	220		60	300				50	257
Storage Blk Time (%)	2	15	2	0	6	0				9	0	
Queuing Penalty (veh)	7	30	6	0	11	1				5	1	

Intersection: 2: N. Willow Ave & W. Alluvial Ave/Alluvial Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	127	116	19
Average Queue (ft)	77	69	8
95th Queue (ft)	148	128	22
Link Distance (ft)	213	213	213
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 3: N. Willow Ave & Herndon Ave

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	264	275	479	393	152	104	155	185	187	140	53	52
Average Queue (ft)	213	233	296	232	76	64	101	138	122	78	26	29
95th Queue (ft)	317	327	619	526	194	117	215	222	230	178	70	60
Link Distance (ft)			807	807	807				918	918	918	
Upstream Blk Time (%)			1									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	272	272				194	254	254				132
Storage Blk Time (%)	4	22	0				0	2	1		0	
Queuing Penalty (veh)	18	98	1				0	6	1		0	

Intersection: 3: N. Willow Ave & Herndon Ave

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	
Directions Served	L	L	T	T	T	R	L	L	T	T	R	
Maximum Queue (ft)	174	195	146	98	71	33	81	103	88	92	65	
Average Queue (ft)	104	148	100	62	41	16	49	72	60	59	33	
95th Queue (ft)	210	228	171	112	82	39	112	136	100	103	73	
Link Distance (ft)			1123	1123	1123				2519	2519		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	257	257				178	224	224			114	
Storage Blk Time (%)	0	0					0	0		0	0	
Queuing Penalty (veh)	0	1					0	1		1	0	

Intersection: 4: N. Peach Ave & W. Alluvial Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	47	96	21	38	80	25	39	93	27	34	52	18
Average Queue (ft)	29	53	9	24	46	10	20	52	13	14	32	8
95th Queue (ft)	57	105	27	48	86	29	48	107	39	41	61	23
Link Distance (ft)		2260			891			786			527	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		80	150		150	160		100	144		150
Storage Blk Time (%)		2						1				
Queuing Penalty (veh)		2						1				

Intersection: 5: Alluvial Ave/W. Alluvial Ave & Driveway 1

Movement	WB	SB
Directions Served	TR	LR
Maximum Queue (ft)	11	74
Average Queue (ft)	2	51
95th Queue (ft)	25	85
Link Distance (ft)	202	87
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: N. Willow Ave & Driveway 2

Movement	WB
Directions Served	R
Maximum Queue (ft)	36
Average Queue (ft)	21
95th Queue (ft)	48
Link Distance (ft)	133
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: N. Willow Ave & Proposed Main Driveway 3

Movement	WB	NB	SB
Directions Served	R	TR	T
Maximum Queue (ft)	42	2	2
Average Queue (ft)	24	0	1
95th Queue (ft)	51	5	7
Link Distance (ft)	115	213	164
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 200

Appendix B: Internal Trip Capture

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Clovis Commercial Center	**Organization:**	Minagar & Associates, Inc.
Project Location:	NEC Willow Ave & Alluvial Ave	**Performed By:**	Jenny Tran
Scenario Description:		**Date:**	6/22/2020
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	6/22/2020

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	960, 920		16 VFP, 2.8 TSF	1,338	671	667
Restaurant	934		7.7 TSF	308	157	151
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]	948		2.2 TSF	16	8	8
				1,662	836	826

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		79	0	0	0
Restaurant	0	21		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,662	836	826
Internal Capture Percentage	12%	12%	12%
External Vehicle-Trips[5]	1,462	736	726
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	12%
Restaurant	50%	14%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Clovis Commercial Center
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	671	671	1.00	667	667
Restaurant	1.00	157	157	1.00	151	151
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	193		87	0	93	0
Restaurant	47	21		0	6	5
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		215	36	0	0	0
Retail	0		79	0	0	0
Restaurant	0	54		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	114	31	0		0
Hotel	0	27	9	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	21	650	671	650	0	0
Restaurant	79	78	157	78	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	8	8	8	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	79	588	667	588	0	0
Restaurant	21	130	151	130	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	8	8	8	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Clovis Commercial Center	**Organization:**	Minagar & Associates, Inc.
Project Location:	NEC Willow Ave & Alluvial Ave	**Performed By:**	Jenny Tran
Scenario Description:		**Date:**	6/22/2020
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	6/22/2020

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	960, 920		16 VFP, 2.8 TSF	1,129	563	566
Restaurant	934		7.7 TSF	250	130	120
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]	948		2.2 TSF	0		
				1,379	693	686

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		38	0	0	0
Restaurant	0	49		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,379	693	686
Internal Capture Percentage	13%	13%	13%
External Vehicle-Trips[5]	1,205	606	599
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	7%
Restaurant	29%	41%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Clovis Commercial Center
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	563	563	1.00	566	566
Restaurant	1.00	130	130	1.00	120	120
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	11		164	23	147	28
Restaurant	4	49		10	22	8
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		45	3	0	0	0
Retail	0		38	0	0	0
Restaurant	0	282		0	0	0
Cinema/Entertainment	0	23	4		0	0
Residential	0	56	18	0		0
Hotel	0	11	7	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	49	514	563	514	0	0
Restaurant	38	92	130	92	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	38	528	566	528	0	0
Restaurant	49	71	120	71	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Appendix C: Traffic Count Data

AGENDA ITEM NO. 4

INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

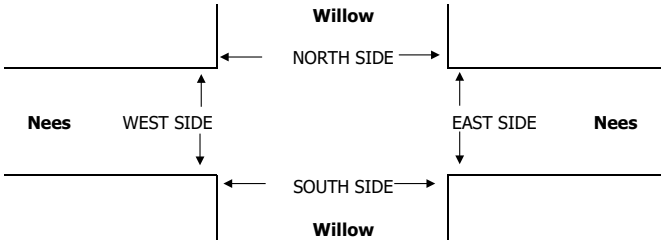
DATE:	LOCATION:	Clovis	PROJECT #:	SC2594
Thu, Jun 11, 20	NORTH & SOUTH:	Willow	LOCATION #:	1
	EAST & WEST:	Nees	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

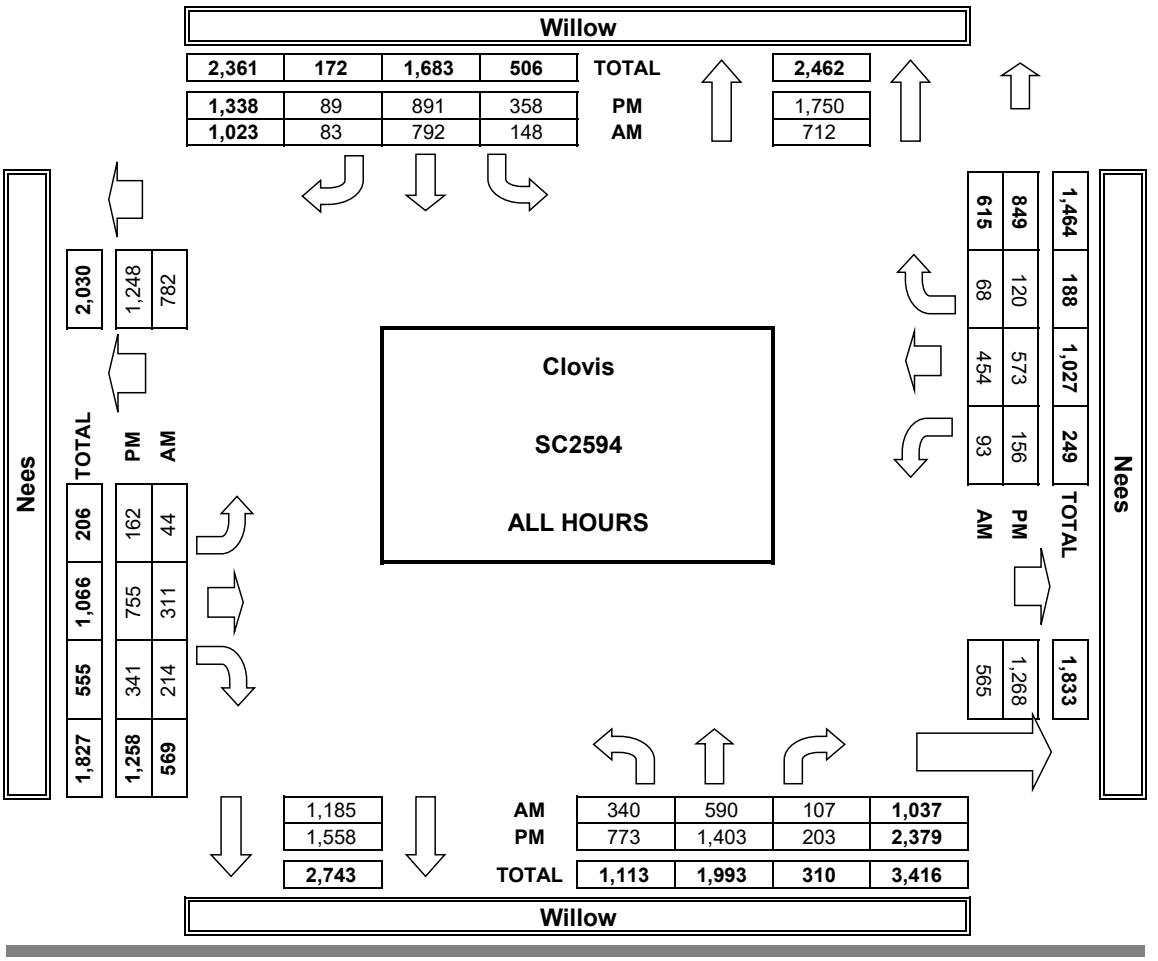
		NORTHBOUND (Willow)			SOUTHBOUND (Willow)			EASTBOUND (Nees)			WESTBOUND (Nees)				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	28	31	5	20	74	5	4	19	21	9	30	5	251	6	2	0	1	9
	7:15 AM	37	62	11	16	81	9	4	35	22	9	50	8	344	14	0	0	0	14
	7:30 AM	32	57	8	17	116	8	5	38	26	14	46	7	374	11	0	0	0	11
	7:45 AM	46	91	22	13	126	15	1	46	36	12	75	5	488	19	0	0	0	19
	8:00 AM	35	64	15	21	93	9	7	47	19	10	50	11	381	5	4	0	2	11
	8:15 AM	43	91	17	17	92	18	7	34	24	14	63	14	434	10	0	0	3	13
	8:30 AM	56	101	15	20	111	10	4	47	32	16	66	7	485	15	0	0	2	17
	8:45 AM	63	93	14	24	99	9	12	45	34	9	74	11	487	15	4	0	1	20
	VOLUMES	340	590	107	148	792	83	44	311	214	93	454	68	3,244	95	10	0	9	114
	APPROACH %	33%	57%	10%	14%	77%	8%	8%	55%	38%	15%	74%	11%						
	APP/DEPART	1,037	/	712	1,023	/	1,185	569	/	565	615	/	782	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	180	347	69	71	422	52	19	174	111	52	254	37	1,788					
	APPROACH %	30%	58%	12%	13%	77%	10%	6%	57%	37%	15%	74%	11%						
	PEAK HR FACTOR		0.866			0.885			0.916			0.932		0.916					
	APP/DEPART	596	/	407	545	/	627	304	/	317	343	/	437	0					
PM	4:00 PM	64	155	28	46	115	7	15	79	55	22	63	15	664	12	6	0	0	18
	4:15 PM	111	199	31	37	101	9	16	95	47	22	63	10	741	35	6	0	4	45
	4:30 PM	95	144	18	39	121	9	24	83	38	23	69	14	677	26	4	0	3	33
	4:45 PM	96	198	24	43	120	12	11	83	31	18	82	17	735	23	14	1	3	41
	5:00 PM	106	194	26	37	96	12	23	112	36	12	74	15	743	25	5	0	2	32
	5:15 PM	111	160	28	55	111	9	24	119	46	21	63	17	764	20	12	0	3	35
	5:30 PM	106	186	23	52	124	14	26	98	42	21	69	23	784	24	12	0	2	38
	5:45 PM	84	167	25	49	103	17	23	86	46	17	90	9	716	25	9	2	3	39
	VOLUMES	773	1,403	203	358	891	89	162	755	341	156	573	120	5,824	190	68	3	20	281
	APPROACH %	32%	59%	9%	27%	67%	7%	13%	60%	27%	18%	67%	14%						
	APP/DEPART	2,379	/	1,750	1,338	/	1,558	1,258	/	1,268	849	/	1,248	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	419	738	101	187	451	47	84	412	155	72	288	72	3,026					
	APPROACH %	33%	59%	8%	27%	66%	7%	13%	63%	24%	17%	67%	17%						
	PEAK HR FACTOR		0.965			0.901			0.861			0.923		0.965					
	APP/DEPART	1,258	/	936	685	/	760	651	/	667	432	/	663	0					

