

REGULAR MEETING OF THE MADERA PLANNING COMMISSION

205 W. 4th Street, Madera, California 93637

NOTICE AND AGENDA

Tuesday, February 13, 2024
6:00 p.m.

Council Chambers
City Hall

The Council Chambers will be open to the public. This meeting will also be available for public viewing and participation through Zoom. Members of the public may comment on agenda items at the meeting or remotely through an electronic meeting via phone by dialing (669) 900-6833 enter ID: 89515038216# followed by *9 on your phone when prompted to signal you would like to speak, or by computer at <https://www.zoom.us/j/89515038216>. Comments will also be accepted via email at planningcommissionpubliccomment@madera.gov or by regular mail at 205 W. 4th Street, Madera, CA 93637.

CALL TO ORDER:

ROLL CALL:

Chairperson Robert Gran Jr.
Vice Chair Ramon Lopez-Maciel
Commissioner Rohi Zacharia
Commissioner Khubaib Sheikh
Commissioner Balwinder Singh
Commissioner Saim Mohammad
Commissioner Jose Eduardo Chavez

INTRODUCTION OF STAFF:

PLEDGE OF ALLEGIANCE:

APPROVAL OF MINUTES: None

PUBLIC COMMENT:

The first 15 minutes of the meeting are reserved for members of the public to address the Commission on items which are within the subject matter jurisdiction of the Commission. Speakers shall be limited to three minutes. Speakers will be asked, but are not required, to identify themselves and state the subject of their comments. If the subject is an item on the Agenda, the Chairperson has the option of asking the speaker to hold the comment until that item is called. Comments on items listed as a Public Hearing on

the Agenda should be held until the hearing is opened. The Commission is prohibited by law from taking any action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Commission does not respond to public comment at this time.

PUBLIC HEARINGS:

1. CUP 2023-10 & SPR 2023-28 – Pizza Factory

Subject: Consideration of an application for a Conditional Use Permit (CUP 2023-10) and Site Plan Review (SPR 2023-28) to obtain a California Department of Alcoholic Beverage Control (ABC) Type 41 License (On-Sale Beer & Wine – Eating Place). The site is located within the Madera Marketplace Shopping Center, generally located on the northeast corner of the intersection of West Cleveland and North Schnoor Avenues, at 2073 West Cleveland Avenue.

Recommendation:

Conduct a public hearing and adopt:

- a. A Resolution of the Planning Commission of the City of Madera adopting a determination of Categorical Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities) for the project and approving Conditional Use Permit 2023-10 and Site Plan Review 2023-28, subject to the findings and conditions of approval.

2. VAR 2023-02 & TPM 2021-02

Subject: Consideration of a waiver of utility undergrounding requirements and an appeal of the conditions of approval for a Variance (VAR 2023-02) and Tentative Parcel Map (TPM 2021-02) pertaining to \pm 0.30 acres of property located on the easterly corner of the intersection of Vineyard Avenue and Clinton Street, at 405 Vineyard Avenue.

Recommendation:

Conduct the public hearing and adopt:

- a. A Resolution of the Planning Commission of the City of Madera granting a waiver of utility undergrounding requirements in accordance with City Municipal Code (CMC) § 10-2.702.5(A) and subject to the required findings; and, approving certain revisions to the conditions of approval for Variance (VAR 2023-02) and Tentative Parcel Map (TPM 2021-02) in response to the applicant's appeal.

3. REZ 2023-03 – South I St. Professional Offices

Subject: Consideration of an application for a Rezone (REZ 2023-03) proposing to rezone a 0.23-acre site located on the northeasterly side of South I Street between West Yosemite Avenue and West 6th Street, at 119 South I Street, from the R3 (Residential, One unit per 1,800 sq. ft.) zone district to the C1 (Light Commercial) zone district to facilitate development of the site for professional and business offices uses in accordance with Site Plan Review 2023-18.

Recommendation:

Conduct the public hearing and adopt:

- a. A Resolution of the Planning Commission of the City of Madera recommending the Council of the City of Madera adopt Determinations of Categorical Exemptions

pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15303/Class 3 (New Construction or Conversions of Small Structures) and 15332/Class 32 (In-Fill Development Projects) and approve Rezone Application No. REZ 2023-03.

4. TSM 2022-01 & TSM 2023-02 - Carmel II and Carmel IV

Subject: Consideration of an application for two Tentative Subdivision Maps (TSM 2022-01/Carmel II and TSM 2023-02/Carmel IV) pertaining to ±57.53 acres of property located on the southwest corner of the intersection of West Pecan Avenue and Stadium Road (Rd 26½). The two maps will subdivide two parcels for purposes of creating a combined 317-lot single family residential planned development (104-lot Carmel II & 213-lot Carmel IV).

Recommendation:

Conduct a public hearing and adopt:

- a. A Resolution of the Planning Commission of the City of Madera adopting the Mitigated Negative Declaration (SCH No. 2023120574) and the Mitigation Monitoring and Reporting Program prepared for the project and approving Tentative Subdivision Map 2022-01 and Tentative Subdivision Map 2023.02, subject to the findings and conditions of approval.

5. CUP 2021-12, CUP 2021-13 & SPR 2021-25 – Airport Chevron

Subject: Consideration of applications for Conditional Use Permits (CUP's 2021-12 & 13) and Site Plan Review (SPR 2021-25) requesting authorization for the development of a 24-hour highway travel center composed of a 2,992 sq. ft. convenience store and a 2,000 sq. ft. fast food restaurant with a drive-through, an automobile service station and canopy (6 pump islands and 12 fueling positions) and associated improvements on ± 1.14 acres of property located on the southwest corner of the intersection of Avenue 17 and Airport Drive. CUP 2021-12 and CUP 2021-13 request authorization to allow for the sale of tobacco products and to obtain a California Department of Alcoholic Beverage Control (ABC) Type 20 license for Off-Sale Beer & Wine in conjunction with the convenience store and for consumption off premises.

Recommendation:

Conduct the public hearing and adopt:

- a. A Resolution of the Planning Commission of the City of Madera adopting Negative Declaration (SCH No. 2024010279) for the project and approving Conditional Use Permits 2021-12, 2021-13 and Site Plan Review 2021-25, subject to the findings and conditions of approval.

6. TPM 2020-01 EXT, PPL 2020-03 EXT and VAR 2020-02 EXT – Grove Garden Apartments

(This item is being continued to the March 12, 2024 Planning Commission Meeting)

Subject: Consideration of a Discretionary Extension Request for Tentative Parcel Map No. 2020-01, Precise Plan No. PPL 2020-03, and Variance Application No. VAR 2020-02 for the Grove Gardens Apartment Project Located on the Southeast Corner of Maple and Noble Streets. (Extension No. 1)

7. GPA 2022-08, SPA 2022-04 & REZ 2022-09

(This item is being continued to the March 12, 2024 Planning Commission Meeting)

Subject: Consideration of an application for a General Plan Amendment (GPA 2022-08), Specific Plan Amendment (SPA 2022-01) and Rezone (REZ 2022-09) pertaining to ±2.3 acres of property located on the westerly corner of the intersection of North Schnoor Avenue and Foxglove Way.

ADMINISTRATIVE REPORTS:

COMMISSIONER REPORTS:

ADJOURNMENT:

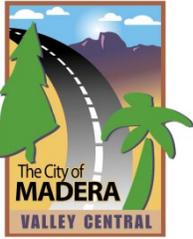
- The meeting room is accessible to the physically disabled. Requests for accommodations for persons with disabilities such as signing services, assistive listening devices, or alternative format agendas and reports needed to assist participation in this public meeting may be made by calling the Planning Department's Office at (559) 661-5430 or emailing planninginfo@madera.gov. Those who are hearing impaired may call 711 or 1-800-735-2929 for TTY Relay Service. Requests should be made as soon as practicable as additional time may be required for the City to arrange or provide the requested accommodation. Requests may also be delivered/mailed to: City of Madera, Attn: Planning Department, 205 W. 4th Street, Madera, CA 93637. At least seventy-two (72) hours' notice prior to the meeting is requested but not required. When making a request, please provide sufficient detail that the City may evaluate the nature of the request and available accommodations to support meeting participation. Please also provide appropriate contact information should the City need to engage in an interactive discussion regarding the requested accommodation.
- The services of a translator can be made available. Please contact the Planning Department at (559) 661-5430 or emailing planninginfo@madera.gov to request translation services for this meeting. Those who are hearing impaired may call 711 or 1-800-735-2929 for TTY Relay Service. Requests should be submitted in advance of the meeting to allow the City sufficient time to provide or arrange for the requested services. At least seventy-two (72) hours' notice prior to the meeting is requested but not required.

Any writing related to an agenda item for the open session of this meeting distributed to the Planning Commission less than 72 hours before this meeting is available for inspection at the City of Madera – Planning Department, 205 W. 4th Street, Madera, CA 93637 during normal business hours.

Pursuant to Section 65009 of the Government Code of the State of California, notice is hereby given that if any of the foregoing projects or matters is challenged in Court, such challenge may be limited to only those issues raised at the public hearing, or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

All Planning Commission actions may be appealed to the City Council. The time in which an applicant may appeal a Planning Commission action varies from 10 to 30 days depending on the type of project. The appeal period begins the day after the Planning Commission public hearing. There is NO EXTENSION for an appeal period.

If you have any questions or comments regarding this hearing notice, you may call the Planning Department at (559) 661-5430. Si usted tiene preguntas, comentarios o necesita ayuda con interpretación, favor de llamar el Departamento de Planeamiento por lo menos 72 horas antes de esta junta (559) 661-5430.



REPORT TO THE PLANNING COMMISSION

Prepared by: Robert Smith, Senior Planner

Meeting of: February 13, 2024

Agenda Number: 1

SUBJECT:

Consideration of Conditional Use Permit 2023-10 and Site Plan Review 2023-28 for the Pizza Factory in the Madera Marketplace Shopping Center, generally located on the northeast corner of the intersection of West Cleveland and North Schnoor Avenues (2073 West Cleveland Avenue).

RECOMMENDATION:

Conduct a public hearing and adopt:

1. A Resolution adopting a determination of Categorical Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities) for the project and approving Conditional Use Permit 2023-10 and Site Plan Review 2023-28, subject to the findings and conditions of approval.

SUMMARY:

The applicant, Valley Diners LLC, has filed Conditional Use Permit 2023-10 and Site Plan Review 2023-28 for the Pizza Factory, in the Madera Marketplace Shopping Center generally located on the northeast corner of the intersection of West Cleveland and North Schnoor Avenues, at 2073 West Cleveland Avenue.

The applicant has filed the applications for a use permit (CUP 2023-10) and site plan review (SPR 2023-28) to allow for the sale of beer and wine for on-site consumption as part of the Pizza Factory restaurant, a counter-serve restaurant and to affirm the restaurant as a business at its present location. The proposed application requests do not include any proposed physical changes to the subject property. Any future site modifications would be subject to additional site plan review.

The site is zoned C1 (Light commercial) Zone District and is designated for Commercial land uses by the Madera General Plan.

Table 1 below provides a brief overview of the entitlement request, project applicant, project location and site characteristics.

Table 1: Project Overview	
<i>Project Number:</i>	CUP 2023-10 & SPR 2023-28
<i>Applicant:</i>	Valley Diners LLC
<i>Property Owner:</i>	Rhino Holdings Madera Marketplace LLC.
<i>Location:</i>	2073 West Cleveland Avenue
<i>Project Area:</i>	Approximately 1,500 sf, Suite A
<i>Land Use:</i>	C (Commercial)
<i>Zoning District:</i>	C1 (Light Commercial)
<i>Site Characteristics</i>	The site is within the Madera Marketplace Shopping Center, and existing commercial center with a variety of existing, active commercial uses.

BACKGROUND:

The commercial building where the 1,500 square foot (sf) restaurant is located has been utilized as a restaurant for an extended period of time. In more, recent times, the building was occupied by Pizza Twist for several years. The prior restaurants that occupied the building did not have an ABC liquor license to sell or consume alcohol. The new applicant desires to serve beer and wine beverages as part of its operations. Similar to the prior restaurant occupying the site, Pizza Factory is also an over-the-counter restaurant for both on- and off-site dining. As with the previous restaurants, on-site dining is composed of indoor seating.

The site’s General Plan Land Use designation is C (Commercial). This land use designation is appropriate for the development of commercial uses. The site’s C1 (Light Commercial) zoning district allows for retail uses including restaurants. Sale and consumption of alcohol in a C1 zone district is allowed only with the approval of a conditional use permit.

ANALYSIS:

Alcohol Beverage Control License Type 41

ABC administers and issues licenses that allow establishments to serve alcohol. The applicant wishes to serve beer and wine for on-site consumption as part of the operation of a restaurant and has applied for this use permit to allow for the issuance of an ABC Type 41 alcohol license – On-Sale Beer and Wine for Bona Fide Public Eating Place. The applicant must operate and maintain the licensed premises as a bon fide eating place with suitable kitchen facilities and must make actual and substantial sales of meals for consumption on the premises.

Public Convenience or Necessity for Issuance of Alcohol Licenses

The project site is in Census Tract 8.02 which is an area of overconcentration for ABC licenses for both the on- and off-site sale and consumption of alcoholic beverages. Currently there are 15 on-sale licenses in Census Tract 8.02. Ideally, there should be only three (3) on-sale licenses issued in Census Tract 8.02. Thus, Tract 8.02 is an over-concentrated area of ABC licenses. Over-concentration in a downtown area is typical due to a high concentration of businesses and a low number of residences.

Historically, the Police Department (PD) has opposed any request for the issuance of an alcohol license in Census Tract 8. Census Tract 8 previously represented the combined area of what is now Census Tracts 8.01 and 8.02. The contention behind the opposition is that the Downtown District has an overconcentration of alcohol licenses that has caused a public nuisance to the City's welfare and safety in that area. This matter was brought to City Council in an administrative report during the April 20, 2011, Council hearing with request from staff for direction regarding businesses who wish to obtain an ABC license in an overconcentrated census tract. The Council came to a unanimous decision that provided staff with direction to review each conditional use permit for the sale and/or consumption of alcoholic beverages within areas of overconcentration on an individual case by case basis and weigh each application on its own merits.

In the case for this conditional use permit, PD has not raised an objection, as proposed, does not raise any serious concerns that would merit a denial. They have stated that they have not received calls or complaints about this or past business at this location that would exacerbate any existing or future public nuisances should the use permit be approved. PD did not provide conditions that would limit the hours of operations. Staff, however, have identified conditions prohibiting off-site alcohol sales. Allowance to operate as a bar, club, liquor store, or similar use is strictly prohibited. The previously housed restaurant has proven to be able to operate in a manner that is not detrimental to the welfare and well-being of the surrounding uses and the City at large.

Use Permit

City Municipal Code (CMC) Section 10.3.405 requires a use permit for all establishments that wish to serve alcohol. The use permit would authorize the ability to serve alcohol within the confinement of the restaurant. It would not authorize the ability to serve alcohol on the establishment's existing outdoor patio or any other area outside the building.

Site Plan Review

While the applicant is not requesting any interior or exterior structural changes at this time, there is no evidence in the City records of an approved site plan review applicable to the project or that of previous businesses that have occupied the site.

Pursuant to Section 10.3.4.0102 of the CMC, a site plan review is required for all projects which require a use permit, including a change in use where no on-site construction is proposed. Site Plan Review affirms internal arrangement of the restaurant, the site's layout and where alcohol may be served and consumed. Staff has identified conditions limiting the sale of alcoholic beverages to the restaurant's existing order and serve and the consumption of alcoholic beverages to the restaurant's existing indoor dining area. The conditions prohibit the sale and consumption of alcoholic beverages outside the restaurant building. No alcoholic beverages are allowed on the patio or parking area. Other SPR considerations are limited in consideration as no exterior alterations are proposed and there is adequate on-site parking that exceeds the needs for this proposal.

General Plan Conformance

This conditional use permit and site plan review supports goals and policies established in the General Plan. In allowing this establishment to expand its business to include on-site alcohol consumption supports Vision Madera 2025 and encourages “economic opportunities and underscores the need to attract commercial and retail businesses and to encourage residents to buy locally” (General Plan, p. 1-2. The use permit also supports goals and policies outlined in the General Plan’s Sustainability Element:

- Goal SUS-1 – Establish and maintain a diverse and sustainable local economy.
- Policy SUS-11 – The City seeks to allow abundant commercial opportunities and the development of a strong local workforce. The City recognizes the interrelated nature of economic development among the various cultural, social, and economic segments of the community, and will work with local entrepreneurs to develop cooperative programs that increase and enhance opportunities for businesses growth within the City.

ENVIRONMENTAL REVIEW:

Staff performed a preliminary environmental assessment and determined that the project is exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines because the project would result in the licensing of a use within an existing structure and would not result in any potential environmental impacts under CEQA. Further, none of the exceptions under Section 15300.2 of the CEQA Guidelines are applicable to this project.

PLANNING COMMISSION ACTION:

The Planning Commission (Commission) will be acting on CUP 2023-10 and SPR 2023-28. Staff recommends that the Commission:

1. Move to adopt a Resolution of the Planning Commission adopting a Finding of Categorical Exemption from CEQA pursuant to CEQA Guidelines Section 15301 (Existing Facilities) for the project and approving Conditional Use Permit 2023-10 and Site Plan Review 2023-28, based on and subject to the findings and conditions of approval.

ALTERNATIVES:

As an alternative, the Commission may elect to:

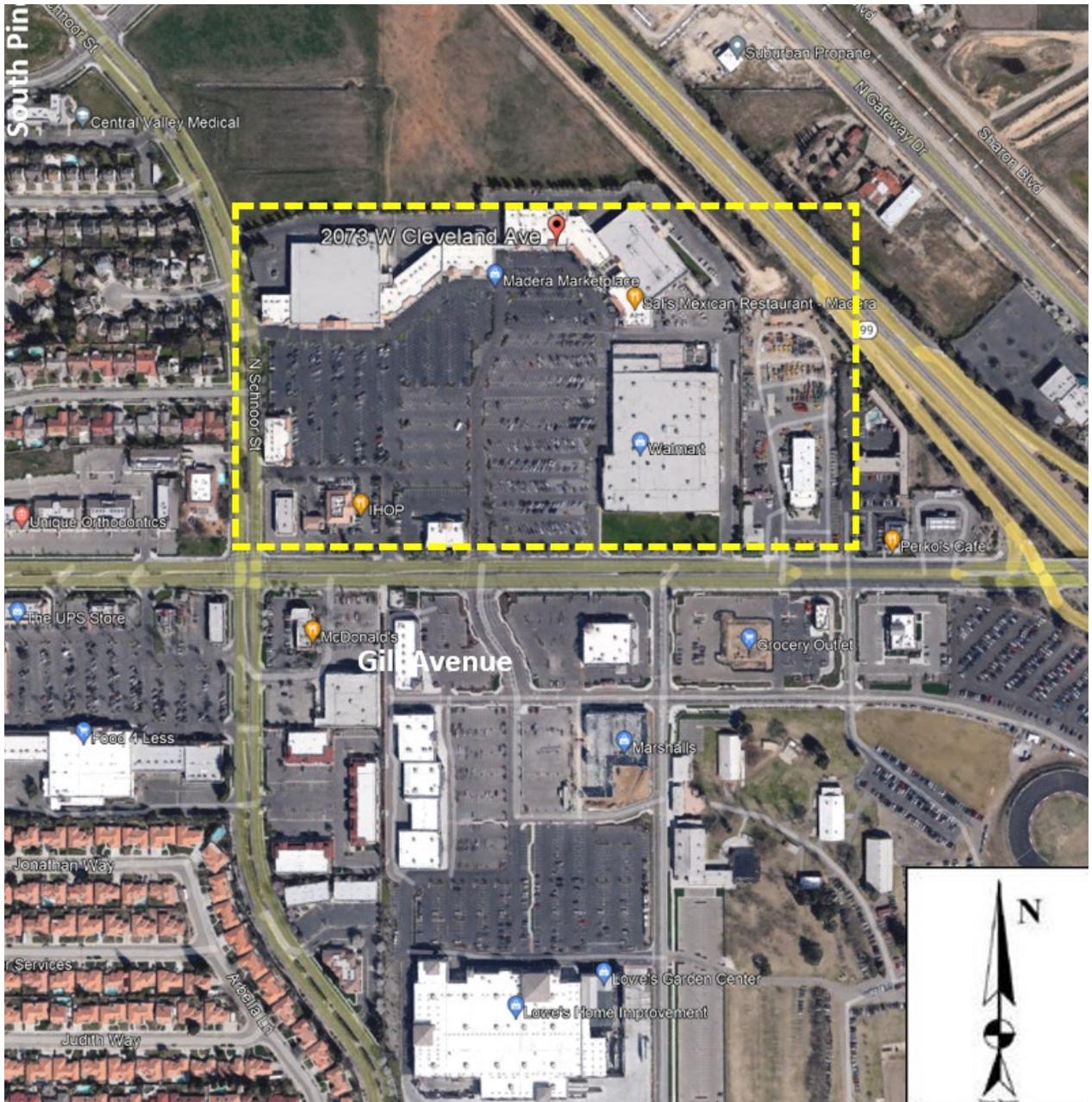
1. Move to refer the item back to staff and/or continue the public hearing to a future Commission meeting at a date certain with direction to staff to return with an updated staff report and/or resolution(s): (Commission to specify date and reasons for continuance).
2. Move to deny one more request based on specified findings: (Commission to articulate reasons for denial).
3. Provide staff with other alternative directives.

ATTACHMENTS:

1. Vicinity Map
2. Floor Plan
3. General Plan Land Use Map
4. Existing Zoning Map
5. Planning Commission Resolution
 Exhibit "A": Conditions of Approval

ATTACHMENT 1

Vicinity Map

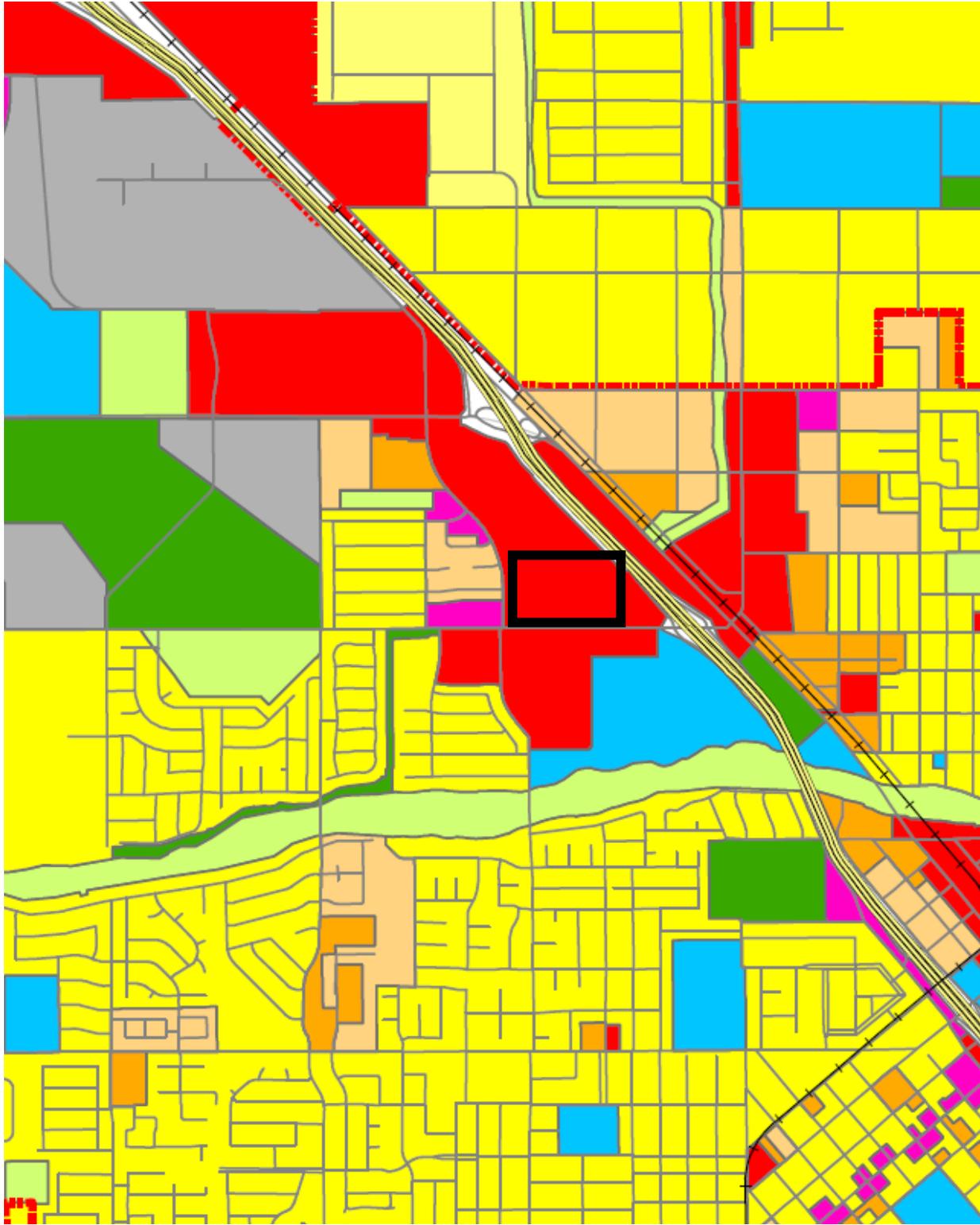


ATTACHMENT 2

Proposed Plan

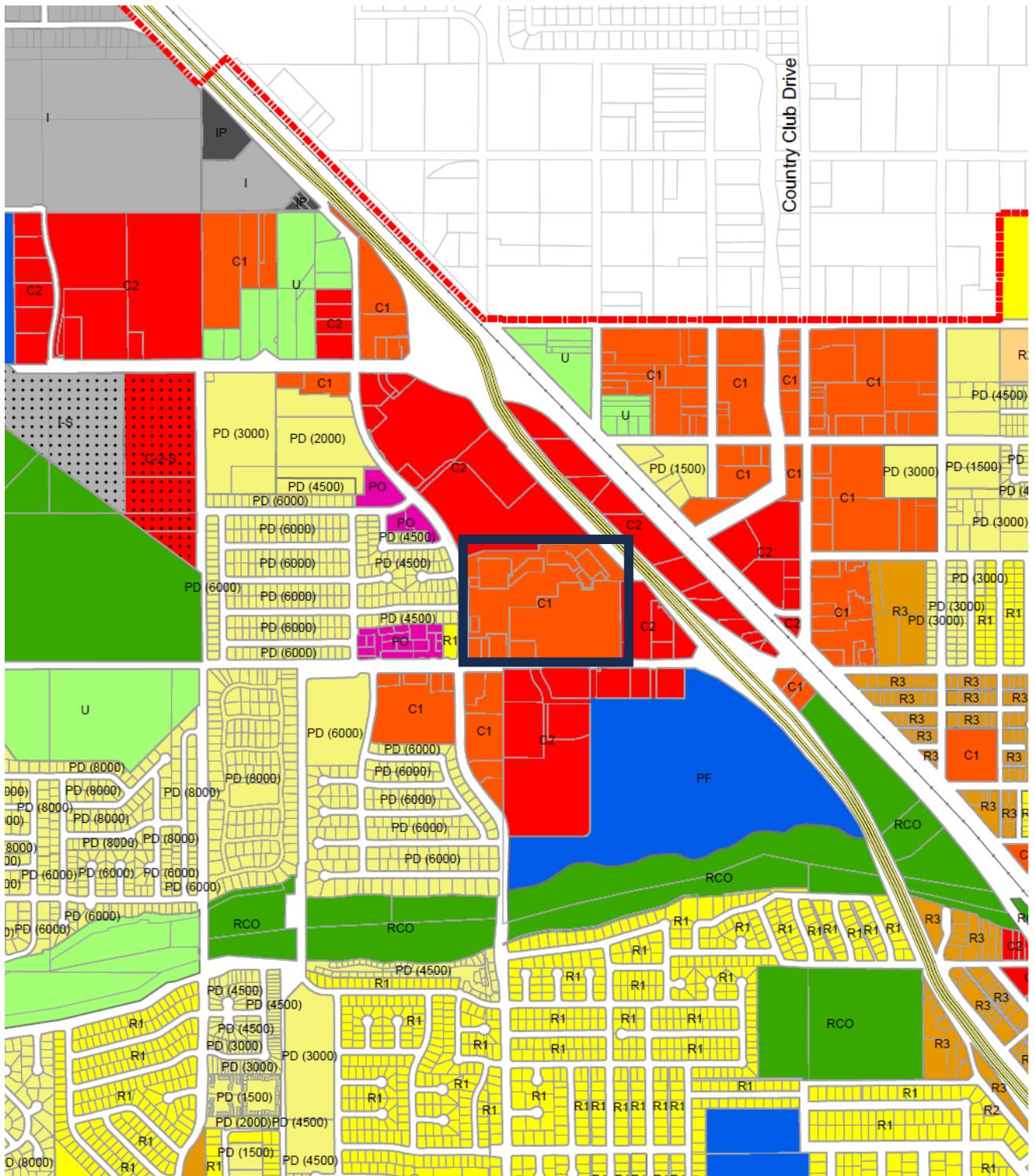
ATTACHMENT 3

City of Madera General Plan Land Use Map



ATTACHMENT 4

City of Madera Zoning Map



ATTACHMENT 5

**Planning Commission
Resolution**

RESOLUTION NO. 1977

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
ADOPTING A DETERMINATION OF CATEGORICAL EXEMPTION
PURSUANT TO CEQA GUIDELINES SECTION 15301 (EXISTING FACILITIES),
AND APPROVING CONDITIONAL USE PERMIT NO. 2023-10 AND
SITE PLAN REVIEW NO. 2023-28**

WHEREAS, Rhino Holdings Madera Marketplace LLC. (“Owner”) owns the property at 2073 West Cleveland Avenue, Madera CA. 93637 (“site”); and

WHEREAS, the site is an existing commercial building containing and surrounded by commercial uses; and

WHEREAS, Valley Diners LLC (“Applicant”) proposes to continue operation of an existing restaurant with the addition of on-sale beer and wine.

WHEREAS, the Applicant’s proposal is subject to a conditional use permit (CUP) for on-sale beer and wine pursuant to the development standards in the C-1 (Light Commercial) zone district; and

WHEREAS, on-site alcohol sales and consumption shall be limited to the restaurant’s indoor dining area; and

WHEREAS, operations proposed in accordance with CUP 2023-10 and SPR 2023-28 have been determined to be able to occur on the site in a manner that is not detrimental to the welfare and well-being of the surrounding uses and the City at large; and

WHEREAS, on February 13, 2024, Madera Planning Commission considered Conditional Use Permit 2023-10 and Site Plan Review No. 2023-28; and

WHEREAS, a Categorical Exemption under the California Environmental Quality Act (CEQA) guidelines, Section 15301 (Existing Facilities) has been prepared for the proposed project in accordance with CEQA, Public Resources Code Section 21000 et. Seq.; and

WHEREAS, under the City’s Municipal Code, the Planning Commission is authorized to review and approve conditional use permits, site plan reviews and environmental assessments for associated projects on behalf of the City; and

WHEREAS, the City provided notice of the Planning Commission hearing as required by law; and

WHEREAS, the Planning Commission received and reviewed CUP 2023-10 and SPR 2023-28 at a duly noticed meeting on February 13, 2024; and

WHEREAS, a public hearing was held, the public was provided an opportunity to comment, and evidence, both written and oral, was considered by the Planning Commission; and

WHEREAS, the Planning Commission now desires to adopt a Categorical Exemption for the project pursuant to CEQA and approve CUP 2023-10 and SPR 2023-28.

NOW THEREFORE, be it resolved by the Planning Commission of the City of Madera as follows:

1. Recitals: The above recitals are true and correct and are incorporated herein.
2. CEQA: A preliminary environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Planning Commission determines that the project is exempt under Section 15301/Class I (Existing Facilities) of the State CEQA Guidelines because the project is operational only with respect to an existing use, within an existing building on an existing lot with existing services and utilities, and any modifications to the structure will only be minor interior changes involving negligible or no expansion of use. The proposed project is consistent with applicable general plan designations and policies and is served by all required services and utilities. Further, none of the exceptions under Section 15300.2 of the CEQA Guidelines are applicable to this project and the project does not present any unusual circumstances.
3. Findings to Approve CUP 2023-10: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support the approval of the use permit and site plan, as conditioned. The Planning Commission further approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:

Finding a: The proposal is consistent with the General Plan, operative plans and Zoning Ordinance.

The General Plan designates the subject site for commercial uses and the site is zoned C1 (Light Commercial), which is consistent with the Commercial land use category pursuant to Table LU-A: General Plan/Zoning Consistency of the Madera General Plan.

Finding b: The proposed use will be compatible with the surrounding properties.

The project site is a large integrated commercial/retail center suited for commercial uses. The proposal is for an existing building zoned commercial and is surrounded by like uses to the north, east, and south of the property. As conditioned, the use will be compatible with surrounding properties and is consistent with applicable requirements regulating such use.

Finding c: The establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or general welfare of the city.

The proposed use will not result in a detriment to the health, safety, peace, morals, comfort, or general welfare of persons or property in the surrounding area. The operations of this proposal have been conditioned by staff. The general welfare and safety of the surrounding uses and the City at large are not negatively impacted.

4. Findings to Approve SPR 2023-28: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support the approval of the Site Plan Review, as conditioned. With conditions, the project is consistent with the requirements of the Municipal Code, including Section 10-3.4.0106. The Planning Commission further approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:

Finding a: The proposal is consistent with the General Plan, operative plans and Zoning Ordinance.

In allowing this establishment to expand their business to include alcohol sales, these entitlements support Vision Madera 2025 and encourage, “economic opportunities and underscores the need to attract commercial and retail businesses and to encourage residents to buy locally” (City of Madera General Plan, p. 1-2).

Finding b: The proposed project includes facilities and improvements; vehicular and pedestrian ingress, egress, and internal circulation; and location of structures, services, walls, landscaping, and drainage that are so arranged that traffic congestion is avoided, pedestrian and vehicular safety and welfare are protected, there will be no adverse effects on surrounding property, light is deflected away from adjoining properties and public streets, and environmental impacts are reduced to acceptable levels.

The project has been reviewed and is consistent with the surrounding uses and with all applicable requirements for development in a C1 – Light Commercial zone district. There are no public right improvements required and on-site utilities are consistent with City standards. Review of the site determined that the project would not result in a significant generation of noise, light, and traffic.

Finding c: The proposed project is consistent with established legislative policies relating to traffic safety, street dedications, street improvements, and environmental quality.

The Site Plan Review will not have a significant impact on traffic or the environment. With the conditions imposed, the project will not be detrimental or injurious to property and improvements in the neighborhood or general welfare of the City.

5. Approval of CUP 2023-10 and SPR 2023-28: Given that all findings can be made, the Planning Commission hereby approves the use permit and site plan review as conditioned and set forth in the Conditions of Approval attached as Exhibit "A".
6. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 13th day of February 2024, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Will Tackett
Community Development Director

Exhibit "A": Conditions of Approval for CUP 2023-10 and SPR 2023-28

EXHIBIT "A"
CUP 2023-10 AND SPR 2023-28
(PIZZA FACTORY RESTAURANT)
CONDITIONS OF APPROVAL
February 13, 2024

Notice to Applicant

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within ninety (90) calendar days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

This project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies; those determined through site plan review, and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community; and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Approval of this permit shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development.

Approval of this permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this permit, the zoning ordinance, and all City standards and specifications. This permit is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of this permit. Unless the conditions of approval specifically require operation inconsistent with the application, a new or revised permit is required if the operation of this establishment changes or becomes inconsistent with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the permit or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this permit or subsequent amendments or revisions. These conditions are conditions imposed solely upon the permit as delineated herein

and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval for the use permit will ultimately be deemed mandatory unless appealed by the applicant to City Council within fifteen (15) days after the decision of the Planning Commission, and all discretionary conditions of approval for the site plan review will ultimately be deemed mandatory unless appealed by the applicant to the City Council within ten (10) days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

These conditions are applicable to any person or entity making use of this permit, and references to "developer" or "applicant" herein also include any applicant, property owner, owner, successors-in-interest, lessee, operator, or any other person or entity making use of this permit. Furthermore, "project site" refers to the portions of 2073 West Cleveland Avenue that are subject to CUP 2023-10 & SPR 2023-28.

CUP 2023-10 is subject to Conditions of Approval Nos. 1 through 7, and 13 through 20.

SPR 2023-28 is subject to Conditions of Approval Nos. 1 through 6, 8 through 12, and 21 through 37.

Conditions of Approval

General

1. Project approval is conditioned upon acceptance of the conditions of approval contained herein, as evidenced by receipt in the Planning Department of the applicant's signature upon an Acknowledgement and Acceptance of Conditions within thirty days of the date approved for this use permit.
2. The applicant's failure to utilize this use permit within one year following the date of this approval shall render the conditional use permit null and void unless a written request has been submitted to and approved by the Planning Commission

3. The use permit may be null and void without any additional public notice or hearing at any time by the owners of the property voluntarily submitting to the City a written request has been submitted to and approved by the Planning Commission.
4. The applicant shall submit to the City of Madera Planning Department a check in the amount necessary to file a Notice of Exemption at the Madera County Clerk. This amount shall equal the Madera County filing fee in effect at the time of filing. **Such check shall be made payable to the Madera County Clerk and submitted to the City of Madera Planning Department no later than three (3) days following action on CUP 2023-10 & SPR 2023-28.**
5. It shall be the responsibility of the property owner, operator, and/or management to ensure that any required permits, inspections, and approvals from any regulatory agency be obtained from the applicable agency prior to issuance of a building permit and/or the issuance of a certificate of completion, as determined appropriate by the City of Madera Planning Department.
6. Approval of this conditional use permit and site plan review are for the benefit of the applicant. The submittal of applications by the applicant for this project was a voluntary act on the part of the applicant not required by the City. Therefore, as a condition of approval of this project, the applicant agrees to defend, indemnify, and hold harmless the City of Madera and its agents, officers, consultants, independent contractors, and employees ("City") from any and all claims, actions, or proceedings against the City to attack, set aside, void, or annul an approval by the City concerning the project, including any challenges to associated environmental review, and for any and all costs, attorneys fees, and damages arising therefrom (collectively "claim").

The City shall promptly notify the applicant of any claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

Nothing in this condition shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant shall be responsible for City's attorneys' fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Should the City decide to independently defend any claim, the applicant shall not be required to pay or perform any settlement arising from any such claim unless the applicant approves the settlement.

7. CUP 2023-10 shall expire 12 months from date of issuance, unless positive action to utilize the CUP or a written request for extension has been submitted to the Planning Commission before the expiration of the CUP (CMC Section 10-3.1311, Termination and Revocation).

8. SPR 2023-28 shall expire one year from date of issuance unless positive action is taken on the project as provided in the City Municipal Code (CMC) or required action is taken to extend the approval prior to the expiration date (CMC Section 10-3.4.0114, Lapse of Site Plan Approval).

Planning Department

9. Vandalism and graffiti shall be corrected per the Municipal Code.
10. Business hours shall be limited to between 8:00am and 10:00pm daily.
11. The property owner, operator, and/or manager shall operate the site in a manner that does not generate noise, odor, blight, or vibration that adversely affects adjacent properties.
12. The project site shall be subject to periodic reviews and inspection by the City to determine compliance with the conditions of approval and applicable codes. If at any time, the use is determined by staff to be in violation of the conditions, the property owner, operator, and/or manager may be subject to corrective action.
13. This conditional use permit shall be subject to periodic reviews and inspections by the City to determine compliance with the conditions of approval and applicable codes. If, at any time, the uses permitted by the use permit are determined by staff to be in violation of the conditions of approval, staff may schedule an item before the Planning Commission so that it may be determine whether to consider setting a hearing regarding revocation of the permit.
14. Alcohol shall only be sold and consumed during official business hours of operation of the restaurant.
15. No sale or consumption of alcohol is allowed outside the restaurant building structure, including the outdoor patio dining area or parking area.
16. CUP 2023-10 is specifically limited to on-site sale and consumption of beer and wine beverages. No sale of alcoholic beverages for off-site consumption shall be allowed.
17. The sale of beer and wine beverages is conditioned upon obtaining an appropriate permit from the Department of Alcohol Beverage Control.
18. The applicant, operator and any successors shall comply with all applicable codes. If at any time the use is determined by staff to be in violation to seek revocation of the permit or modification of the conditions of approval.
19. Any action taken by the owner, applicant, and/or business manager found to be in violation of any of the provisions set forth by the Alcohol Beverage Control License Type 41 shall render this conditional use permit revocable. The use must comply with any license requirements for the subject property by Alcohol Beverage Control at all times.

20. The property owner, operator, and/or manager, and/or benefactor of the use permit shall comply with all federal, state and local laws. Material violations of any of those laws concerning the use(s) may be cause for revocation of said permit. Such conditions that constitute such violation include, but are not limited to:
- a. The commission of three or more violent felonies (crimes against the person) and/or narcotic or dangerous drug sales within the subject premises or in the area immediately adjacent thereto.
 - b. The arrest of the owner and/or an employee for violations occurring within the subject premises, or in the area immediately adjacent thereto, which violations can be found to be reasonably related to the operation of the business.
 - c. The sustaining by the subject premises of an administrative suspension or revocation or other such sanction as may be imposed by the California State Department of Alcoholic Beverage Control, including payment in lieu of such suspension or revocation.
 - d. The failure by the owner or other person responsible for the operation of the premises to take reasonable steps to correct objectionable conditions after having been placed on notice by the official of the City that such conditions exist. Such official may include, but not be limited to the: Code Enforcement Officer, Police Chief, Fire Marshall or City Attorney. Objectionable conditions may include, but not be limited to, disturbance of the peace, public drunkenness, drinking in public, harassment of passersby, gambling, prostitution, loitering, public urination, lewd conduct, drug trafficking or excessive loud noise. Such conduct shall be attributable to the subject premises whether occurring within the subject premises or in the area immediately adjacent thereto.

Signage

- 21. No signs are approved as part of this site plan review. Signs shall be reviewed and approved under a separate permit in accordance with the Madera Municipal Code.
- 22. No window signs shall be permitted.
- 23. The property/applicant and/or benefactors of the site plan review shall post a "No Smoking" signage to the extent required by law.

Building/Fire Department

- 24. A building permit is required for all construction on site.
- 25. A Knox key box is required for access by emergency responders if not already existing.
- 26. Portable fire extinguishers are required per the California Fire Code.

27. Egress paths shall meet California Building Code and California Fire Code.
28. Current State of California and federal accessibility requirements shall apply to the entire site and all structures and parking thereon. Compliance shall be checked at the permit stage and shall be confirmed at final inspection.
29. An accessible path must be provided to both accessible parking and the public right of way in accordance with Chapter 11 of the California Building Code

Engineering Department

General

30. Deferrals are not permitted for any condition included herein, unless otherwise stated.
31. Nuisance onsite lighting shall be redirected as requested by City Engineer within 48 hours of notification.
32. Developer shall pay all required fees for completion of project. Fees due may include but shall not be limited to the following: plan review, easement acceptance, encroachment permit processing and improvement inspection fees.
33. Improvements within the City right-of-way require an Encroachment Permit from the Engineering Division.

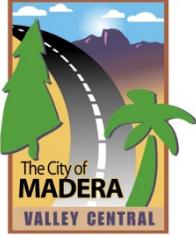
Sewer

34. New or existing sewer service connection(s) shall be constructed or upgraded to current City standards. Each parcel shall have a separate sewer service.
35. Existing sewer service connections that will not be used for the project shall be abandoned at the mains per current City of Madera standards.

Water

36. New or existing water service connection(s) shall be constructed or upgraded to current City standards including Automatic Meter Reading (AMR) water meter installed within City right-of-way and backflow prevention device installed within private property. Each parcel shall have a separate domestic water service.
37. Existing water service connections that will not be used for the project shall be abandoned at the mains per City of Madera standards.

END CONDITIONS



REPORT TO THE PLANNING COMMISSION

Prepared by:

Will Tackett, Community Development Director

Meeting of: February 13, 2024

Agenda Item: 2

SUBJECT:

Consideration of a waiver of utility undergrounding requirements and an appeal of the conditions of approval for a Variance (VAR 2023-02) and Tentative Parcel Map (TPM 2021-02) pertaining to ± 0.30 acres of property located on the easterly corner of the intersection of Vineyard Avenue and Clinton Street, at 405 Vineyard Avenue.

RECOMMENDATION:

Conduct a public hearing; and adopt:

1. A Resolution of the Planning Commission of the City of Madera granting a waiver of utility undergrounding requirements in accordance with City Municipal Code (CMC) § 10-2.702.5(A) and subject to the required findings; and, approving certain revisions to the conditions of approval for Variance (VAR 2023-02) and Tentative Parcel Map (TPM 2021-02) in response to the applicant's appeal.