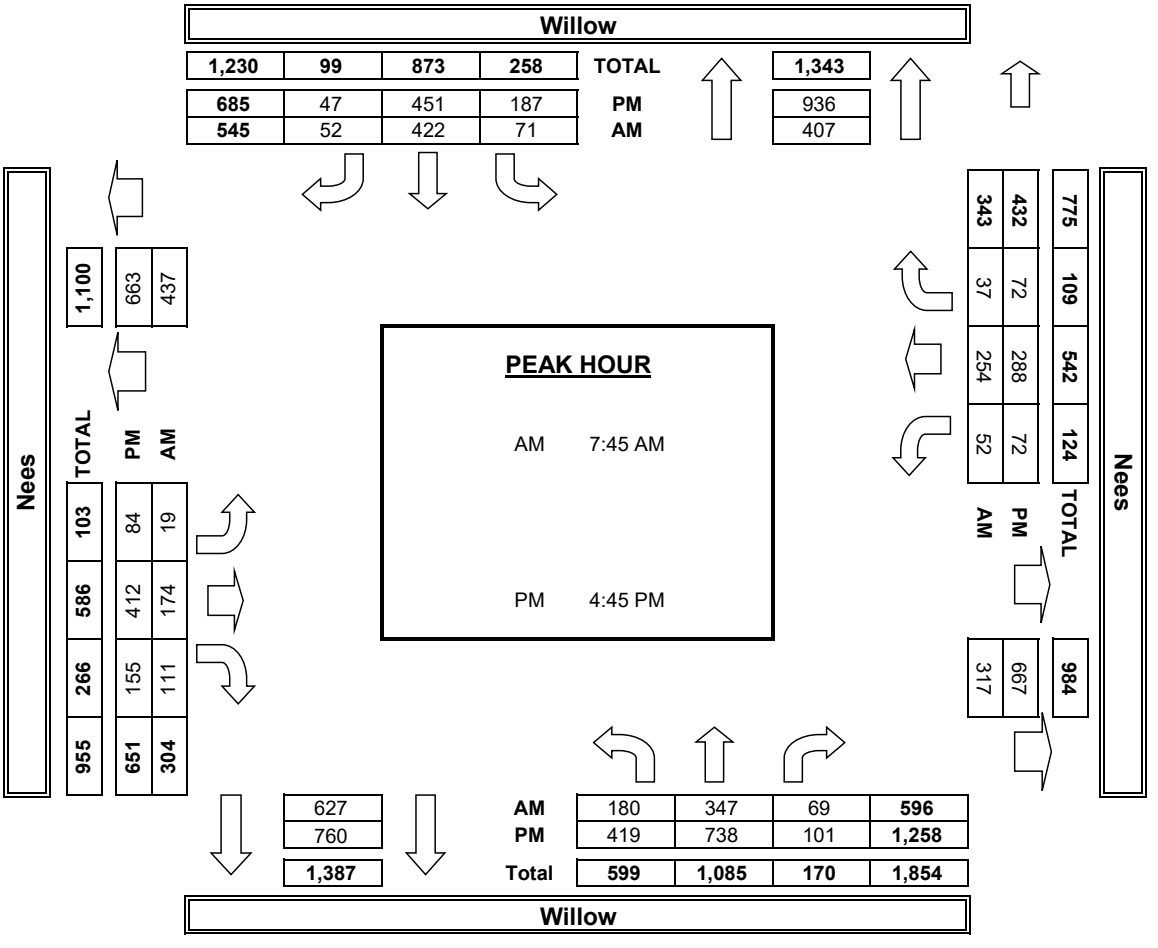


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	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	0	0	0
	8:30 AM	0	0	0	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	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:45 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	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	0	0	0
	4:30 PM	0	0	0	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	0	0	0
	5:00 PM	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	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	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:45 PM			0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





AGENDA ITEM NO. 4

INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

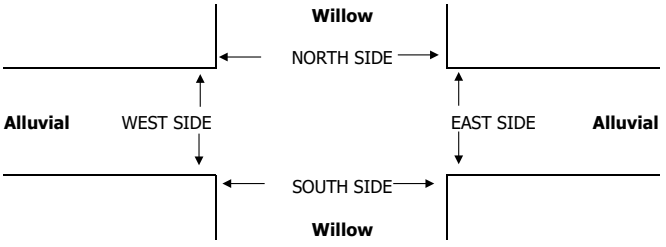
DATE:	LOCATION:	Clovis	PROJECT #:	SC2594
Thu, Jun 11, 20	NORTH & SOUTH:	Willow	LOCATION #:	2
	EAST & WEST:	Alluvial	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

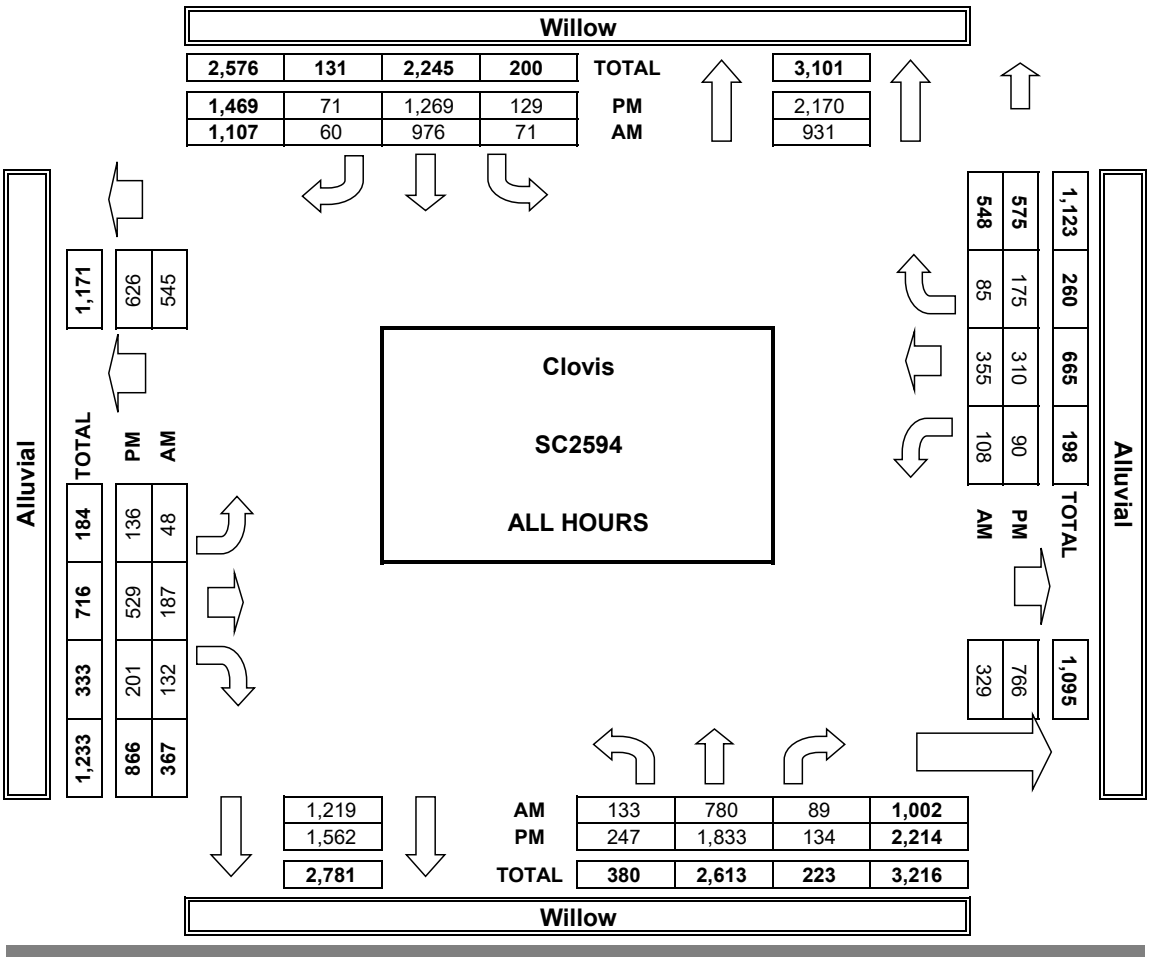
☑ Add U-Turns to Left Turns

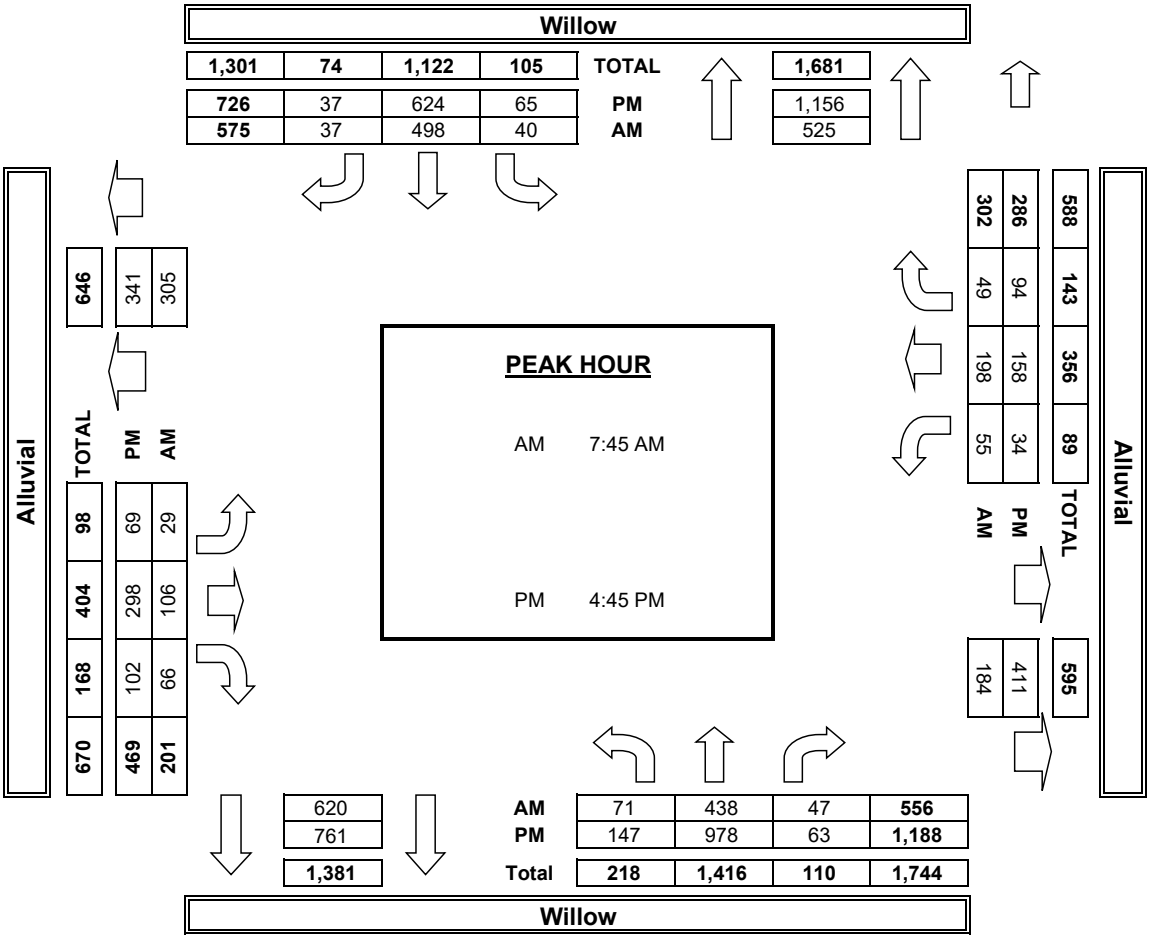
		NORTHBOUND (Willow)			SOUTHBOUND (Willow)			EASTBOUND (Alluvial)			WESTBOUND (Alluvial)				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	8	53	8	3	99	4	4	16	12	13	19	7	246	1	2	0	0	3
	7:15 AM	12	77	3	5	120	6	1	22	9	10	39	9	313	0	2	0	0	2
	7:30 AM	25	88	11	8	140	5	2	18	22	22	53	9	403	1	2	0	0	3
	7:45 AM	22	106	11	18	166	13	8	37	8	16	60	12	477	0	6	0	0	6
	8:00 AM	13	87	9	9	89	5	2	30	12	10	41	13	320	0	1	0	0	1
	8:15 AM	23	114	14	7	109	8	12	18	26	17	46	8	402	1	2	0	0	3
	8:30 AM	13	131	13	6	134	11	7	21	20	12	51	16	435	0	0	0	0	0
	8:45 AM	17	124	20	15	119	8	12	25	23	8	46	11	428	0	3	0	0	3
	VOLUMES	133	780	89	71	976	60	48	187	132	108	355	85	3,024	3	18	0	0	21
	APPROACH %	13%	78%	9%	6%	88%	5%	13%	51%	36%	20%	65%	16%						
	APP/DEPART	1,002	/	931	1,107	/	1,219	367	/	329	548	/	545	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	71	438	47	40	498	37	29	106	66	55	198	49	1,634					
	APPROACH %	13%	79%	8%	7%	87%	6%	14%	53%	33%	18%	66%	16%						
	PEAK HR FACTOR		0.885			0.730			0.897			0.858		0.856					
	APP/DEPART	556	/	525	575	/	620	201	/	184	302	/	305	0					
PM	4:00 PM	23	225	20	15	165	4	17	50	16	14	37	20	606	1	3	0	0	4
	4:15 PM	27	228	18	18	159	15	27	48	34	9	33	18	634	0	5	0	0	5
	4:30 PM	31	175	17	18	168	6	15	66	16	19	45	23	599	0	2	0	0	2
	4:45 PM	40	295	11	16	160	8	6	72	27	8	33	20	696	0	4	0	0	4
	5:00 PM	32	231	15	15	142	9	19	82	33	3	38	27	646	0	5	0	0	5
	5:15 PM	34	210	18	15	153	9	25	82	28	15	47	23	659	1	1	0	0	2
	5:30 PM	41	242	19	19	169	11	19	62	14	8	40	24	668	0	5	0	0	5
	5:45 PM	19	227	16	13	153	9	8	67	33	14	37	20	616	0	1	0	0	1
	VOLUMES	247	1,833	134	129	1,269	71	136	529	201	90	310	175	5,124	2	26	0	0	28
	APPROACH %	11%	83%	6%	9%	86%	5%	16%	61%	23%	16%	54%	30%						
	APP/DEPART	2,214	/	2,170	1,469	/	1,562	866	/	766	575	/	626	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	147	978	63	65	624	37	69	298	102	34	158	94	2,669					
	APPROACH %	12%	82%	5%	9%	86%	5%	15%	64%	22%	12%	55%	33%						
	PEAK HR FACTOR		0.858			0.912			0.869			0.841		0.959					
	APP/DEPART	1,188	/	1,156	726	/	761	469	/	411	286	/	341	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	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	0	0	0
	7:30 AM	0	0	0	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	0	0	0
	8:00 AM	0	0	0	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	0	0	0
	8:30 AM	0	0	0	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	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:45 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	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	0	0	0
	4:30 PM	0	0	0	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	0	0	0
	5:00 PM	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	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	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:45 PM			0	0	0	0	0					

AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

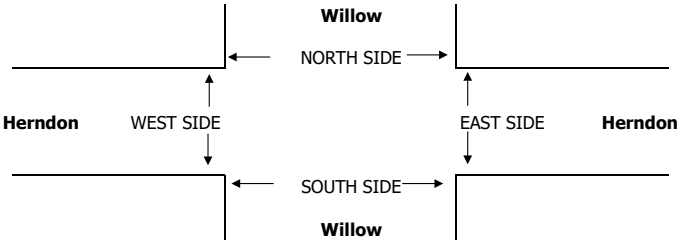
DATE:	LOCATION:	Clovis	PROJECT #:	SC2594
Thu, Jun 11, 20	NORTH & SOUTH:	Willow	LOCATION #:	3
	EAST & WEST:	Herndon	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