SUMMARY:

On April 11, 2023, the Planning Commission approved Variance (VAR) No. VAR 2023-02, and Tentative Parcel Map (TPM) No. TPM 2021-01 (Commission Resolution No. 1955) to subdivide a 13,175 square foot parcel located at 405 Vineyard Avenue (APN 008-071-001) into two parcels of 7,167 square feet (sf) (Parcel 1) and 6,008 sf (Parcel 2) in area. The property is developed with one single-family residence, proposed to remain on Parcel 1. No development or improvements is currently proposed for Parcel 2, resulting from the division of land. Approval by the Planning Commission was contingent upon City Council approval of associated Rezone (REZ) No. REZ 2023-02. On August 2, 2023, the Madera City Council adopted Ordinance No. 1003 C.S., approving REZ 2023-02. The applicant filed a timely appeal application (Attachment 2) following Council adoption of Ordinance No. 1003 C.S. and the effective (contingent) date of Planning Commission Resolution No. 1955. It should be noted that, as stated in the project conditions of approval, statutory/codified requirements may not be appealed, only appeals of discretionary conditions of approval may be considered.

CMC § 10-2.702.5 includes subdivision improvement requirements for utilities; and provides, all utilities within the subdivision and along the peripheral streets shall be placed underground

except those exempted by the Public Utilities Commission regulations. CMC § 10-2.702.5(A) provides, the subdivider may request that the undergrounding requirement along existing perimeter streets be waived by the Planning Commission. Undergrounding requirements may be waived or modified by the Planning Commission only upon making the following findings contained in said section.

Table 1 below provides an overview of the project site characteristics and identification of the project applicant and property owner.

Table 1: Project Overview	
<i>Project Number:</i>	VAR 2023-02 and TPM 2021-02
<i>Applicant:</i>	Michael Ray Sutherland
<i>Property Owner:</i>	Carmina Maldonado
<i>Location:</i>	405 Vineyard Avenue (APN 008-071-001)
<i>Project Area:</i>	0.30-acre (13,175 sf)
<i>Plan Land Use:</i>	LD – Low Density Residential
<i>Zoning District:</i>	R2 (One unit for each 3,000 square feet of site area)
<i>Site Characteristics</i>	<p>The 13,175 square foot parcel is developed with a 1,117 sf, single-story, 3-bedroom, 1 bath single-family home. The entire lot itself is unpaved and is accessed via a MID service driveway that runs along the northerly property line.</p> <p>Exterior lot at the southeast corner of Clinton Street and Vineyard Avenue. Adjacent land to the northeast is open vacant land; southeast and southwest are single-family homes; northwest is a City-owned trail constructed over a subsurface piped canal (MID Main Canal).</p>

ANALYSIS:

The subject site is a developed irregular shaped 0.30-acre (13,175 square feet (sf)) lot located at 405 Vineyard Avenue (APN 008-071-001). The subject site is an exterior (corner) lot positioned at the southeast corner of Vineyard Avenue and Clinton Street (refer to Attachment 1).

Surrounding Land Use Characteristics:

The subject site is bordered to the north across Clinton Street, east, south and west across Vineyard Avenue by developed single-family residential properties.

Overhead utilities are prevalent and predominant within the existing neighborhood and nearby residential vicinity; north and south of Clinton Street. Overhead utilities are aligned along the easterly side of Vineyard Avenue south of Clinton Street and across the subject site frontage.

Appeal:

The Application for Appeal received from the applicant listed the following conditions from the project conditions of approval. Staff has provided dialogue following each in response for consideration by the Commission:

33. Each newly created parcel shall have a separate water service. Any existing or new connection(s) shall be upgraded or constructed to current City standards including Automatic Meter Reading (AMR) water meter installed within City right-of-way and backflow prevention device installed within private property for non-residential uses. Existing cross lot connections shall be severed.

- Staff Response: This is a codified requirement provided at CMC §§ 10-2.702.4 and 5-5.03 and which may not be appealed. No provisions or exemptions or waivers are afforded in the CMC.

34. Each newly created parcel shall have a separate sewer service. Any existing or new connection(s) shall be upgraded or constructed to current City standards. Existing cross lot connections shall be severed.

- Staff Response: This is a codified requirement provided at CMC § 10-2.702.3 and which may not be appealed. No provisions or exemptions or waivers are afforded in the CMC.

35. The developer shall install sidewalk along the entire project parcel frontage on Vineyard Avenue in accordance with City and ADA standards.

- Staff Response: This is a codified requirement provided at CMC § 10-2.702.8 and is subject to direction by the City Engineer but is required for compliance with Federal Americans with Disabilities Act (ADA) regulations.

CMC § 10-2.703.1 includes provisions allowing for frontage improvements along existing peripheral streets to be deferred when deemed necessary and when it is found that construction is impractical due to physical constraints, or the surrounding neighborhood is absent of similar improvements. When improvements are deferred, the subdivider shall enter into an agreement with the city of the installation of all frontage improvements at such time in the future as required by the City.

A complete sidewalk system along Clinton Street including the linear open space extends southerly and terminate on the same side of Yosemite Avenue at the northwesterly corner of the subject site. Sidewalk improvements have been completed on property approximately 35 feet south of the subject site.

Staff recommends this condition remain and be implemented in accordance with CMC § 10-2.711.2 and the provisions of the California Government Code (Subdivision Map Act) § 66411.1, as stated herein below.

37. All existing and proposed public utilities (electric, telephone, cable, etc.) shall be undergrounded, except transformers, which may be mounted on pads. Public utility easements shall be dedicated outside and adjacent to all streets rights-of-way. All public utilities within the project property and adjacent to the project property frontage on peripheral streets (on the development side of the street centerline) shall be placed underground except those facilities exempted by the Public Utilities Commission Regulations or operating at 70,000 volts or greater.

- Staff Response: This condition is eligible for waiver by the Planning Commission in accordance with CMC § 10-2.702.5 (see Justification Findings for Waiver of Underground Requirements included herein below).

38. Where construction of off-site improvements or utility services is required, it shall be completed prior to issuance of final occupancy; or, in the case where no future occupancies are anticipated as part of the current action, the Subdivider shall either construct or install the required improvements or enter into a bonded secured agreement with the City of Madera providing for the construction of the required improvements and sufficient security prior to the recordation of the final Parcel Map.

- Staff Response: Staff recommends this condition remain and be implemented in accordance with CMC § 10-2.711.2 and the provisions of the California Government Code (Subdivision Map Act) § 66411.1, as stated herein below.

Pursuant to the provisions of SMA § 66411.1(b), Improvements for Divisions Not Subdivisions of Five or More Lots; Construction Requirements of the Subdivision Map Act (SMA), fulfillment of the construction requirements shall not be required until the time a permit or other grant of approval for development of the parcel is issued by the local agency or, where provided by local ordinances, until the time the construction of the improvements is required pursuant to an agreement between the subdivider and the local agency, except that in the absence of an agreement, a local agency may require fulfillment of the construction requirements within a reasonable time following approval of the parcel map and prior to the issuance of a permit or other grant of approval for the development of a parcel upon a finding by the local agency that fulfillment of the construction requirements is necessary for either of the following reasons:

- 1) The public health and safety.
- 2) The required construction is a necessary prerequisite to the orderly development of the surrounding area.

Likewise, CMC § 10-2.711.2(A) provides completion of improvements will not be required until such time as a permit or other grant approval for the development of any parcel within the subdivision is applied for. Improvements shall be completed prior to final building inspection or occupancy of any unit within the subdivision. Additionally pursuant to subsection (B), the completion of the improvements may be required by a specified date by the city when the completion of such improvements are found to be necessary for public health or safety or for the orderly development of the surrounding area.

This finding shall be made by the City Engineer or authorized representative. Such specified date, when required, shall be stated in the Subdivision Improvement Agreement.

It should be expected that required improvements pertaining to Parcel 1, on which the existing residence will remain and on which no occupancies will be anticipated, be either completed or secured and included within an improvement agreement to ensure such improvements, which are found to be necessary for public health or safety or for the orderly development of the surrounding area, will be completed.

The provisions of the Subdivision Map Act and City Municipal Code would not require improvements pertaining to Parcel 2 until such time as development on the vacant parcel to be created occurs.

Revision to Conditions of Approval:

While not included in the application for appeal, staff recommends the Commission revise Condition of Approval No. 14, as follows:

14. The applicant and/or property owner of Parcel 1 shall construct a driveway approach on Vineyard Avenue, driveway and two (2) paved parking spaces, ~~one (1) which must be covered~~ to serve the existing residential dwelling on Parcel 1 pursuant to the Madera Municipal Code (MMC) Off-Street Parking Regulations and City Standard Drawings and Specifications. The driveway approach on Vineyard Avenue is subject to an encroachment permit from the Engineering Department.

While the new drive approach and driveway are need to abandon the current use of the City and Madera Irrigation District (MID) service driveway along the north side Parcel 1 by residents on the property, staff has found no evidence of prior existence of covered parking in association with the existing single family residence on the subject property and therefore the existing single family residence may be treated as legally non-conforming as a building which in existence and a use lawfully occupying the building on the effective date of rezoning, and which may be continued in accordance with the provisions of the CMC.

Staff supports the subdivision of the subject site which will create an additional infill opportunity for an additional dwelling unit(s) and/or multiple opportunities for home ownership. Extra expense to correct an existing legal nonconforming circumstance which is not detrimental to the property or residents need not be required at this time. The type and location of such improvements may be determined and provided in the preferred manner of property owner once the new drive approach and driveway are completed.

Justification Findings for Waiver of Undergrounding Requirements

CMC § 10-2.702.5(A) provides the subdivider may request that the undergrounding requirement along existing perimeter streets be waived by the Planning Commission. Undergrounding

requirements may be waived or modified by the Planning Commission only upon making the following findings:

- 1) The subdivision is located adjacent to existing subdivision/development where existing utilities have not been placed underground;
 - Finding: Overhead utilities are prevalent and predominant within the existing neighborhood and nearby residential vicinity, north and south of Clinton Street and on adjacent street blocks to the east and west of Vineyard Avenue. Overhead utilities are aligned along the easterly side of Vineyard Avenue south of Clinton Street and across the subject site frontage.
- 2) The exemption will be allowed since undergrounding is impractical due to the locational characteristics or physical constraints;
 - The subject site is a corner lot, overhead lines stretch in each direction from the pole nearest the street intersection. These lines span to the next nearest pole north across Clinton St, service individual residences to the west across Vineyard Ave., and extend south along the east side of Vineyard Avenue. This makes undergrounding impractical and financially prohibitive for purposes of creating a single infill residential parcel.
- 3) Existing residential subdivisions immediately adjacent to the proposed project are absent similar improvements; or,
 - Based upon the number of individual parcels and single-family residences in this neighborhood and surrounding residential vicinity, which would require undergrounding, the incremental approach to completion of such improvements with new development and private interests is not likely a viable expectation in the foreseeable future; nor would a capital project of sufficient funding without substantial subsidy in the near future. An assessment district or other source supporting such capital investment, or both, will likely be needed.
- 4) Consideration of an incentive is desired based on a proposal to provide residential units for lower income households.
 - The Subdivision of land, if financially feasible, will create a new vacant infill lot for residential development. While no type of housing has yet been proposed, the subdivision request does create an opportunity for additional dwelling units, potential new homeownership, and/or affordable housing and infill development.

ENVIRONMENTAL REVIEW:

On August 2, 2023, the Madera City Council adopted Ordinance No. 1003 C.S., including a determination that the project is exempt under Section 15315 (Minor Land Use Division) of the State CEQA Guidelines as this action is the division of property in an urbanized area zoned for residential use into two parcels which is in conformance with the City of Madera General Plan and Zoning Ordinance and REZ 2023-02 and VAR 2023-02 exempt under the Common Sense

exemption set forth under Section 15061(b)(3) of the CEQA Guidelines. All services and access to the proposed parcels are available. Nor has the subject parcel been involved in the division of a larger parcel within the previous two (2) years or has an average slope greater than 20 percent. Furthermore, none of the exceptions under Section 15300.2 of the CEQA Guidelines are applicable to this project.

PLANNING COMMISSION ACTION:

The Commission will be acting upon the requested waiver of the utility undergrounding requirements as well as the appeal of the conditions. Staff recommends the Commission:

1. Adopt the Resolution of the Planning Commission of the City of Madera granting a waiver of utility undergrounding requirements in accordance with City Municipal Code (CMC) § 10-2.702.5(A) and subject to the required findings; and, approving certain revisions to the conditions of approval for Variance (VAR 2023-02) and Tentative Parcel Map (TPM 2021-02) in response to the applicant’s appeal.

ALTERNATIVES:

As an alternative, the Commission may elect to:

1. Move to refer the item back to staff and/or continue the public hearing to a future Commission meeting at a date certain with direction to staff to return with an updated staff report and/or resolution(s): (Commission to specify date and reasons for continuance).
2. Move to deny one more request based on specified findings: (Commission to articulate reasons for denial).
3. Provide staff with other alternative directives.

ATTACHMENTS:

1. Aerial/Vicinity Map
2. Applicant Appeal Application
3. Planning Commission Resolution
 - Exhibit “A”: Revised Conditions of Approval
 - Exhibit “B”: TPM 2021-02

ATTACHMENT 1

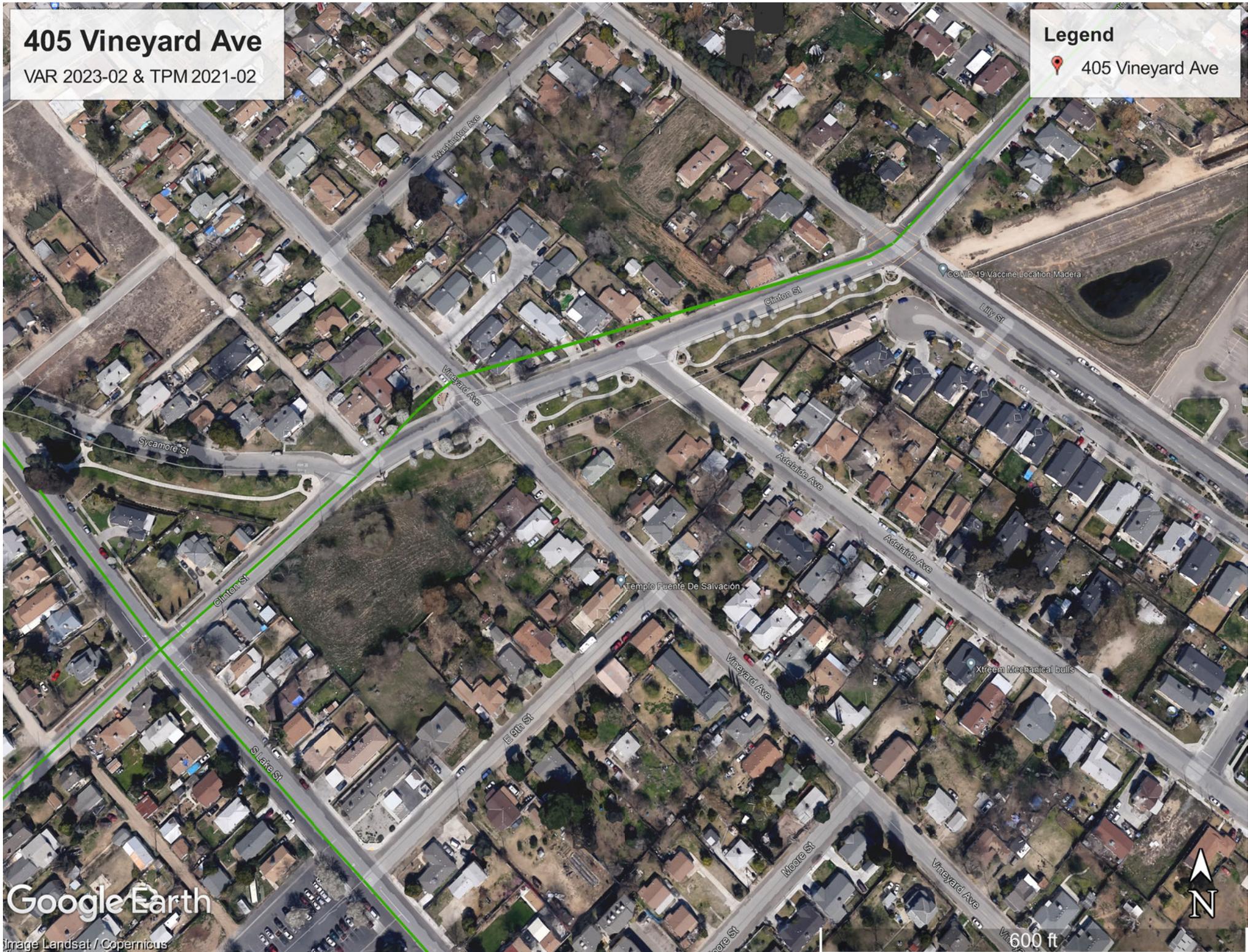
Aerial Vicinity Map

405 Vineyard Ave

VAR 2023-02 & TPM 2021-02

Legend

 405 Vineyard Ave



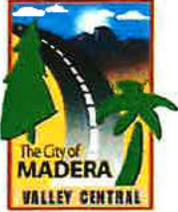
Google Earth

Image Landsat / Copernicus

600 ft



ATTACHMENT 2
Applicant Appeal Application



City of Madera – Office of the City Clerk
205 W. 4th Street, Madera, California 93637
(559) 661-5405, FAX (559) 674-2972

Application for Appeal

Applicant Name: CARMINA MALDONADO

Address: 405 VINEYARD AVE., MADERA, CA. 93637

Email Address: _____ Phone: (559) 474-5736

An appeal cannot be accepted for processing without a full explanation of the circumstances surrounding the action, and the grounds for the appeal thereof. (Use additional sheets if necessary.)

Name of Project: TPM 2021-02 - 405 VINEYARD AVE. Date of Decision: 10/04/23

Project Address: 405 VINEYARD AVE. APN: 008-071-001

I am hereby appealing the decision pertaining to action relating to my property. This appeal is based on (Give a full explanation.) REQUESTING APPEAL OF CONDITIONS 33, 34, 35, 37 & 38 FOR TPM 2021-02.
SEE ATTACHED LETTER FROM APPLICANT.

Signature

The submission of this form, completed as required, and accompanied by the application fee as determined by the City Council, entitles the applicant to a hearing before the City Council of the City of Madera at the next available public hearing, unless delayed at request of the applicant or due to circumstances beyond the control of staff or the City Council of the City of Madera.

For Office Use Only. Do Not Write Below This Line.

Date Submitted: _____

Application Fees:		
<input type="checkbox"/>	Project Approvals	\$ 605.00
<input type="checkbox"/>	Administrative	\$ 1,305.00
<input type="checkbox"/>	Cannabis (Hearing before City Council)	\$ 1,305.00
<input type="checkbox"/>	Cannabis (Hearing before Hearing Officer)	\$ 6,110.00

Fees Schedule Res. 17-156
Cannabis Fee Res. 22-177 (10/19/22)

Carmina Maldonado
405 Vineyard Ave
Madera, CA 93638
559-474-5736

October 16, 2023

Dear City Council,

I, Carmina Maldonado, would like to appeal a few conditions regarding the tentative parcel map. First things first, I have been working towards splitting my property for over two years. Going back and forth with individuals on your staff. However, we are now being asked to do the following; items #33, #34, #35, #37, and #38 of the TPM 2021-02, conditions.

Although, we were never once given this important decision maker information throughout the entire process until now. Mind you, we have been completing everything that was requested from the beginning without hesitation. We have now completed the rezone condition, which has been adopted by the City Of Madera Planning Department. October 4, 2023.

With that being said, I have incurred unexpected additional costs that were never disclosed to me at the time of the application nor with any of the staff members, Ricardo Olea and Derek Sylvester, and Brandi Garcia, that assisted with my process. In fact, Gary Conte gave me a 25% discount on the Variance and (adopted) the Rezone cost. Due to the inconvenience and stress that this has caused me. I am being conditioned on the items I mentioned previously,

Engineering Department: Item 33 & 34:

New services not be conditioned for Parcel #2. Conditions to become available for a developer to build a new home.

Engineering Department: item #35;

Requesting for the sidewalk to be installed only for parcel #1, and not on the undeveloped lot parcel #2.

Engineering Department: item #37;

Excessively expensive to consume these fees without the proper cost breakdown at the beginning of my application. I have already paid many fees, application fee, variance fee and surveyor cost.

Engineering Department: item #38;

No new construction will be built at this time.

Being this far into my application and not being told once about these conditions is extremely frustrating. Especially since I have been completing all of my other requirements, where I am already financially exhausted. If I were told all of these additional conditions from the beginning, I would not have followed through with the parcel split. Sadly, with the constant miscommunication with different staff members and negligence on the department overseeing my application I am requesting reimbursement of all costs that I have paid.

Overall, we have had some face to face meetings to address my concerns. So, if there is something we can come to terms with. I would like to be given the opportunity to do so and finalize this overgoing process. I appreciate your time and understanding.

Perhaps there is a misunderstanding of what I am attempting to achieve. This property is to remain undeveloped for a builder or an individual who wants to build a home. I am splitting the lot solely to place on the market for sale. The development of the utilities will lay responsibility to the person who purchases parcel #2.

Thank you, Carmina Maldonado.

A handwritten signature in black ink, appearing to be 'Carmina Maldonado', written in a cursive style.