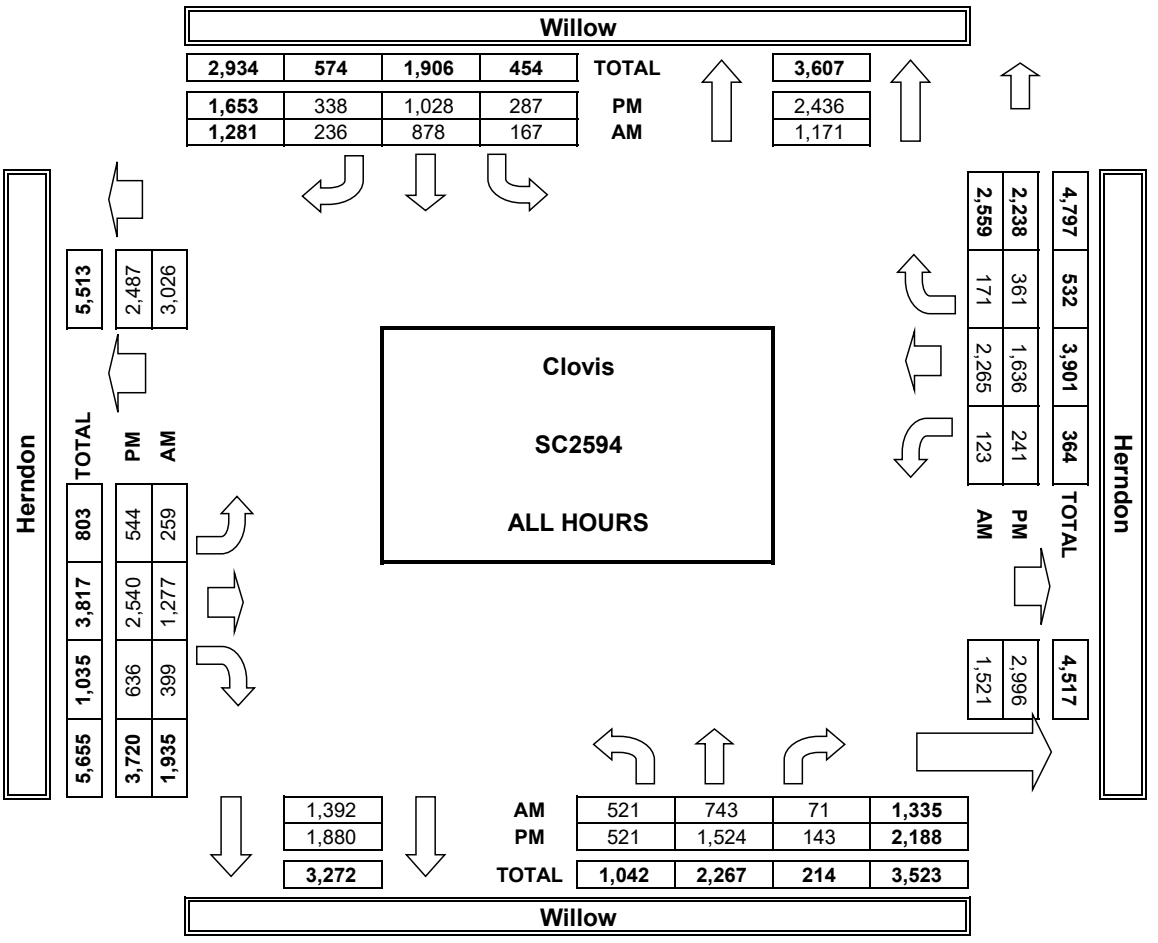
☑ Add U-Turns to Left Turns

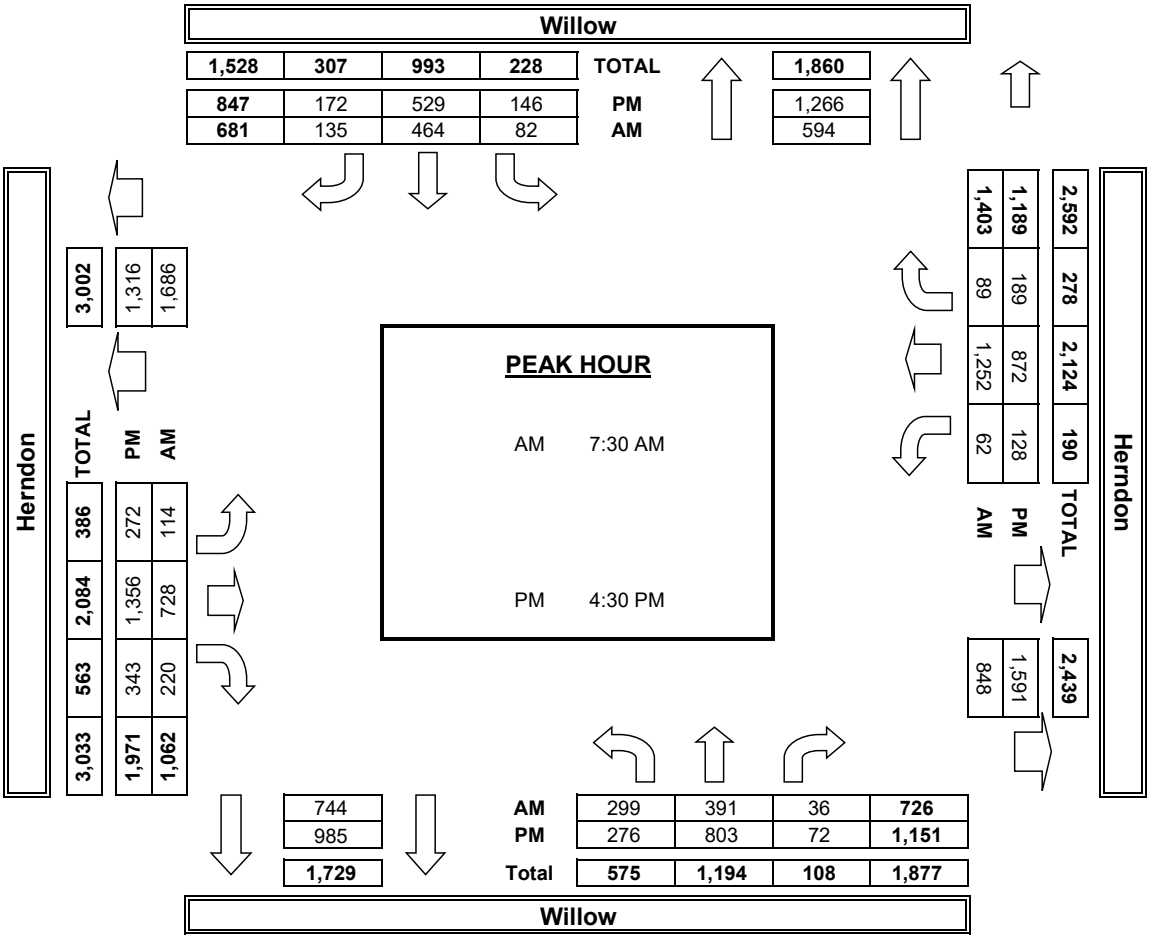
		NORTHBOUND (Willow)			SOUTHBOUND (Willow)			EASTBOUND (Herndon)			WESTBOUND (Herndon)				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	26	46	5	20	72	16	20	95	37	14	231	15	597	0	1	0	1	2
AM	7:15 AM	64	78	9	15	115	25	38	116	43	9	239	13	764	0	0	1	1	2
AM	7:30 AM	76	87	7	26	126	36	21	187	52	8	309	15	950	1	0	0	0	1
AM	7:45 AM	76	119	11	21	159	44	29	198	69	22	352	19	1,119	0	0	0	1	1
AM	8:00 AM	72	93	6	20	78	21	28	183	46	16	294	22	879	0	0	1	0	1
AM	8:15 AM	75	92	12	15	101	34	36	160	53	16	297	33	924	0	1	0	2	3
AM	8:30 AM	69	120	11	33	120	33	40	150	54	20	237	27	914	0	0	1	2	3
AM	8:45 AM	63	108	10	17	107	27	47	188	45	18	306	27	963	0	1	2	2	5
AM	VOLUMES	521	743	71	167	878	236	259	1,277	399	123	2,265	171	7,110	1	3	5	9	18
AM	APPROACH %	39%	56%	5%	13%	69%	18%	13%	66%	21%	5%	89%	7%						
AM	APP/DEPART	1,335	/	1,171	1,281	/	1,392	1,935	/	1,521	2,559	/	3,026	0					
AM	BEGIN PEAK HR		7:30 AM																
AM	VOLUMES	299	391	36	82	464	135	114	728	220	62	1,252	89	3,872					
AM	APPROACH %	41%	54%	5%	12%	68%	20%	11%	69%	21%	4%	89%	6%						
AM	PEAK HR FACTOR		0.881			0.760			0.897			0.892		0.865					
AM	APP/DEPART	726	/	594	681	/	744	1,062	/	848	1,403	/	1,686	0					
PM	4:00 PM	73	184	18	31	130	37	59	284	78	35	205	38	1,172	0	1	0	3	4
PM	4:15 PM	61	185	15	29	137	43	74	320	86	21	222	52	1,245	0	1	0	2	3
PM	4:30 PM	59	156	21	32	148	51	56	296	75	38	213	44	1,189	1	0	0	6	7
PM	4:45 PM	71	215	15	36	130	43	66	341	76	30	226	56	1,305	2	0	0	4	6
PM	5:00 PM	70	207	20	27	122	38	65	308	100	32	230	51	1,270	1	2	0	4	7
PM	5:15 PM	76	225	16	51	129	40	85	411	92	28	203	38	1,394	0	0	0	5	5
PM	5:30 PM	60	183	19	49	120	46	67	289	63	33	177	40	1,146	3	1	0	5	9
PM	5:45 PM	51	169	19	32	112	40	72	291	66	24	160	42	1,078	1	2	0	4	7
PM	VOLUMES	521	1,524	143	287	1,028	338	544	2,540	636	241	1,636	361	9,799	8	7	0	33	48
PM	APPROACH %	24%	70%	7%	17%	62%	20%	15%	68%	17%	11%	73%	16%						
PM	APP/DEPART	2,188	/	2,436	1,653	/	1,880	3,720	/	2,996	2,238	/	2,487	0					
PM	BEGIN PEAK HR		4:30 PM																
PM	VOLUMES	276	803	72	146	529	172	272	1,356	343	128	872	189	5,158					
PM	APPROACH %	24%	70%	6%	17%	62%	20%	14%	69%	17%	11%	73%	16%						
PM	PEAK HR FACTOR		0.908			0.917			0.838			0.950		0.925					
PM	APP/DEPART	1,151	/	1,266	847	/	985	1,971	/	1,591	1,189	/	1,316	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:30 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:30 PM			0	0	0	0	0					

AimTD LLC
TURNING MOVEMENT COUNTS





AGENDA ITEM NO. 4

T218

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

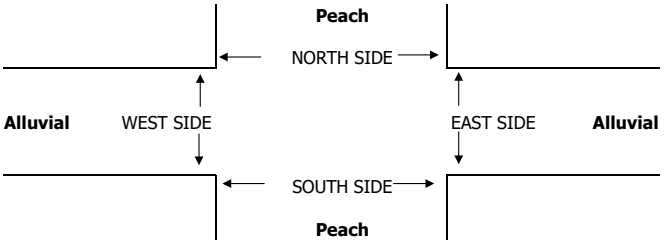
DATE:	LOCATION:	Clovis	PROJECT #:	SC2594
Thu, Jun 11, 20	NORTH & SOUTH:	Peach	LOCATION #:	4
	EAST & WEST:	Alluvial	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

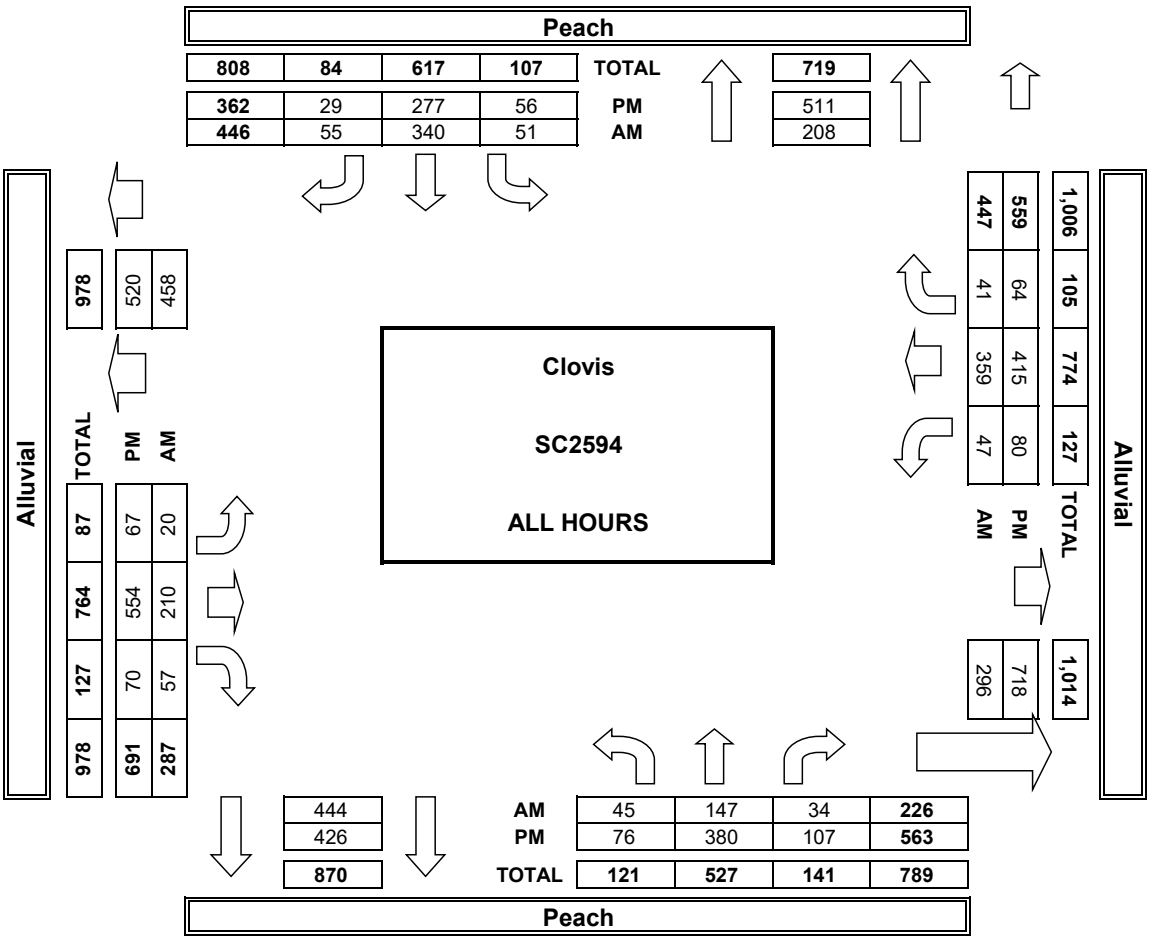
☑ Add U-Turns to Left Turns

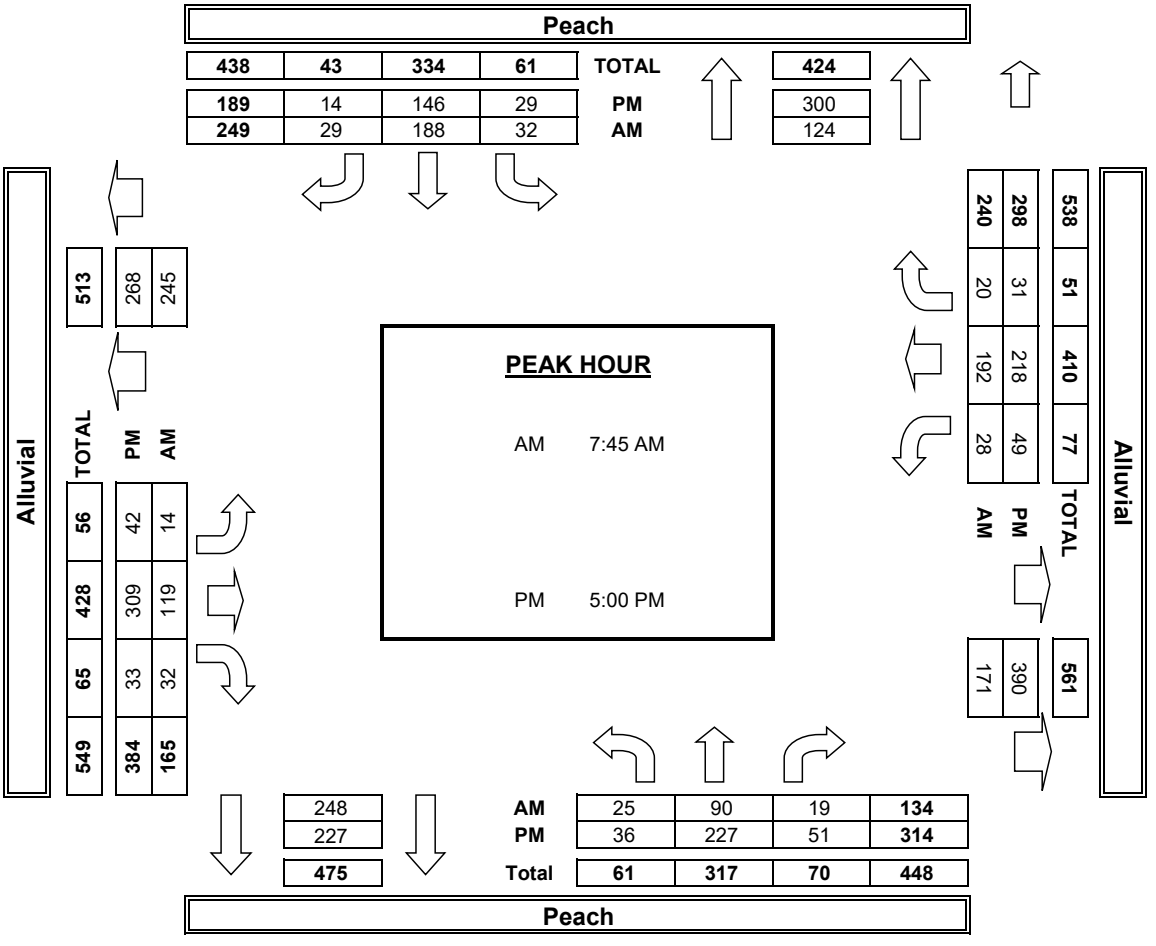
		NORTHBOUND (Peach)			SOUTHBOUND (Peach)			EASTBOUND (Alluvial)			WESTBOUND (Alluvial)				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	5	3	4	31	7	0	19	5	4	31	5	118	0	0	0	0	0
AM	7:15 AM	6	9	3	4	29	3	3	19	4	4	38	5	127	0	0	0	0	0
AM	7:30 AM	3	23	4	3	32	8	2	25	10	3	55	4	172	0	0	0	0	0
AM	7:45 AM	4	23	2	13	46	6	2	40	8	7	58	4	213	0	0	0	0	0
AM	8:00 AM	7	21	6	5	54	8	3	34	9	8	43	3	201	0	0	0	1	1
AM	8:15 AM	4	26	5	6	43	7	2	20	11	8	44	2	178	0	0	0	0	0
AM	8:30 AM	10	20	6	8	45	8	7	25	4	5	47	11	196	1	0	0	0	1
AM	8:45 AM	7	20	5	8	60	8	1	28	6	8	43	7	201	0	0	0	0	0
AM	VOLUMES	45	147	34	51	340	55	20	210	57	47	359	41	1,406	1	0	0	1	2
AM	APPROACH %	20%	65%	15%	11%	76%	12%	7%	73%	20%	11%	80%	9%						
AM	APP/DEPART	226	/	208	446	/	444	287	/	296	447	/	458	0					
AM	BEGIN PEAK HR		7:45 AM																
AM	VOLUMES	25	90	19	32	188	29	14	119	32	28	192	20	788					
AM	APPROACH %	19%	67%	14%	13%	76%	12%	8%	72%	19%	12%	80%	8%						
AM	PEAK HR FACTOR		0.931			0.929			0.825			0.870		0.925					
AM	APP/DEPART	134	/	124	249	/	248	165	/	171	240	/	245	0					
PM	4:00 PM	9	38	9	7	27	2	6	50	12	10	44	9	223	0	0	0	0	0
PM	4:15 PM	8	30	17	2	36	6	10	61	8	8	57	9	252	0	0	0	0	0
PM	4:30 PM	16	44	17	11	39	6	2	59	9	6	51	9	269	0	0	0	0	0
PM	4:45 PM	7	41	13	7	29	1	7	75	8	7	45	6	246	0	0	0	0	0
PM	5:00 PM	15	57	9	9	38	3	10	73	11	13	50	12	300	0	0	0	0	0
PM	5:15 PM	7	66	18	7	35	7	9	100	7	8	56	4	324	0	0	0	0	0
PM	5:30 PM	9	61	14	6	39	1	10	73	6	10	61	9	299	0	0	0	1	1
PM	5:45 PM	5	43	10	7	34	3	13	63	9	18	51	6	262	0	0	0	0	0
PM	VOLUMES	76	380	107	56	277	29	67	554	70	80	415	64	2,175	0	0	0	1	1
PM	APPROACH %	13%	67%	19%	15%	77%	8%	10%	80%	10%	14%	74%	11%						
PM	APP/DEPART	563	/	511	362	/	426	691	/	718	559	/	520	0					
PM	BEGIN PEAK HR		5:00 PM																
PM	VOLUMES	36	227	51	29	146	14	42	309	33	49	218	31	1,185					
PM	APPROACH %	11%	72%	16%	15%	77%	7%	11%	80%	9%	16%	73%	10%						
PM	PEAK HR FACTOR		0.863			0.945			0.828			0.931		0.914					
PM	APP/DEPART	314	/	300	189	/	227	384	/	390	298	/	268	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:45 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

AimTD LLC
TURNING MOVEMENT COUNTS





MINAGAR & ASSOCIATES, INC.