10/16/23

CARMINA MALDONADO

90-7162/3222

3204

[Redacted]

DATE 10/17/23

PAY TO THE ORDER OF

City of Madera

\$ 605.00

Six hundred - five

DOLLARS

CHASE

JPMorgan Chase Bank, N.A.
www.Chase.com

MEMO Planning Appeal

[Signature]

⑆322271627⑆

[Redacted]

City of Madera
UTILITY BILLING
205 W 4th Street
Madera, CA 93637
(559) 661-5459

10/17/2023 04:35PM Maria A.
008131-0195

MISCELLANEOUS
ZONING/LAND
USE/ANNEXATION (PLZONE)
2024 Item: PLZONE
1 @ 605.00
ZONING/LAND
USE/ANNEXATION (PLZONE) 605.00

605.00

Subtotal 605.00
Total 605.00

CHECK 605.00
Check Number 3204

Change due 0.00

Paid by: CARMINA MALDONADO



Comments: TPM 2021-02
405 VINEYARD AVE

CUSTOMER COPY

ATTACHMENT 3

Planning Commission Resolution

Exhibit A – Revised Conditions of Approval

Exhibit “B”: TPM 2021-02

RESOLUTION NO. 1978

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
GRANTING A WAIVER OF UTILITY UNDERGROUNDING REQUIREMENTS IN
ACCORDANCE WITH CITY MUNICIPAL CODE (CMC) § 10-2.702.5(A); AND
APPROVING CERTAIN REVISIONS TO THE CONDITIONS OF APPROVAL FOR
VARIANCE (VAR 2023-03) AND TENTATIVE PARCEL MAP (TPM 2021-02)**

WHEREAS, Michael Sutherland, on behalf of the property owner, Carmina Maldonado, submitted an application for a rezone (REZ 2023-02), setback variance (VAR 2023-02), and approval to subdivide a developed 13,175 square foot parcel located at 405 Vineyard Avenue (APN 008-071-001) into two (2) parcels of 7,167 square feet (sf) (Parcel 1) and 6,008 sf (Parcel 2) (TPM 2021-02) (collectively, the “Project”); and

WHEREAS, at a duly noticed public hearing on April 11, 2023, the City of Madera Planning Commission (the “Commission”) approved Variance (VAR) No. VAR 2023-02, and Tentative Parcel Map (TPM) No. TPM 2021-01 through adoption of Resolution No. 1955; and

WHEREAS, the Commission approval was contingent upon approval of Rezone (REZ) No. 2023-02 by the City Council of the City of Madera (the “Council”); and

WHEREAS, at a duly noticed public hearing on August 2, 2023, the Council adopted Ordinance No. 1003 C.S. approving REZ 2023-03; and

WHEREAS, the conditions of approval for VAR 2023-03 and TPM 2021-01 as adopted pursuant to Commission Resolution 1955, became effective and subject to appeal on October 4, 2023, following Council’s adoption of Ordinance No. 1003 C.S. determining the project to be Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA) and approving REZ 2023-03; and

WHEREAS, the Applicant filed a timely and valid appeal, in accordance with the provisions of City Municipal Code (CMC), on October 16, 2023; and

WHEREAS, the subdivider may request that undergrounding requirement along existing perimeter streets be waived by the Planning Commission in accordance with CMC § 10-2.702.5(A); and,

WHEREAS, the City provided notice of the Commission hearing as required by law for the hearing on February 13, 2023; and

WHEREAS, the Commission received and reviewed the Applicant’s request for a waiver of utility underground requirements and appeal of the conditions of approval for VAR 2023-03 and TPM 2021-01 at the duly noticed meeting on February 13, 2024; and

WHEREAS, at the February 13, 2024 Commission hearing, the public was provided an opportunity to comment, and evidence, both written and oral, received regarding the Project was considered by the Commission; and

WHEREAS, the project has been determined to be Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15315/Class 15 (Minor Land Divisions) by the City Council through adoption of Ordinance No. 1003 C.S.; and

WHEREAS, after due consideration of all the items before it, the Commission now desires to adopt this Resolution granting a waiver of utility undergrounding requirements in accordance with City Municipal Code (CMC) § 10-2.702.5(A) and subject to the required findings; and, approving certain revisions to the conditions of approval for Variance (VAR 2023-02) and Tentative Parcel Map (TPM 2021-02) in response to the applicant's appeal.

NOW, THEREFORE BE IT RESOLVED, by the Commission of the City of Madera as follows:

1. Recitals: The above recitals are true and correct and are incorporated herein.
2. CEQA. The City Council through adoption of Ordinance No. 1003 C.S., previously determined the project is exempt pursuant to Section 15315/Class 15 (Minor Land Use Division) of the California Environmental Quality Act (CEQA) Guidelines as this action is the division of property in an urbanized area zoned for residential use into two parcels which is in conformance with the City of Madera General Plan and Zoning Ordinance and VAR 2023-02 exempt under the Common Sense exemption set forth under Section 15061(b)(3) of the CEQA Guidelines. All services and access to the proposed parcels are available. The subject parcel has not been involved in the division of a larger parcel within the previous two (2) years and does not have an average slope greater than 20 percent. Furthermore, none of the exceptions under Section 15300.2 of the CEQA Guidelines are applicable to this project.
3. Findings in Accordance with CMC § 10-2.702.5(A): The Commission finds and determines that there is substantial evidence in the administrative record to grant a waiver of the utility underground requirement. The Commission further approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:

- a. *The subdivision is located adjacent to existing subdivision/development where existing utilities have not been placed underground;*

Overhead utilities are prevalent and predominant within the existing neighborhood and nearby residential vicinity, north and south of Clinton Street and on adjacent street blocks to the east and west of Vineyard Avenue. Overhead utilities are aligned along the easterly side of Vineyard Avenue south of Clinton Street and across the subject site frontage.

- b. *The exemption will be allowed since undergrounding is impractical due to the locational characteristics or physical constraints;*

The subject site is a corner lot, overhead lines stretch in each direction from the pole nearest the street intersection. These lines span to the next nearest pole north across Clinton St, service individual residences to the west across Vineyard Ave., and extend south along the east side of Vineyard Avenue. This makes undergrounding impractical and financially prohibitive for purposes of creating a single infill residential parcel.

- c. *Existing residential subdivisions immediately adjacent to the proposed project are absent similar improvements; or,*

Based upon the number of individual parcels and single-family residences in this neighborhood and surrounding residential vicinity, which would require undergrounding, the incremental approach to completion of such improvements with new development and private interests is not likely a viable expectation in the foreseeable future; nor would

a capital project of sufficient funding without substantial subsidy in the near future. An assessment district or other source supporting such capital investment, or both, will likely be needed.

- d. *Consideration of an incentive is desired based on a proposal to provide residential units for lower income households.*

The Subdivision of land, if financially feasible, will create a new vacant infill lot for residential development. While no type of housing has yet been proposed, the subdivision request does create an opportunity for additional dwelling units, potential new homeownership, and/or affordable housing and infill development.

- 4. Granting of Waiver and Revision to Conditions of Approval: Given that all findings can be made, the Commission hereby grants a waiver of utility undergrounding requirements in accordance with City Municipal Code (CMC) § 10-2.702.5(A); and, approves those certain revisions to the conditions of approval for Variance (VAR 2023-02) and Tentative Parcel Map (TPM 2021-02) as included in the attached Exhibit “A.”
- 5. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 13th day of February 2024, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Will Tackett
Community Development Director

Exhibit “A”: Revised Conditions of Approval for VAR 2023-03 and TPM 2021-02
Exhibit “B”: Tentative Parcel Map 2023-03

EXHIBIT "A"
VAR 2023-02 & TPM 2021-02
CONDITIONS OF APPROVAL
April 11, 2023

Revised by the Planning Commission
February 13, 2024

NOTICE TO APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within ninety (90) calendar days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

This project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies; those determined through plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community; and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Approval for Variance 2023-02 (VAR 2023-02) and Tentative Parcel Map 2021-02 (TPM 2021-02) shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and/or the proposed development.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval for VAR 2023-02 will ultimately be deemed mandatory unless appealed by the applicant to the City Council within 10 days after the decision by the Planning Commission. Approval for TPM 2022-07 will ultimately be deemed final unless appealed by the applicant to the City Council within fifteen (15) days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

Approval of this tentative parcel map may become null and void in the event that the parcel map or the condition of the site is not completed in accordance with all the conditions and requirements imposed on this tentative parcel map, the zoning ordinance, and all City standards and specifications. This tentative parcel map and variance is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of the tentative parcel map and variance. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the tentative parcel map or variance and in any other

enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the tentative parcel map review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this tentative parcel map or subsequent amendments or revisions. These conditions are conditions imposed solely upon the variance and tentative parcel map as delineated herein and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

These conditions are applicable to any person or entity making use of VAR 2023-02 and/or TPM 2021-02, and references to “developer” or “applicant” herein also include any applicant, property owner, lessee, operator, or any other person or entity making use of VAR 2023-02 or TPM 2021-02.

VAR 2023-02 is subject to Conditions of Approval Nos. 1 through 9, 19, and 20.

TPM 2021-02) is subject to Conditions of Approval Nos. 1 through 18, and 21 through 40.

GENERAL CONDITIONS

1. All conditions of approval shall be the sole financial responsibility of the applicant/owner, except where specifically noted in the conditions or mandated by statutes.
2. The applicant shall submit to the City of Madera Planning Department a check in the amount necessary to file a Notice of Exemption at the Madera County Clerk. This amount shall equal the Madera County filing fee in effect at the time of the filing. Such check shall be made payable to the Madera County Clerk and submitted **no later than three (3) days following approval action on VAR 2023-02 and TPM 2021-02.**
3. Approval of VAR 2023-02 and TPM 2021-02 shall be considered null and void in the event of failure by the applicant and/or the authorized representative, engineer, or surveyor to disclose and delineate all facts and information relating to the subject property.
4. Approval of TPM 2021-02 may become null and void in the event that the parcel map or conditions of the site is not completed in accordance with all the conditions and requirements imposed on this tentative parcel map, the zoning ordinance, and all City standards and specifications. VAR 2023-02 and TPM 2021-02 is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of VAR 2023-02 and TPM 2021-02. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of VAR 2023-02 and/or TPM 2021-02 or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the site plan review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this tentative parcel map or subsequent amendments or revisions. These conditions are conditions imposed solely upon the tentative parcel map and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.
5. These conditions are applicable to any person or entity making use of VAR 2023-02 and/or TPM 2021-02, and references to “developer” or “applicant” herein also include any applicant, property

owner, owner, lessee, operator, or any other person or entity making use of this tentative parcel map.

6. It shall be the responsibility of the property owner and/or operator to ensure that any required permits, inspections, and approvals from any regulatory agency be obtained from the applicable agency prior to issuance of a building permit and/or the issuance of a certificate of completion, as determined appropriate by the City of Madera Planning Department.
7. The project site shall be subject to periodic reviews and inspection by the City to determine compliance with the conditions of approval and applicable codes. If at any time, the use is determined by staff to be in violation of the conditions, the property owner, operator, and / or manager may be subject to corrective action.
8. The property owner, lessee, operator, and / or manager shall keep the property clear of all trash, rubbish, and debris at all times.
9. Approval of this project is for the benefit of the applicant. The submittal of applications by the applicant for this project was a voluntary act on the part of the applicant not required by the City. Therefore, as a condition of approval of this project, the applicant agrees to defend, indemnify, and hold harmless the City of Madera and its agents, officers, consultants, independent contractors, and employees ("City") from any and all claims, actions, or proceedings against the City to attack, set aside, void, or annul an approval by the City concerning the project, including any challenges to associated environmental review, and for any and all costs, attorneys fees, and damages arising therefrom (collectively "claim").

The City shall promptly notify the applicant of any claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

Nothing in this condition shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant shall be responsible for City's attorneys' fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record.

Should the City decide to independently defend any claim, the applicant shall not be required to pay or perform any settlement arising from any such claim unless the applicant approves the settlement.

10. All construction shall cease if any human remains are uncovered, and the Planning Manager, City Engineer and County of Madera Coroner shall be notified in accordance to Section 7050.5 of the California Health and Safety Code. If human remains are determined to be those of a Native American or has reason to believe that they are those of a Native American, the Native American Heritage Commission shall be contacted, and the procedures outlined in CEQA Section 15064.5(e) shall be followed.

11. TPM 2021-02 approval shall expire twenty-four (24) months from the effective date, unless a final map is recorded in accordance with the Subdivision Map Act and filed with the County Recorder or the required action is taken to extend the approval before expiration date.
12. Prior to expiration of the conditionally approved tentative parcel map, an extension or extensions to TPM 2021-02 may be requested pursuant to Section 66453.3 of the Subdivision Map Act.

PLANNING DEPARTMENT

13. The property owner, lessee(s), occupant(s), and operator(s) of Parcel 1 and Parcel 2 shall abandon the use of the driveway approach at Vineyard Avenue, north of Parcel 1, and the use of the unpaved, all-weather City and Madera Irrigation District (MID) service driveway paralleling the Parcel 1 northwest property line.
14. The applicant and/or property owner of Parcel 1 shall construct a driveway approach on Vineyard Avenue, driveway and two (2) paved parking spaces, ~~one (1) which must be covered~~ to serve the existing residential dwelling on Parcel 1 pursuant to the Madera Municipal Code (MMC) Off-Street Parking Regulations and City Standard Drawings and Specifications. The driveway approach on Vineyard Avenue is subject to an encroachment permit from the Engineering Department.
15. No vehicles shall be parked or stowed on an unpaved surface.
16. The applicant and/or property owner of Parcel 1 shall remove and replace the gate along the Parcel 1 northwest perimeter fence used for vehicular access from the City and MID service driveway with the same fencing type, pattern, height, and material present along the remaining northwestern perimeter fencing.
17. Fencing shall not exceed a maximum three (3) feet in height within the front yard setback area. Existing fencing exceeding three (3) feet in height within the front yard setback shall be removed and may be replaced with fencing not exceeding three (3) feet in height.
18. If any modifications to TPM 2021-02 shown in Exhibit B are to be made, an amendment to TPM 2021-02 will be required.
19. VAR 2023-02 shall allow for a variance to MMC Section 10-3.508 R (A) front yard (setback) requirements for the existing residential structure in its present state on Parcel 1. Said variance shall only apply to Parcel 1 and only to the existing residential structure compliance to MMC Section 10-3.508 R (A). As per VAR 2023-02, the minimum front yard (setback) minimum depth shall not be less than 10 feet. If any future modifications or improvements to the existing residential structure, then those future modifications and improvements shall comply with MMC Section 10-3.508 R.
20. VAR 2023-02 is not applicable to Parcel 2.

ENGINEERING DEPARTMENT

21. The developer shall pay all required fees for processing the parcel map and completion of the project. Fees due may include but shall not be limited to the following: parcel map review and processing fee, plan review, map recording, easement acceptance, encroachment permit processing and improvement inspection fees.
22. A final parcel map shall be required in accordance with Section 10-2.502 of the MMC and the California Subdivision Map Act.

23. Future subdivision of parcels created shall comply with the California Subdivision Map Act.
24. Monuments shall be placed at all parcel corners and shown on the parcel map in accordance with the California Subdivision Map Act, the California Land Surveyors Act and City Standards prior to development of property.
25. Parcel map preliminary submittal shall include three (3) sets of prints; and two (2) sets of the following: title report, soils report, traverse data, signed tentative parcel map conditions and all referenced deeds, map and documents.
26. Any and all public or private easements on the property identified on the title report shall be shown on the parcel map with recording data.
27. Prior to recording of the parcel map, any current, delinquent, or estimated Madera County or Madera Irrigation District taxes for the upcoming assessment year shall be paid in accordance with Subdivision Map Act Section 66492-66494.1.
28. Prior to the construction of improvements within the City right-of-way, an Encroachment Permit shall be required from the Engineering Division.
29. If applicable, all construction of off-site improvements shall be completed prior to issuance of final occupancy.
30. Further development of any parcel of parcel map shall meet fire, building, and municipal code requirements for the zone and the approved use.
31. Structures or any facility encroaching onto adjacent new parcel shall be removed prior to recording of the parcel map. Structure modification shall comply with building codes and setbacks.
32. A title report dated no more than 30 days prior to recording date of parcel map shall be submitted to the City Engineer for review prior to parcel map recordation.
33. Each newly created parcel shall have a separate water service. Any existing or new connection(s) shall be upgraded or constructed to current City standards including Automatic Meter Reading (AMR) water meter installed within City right-of-way and backflow prevention device installed within private property for non-residential uses. Existing cross lot connections shall be severed.
34. Each newly created parcel shall have a separate sewer service. Any existing or new connection(s) shall be upgraded or constructed to current City standards. Existing cross lot connections shall be severed.
35. The developer shall install sidewalk along the entire project parcel frontage on Vineyard Avenue in accordance with City and ADA standards.
36. If the applicant believes that a hardship waiver is applicable based on the cost of ADA improvements in relation to the overall project costs, a request for waiver may be submitted for consideration and an ultimate determination by the City.
37. ~~All existing and proposed public utilities (electric, telephone, cable, etc.) shall be undergrounded, except transformers, which may be mounted on pads. Public utility easements shall be dedicated outside and adjacent to all streets rights-of-way. All public utilities within the project property and adjacent to the project property frontage on peripheral streets (on the development side of the~~

~~street centerline) shall be placed underground except those facilities exempted by the Public Utilities Commission Regulations or operating at 70,000 volts or greater.~~

38. Where construction of off-site improvements or utility services is required, it shall be completed prior to issuance of final occupancy; or, in the case where no future occupancies are anticipated as part of the current action, the Subdivider shall either construct or install the required improvements or enter into a bonded secured agreement with the City of Madera providing for the construction of the required improvements and sufficient security prior to the recordation of the final Parcel Map.

BUILDING DEPARTMENT

39. A building permit is required for all construction activities.

FIRE DEPARTMENT

40. The setback from the existing dwelling to the proposed adjacent (new) property line between Parcels 1 and 2 must be a minimum of five (5) feet from the existing structure.

-END OF CONDITIONS-

TENTATIVE PARCEL MAP NO. 2022-02

IN
CITY OF MADERA, STATE OF CALIFORNIA
DECEMBER 2021
FOR
CARMINA MALDONADO
BY

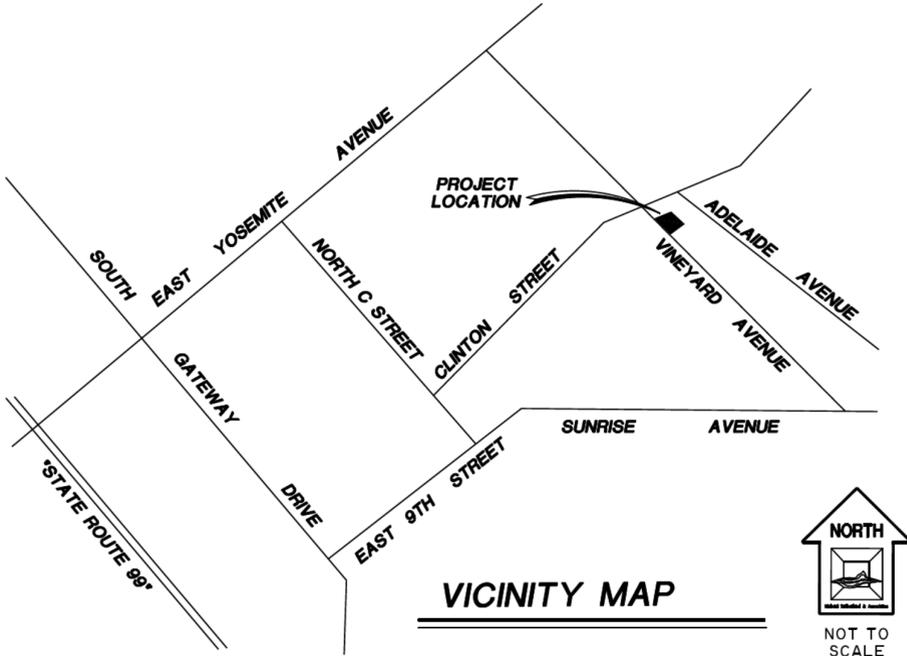


**Michael Sutherland
and Associates, Inc.**
LAND SURVEYING AND
CIVIL ENGINEERING SERVICES
36691 Avenue 12 • Madera, CA 93636
(559)447-5815/645-4730 (Fax 645-0241)

NOTE:
THE AREAS SHOWN INCLUDE THE 10' EASEMENT PREVIOUSLY DEEDED TO THE CITY OF MADERA FOR STREET AND PUBLIC UTILITY PURPOSES, RECORDED MAY 14, 1968 IN BOOK 1010, PAGE 408, M.C.R.

SITE DATA

EXISTING USE: RESIDENTIAL
EXISTING ZONE: R-2
EXISTING WATER SOURCE: CITY OF MADERA
EXISTING SEWAGE DISPOSAL: CITY OF MADERA
EXISTING STORM DRAINAGE: CITY OF MADERA
EXISTING/PROPOSED ELECTRICITY: P.G.&E.
EXISTING/PROPOSED TELEPHONE: AT&T
ASSESSOR'S PARCEL NO.: 008-071-001
SOURCE OF DATA: RECORD MAPS/FIELD SURVEY
PROPOSED USE: RESIDENTIAL
PROPOSED ZONE: R-1
PROPOSED WATER SOURCE: CITY OF MADERA
PROPOSED SEWAGE DISPOSAL: CITY OF MADERA
PROPOSED STORM DRAINAGE: CITY OF MADERA
TOTAL AREA: 13,175 SQUARE FEET
TOTAL LOTS: 2
MINIMUM LOT SIZE: 6,000 SQUARE FEET
FLOOD ZONE: THIS PROPERTY IS LOCATED IN ZONE "X" ACCORDING TO THE FLOOD INSURANCE RATE MAP PANEL 1160 OF 1385, MAP NUMBER 06039C1160E, EFFECTIVE DATE: SEPTEMBER 26, 2008.



LEGAL DESCRIPTION

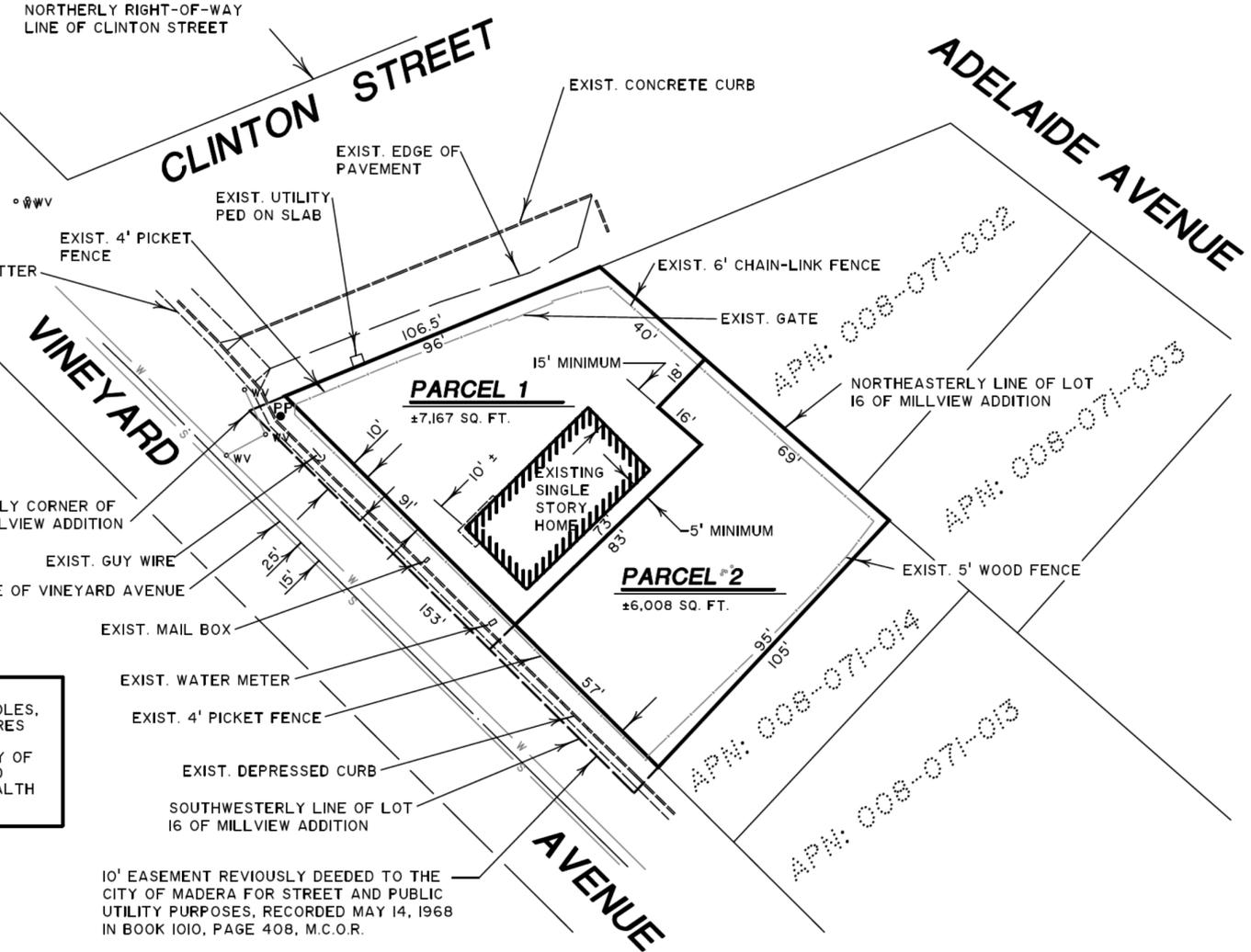
ALL THAT PORTION OF LOT 16 OF MILLVIEW ADDITION TO THE TOWN, NOW CITY OF MADERA, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK I, PAGE 28 OF MAPS, MADERA COUNTY RECORDS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY CORNER OF SAID LOT 16, THENCE SOUTH 44°30' EAST ALONG THE SOUTHWESTERLY LINE OF SAID LOT, A DISTANCE OF 153 FEET TO A POINT; THENCE NORTHEASTERLY AND PARALLEL WITH THE SOUTHEASTERLY LINE OF SAID LOT A DISTANCE 110 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID LOT 16, THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF SAID LOT 16 TO THE POINT OF BEGINNING.