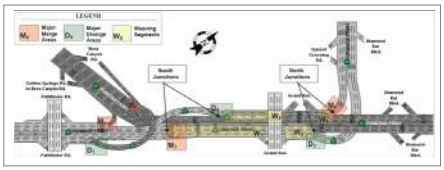
AGENDA ITEM NO. 4

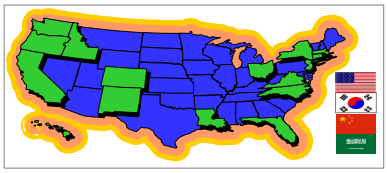
ITS - Traffic/Civil/Electrical Engineering - Transportation Planning - Homeland Security - OEM

2019	Winner of the Orange County Engineering Council's Outstanding Service Award
2016	Winner of the ASCE's Outstanding Civil Engineer in the Private Sector Award in the State of California
2016	Winner of the ASCE Los Angeles Section's Outstanding Civil Engineer in the Private Sector Award
2016	Winner of the ASCE Orange County Chapter's Outstanding Civil Engineer in the Private Sector Award
2016	Certificate of Recognition for Dedication to Support the ELTP Program by Los Angeles County MTA/Metro
2016	Winner of the Orange County Engineering Council's Outstanding Engineering Service Award
2015	Orange County Business Journal's 2015 Excellence in Entrepreneurship Award Nominee
2014	Orange County Business Journal's 2014 Excellence in Entrepreneurship Award Nominee
2012	Winner of Cal-EPA/California Air Resources Board's Cool California Climate Leader
2011	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles
2011	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles
2010	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles
2009	Winner of the ASCE's Outstanding Private Sector Civil Engineering Project in Metropolitan Los Angeles
2009	Winner of the Caltrans' 2009 Excellence in Transportation Award in the State of California
2007	Winner of the ASCE's Outstanding Public/Private Sector Civil Engineering Project in Metropolitan Los Angeles
2005	Winner of the APWA's Best Traffic Congestion Mitigation Project of the Year in Southern California
2004	Top Nominee of Transportation Foundation's Highway Management Program in the State of California
2003	Winner of the PTI's Best Transportation Technology Solutions Award in the United States
2002	Winner of the ITS-CA's Best Return on Investment Project Award in the State of California
2000	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles

Celebrating 27 Years of Planning & Engineering Excellence

- **Traffic Engineering**
- **Transportation Planning**
- **ITS (Intelligent Transportation Systems)**
- **Civil/Electrical Engineering**
- **Homeland Security**
- **Construction Engineering Management**





MINAGAR & ASSOCIATES, INC.
23282 Mill Creek Drive, Suite 120
Laguna Hills, CA 92653

Tel: (949)707-1199
Web: **www.minagarinc.com**

27 Years of Engineering & Planning Excellence

CITY of CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

June 12, 2020

Ms. Toni Merrihew
El Centro Corner Petroleum, LLC
42270 Spectrum Street
Indio, CA 92203

Dear: Ms. Merrihew,

Subject: SPR 2018-05A2
Proposed Site Access, Willow Avenue North of Alluvial Avenue

This is in response to your application to amend the approved site plan (SPR 2018-05A) to provide one additional access point on Willow Avenue. In developing the Willow Avenue plan line, the cities of Clovis and Fresno realized the importance of this corridor as a major mover of vehicular traffic. Therefore, in an effort to preserve the safety and efficiency of the corridor both agencies participated in developing an access plan that identified a limited number of specifically located access points that would provide for reasonable (not necessarily the most convenient) access to the properties along the corridor while minimizing the number of conflict/access points. As you know, the introduction of any access point on any thoroughfare creates new conflict points and adds incrementally to the congestion and overall safety of the corridor.

Along with this effort, both agencies agreed to do all within their power to abide by these agreed upon points of access, understanding that:

1. There would be pressure with each development proposal to introduce additional access points. Each developer or business owner desires to maximize driver options for entering his development. This is not always conducive to traffic safety and the efficient flow of adjacent traffic especially on a major route.

2. Incremental compromising of the access plan would lead to abandonment of the plan and would result in an unsatisfactory number of conflict points along this regionally important corridor, thereby degrading the desired safety and efficiency.

3. Changing the access plan would require a cooperative effort by both agencies and would require compelling justification.

We do understand that we couldn't possibly foresee exactly how the properties would be developed and there would need to be adjustments along the way provided that there is reasonably adequate justification. Adequate justification would consist of employing the principles listed above to minimize the number of access points by consolidating access locations to serve multiple properties, limiting the number of left turn points to 1 or 2, if possible, per ½ mile, and

making sure access points serve a substantial portion of the adjacent property or multiple properties. In evaluating any requests to change the access plan, the goal would be to not add to the number of access points.

We have reviewed the requested changes to your site and the specific request to add a new right-in, right-out access approximately 350' north of Alluvial that would provide a third access to the site. We also understand that traffic studies could likely be produced that would show a very small increment of delay or conflict would be introduced with the addition of the proposed access point. However, as suggested above, there is a small increment of detrimental effect added to the corridor with the introduction of each access point. While this may not seem significant, if we approve a number of these requests, each of which could likely also be justified by stating that there is not a significant effect at that specific location, the cumulative effect would be significant.

Emergency vehicle access to the site was reviewed with the original site plan review, including access to the housing parcel located adjacent to the east, and was found to be adequate for the development. While the added access point may provide some enhancement to the commercial site in an emergency situation by providing another circulation option, it is not necessary.

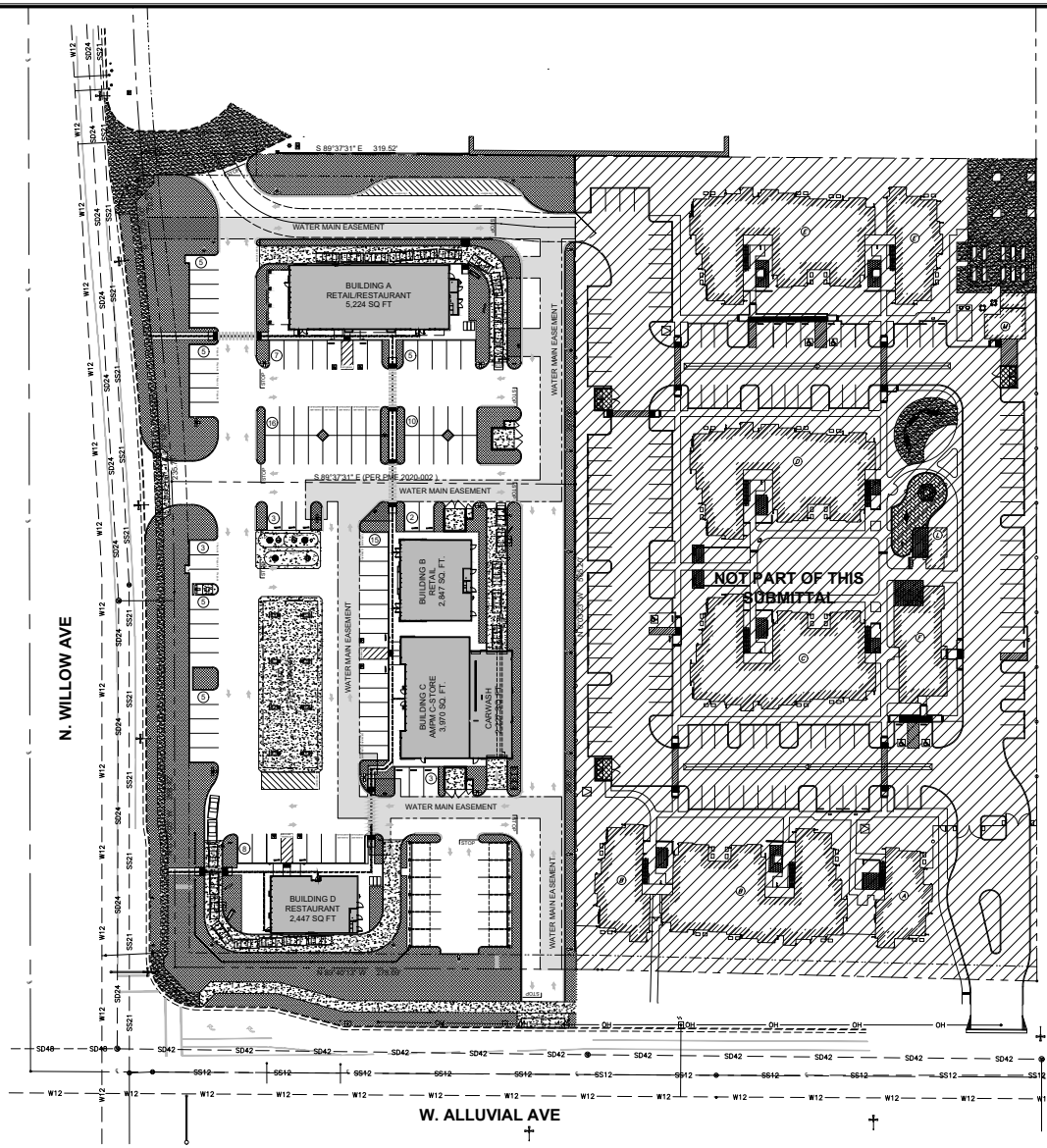
We still feel that there is not sufficient justification for the proposed added access based on the concepts stated above. Therefore, we cannot approve the requested amendment to the site plan. We believe that reasonable, though not necessarily the most convenient, access is available without the addition of another access point.

Sincerely,

Michael Harrison
City Engineer

C:\Users\mikeh\Documents\Willow access north of Alluvial.doc

AGENDA ITEM NO. 4



SCALE: 1" = 40.00'

SITE DATA

PROJECT DESCRIPTION:

ADDITION OF DRIVEWAY ENTRANCE OFF OF N. WILLOW AVENUE TO THE DEVELOPMENT

DEVELOPMENT SUMMARY:

RETAIL:	6,071 SQ. FT.
RESTAURANT:	4,447 SQ. FT.
CONVENIENCE STORE:	3,970 SQ. FT.
CARWASH:	2,227 SQ. FT.
FUEL CANOPY:	8 ISLANDS - 16 POSITIONS

PARKING ANALYSIS: (OFF STREET PARKING)

BUILDING AREA:	16,715 SQ. FT.
PARKING REQUIREMENTS:	5.4 STALLS / 1,000 SQ. FT.
PARKING REQUIRED:	91 SPACES
PARKING PROVIDED:	92 SPACES

ADA PARKING: (PER 2019 CBC 11B-208.2)

REQUIRED - 5 SPACES
PROVIDED - 8 SPACES

BICYCLE SPACES REQUIRED:
5% OF REQUIRED OFF STREET PARKING (5%)(91) = 5 SPACES
6 BICYCLE SPACES PROVIDED.

LOADING ZONES REQUIRED = 2
LOADING ZONES PROVIDED = 2

CALL UNDERGROUND SERVICE ALERT(U.S.A.)
TOLL FREE(800) 642-2444
48 HOURS
BEFORE EXCAVATING

ATTACHMENT 5

CHANDI GROUP USA

LICENSED ARCHITECT KIA Y. BOURNA C-38497 REN. 08/31/2021 STATE OF CALIFORNIA

REVISIONS		
NO.	DATE	INITIAL
△		
△		
△		
△		
△		
△		

APPROVALS	APPROVED (INITIAL)
DEVELOPMENT REVIEW	
CONSTRUCTION MANAGEMENT	
PLANNING	
BUILDING	N/A
FIRE	N/A
UTILITIES/STREETS	N/A
CAPITAL PROJECTS	N/A

CITY OF CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

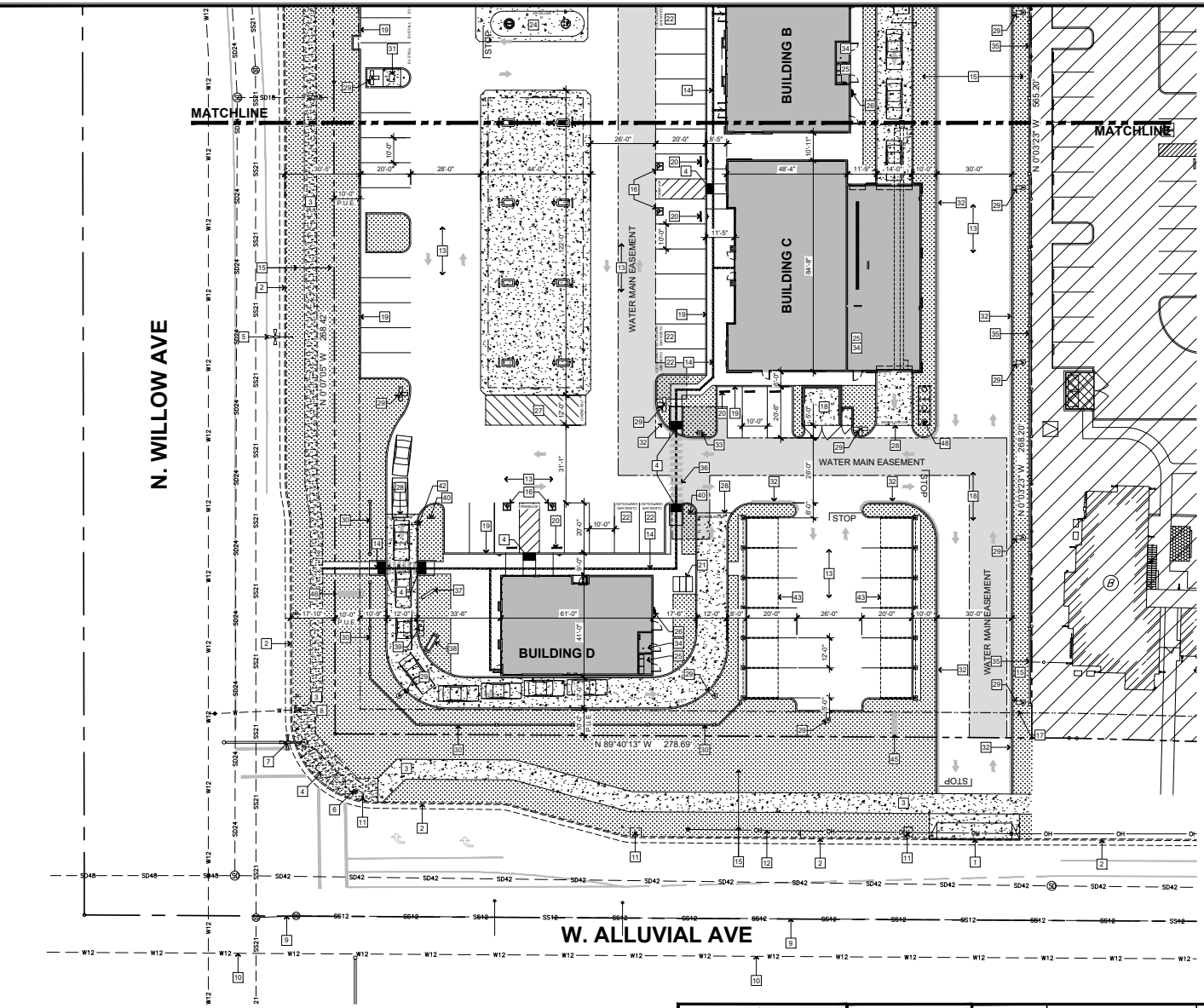
PROJECT TITLE: SPR2018-005A CLOVIS COMMERCIAL CENTER	PROJECT NO.: 2018-005A
SHEET DESCRIPTION: OVERALL SITE PLAN	SHEET NO.: SP1-0 25 OF 29

S:\00001 – ALL NEW & EXISTING PROJECT EXPENSES\141 – CLOVIS COMMERCIAL CENTER\01 – CUP DOCUMENTS\SITE PLAN REVIEW AMENDMENT SPR2018-05B PRELIMINARY\DRAWINGS\SPR2018-05B SITE PLANDWG

AGENDA ITEM NO. 4

SITE KEYNOTES

NO.	DESCRIPTION
1	EXISTING (E) DRIVE WAY APPROACH.
2	(E) CURB & GUTTER.
3	(E) SIDEWALK.
4	(E) CURBED RAMP.
5	(E) STREET LIGHTS.
6	(E) TRAFFIC SIGNAL.
7	(E) TRAFFIC SIGNAL WITH LIGHT.
8	(E) FIRE HYDRANT.
9	(E) SEWER LINES.
10	(E) WATER LINES.
11	(E) ELECTRICAL BOX.
12	(E) OVERHEAD POWER LINE TO BE UNDER GROUNDED.
13	(E) PARKING LOT PAVING.
14	(E) PEDESTRIAN PATH OF TRAVEL.
15	(E) LANDSCAPED AREA.
16	(E) ACCESSIBLE PARKING STALLS AND SIGNAGE.
17	(E) ACCESSIBLE ENTRANCE SIGN.
18	(E) TYPE IV TRASH ENCLOSURE.
19	(E) 6" HIGH CONCRETE CURB.
20	(E) CONCRETE WHEEL STOP.
21	(E) BIKE LOCKER.
22	(E) CLEAN AIR VEHICLE & VANPOOL PARKING.
23	(E) FUTURE EV CHARGING SPACE.
24	(E) UNDERGROUND FUEL TANKS.
25	(E) ELECTRICAL METER CENTER.
26	(E) GAS METERS.
27	(E) LOADING AND UNLOADING ZONE.
28	(E) CONCRETE PAVING AT DRIVE THRU LANE.
29	(E) PARKING LOT LIGHTS 20 FOOT TALL, SET BEHIND CURB MINIMUM OF 2'. NO LIGHT OR GLARE SHALL ILLUMINATE TO ADJACENT PARCELS.
30	(E) COMBINATION 3' HIGH DECORATIVE WALL AND LANDSCAPING TO SCREEN VEHICLE LIGHTS FROM STREET TRAFFIC.
31	(E) AIR AND WATER PUMP STATION.
32	(E) CURB TO BE PAINTED RED W/ SIGNAGE "NO PARKING, FIRE LANE" PER CLOVIS FIRE DEPARTMENT STANDARD # 1.1.
33	(E) COMMERCIAL FIRE HYDRANT.
34	(E) FIRE RISER ROOM/LOCATION.
35	(E) 6' HT. PERIMETER BLOCK WALL.
36	(E) ADA PATH STRIPING.
37	PREVIEW MENU BOARD FOR RESTAURANT.
38	MENU BOARD FOR RESTAURANT BY SIGNAGE VENDOR.
39	SPEAKER AND CANOPY FOR RESTAURANT BY SIGNAGE VENDOR. SEPARATE PERMIT REQUIRED.
40	DIRECTIONAL SIGNS FOR RESTAURANT BY SIGNAGE VENDOR. SEPARATE PERMIT REQUIRED.
41	PAY STATION AND CANOPY FOR CARWASH BY OTHERS.
42	CLEARANCE BAR BY OTHERS, UNDER SEPARATE PERMIT.
43	CARWASH VACUUM CANOPY. UNDER A SEPARATE PERMIT
44	CARWASH PREVIEW MENU BOARD BY OTHERS. UNDER A SEPARATE PERMIT
45	PROPOSED FUEL PRICE SIGN. SEPARATE PERMIT REQUIRED
46	PROPOSED MULTI TENANT MONUMENT SIGN. SEPARATE PERMIT REQUIRED.
47	DRIVEWAY APPROACH PER CITY OF CLOVIS PUBLIC WORKS STANDARDS.
48	(E) CARWASH CLARIFIER
49	(E) EMERGENCY ACCESS GATE
50	NEW 6" CONCRETE CURB.
51	(E) SIDEWALK TO BE REMOVED.
52	NEW CONCRETE SIDEWALK



CALL UNDERGROUND SERVICE ALERT(U.S.A.)
TOLL FREE(800) 642-2444
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BEFORE EXCAVATING

SCALE: 1" = 20.00'

CHANDI GROUP USA

LICENSED ARCHITECT KAY T. BOURNE C-38497 EXP. 05/31/2024 STATE OF CALIFORNIA

REVISIONS		
NO.	DATE	INITIAL
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APPROVALS	APPROVED (INITIAL)
DEVELOPMENT REVIEW	
CONSTRUCTION MANAGEMENT	
PLANNING	
BUILDING	N/A
FIRE	N/A
UTILITIES/STREETS	N/A
CAPITAL PROJECTS	N/A