LEGEND / ABBREVIATIONS

	EXISTING PROPERTY LINE
	EXISTING EASEMENT LINE
	PROPOSED PROPERTY LINE
	EXISTING POWER POLE
	WATER VALVE
	MADERA COUNTY OFFICIAL RECORDS
	EXISTING SANITARY SEWER MAIN
	EXISTING WATER MAIN

NOTE:
UNLESS NOTED OTHERWISE, ALL EXISTING BUILDINGS, FENCES, POWER POLES, UTILITY LINES, WELLS, TREES, IRRIGATION RISERS, AND OTHER STRUCTURES (EXCEPT SEPTIC TANKS) WITHIN THE AREA OF CONSTRUCTION SHALL BE REMOVED OR ABANDONED IN ACCORDANCE WITH THIS PLAN AND THE CITY OF MADERA STANDARD SPECIFICATIONS. SEPTIC TANKS SHALL BE REMOVED OR ABANDONED IN ACCORDANCE WITH CITY OF MADERA AND COUNTY HEALTH DEPARTMENT STANDARDS.

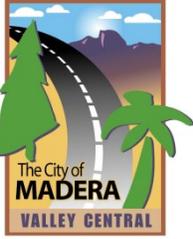


10' EASEMENT REVIOUSLY DEEDED TO THE CITY OF MADERA FOR STREET AND PUBLIC UTILITY PURPOSES, RECORDED MAY 14, 1968 IN BOOK 1010, PAGE 408, M.C.O.R.

SCALE: 1" = 30'



MICHAEL SUTHERLAND AND ASSOCIATES EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER APPLICABLE PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO A THIRD PARTY WITHOUT THE WRITTEN PERMISSION AND CONSENT OF MICHAEL SUTHERLAND AND ASSOCIATES. IN THE EVENT OF UNAUTHORIZED USE OF THESE PLANS BY A THIRD PARTY, THE THIRD PARTY SHALL HOLD MICHAEL SUTHERLAND AND ASSOCIATES HARMLESS AND SHALL BEAR THE COST OF MICHAEL SUTHERLAND AND ASSOCIATES' LEGAL FEES ASSOCIATED WITH DEFENDING AND ENFORCING THESE RIGHTS.



REPORT TO THE PLANNING COMMISSION

Prepared by: Adileni Rueda, Assistant Planner

Meeting of: February 13, 2024

Agenda Number: 3

SUBJECT:

Consideration of Rezone Application No. REZ 2023-03 for ±0.23 Acres of Property Located on the Northeasterly side of South I Street Between West Yosemite Avenue and West 6th Street.

RECOMMENDATION:

Conduct a public hearing and adopt:

1. A Resolution of the Planning Commission of the City of Madera recommending the Council of the City of Madera adopt Determinations of Categorical Exemptions pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15303/Class 3 (New Construction or Conversions of Small Structures) and 15332/Class 32 (In-Fill Development Projects) and approve Rezone Application No. REZ 2023-03.

SUMMARY:

The applicant, Gary Rogers, on behalf of the owner Aftab Naz, has filed Rezone (REZ) Application No. REZ 2023-03 and Site Plan Review (SPR) Application No. SPR 2023-18 pertaining to ±0.23 acres of property located on the northeasterly side of South I Street between West Yosemite Avenue and West 6th Street (the project site).

REZ 2023-03 proposes to rezone the project site (APN: 010-131-002) from the R3 (Residential, One unit for each 1,800 square feet of site area) zone district to the C1 (Light Commercial) zone district. REZ 2023-03 has been filed to facilitate approval of SPR 2023-18.

SPR 2023-18 proposes to develop a total of 3,870 square feet of new professional office space with four suites (840 square feet to 885 square feet per suite). The development will include a covered courtyard of 420 square feet and off-street parking to serve the proposed professional office use.

Pursuant to the provisions of City Municipal Code (CMC) §§ 10-3.1507 & 10-3.1508, public hearings (for amendments to zone boundaries/changes of property from one zone to another) shall be held before the Commission; and the Commission shall render a report and

recommendation (Resolution for adoption) to the Council, prior to the Council adopting the amendment or any part thereof.

The Community Development Director will make such determinations (findings) as required pursuant to the provisions of CMC § 10-3.4.0106 and take action on SPR 2023-18 in accordance with CMC § 10-3.4.0105 following Council consideration of REZ 2023-18.

Table 1 below provides an overview of the project site characteristics and identification of the project applicant and property owner.

Table 1: Project Overview	
<i>Project Number:</i>	REZ 2023-03 and SPR 2023-18
<i>Applicant:</i>	Gary Rogers
<i>Property Owner:</i>	Aftab Naz
<i>Location:</i>	119 South I Street (APN: 010-131-002) Located on the northeasterly side of South I Street between West Yosemite Avenue and West 6 th Street
<i>Project Area:</i>	0.23 Acres
<i>Plan Land Use:</i>	C – Commercial
<i>Zoning District:</i>	R3 – One unit per 1,800 square feet
<i>Site Characteristics</i>	The site is a vacant interior lot designated for Commercial land uses by the General Plan.

ANALYSIS:

Site Characteristics:

The project site is a vacant infill site located on the northeasterly side of South I Street between West Yosemite Avenue and West 6th Street. The project site is surrounded by urban uses with a commercial retail/office development existing to the north (fronting West Yosemite Avenue); existing single-family residences on properties located to the south (abutting) and to the west (across South I Street); and State Route (SR)/Highway 99 to the east.

Properties located between South I Street and SR/Highway 99 between West Yosemite Avenue and West 6th Street are planned for Commercial uses by the General Plan. Properties to the west, opposite and across South I Street from the project site are planned for Office and Low-Density Residential uses.

The Commercial land use category is the City’s retail commercial land use category, which is intended to provide for a broad range of commercial uses, including professional offices, according to the General Plan. Various zoning designations shall be used to determine the specific character of commercial development, from regional shopping centers to neighborhood stores. The City has five commercial land use zones as follows: Light Commercial, Heavy Commercial, Restricted Commercial, Neighborhood Commercial, and Highway Commercial.

For example, Light Commercial zoning in contrast to Heavy and Highway Commercial, does not permit automotive uses and permitted uses are generally limited to retail and personal service establishments without the approval of a conditional use permit. Light Commercial zoning will help ensure that the surrounding office buildings and residential neighborhood are not disrupted. For this reason, the C1 (Light Commercial) zone district is appropriate for the project site and area as it provides for and promotes both neighborhood serving commercial retail as well as office uses at an intensity and scale which will contribute to the preservation of the characteristics and integrity of neighborhoods where single-family residential homes are present while providing commercial services and employment in proximity.

Rezone 2023-03

The project site is designated for Commercial land uses by the Madera General Plan. Policy LU-32 of the Madera General Plan provides that zoning shall be consistent with General Plan land use designations. In areas where the zoning and the land use designation are not identical, Table LU-A: General Plan/Zoning Consistency of the Madera General Plan shall be used to determine consistency for rezoning applications.

The existing R3 (Residential, one unit per 1,800 square feet) zoning for the project site is inconsistent with the Commercial land use category designated by the adopted General Plan pursuant to Table LU-A of the General Plan. The applicant's request to rezone the project site to C1 (Light Commercial) would create consistency with the site's Commercial land use designation pursuant to Table LU-A of the General Plan. The zoning of Light Commercial would permit the construction of professional offices as a "by-right" use in accordance with the provisions of CMC § 10-3.801.

Site Plan Review 2023-18

Section 10-3.4 et seq. of the CMC establishes procedures for the review and approval of Site Plan Reviews. Pursuant to Section 10-3.4.0103 of the MMC, a site plan review is required for all new uses which involve construction or placement of new structures on a site or new uses which necessitate on-site improvements.

Pursuant to the provisions of CMC § 10-3.4.0106, before approving a proposed site plan, the Director shall determine that the proposed action is in compliance with all applicable provisions of the City Municipal Code, City General Plan, any applicable specific plans, as well as all rules and regulations applicable to the proposed development. Should REZ 2023-03 be approved by the City Council and associated environmental determinations adopted, an approval determination will be made, and action will be taken by the Director in accordance with the provisions of the CMC.

Approval will require a determination that all facilities and improvements, vehicular and pedestrian ingress, egress, and internal circulation, location of structures, services, walls, landscaping, and drainage of the site are so arranged that traffic congestion is avoided, that

pedestrian and vehicular safety and welfare are protected, that there will not be adverse effects on surrounding property, that proposed lighting is so arranged as to deflect the light away from adjoining properties or public streets and that adequate provision is made to reduce adverse or potentially adverse environmental impacts to acceptable levels. In making such determination the Director shall establish that approvals are consistent with established legislative policies relating to traffic safety, street dedications, street improvements, and environmental quality. In situations where a project could have adverse impacts on traffic or circulation outside the immediate project area, the Director, with input from City Department Heads, may find that additional improvements are required. SPR 2023-18 has been reviewed and will be conditioned to meet all applicable City standards.

ENVIROMENTAL REVIEW:

Staff performed a preliminary environmental assessment and determined that the project is exempt under California Environmental Quality Act Section 15303 (New Construction or Conversions of Small Structures) Class 3(C)(D) and Section 15332 (In-Fill Development) Class 32. The project site is within an urbanized area, the commercial building will not exceed 10,000 square feet in floor area, no proposed use will involve the use of hazardous substances, and the surrounding area is not environmentally sensitive. The proposed site is surrounded by other residential and commercial developments. The site is within city limits and will be served by public services.

PLANNING COMMISSION ACTION:

The Commission’s action will be a recommendation to the City Council regarding REZ 2023-03. Staff recommends that the Commission:

1. Move to adopt a Resolution of the Planning Commission of the City of Madera recommending the City Council of the City of Madera adopt determinations of Categorical Exemptions pursuant to California Environmental Quality Act (CEQA) Section 15303/Class 3 (New Construction or Conversions of Small Structures) and Section 15332/Class 32 (In-Fill Development) and approve REZ 2023-03.

ALTERNATIVES:

As alternatives, the Commission may elect to:

1. Move to refer the item back to staff and/or continue the public hearing to a future Planning Commission meeting at a date certain with direction to staff to return with an updated staff report and/or resolution: (Commission to specify and articulate reasons for referral/continuance).
2. Move to recommend denial of the request based on specified findings: (Commission to specify reasons for denial).
3. Provide staff with other alternative directions.

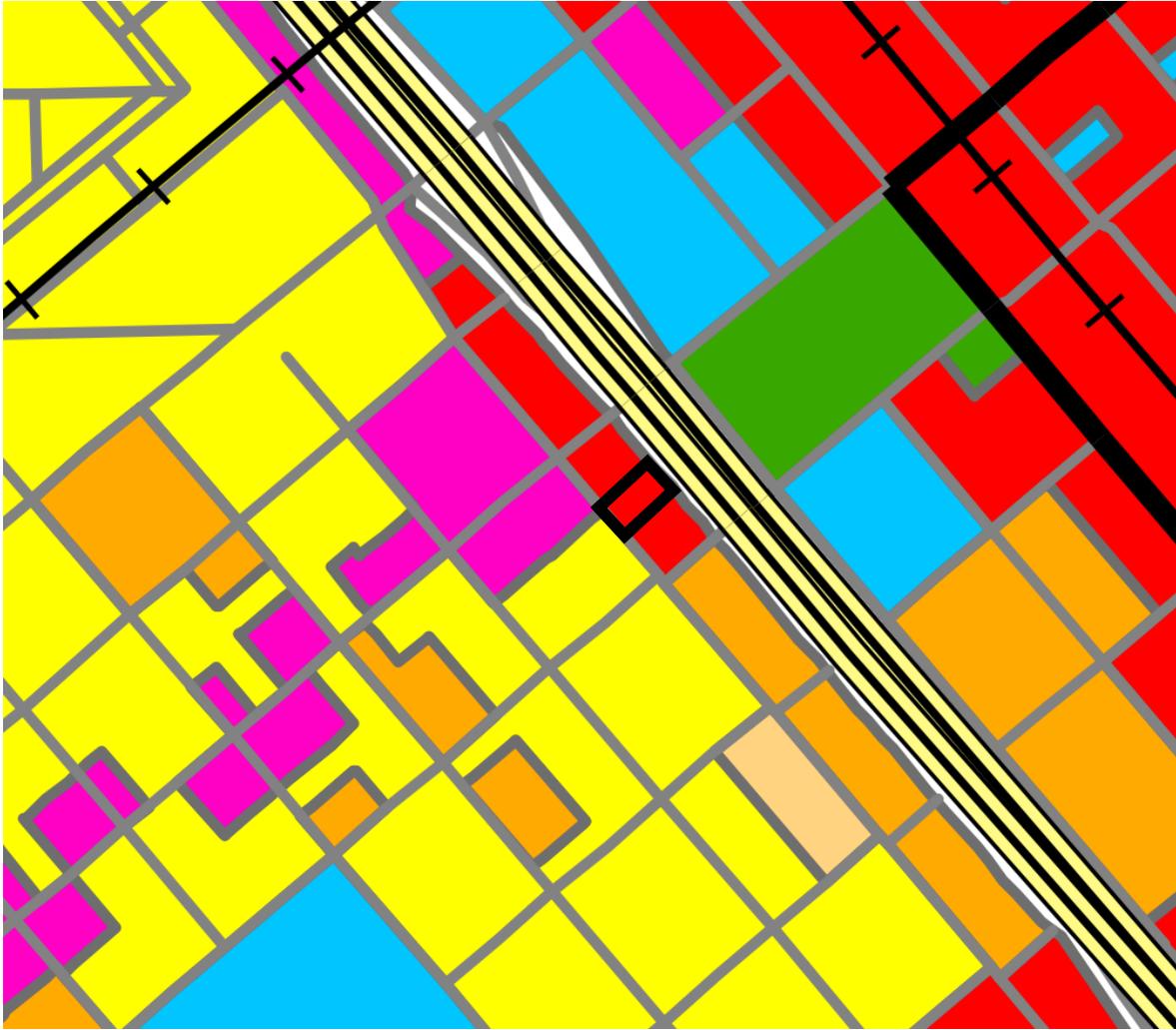
ATTACHMENTS:

1. Aerial View
2. General Plan Land Use Map
3. Existing Zoning Map
4. Proposed Zoning Map
5. Site Plan
6. Planning Commission Resolution
 "Exhibit A" Existing and Proposed Zone District Map

ATTACHMENT 1
Aerial Map



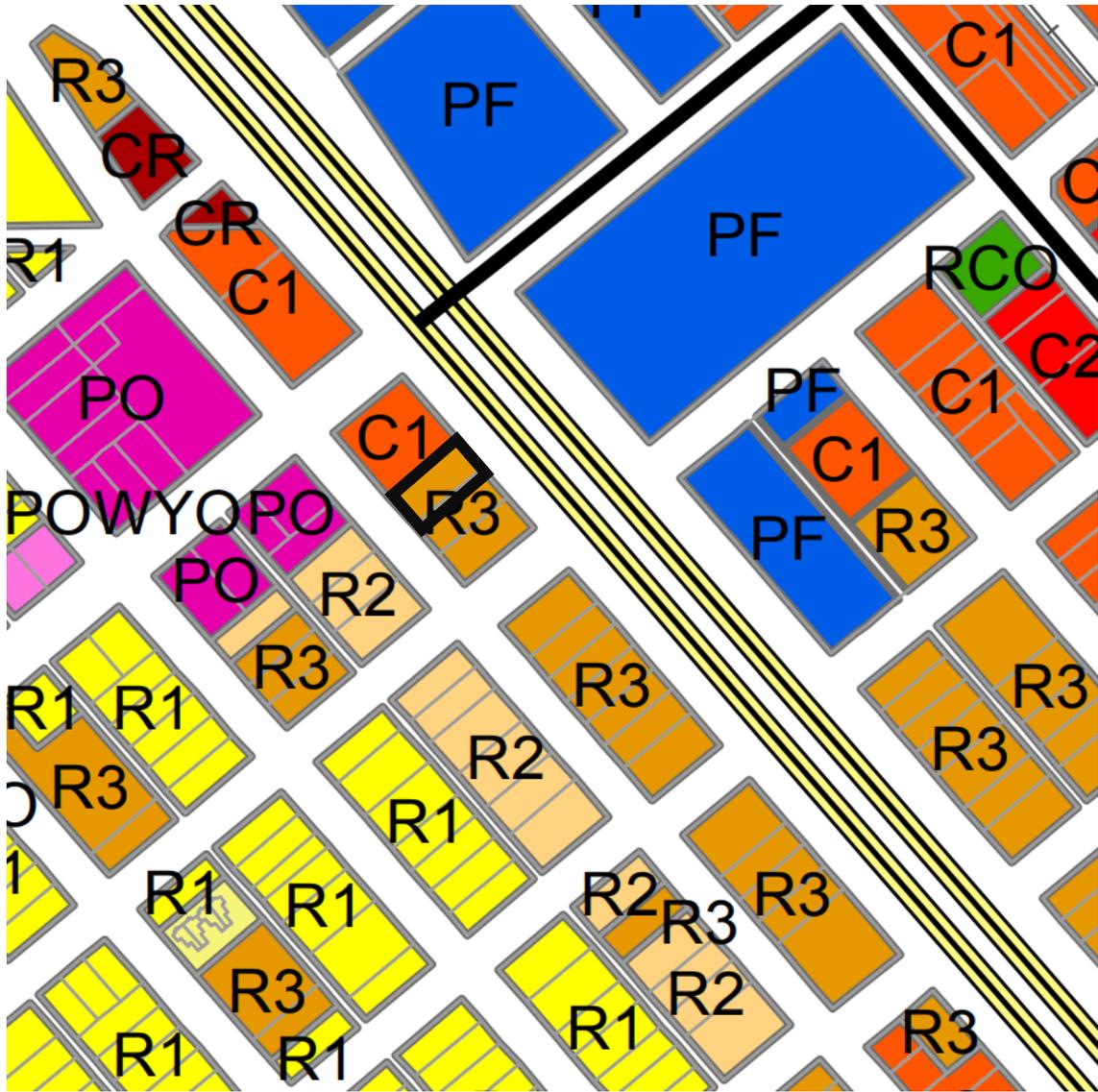
ATTACHMENT 2
General Plan Land Use Map



**General Plan
Land Use Designations**

- | | |
|--|--|
|  C - Commercial |  NMU - Neighborhood Mixed Use |
|  O - Office |  VMU - Village Mixed Use |
|  I - Industrial |  VR - Village Reserve |
|  VLD - Very Low Density Residential |  OS - Open Space |
|  LD - Low Density Residential |  RC - Resource Conservation/Agriculture |
|  MD - Medium Density Residential |  P&SP - Other Public and Semi-Public Uses |
|  HD - High Density Residential | |

ATTACHMENT 3
Existing Zoning Map



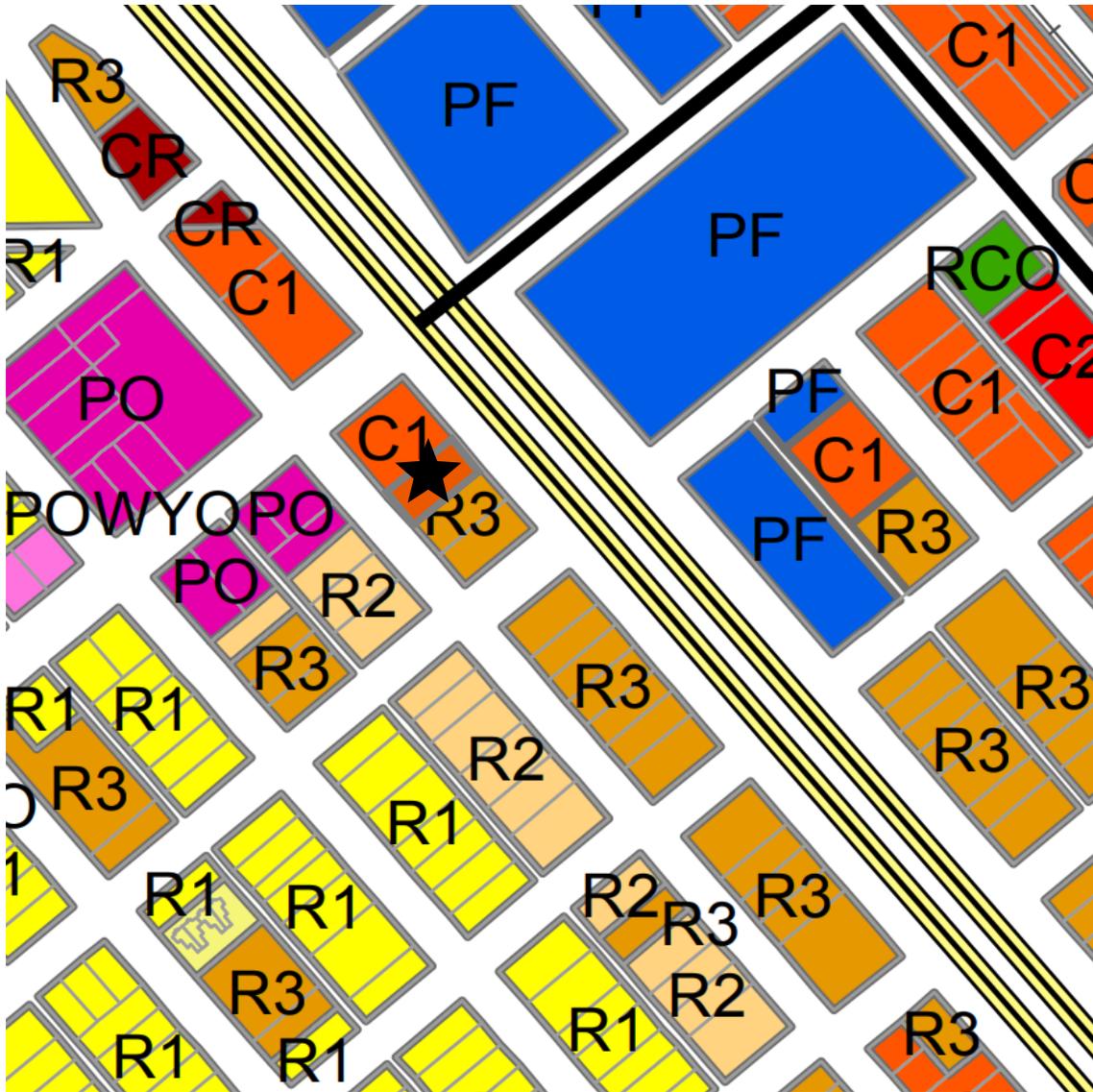
Zone Districts

Residential Districts

-  RA - (One unit per each 12,000 square feet)
-  R1 - (One unit per each 6,000 square feet)
-  R2 - (One unit per each 3,000 square feet)
-  R3 - (One unit per each 1,800 square feet)
-  PD (12000) - Planned Development
(One unit for each 12,000 sq. ft. of site area)

 Project Site

ATTACHMENT 4
Proposed Zoning Map



Zone Districts

Residential Districts

-  RA - (One unit per each 12,000 square feet)
-  R1 - (One unit per each 6,000 square feet)
-  R2 - (One unit per each 3,000 square feet)
-  R3 - (One unit per each 1,800 square feet)
-  PD (12000) - Planned Development
(One unit for each 12,000 sq. ft. of site area)

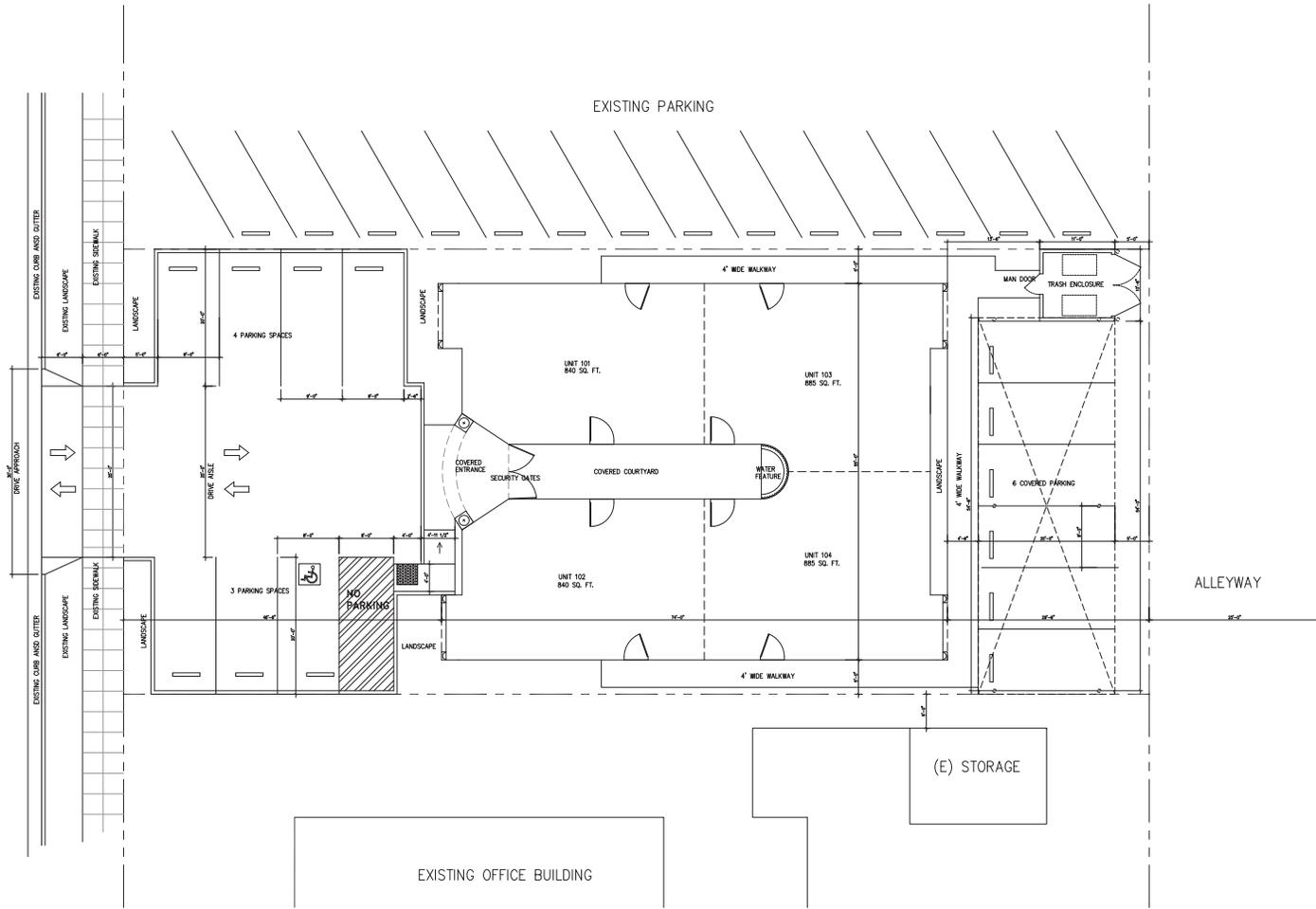
 Project Site

Commercial Districts

-  C1 - Light Commercial
-  C2 - Heavy Commercial
-  CH - Highway Commercial
-  CN - Neighborhood Commercial
-  CR - Restricted Commercial
-  PO - Professional Office
-  POWYO - Professional Office
West Yosemite Avenue Overlay

ATTACHMENT 5
Site Plan

11' STREET



Building Data

BUILDING USE : COMMERCIAL
 OCCUPANCY TYPE: B
 TYPE OF CONSTRUCTION : VB

Site Data

APN : 010-151-002
 SITE ADDRESS: 119 S. 11' STREET
 MADERA, CA

Owner Info

AFTAD NAZ
 17042 CONEJO RD
 MADERA, CA 93636
 559-930-5502

BUILDING AREAS

UNIT 101:	840	S.F.
UNIT 102:	840	S.F.
UNIT 103:	885	S.F.
UNIT 104:	885	S.F.
COVERED ENTRY/ COURTYARD:	420	S.F.
TOTAL BUILDING AREA:	3870	S.F.

PARKING

PARKING PROVIDED:	13 STALLS TOTAL
ADA PARKING:	1 STALL TOTAL
COVERED PARKING:	6 COVERED STALLS

SITE PLAN

Gary A. Rogers - Architect

1816 HOWARD ROAD - SUITE 8
 MADERA, CALIFORNIA 93637 OFFICE: (559) 674-6598
 PLANNING * DESIGNING * CONSTRUCTION PROBLEM SOLVING



REVISIONS	DATE	COMMENTS

AFTAD NAZ
 17042 CONEJO RD
 MADERA, CA. 93636 (559) 674-6598
 PROJECT SITE: 119 S. 11' STREET, MADERA, CA

DRAWN BY	J. MIKESSELL
CHECKED BY	
DATE	4 / 2023
SCALE	1/8"=1'-0"
JOB NO.	

SHEET	1
OF	SHEETS

ATTACHMENT 6
Resolution

RESOLUTION NO. 1979

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
RECOMMENDING THE CITY COUNCIL OF THE CITY OF MADERA ADOPT
DETERMINATIONS OF CATEGORICAL EXEMPTIONS PURSUANT TO CEQA
GUIDELINES SECTION 15303 (NEW CONSTRUCTION OR CONVERSION OF
SMALL STRUCTURES) AND SECTION 15332 (IN-FILL DEVELOPMENT),
AND APPROVE REZONE NO. 2023-03**

WHEREAS, Aftab Naz (“Owner”) owns APN 010-131-002 located at 119 South I Street, Madera, California on the northeasterly side of South I Street between West Yosemite Avenue and West 6th Street (“site”); and

WHEREAS, Gary A. Rogers (“Applicant”) submitted an application for a rezone (REZ 2023-03) for the approximately 0.23 acre site; and

WHEREAS, REZ 2023-03 was filed to facilitate approval of a professional office development on the site pursuant to Site Plan Review (SPR) No. 2023-18 (collectively, the “Project”); and

WHEREAS, the site is planned for Commercial land uses in the adopted City of Madera General Plan and is currently zoned R3 (Residential, One unit for each 1,800 square feet of site area) by the Zoning Ordinance; and

WHEREAS, the Applicant is seeking approval to rezone the site to the C1 (Light Commercial) zone district pursuant to REZ 2023-03; and

WHEREAS, the proposed rezone to C1 (Light Commercial) will provide the required consistency between the General Plan and Zoning Ordinance; and

WHEREAS, the City performed a preliminary environmental assessment and determined the project to be categorically exempt under Section 15303 (New Construction or Conversion of Small Structures) and Section 15332 (In-Fill Development) of the California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, pursuant to the City Municipal Code (CMC), a public hearing (for amendments to zone boundaries/changes of property from one zone to another) shall be held before the Planning Commission of the City of Madera (Commission) and the Commission shall render a report and recommendation (Resolution) to the City Council of the City of Madera (Council), prior to the Council adopting the amendment or any part thereof; and

WHEREAS, the City provided notice of the Commission hearing as required by law for the hearing of February 13, 2024; and

WHEREAS, the Commission received and independently reviewed REZ 2023-03 and the determination of Categorical Exemptions for purposes of CEQA at the duly noticed meeting on February 13, 2024; and

WHEREAS, at the February 13, 2024, Commission hearing, the public was provided an opportunity to comment, and evidence, both written and oral, was considered by the Commission; and

WHEREAS, after due consideration of all the items before it, the Commission now desires to adopt this Resolution recommending to the Council to adopt a resolution approving a Categorical Exemption for the project pursuant to CEQA and approving REZ 2023-03.

NOW THEREFORE, be it resolved by the Planning Commission of the City of Madera as follows:

1. Recitals: The above recitals are true and correct and are incorporated herein.
2. CEQA Recommendation: A preliminary environmental assessment was prepared in accordance with the California Environmental Quality Act. The Planning Commission recommends the Council determine whether the project is categorically exempt under CEQA Guidelines Section 15303/Class 3 (New Construction or Conversion of Small Structures) and Section 15332/Class 32 (In-Fill Development). The project site is less than five acres in size, is within an urbanized area, commercial development will not exceed 10,000 square feet in floor area, no proposed use will involve the use of hazardous substances, and the surrounding area is not environmentally sensitive. The site is surrounded by other residential and commercial developments. The site is within city limits and will be served by public services. The proposed zoning and project is consistent with the applicable general plan designation, all applicable policies as well as with the proposed zoning designation and regulations.
3. Recommendation of City Council Approval of REZ 2023-03: The Planning Commission finds and determines that the proposed C1 (Light Commercial) district as requested for the site pursuant to REZ 2023-03, is consistent with the adopted Commercial land use designation for the site pursuant to, and in accordance with Policy LU-32 and Table LU-A: General Plan/Zoning Consistency of the Madera General Plan. Therefore, based on evidence in the record, the Planning Commission recommends the City Council approve REZ 2023-03 consistent with the General Plan land use designation and as shown on Exhibit "A."
4. Effective Date: This Resolution shall become effective immediately. The Secretary of the Commission shall certify the adoption of the Resolution and shall transmit copies of the same to the Council of the City of Madera.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 13th day of February 2024, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

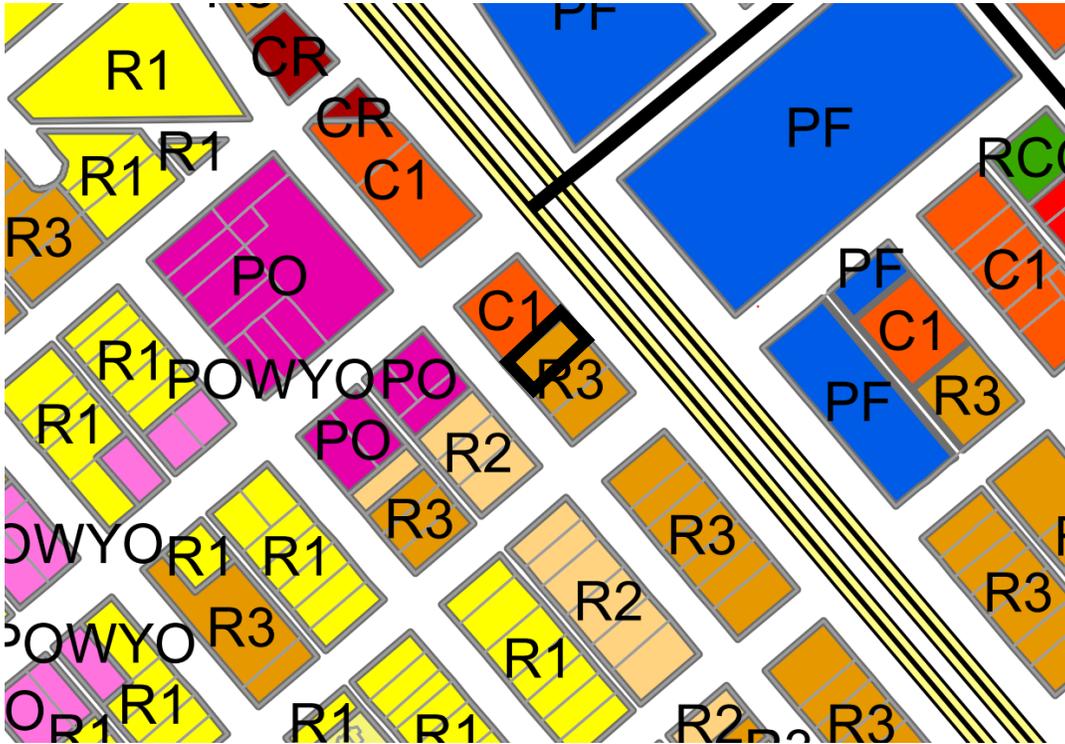
Attest:

Will Tackett, Community Development Director

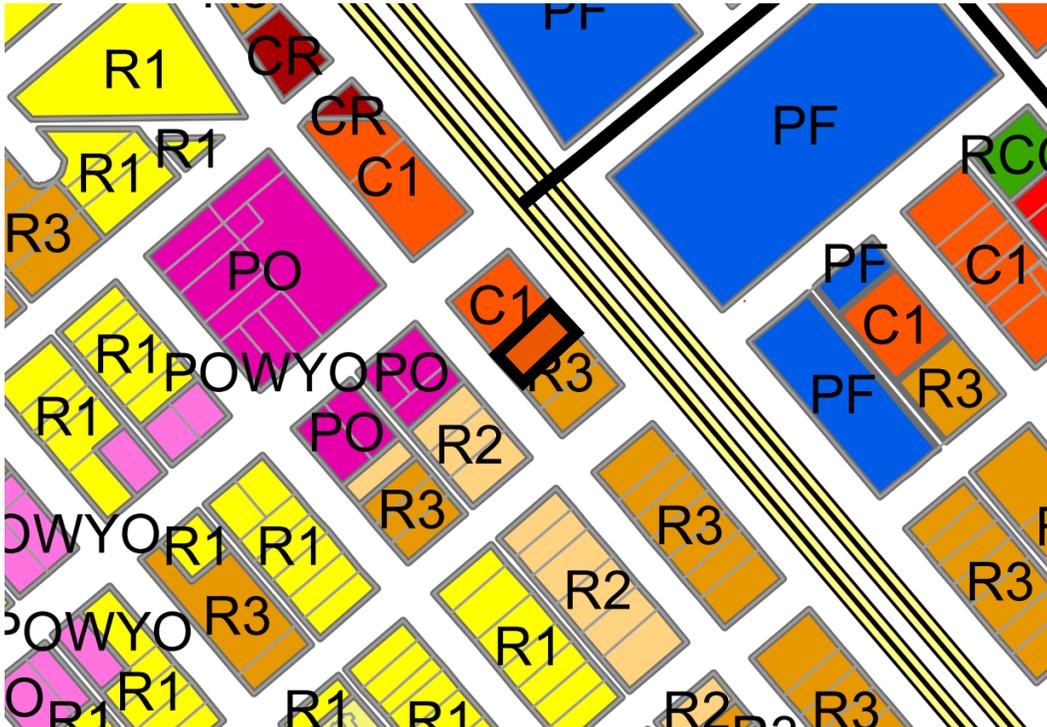
“Exhibit A” Existing and Proposed Zone District Map

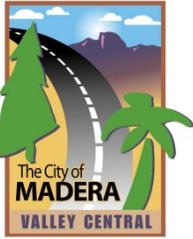
“Exhibit A” Existing and Proposed Zoning Maps

Existing Zoning: R3 (One unit per 1,800 square feet)



Proposed Zoning: C1 (Light Commercial)





REPORT TO THE PLANNING COMMISSION

Prepared by:

Robert Smith, Senior Planner

Meeting of: February 13, 2024

Agenda Number: 4

SUBJECT:

Tentative Subdivision Map 2022-01 – Carmel II and Tentative Subdivision Map 2023-02 – Carmel IV.

RECOMMENDATION:

Conduct a public hearing and adopt:

1. A Resolution of the Planning Commission of the City of Madera adopting the Mitigated Negative Declaration (SCH No. 2023120574) and the Mitigation Monitoring and Reporting Program prepared for purposes of the proposed project; and contingently approving TSM 2022-01 (Carmel II) and TSM 2023-02 (Carmel IV), subject to the findings and conditions of approval.

SUMMARY:

The applicant, Mike Pistorosi / DMP Development Corp, is requesting the approval of two tentative subdivision maps, Tentative Subdivision Map 2022-01 (TSM 2022-01 - Carmel II) and Tentative Subdivision Map 2023-02 (TSM 2023-02 - Carmel IV) to subdivide two parcels encompassing approximately 57.3 total acres in area (Accessor's Parcel Numbers (APN's) 012-480-008 and 012-480-009) (the "project site").

While these are two separate tentative maps, both tentative maps are being processed concurrently as a single planned development, will share a common Precise Plan, are being collectively conditioned and are being evaluated as one project, cumulatively, for purposes of the California Environmental Quality Act (CEQA).

The project site is located on the southern edge of the City, west of Highway 99, and is bound by West Pecan Avenue to the north, Road 26 ½ to the east, and existing farmland and settlement ponds to the west (Attachment 1). The incorporated City boundary limit forms the project site's western and southern boundaries.

The project site is planned for Low Density Residential (2.1-7 dwelling units per acre) land uses by the City's General Plan (Attachment 3).

Rezone 2022-04:

The project site received City Council approval for the first reading to rezone the properties at the February 7th, 2024, City Council meeting. The second reading has been tentatively scheduled for the regular meeting of the City Council to be held on February 21, 2024. The proposal will rezone the project site from the existing R-1 (Residential, One unit for each 6,000 square feet of site area) to PD 4,500 (Planned Development, One unit per 4,500 square feet of site area).

Tentative Subdivision Map 2022-01:

TSM 2022-01 (Carmel II) proposes the creation of a 104-lot residential subdivision on the northerly ±18.09-acre portion of the project site with lots sizes ranging from a minimum of 4,500 square feet (ft) to more than 7,500 sf in area. In addition to the residential lots, the tentative subdivision map proposes to dedicate one Outlot totaling 14,800 sf in area to the City for use as a public pocket park which is secured by Conditions of Approval (Exhibit “B” Attachment 5). All interior streets of the subdivision will be public streets. Street connections will provide vehicular and pedestrian access to West Pecan Avenue to the north, and to Road 26 ½ to the east. Stub street connections are provided to afford residential planned property to the west to provide extended access through the project to future development on the neighboring properties.

The map and conditions of approval identify all improvements and development standards associated with the Tentative Subdivision Map for purposes of the planned development Precise Plan, including the street right-of-way improvements to support the development of the subdivision map and connections to existing streets abutting the project site (Exhibit “C” Attachment 5).

Tentative Subdivision Map 2023-02:

TSM 2023-02 (Carmel IV) proposes the creation of 213 lots on the southerly ±39.2-acre portion of the project site with lot sizes ranging from a minimum of 4,815 ft to 11,205 sf in area. In addition to the residential lots, the tentative subdivision map proposes to dedicate one Outlot totaling 14,700 sf in area to the City for use as a public pocket park. All interior streets of the subdivision will be public streets. Street connections will provide vehicular and pedestrian access to Road 26 ½ to the east. Access will be created to Avenue 12 ½ as part of the subdivision, providing southern access from the site to the existing Road 26 ½. Street right-of-way improvements will also be provided with this subdivision to support the development of the subdivision map and connections to existing streets abutting the project site. (Exhibit “C” Attachment 5).

Conditions of approval require streets to be built to their planned maximum right of way to accommodate the development. Intersection controls are also included in Conditions of approval to mitigate development impacts.

An overview of the proposed project and project site characteristics are provided in Table 1 below.

Table 1: Project Overview	
<i>Project Number:</i>	TSM 2022-01, TSM 2023-02
<i>Applicant:</i>	Mike Pistoresi
<i>Property Owner:</i>	DMP Development Corporation Inc
<i>Location:</i>	Southwest corner of West Pecan Avenue and Avenue 26 ½ (APNs 012-480-008 and 012-480-009); Bounded by West Pecan Avenue to the north, Road 26 ½ to the east and existing farmland to the south and to the west.
<i>Project Area:</i>	57.3-acres.
<i>Planned Land Use:</i>	LD (Low Density Residential)
<i>Zoning District:</i>	PD 4,500 (Planned Development, one unit per 4,500 square feet of site area)

Table 1: Project Overview

<i>Site Characteristics</i>	The project is located on land that is currently used for agriculture. Planned land use bordering the site is Low Density Residential too the north, northwest and east, Industrial to the southwest, and Village Reserve to the south.
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ANALYSIS:

The applicant is proposing two Tentative Subdivision Maps in order to subdivide and develop approximately 57.3-acres of land. The proposal is consistent with the General Plan and framework and development standards of the zoning code. The lotting scheme, parkland space, storm drainage basin and circulation improvements depicted in both TSM 2022-01 and TSM 2023-02 are consistent with the expected lotting scheme and circulation improvements expected of this type of subdivision. The proposal retains the appropriate density, and the General Plan can accommodate an increased number of units in compliance with the low density residential land use designation for this area.