CITY OF CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

PROJECT TITLE: SPR2018-005A CLOVIS COMMERCIAL CENTER

PROJECT NO.: 2018-005A

SHEET DESCRIPTION: SITE PLAN

SHEET NO.: SP1-1

26 OF 29

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AGENDA ITEM NO. 4

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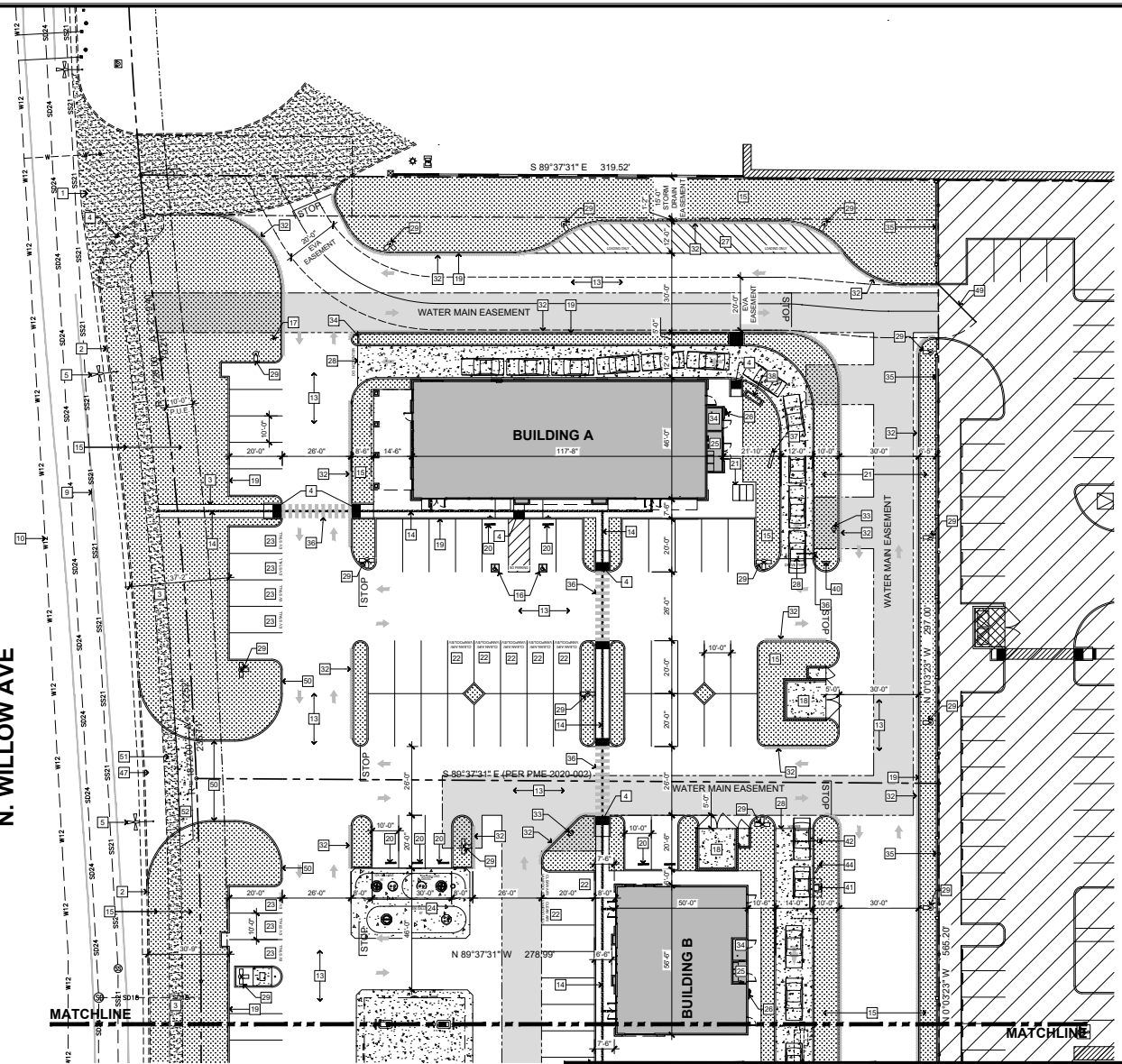

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LICENSED ARCHITECT ILYA V. BOURAK C-38497 REN. 08/31/2024 STATE OF CALIFORNIA

REVISIONS		
NO.	DATE	INITIAL

APPROVALS	APPROVED (INITIAL)
DEVELOPMENT REVIEW	
CONSTRUCTION MANAGEMENT	
PLANNING	
BUILDING	N/A
FIRE	N/A
UTILITIES/STREETS	N/A
CAPITAL PROJECTS	N/A

CITY OF CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

PROJECT TITLE: SPR2018-005A CLOVIS COMMERCIAL CENTER

PROJECT NO.: 2018-005A

SHEET DESCRIPTION: SITE PLAN

SHEET NO.: SP1-2 27 OF 29

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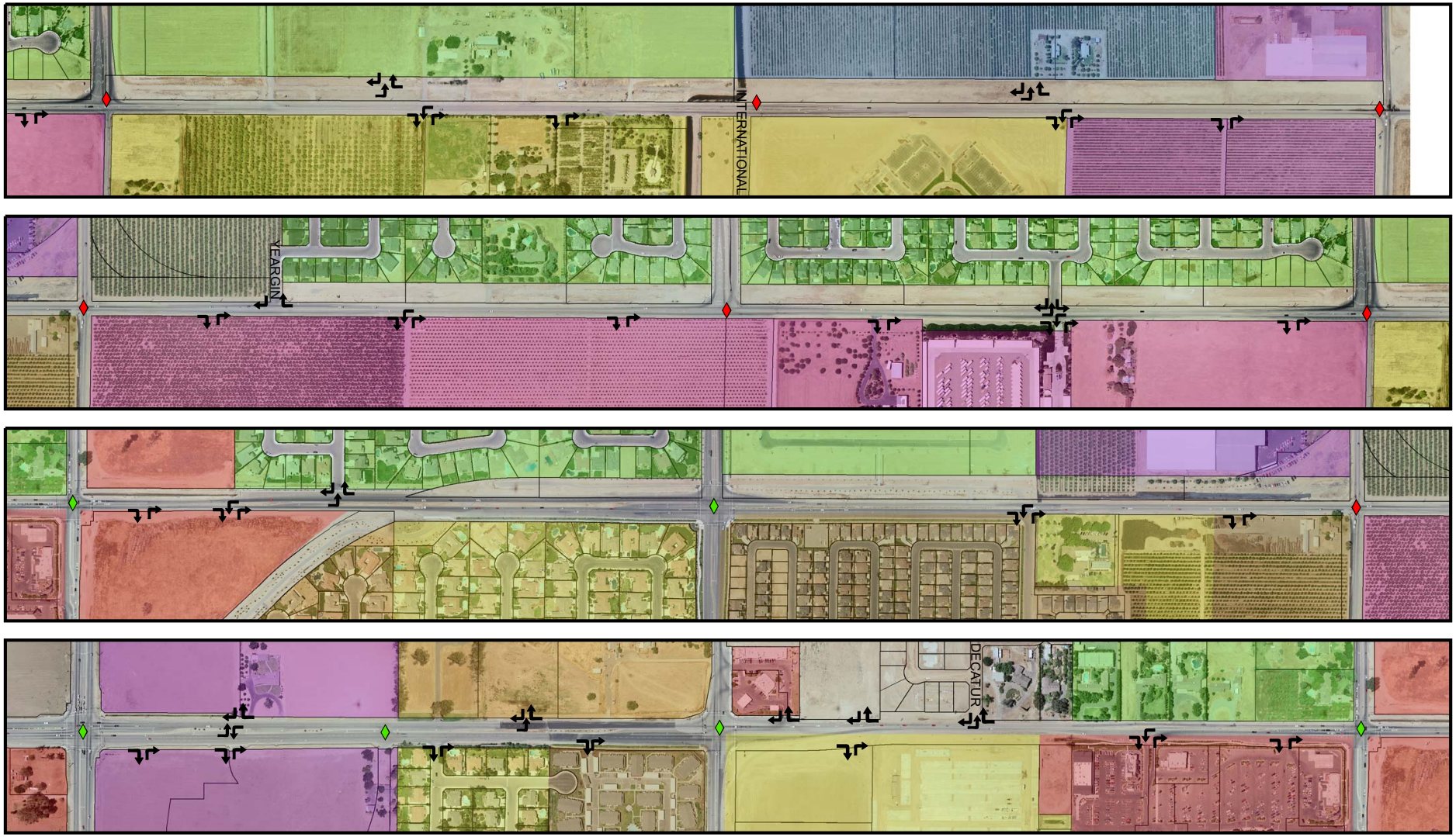

CITY OF CLOVIS LEGEND

COMMERCIAL
- COMMERCIAL
- INDUSTRIAL EMPLOYMENT CENTER
- MIXED USE

RESIDENTIAL
- LOW
- MEDIUM
- MEDIUM HIGH

- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

WILLOW AVENUE ACCESS PLAN

EXHIBIT A

N

1" = 400'

ATTACHMENT 6

CITY OF FRESNO LEGEND

COMMERCIAL
- COMMERCIAL
- BUSINESS PARK

RESIDENTIAL
- MEDIUM
- MEDIUM LOW

PUBLIC FACILITIES
- SCHOOL

REVISION 1
AUGUST 23, 2006

Conditions of Approval- SPR2018-005A2

PLANNING DIVISION COMMENTS
(Lily Cha, Assistant Planner – 559-324-2335)

1. The applicant shall work with City staff to reconfigure the site to minimize traffic conflicts generated from the proposed Willow Avenue access point. This may be accomplished by installing a deceleration lane on Willow Avenue, or by increasing the length of the driveway ("throat depth") at the entry so vehicles can travel at least 100' before running into cross traffic. Other engineering solutions may also be proposed by the applicant, subject to review and approval by the City Engineer.

2. All conditions of approval previously applied to the project through the approval of SPR 2018-005 and SPR 2018-005A shall continue to be applicable to the project, as excepted as modified by condition #1 above.