Site Characteristics:

The project site consists of an active nut orchard with a long history of agricultural disturbance. The site is devoid of most native and non-native species naturally occurring in this area. The plant diversity in this habitat is low and is composed primarily of non-native grasses and other ruderal plants.

The site is located outside the Federal Emergency Agency (FEMA) 100-year floodplain (FEMA Special Flood Hazard Area, Zone AO). In major storm events, where large amounts of precipitation fall within a 24-hour period, run-off is unlikely to pool in this area.

Surrounding Land Uses:

The site is bordered to the north by West Pecan Avenue with the Madera High School beyond, on land that is designated as Public Facilities. Beyond Road 26 ½, bordering the site to the east, a portion of the neighboring property is already developed into a residential subdivision with the other portion currently being used for agriculture and a Madera irrigation basin. The project will create the right of way Avenue 12 ½ to the south, with land beyond containing agriculture. The site is bordered to the west by settlement ponds and agriculture. Land to the east is zoned Low density residential, land to the south is outside the current city limit, including land to the west, with these areas identified for Industrial development in the current City of Madera General Plan.

Table 2 below summarizes the existing development/uses, and the General Plan land use designations and zoning districts surrounding the proposed project site. The General Plan designations identified in Table 2 represent the City’s General Plan land use designations surrounding the project site. The zoning districts identified in Table 2 include both City and County zone districts based on where the City limit boundary abuts the project site.

Table 2: Bordering Site Information			
<i>Direction</i>	<i>Existing Use</i>	<i>General Plan Designation</i>	<i>Zone District</i>
<i>North</i>	Madera High School	P&SP	U (City)
<i>East</i>	Agriculture and residential	Low Density Residential	R-1 and PD 6,000
<i>South</i>	Agriculture	Village Reserve	ARE-40 (County)
<i>West</i>	Agriculture	Industrial	ARE-5 (County)
AR-5 – Agricultural, Rural, (Five Acre) District (County)			
ARE-20 – Agricultural, Rural, Exclusive (20 acre) District (County)			
PD 4500 – Planned Development (One unit per each 4,500 square feet) (City)			

Subdivision Map Act:

The California Subdivision Map Act (Government Code Section 66410, et seq.) establishes most of the procedures for subdivision of land. Other components are contained within Chapter 2 (Subdivisions) of Title 10 (Planning and Zoning) of the Madera Municipal Code. Generally, a tentative subdivision map is required in order to subdivide land into five or more parcels.

Pursuant to Government Code Section 66474, a legislative body of a city or county shall deny approval of a tentative map, if it makes any of the following findings:

- a) That the proposed map is not consistent with applicable general plan and specific plans as specified in Section 65451 of the Government Code.
- b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- c) That the site is not physically suitable for this type of development.
- d) That the site is not physically suitable for the proposed density of development.
- e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.
- g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. The subsection shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

As noted above, TSM 2022-01 proposes the creation of 104 single family residential lots, on the northerly ±18.09-acre portion of the project site. Additionally, TSM 2023-02 would provide 214 lot single family residential lots on the southerly ±39.2-acre portion of the project site. Both maps would provide areas for public pocket parks.

Specific development guidelines and standards for the project site will be created through the precise plan process and are included in the tentative map Condition of Approval. The precise plan development standards will conform with the development standards of R-1 zoning.

PARKLAND ACQUISITION:

The Quimby Act authorizes the City to require dedication of parkland or the payment of fees in-lieu of such dedication in set amounts to meet the needs of the citizens of the community for which parkland is required and to further the health, safety and general welfare of the community. The Quimby Act has been in effect since the mid-1970s.

Land dedicated for purposes of satisfying the parkland area requirement stated in Policy PR-1 of the General Plan and in accordance with CMC § 10-2.1300 et seq., for purposes of compliance with California Government Code § 66477 (the “Quimby Act”), shall only include Neighborhood, Community, and Regional Parks, together with Sports Complexes and Special Use Facilities as defined in the City of Madera Parks and Recreation Plan. Pursuant to the provisions of the Parks and Recreation Master Plan, Neighborhood Parks must be at least 3 acres in area.

While the proposed pocket parks will provide valuable open space amenity to the planned development, the size of these public open spaces do not meet the minimum requirement for qualification and credit towards the Quimby parkland dedication. Nor are such parks currently included in a capital facilities fee or other programmed fee. The conditions of approval have identified methods in which the Subdivider/developer may be able to seek reimbursement.

The proposed parks are centrally located within the project site. The dedication (e.g., size and location) of each park identified in the TSMs is consistent with the requirements for public open space.

General Plan Conformity:

The first of the four core vision statements in the Vision Plan is a “well-planned City.” The Commission, by considering how this development connects to other developments and how the neighborhood and infrastructure can be maintained, is actively implementing this key concept of the Vision Plan. Moreover, approval of the project is specifically consistent with Strategy 131, “Create Well-Planned neighborhoods throughout Madera that promote connectivity and inclusiveness with a mix of densities and commercial components.”

The proposed lotting pattern and density of TSM 2022-01 and TSM 2023-02 demonstrates general consistency with the applicable goals and policies of the General Plan. The General Plan also provides direction for the development of homes within the subdivision. The development of homes on individual lots is guided by Action Item CD33.1 which states that final designs within the PD (Planned Development) Zone District are approved as part of a precise plan. A precise plan application does not need to accompany tentative subdivision map applications. However, a precise plan application will need to be submitted and approved prior to any construction within the subdivision.

Public Infrastructure & Services:

Public infrastructure and utilities required by the City Municipal Code and the Madera General Plan will be constructed in support of the tentative subdivision maps. Required infrastructure includes sewer, water and storm drainage improvements consistent with the City’s infrastructure masterplans.

The additional residential accommodation will generate an increased need for school places. The Madera Unified School District (MUSD) administers school fees for this part of the City. Payment of school development impact fees is a condition of approval of the project. Of the 15 elementary schools, 2 middle schools, 1 high school, 1 alternative school, and 1 continuation school, the closest school to the project

site is the Madera high school directly to the north of the project boundary. School fees related to this project will be paid directly to MUSD which will mitigate the arrival of new students within this school district.

The Madera County Fire Station #1 is within 2 miles of the project site, with an approximate drive time of 6 minutes at non-emergency speeds. Where service requirements exceed what is currently allowed within the City the Fire Department has planned expansion areas where new stations are identified to be required as demand increases.

The Madera Police Department is within 3 miles of the project site, with an approximate drive time of 8 minutes at non-emergency speeds. The Police Department monitors levels of demand within the City and where increased provision is required, the Police may make recommendations for increasing service resources to serve deficiencies.

For this location, the Subdivision will be required to establish a Community Facility District (CFD) under CFD 2005-01 that will account for any increased provision of public services including Fire and Police services, amongst others. This requirement is covered by the project conditions of approval. By Resolution No. 05-334, the City Council established CFD 2005-1, a Mello Roos Community Facilities District with the intention that future development within the City of Madera (City) would annex into this district. The special taxes collected from the property owners within the district are used for the funding of police and fire protection services, storm drain infrastructure maintenance and operations, and park maintenance. Property owner assessments are paid as a component of the property tax collection process. As was originally envisioned with the establishment of the CFD, future residential projects not included in the initial formation process are required to go through an annexation process in order to be included in CFD 2005-1.

ENVIRONMENTAL REVIEW:

The proposed project has been reviewed for compliance with the requirements of the California Environmental Quality Act (CEQA) Guidelines.

4Creeks, Inc. has prepared an initial study, performed environmental analyses and evaluated the project in accordance with the CEQA Guidelines and criteria on behalf of the City as lead agency. The conclusions and findings resultant from these environmental studies, analyses and an evaluation of the proposed project determined that although the project could have a significant effect on the environment, there will not be a significant effect because mitigation measures have been identified to reduce the significant direct, indirect or cumulative effects on the environment, and that a Mitigated Negative Declaration is appropriate for this project.

The Notice of Intent to Adopt a Mitigated Negative Declaration was filed with the County Clerk on December 1, 2023, published in the Madera Tribune on December 2, 2023, and posted with the Governor's Office of Planning and Research (OPR) on December 22, 2023, initiating a public review period effectively commencing on December 1, 2023, and ending January 22, 2024.

The Planning Commission with this action will include consideration of the Mitigated Negative Declaration (SCH No. 2023120574) and the Mitigation Monitoring and Reporting Program prepared for purposes of the proposed project, including public comments received during the public review period or at the hearing prior to the Commission taking action to adopt or reject the Mitigated Negative Declaration (SCH No. 2023120574) and the Mitigation Monitoring and Reporting Program prepared for purposes of the proposed project.

COMMISSION ACTION:

The Commission will be acting on TSM 2022-01 and TSM 2023-02. Staff recommends that the Commission:

1. Move to recommend adoption of a Resolution of the Planning Commission to adopt the Mitigated Negative Declaration (SCH No. 2023120574) and the Mitigation Monitoring and Reporting Program prepared for purposes of the proposed project; and, approving TSM 2022-01 and TSM 2023-02, subject to the findings and conditions of approval.

ALTERNATIVES:

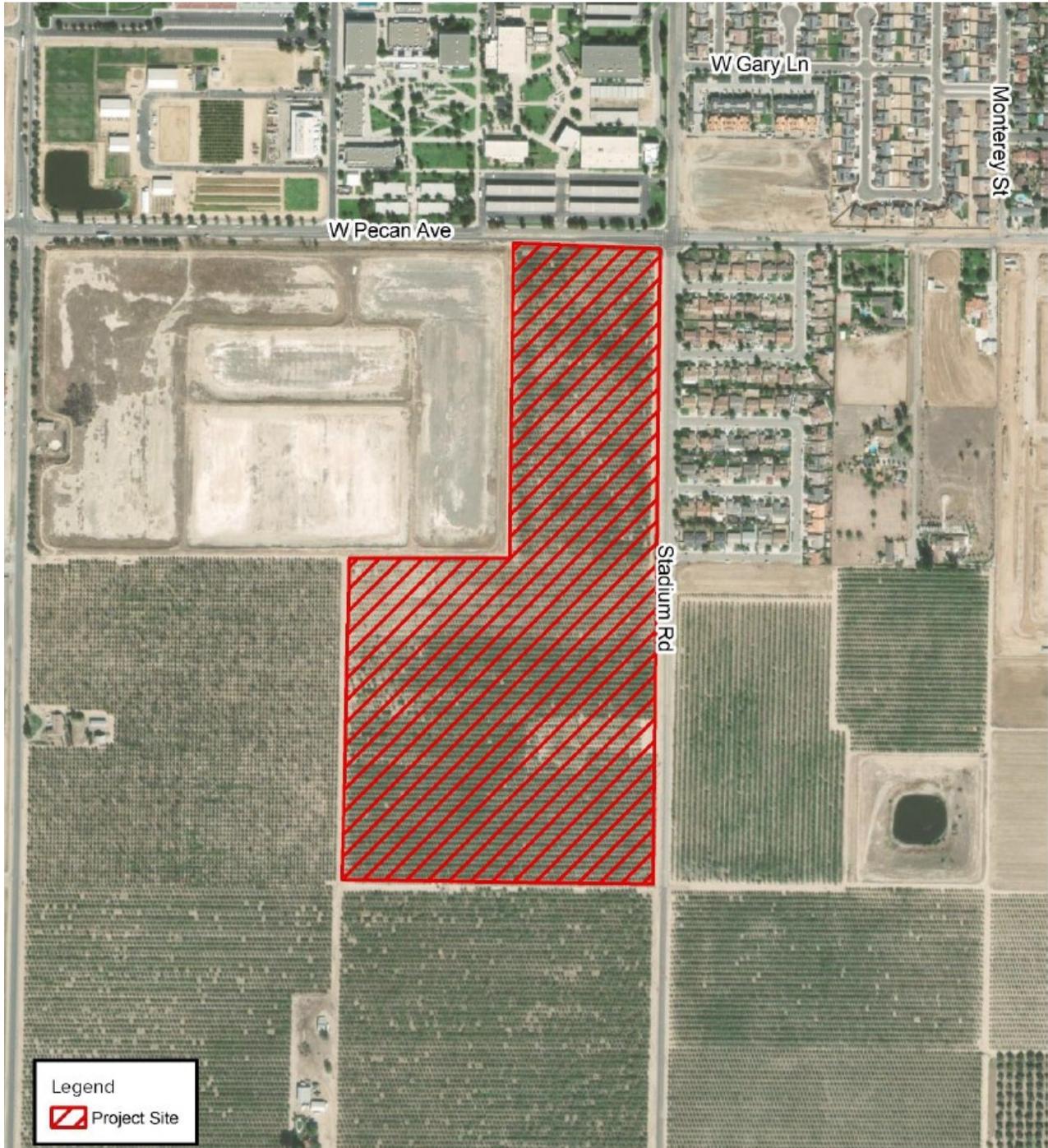
As an alternative, the Commission may elect to:

1. Move to continue the public hearing to a future Planning Commission meeting: (Planning Commission to specify date).
2. Move to deny the request based on specific findings: (Planning Commission should articulate reasons for denial).

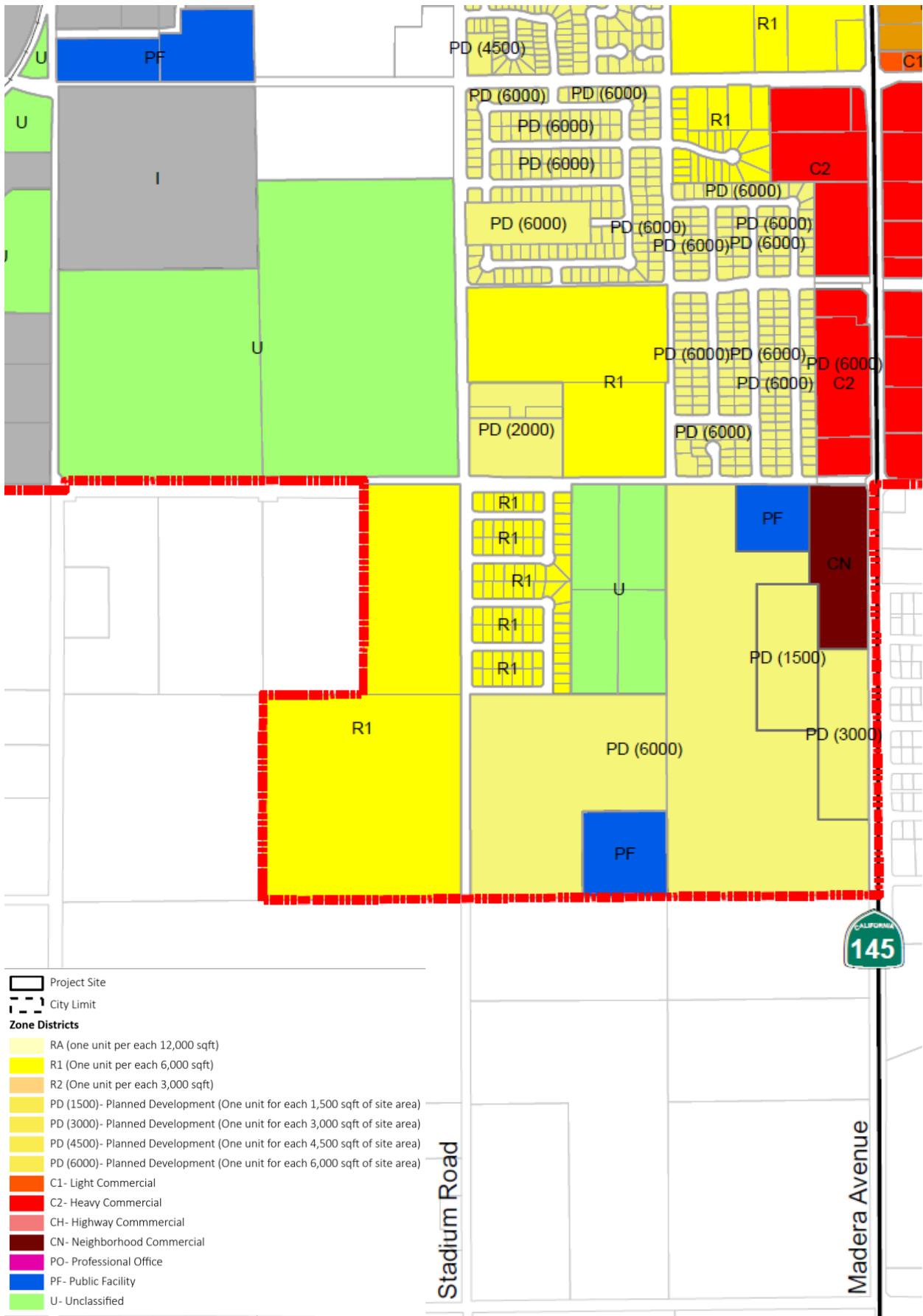
ATTACHMENTS:

1. Vicinity Map
2. City Zoning Map
3. City General Plan Land Use Map
4. County Zoning Map
5. Planning Commission Resolution
 - Exhibit "A" – Conditions of Approval
 - Exhibit "B" – TSM 2022-01 (Carmel II Subdivision Map)
 - Exhibit "C" – TSM 2023-02 (Carmel IV Subdivision Map)

ATTACHMENT 1
Vicinity Map

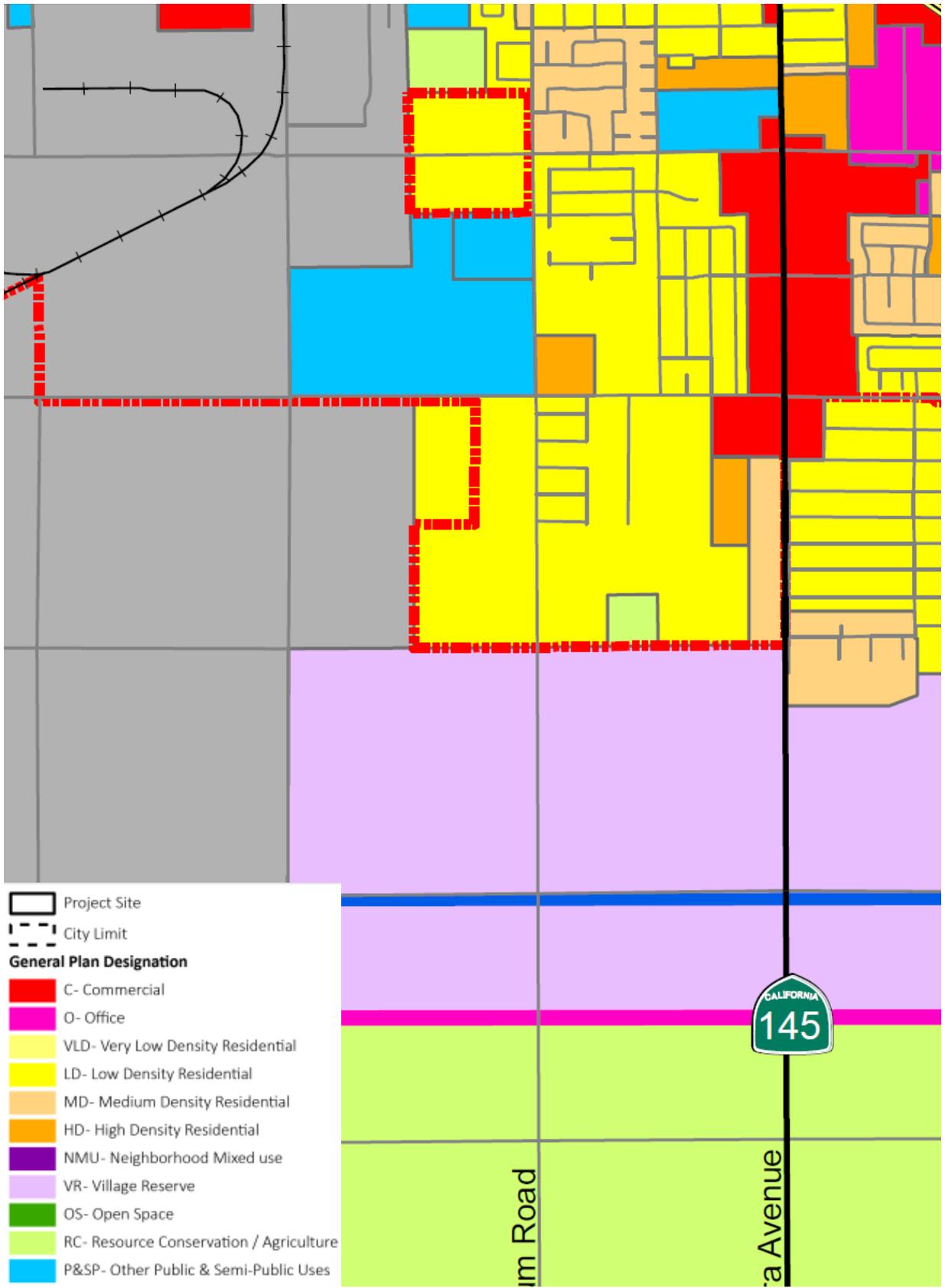


ATTACHMENT 2
City Zoning

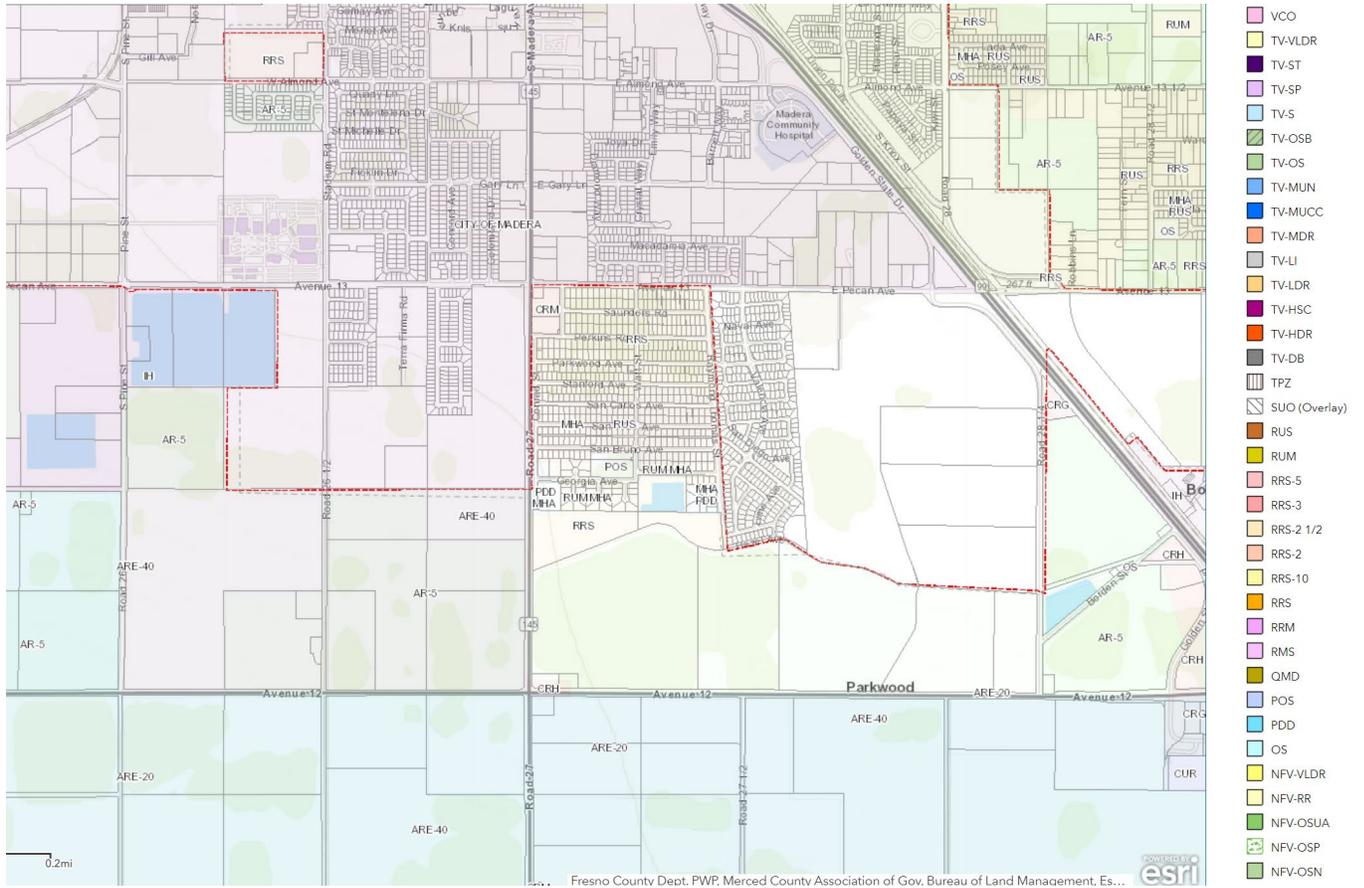


- Project Site
- City Limit
- Zone Districts**
- RA (one unit per each 12,000 sqft)
- R1 (One unit per each 6,000 sqft)
- R2 (One unit per each 3,000 sqft)
- PD (1500)- Planned Development (One unit for each 1,500 sqft of site area)
- PD (3000)- Planned Development (One unit for each 3,000 sqft of site area)
- PD (4500)- Planned Development (One unit for each 4,500 sqft of site area)
- PD (6000)- Planned Development (One unit for each 6,000 sqft of site area)
- C1- Light Commercial
- C2- Heavy Commercial
- CH- Highway Commercial
- CN- Neighborhood Commercial
- PO- Professional Office
- PF- Public Facility
- U- Unclassified

ATTACHMENT 3
City General Plan



ATTACHMENT 4
County Zoning Map



ATTACHMENT 5
Planning Commission Resolution

RESOLUTION NO. 1980

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
ADOPTING THE MITIGATED NEGATIVE DECLARATION (SCH NO. 2023120574)
AND THE MITIGATION MONITORING AND REPORTING PROGRAM PREPARED
FOR THE PROJECT, AND CONTINGENTLY APPROVING TENTATIVE SUBDIVISION
MAP 2022-01 (CARMEL II) AND TENTATIVE SUBDIVISION MAP 2023-02
(CARMEL IV)**

WHEREAS, DMP Development Corp (“Owner”) submitted applications for Tentative Subdivision Maps (TSM) 2022-01 and 2023-02 and Precise Plan for approximately 57.3 acres of land located on the southwest corner of the intersection of West Pecan Avenue and Stadium Road (Rd. 26 ½), comprising APN(s) 012-480-008 and 012-480-009, in the City of Madera, California (“site”); and

WHEREAS, the Owner is also seeking approval to rezone the site to the PD-4500 (Planned Development, One unit for each 4,500 square feet of site area) zone district pursuant to Rezone (REZ) Application No. 2022-04 to facilitate approval of the tentative subdivision maps (collectively, the “Project”); and

WHEREAS, the site is planned for Low Density Residential land uses in the adopted City of Madera General Plan; and

WHEREAS, an ordinance to rezone the site pursuant to REZ 2022-02 was introduced, considered and recommended for a second reading and adoption by the City Council at a public hearing on February 7, 2024; and

WHEREAS, the Owner is seeking approval of the two tentative subdivision maps TSM 2022-01 and TSM 2023-02 for purposes of creating a 317-lot single family residential planned development on the site; and

WHEREAS, TSM 2022-01 proposes the creation of 104-single family residential lots and 1 outlot totaling 14,800 sf to be dedicated for a public pocket park; and

WHEREAS, TSM 2023-02 proposes the creation of 213-single family residential lots and 1 outlot totaling 14,700 sf to be dedicated for a public pocket park; and;

WHEREAS, this project was assessed in accordance with the provisions of the California Environmental Quality Act (“CEQA”) resulting in preparation of a Mitigated Negative Declaration (SCH No. 2023120574) including a Mitigation Monitoring and Reporting Program, which has been circulated, and made available for public review pursuant to CEQA and the City of Madera Municipal Code (CMC); and

WHEREAS, the City provided notice of the Planning Commission hearing as required by law for the hearing of February 13, 2024; and

WHEREAS, the Planning Commission received and reviewed TSM 2022-01 and TSM 2023-02 at the duly noticed meeting on February 13, 2024; and

WHEREAS, at the February 13, 2024, public hearings, the public was provided an opportunity to comment, and evidence, both written and oral, was considered by the Planning Commission; and

WHEREAS, after due consideration of all the items before it, the Commission now desires to adopt this Resolution adopting Mitigated Negative Declaration (SCH No. 2023120574) including the Mitigation

Monitoring and Reporting Program prepared for purposes of the proposed project and approve TSM 2022-01 and TSM 2023-02, including the Precise Plan.

NOW THEREFORE, be it resolved by the Planning Commission of the City of Madera as follows:

1. Recitals: The above recitals are true and correct and are incorporated herein.
2. CEQA: The Commission finds an environmental assessment initial study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations. Preparation of the environmental assessment necessitated a thorough review of the proposed Project and relevant environmental issues. Pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration circulated on December 1, 2023, and all comments received, the Commission finds that with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. Furthermore, the Commission finds the Mitigated Negative Declaration reflects the independent judgment and analysis of the City and the mitigation measures have been made enforceable conditions on the project. The Commission further finds the Initial Study and Mitigated Negative Declaration were timely and properly published and noticed as required by CEQA. As such, the Commission adopts Mitigated Negative Declaration (SCH No. 2023120574) and the Mitigation Monitoring and Reporting Program (Exhibit D) for the project.
3. Findings for TSM 2022-01: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support approval, as conditioned, Tentative Tract Map TSM 2022-01. With the conditions, the project is consistent with the requirements of the Municipal Code, including Section 10-2.402. The Planning Commission further recommends City Council approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:
 - a. *The proposed subdivision is consistent with the General Plan and specific plans.*

The Tentative Subdivision Map is consistent and compatible with the City's General Plan land use designations and is consistent and compatible with the subject site and surroundings. The procedural requirements of the Subdivision Map Act have been met, and all parcels comply with the, General Plan, engineering, and zoning standards pertaining to grading, drainage, utility connections, lot size and density. In this regard, the design and improvements of the subdivision, subject to the conditions of approval, will be consistent with the requirements and improvement standards of the City of Madera.
 - b. *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The proposed subdivision density is consistent with the Low-Density Residential land use designation for the site as adopted by the Madera General Plan. The proposed improvement of the site in accordance with the tentative map and

proposed Precise Plan is consistent with the goals, objectives and policies of the General Plan, and the City's Zoning Regulations, subject to condition of approval.

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

Adequate service capacity is available to service the subject site. The site is of adequate size to accommodate the density of the proposed subdivision and all proposed improvements to be constructed in association with the project thereon in accordance with the Zoning Regulations.

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

The site is designated for Low Density Residential land uses by the General Plan, intended to promote density of between 2.1 and 7 dwelling units per acre with a target density of 5.25 units per acre. The proposed project is consistent with the planned land use density designated by the General Plan.

- e: *The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat pursuant to the CEQA findings included herein above.

4. Findings for TSM 2023-02: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support approval, as conditioned, Tentative Tract Map TSM 2023-02. With the conditions, the project is consistent with the requirements of the Municipal Code, including Section 10-2.402. The Planning Commission further recommends City Council approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:

- a. *The proposed subdivision is consistent with the General Plan and specific plans.*

The Tentative Subdivision Map is consistent and compatible with the City's General Plan land use designations and is consistent and compatible with the subject site and surroundings. The procedural requirements of the Subdivision Map Act have been met, and all parcels comply with the General Plan, engineering, and zoning standards pertaining to grading, drainage, utility connections, lot size and density. In this regard, the design and improvements of the subdivision, subject to the conditions of approval, will be consistent with the requirements and improvement standards of the City of Madera.

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

The proposed subdivision density is consistent with the Low-Density Residential land use designation for the site as adopted by the Madera General Plan. The proposed improvement of the site in accordance with the tentative map and

proposed Precise Plan is consistent with the goals, objectives and policies of the General Plan, and the City's Zoning Regulations, subject to condition of approval.

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

Adequate service capacity is available to service the subject site. The site is of adequate size to accommodate the density of the proposed subdivision and all proposed improvements to be constructed in association with the project thereon in accordance with the Zoning Regulations.

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

The site is designated for Low Density Residential land uses by the General Plan, intended to promote density of between 2.1 and 7 dwelling units per acre with a target density of 5.25 units per acre. The proposed project is consistent with the planned land use density designated by the General Plan.

e: *The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat pursuant to the CEQA findings included herein above.

5. Approval of TSM 2022-01 and TSM 2023-02: Given that all the aforementioned findings can be made, the Planning Commission hereby approves TSM 2022-01 and TSM 2023-02 as conditioned as set forth in the Conditions of Approval attached as Exhibit "B," which approvals are contingent upon the following:

The conditional approval of TSM 2022-01 and TSM 2023-02 shall become final and effective immediately only after the City Council of the City of Madera approves the applicant's request to rezone the project site (REZ 2022-02). If the Council Approval is not made within 180 days of the adoption of this Resolution, then both TSM 2022-01 and TSM 2023-02 shall be returned to the Planning Commission for further consideration and a final decision. If Council Approvals are made within 180 days of the adoption of this Resolution, but any change is made by the Council to any of the Council Approvals in a manner that could reasonably affect the findings of the Planning Commission herein, or require a modification or addition of a condition of approval to be consistent with a Council Approval, then both TSM 2022-01 and TSM 2023-02 shall be returned to the Planning Commission for further consideration and a final decision.

6. Effective Date: This resolution is effective immediately.

* * * * *

Passed and approved by the Planning Commission of the City of Madera this 13th day of February 2024, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Will Tackett
Community Development Director

Exhibit "A" – Conditions of Approval
Exhibit "B" – TSM 2022-01 (Carmel II Subdivision Map)
Exhibit "C" – TSM 2023-02 (Carmel IV Subdivision Map)
Exhibit "D" – Mitigation Monitoring and Reporting Program for (MND/SCH No. 2023120574)

ATTACHMENT 5
Exhibit A

EXHIBIT "A"
TSM 2022-01 (CARMEL II) & TSM 2023-02 (CARMEL IV)
CONDITIONS OF APPROVAL
FEBRUARY 13, 2024

Notice to Applicant

Pursuant to Government Codes Section 66020(d)(1) and/or Section 66499.37, any protest related to the imposition of fees, dedications, reservations, or exactions for this project, or any proceedings undertaken regarding the City's actions taken or determinations made regarding the project, including but not limited to validity of conditions of approval must occur within ninety (90) calendar days after the date of decision. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

This project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies; those determined through plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community; and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Approval for TSM 2022-01 and 2023-02 will ultimately be deemed final unless appealed by the applicant to the City Council within fifteen (15) days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

These conditions are applicable to any person or entity making use of the tentative subdivision maps, and references to "developer" or "applicant" herein also include any applicant, property owner, owner, lessee, operator, or any other person or entity making use of this tentative subdivision maps.

General Conditions

1. All conditions of approval shall be the sole financial responsibility of the applicant/owner, except where specifically noted in the conditions or mandated by statutes.
2. The applicant shall comply with all mitigation measures required by the Mitigated Negative Declaration certified by Planning Commission for ENV 2023-02.
3. TSM 2022-01 and TSM 2023-02 shall each be valid for a period of 24 months from the date of its conditional approval. Prior to expiration of either conditionally approved tentative map, an extension or extensions to this period may be requested pursuant to Section 66453.3 of the Subdivision Map Act.

4. Any minor deviation from the approved map or any condition contained herein shall require prior written request by the applicant and approval by the Planning Manager.
5. It shall be the responsibility of the property owner, operator, and/or management to ensure that any required permits, inspections, and approvals from any regulatory agency be obtained from the applicable agency prior to issuance of a building permit and/or the issuance of a certificate of completion, as determined appropriate by the City of Madera Planning Department.
6. Approval of this project is for the benefit of the applicant. The submittal of applications by the applicant for this project was a voluntary act on the part of the applicant not required by the City. Therefore, as a condition of approval of this project, the applicant agrees to defend, indemnify, and hold harmless the City of Madera and its agents, officers, consultants, independent contractors, and employees ("City") from any and all claims, actions, or proceedings against the City to attack, set aside, void, or annul an approval by the City concerning the project, including any challenges to associated environmental review, and for any and all costs, attorneys fees, and damages arising therefrom (collectively "claim").

The City shall promptly notify the applicant of any claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

Nothing in this condition shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant shall be responsible for City's attorneys' fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Should the City decide to independently defend any claim, the applicant shall not be required to pay or perform any settlement arising from any such claim unless the applicant approves the settlement.

Planning Department

7. Any minor deviation from the approved map or any condition contained herein shall require prior written request by the applicant and approval by the Planning Manager.
8. All modifications not considered minor changes in accordance with Section 10-2.402.9 (Amendments to Approved Subdivisions) shall require an amendment, as applicable.
9. The project shall comply with all mitigation measures outlined in the in the Mitigation and Monitoring and Reporting Program, dated July 2023 and included as attachment to this determination.
10. All landscape plans for improvements within public rights-of-way shall be signed and stamped by a licensed landscape architect.
11. Applicant shall coordinate with the United State Postal Service relative to the location of postal boxes for the project. In regard to this item, all adjacent sidewalks shall retain a minimum clear walkway width of five (5) feet.
12. Vandalism and graffiti shall be corrected in accordance with the provisions of the Madera Municipal Code.

13. The property owner, operator, and/or manager shall operate the site in a manner that does not generate noise, odor, blight, or vibration that adversely affects adjacent properties.
14. The property owner, operator, and/or manager shall keep the property clear of all trash, rubbish, and debris at all times.

Street Names

15. Internal street names shall comply with the recommendations of the Planning Department with the approval of the Final Map.

Access Restrictions

16. A relinquishment of direct vehicular access rights is required for all single-family lots with frontage on West Pecan Avenue, Stadium/Road 26 ½, and Avenue 12 ½. The relinquishment shall be depicted and noted on the final map.
17. There shall be no access to lots from the street side of corner lots or street rear of double frontage lots.

Precise Plan

Development Standards:

18. The following development standards are applicable to the planned development comprising TSM 2022-01 and TSM 2023-02:
 - a. Development of the project site as well as the individual lots resultant from a subdivision thereof shall comply with all development standards of the R-1 (Residential, One unit for each 6,000 square feet of site area) zone district of the City Municipal Code.

Fences and Walls:

19. A six (6) foot high decorative split face masonry block wall (at finished grade of the proposed site) with capstone and stone columns shall be developed within the subdivision as follows:
 - a. Along the rear property lines of lots abutting West Pecan Avenue, Stadium/Road 26 ½, and Avenue 12 ½.
 - b. When a local street intersects a major street, and the adjacent corner lot sides onto the local street, the six (6) foot high block wall shall continue from the walls required along the major street frontages at the rear of lots, behind the public utility easement along the street side of the corner lot and up to the front yard setback line of the adjacent residential lot.
 - i. The height of the required wall shall be reduced to no more than three feet in height within the respective front yard setback areas of the adjacent residential lots.
 - c. Construct a 6-foot-high block wall pursuant to the solid wall requirements of City of Madera Standard B-2 along the adjacent property lines of all residential lots abutting the Outlots (Pocket Parks) proposed within TSM 2022-01 and TSM 2023-02.
 - i. The height of the required wall shall be reduced to no more than three feet in height within the respective front yard setback areas of the adjacent residential lots.

- d. Masonry block wall stone columns shall be provided at minimum interval of 64 feet on center along the length of the wall, at all locations where the wall changes direction, and at the terminus of the wall.
20. Any retaining wall shall be split faced masonry block.
 21. Except as provided in the above condition, six (6) foot tall wooden fencing shall be provided along all side and rear yards.
 22. Street side yard fencing shall be setback no less than five (5) feet.
 23. Residential fencing shall have a gate that allows for easy access by waste containers provided by the City. The width of the gate shall be a minimum of 36 inches. The path of travel between the area set as side for waste containers and driveway shall be a minimum of 36 inches and not obstructed by utilities or mechanical equipment or hardware.

Landscape Requirements:

24. All required setbacks, except for areas used for exit and entry (pedestrian paths and vehicular driveways), shall be landscaped.
 - a. Landscape designs shall feature plant species such as drought-tolerant and climate adaptive plants that thrive in the San Joaquin Valley.
 - b. Paved (e.g. concrete, stone, and masonry) surfaces, gravel (e.g., decomposed granite) surfaces, and rocks may not exceed 35 percent of front or street-side yard areas to be landscaped.
25. A minimum 5-foot-wide landscape strip/buffer and irrigation system shall be installed, and plantings required to be maintained along the rear of all lots with frontage on Pecan Avenue.
26. A minimum 5-foot-wide landscape strip/buffer and irrigation system shall be installed, and plantings required to be maintained along the rear of all lots with frontage on Avenue 12 ½.
27. A minimum 15-foot-wide landscape strip/buffer and irrigation system shall be installed, and plantings required to be maintained along the rear of all lots with frontage on Stadium/Rd 26 ½.
28. At minimum, all landscape strips/buffers shall be located adjacent to the “sidewalk pattern” within the adjacent public street rights-of-way and shall incorporate trees, shrubs, hedges, climbing vines.
 - a. If desired, street trees planted in landscape strips/buffers may be staggered with streets planted in the right-of-way park strips for purposes of required spacing subject to approval of landscape and irrigation plans by the Planning and/or Engineering Departments in order to better shade the adjacent sidewalks, pedestrian walkability and create visual interest. All trees shall be planted in accordance with City of Madera standards, specifications, and policies.
 - b. Where park strips are not provided within street right-of-way patterns, street trees shall be planted on private property within 10 feet of the public sidewalk in-lieu of planting within the right-of-way at a minimum rate of one tree per residential lot.

29. Anti-graffiti landscaping is required adjacent to all required walls that are accessible to the public and shall be maintained. Provide corner cut-off areas/visibility triangles at all intersections, driveways and alleys where walls or fences and/or landscaping are proposed and/or required and may obstruct views.
30. Landscaping shall comply with City of Madera Model Water Efficient Landscape Ordinance requirements, as applicable.

Elevations:

31. All building elevations visible from streets or public rights-of-way shall be provided with the same level of detailing and visual interest as the façade.

Building Department

32. A building permit is required for all construction on the site.

Fire Department

33. All subdivision development shall be provided with a minimum of two points of access for emergency vehicles, prior to issuance of occupancy.
34. Prior to any on-site framing, fire hydrants or other acceptable fire suppression equipment shall be provided at the streets and shall comply with the City of Madera Engineering standards and the California Uniform Fire Code.
35. All homes shall be equipped with residential fire sprinklers.
36. The fire hydrant system shall comply with appendices B&C of the California Fire Code and the City of Madera Standards.

Engineering Department

General

37. Deferrals are not permitted for any condition included herein, unless otherwise stated.
38. Prior to recording of any final map, all action necessary for the formation of a community facilities district shall have been taken, and all property included in said subdivision shall be made a part of such district and subject to its taxes.
39. A final subdivision map shall be required per Section 10-2.502 of the municipal code. If the project is phased, the phasing pattern is subject to approval by the City Engineer to ensure that the applicable conditions of approval are satisfied.
40. All lots are to be numbered in sequence throughout the entire subdivision, including all phases, with the last lot in each phase circled for identification. As an alternative, subject to the approval of the City Engineer, lots may be numbered in sequence within blocks that are also separately identified. A consecutive subdivision name and a consecutive phase number shall identify multiple final maps filed in accordance with an approved tentative map.
41. A benchmark shall be established per City Standards and related data shall be submitted to the Engineering Department prior to acceptance of the subdivision improvements. The City Engineer shall designate the location.

42. All construction vehicles shall access the site by a route approved by the City Engineer, which will minimize potential damage to other streets and disruption to the neighborhood. A construction route and traffic control plan to reduce impact on the traveling public shall be approved prior to any site construction or initiation of work within a public right-of-way.
43. Nuisance onsite lighting shall be redirected as requested by City Engineer within 48 hours of notification.
44. Development impact fees shall be paid at the time of building permit issuance.
45. Improvement plans sealed by an engineer shall be submitted to the Engineering Division according to the Engineering Plan Review Submittal Sheet and Civil Plan Submittal Checklist.
46. Developer shall pay all required fees for processing subdivision map and completion of project. Fees due include but shall not be limited to the following: subdivision map review and processing fee, plan review, map recording, and improvement inspection fees.
47. Improvements within the City right-of-way require an Encroachment Permit from the Engineering Division.
48. The improvement plans for the project shall include the most recent version of the City's General Notes.
49. In accordance with the provisions of CMC § 10-2.1302, as a condition of approval of the final subdivision map or upon issuance of a building permit, the subdivider shall dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for neighborhood and community park or recreational purposes at the time and according to the standards and formula contained in this chapter.
 - a. Land dedicated for purposes of satisfying the parkland area requirement stated in Policy PR-1 of the General Plan and in accordance with CMC § 10-2.1300 et seq., for purposes of compliance with California Government Code § 66477 (the "Quimby Act"), shall only include Neighborhood, Community, and Regional Parks, together with Sports Complexes and Special Use Facilities as defined in the City of Madera Parks and Recreation Plan. Pursuant to the provisions of the Parks and Recreation Master Plan, Neighborhood Parks must be at least 3 acres in area.
 - b. The developer may apply to the Engineering Department for permission to construct specified park and recreation improvements on lands dedicated for purposes of satisfying the parkland area requirement stated in Policy PR-1 of the General Plan and in accordance with CMC § 10-2.1300 et seq., for purposes of compliance with California Government Code § 66477 (the "Quimby Act").
 - i. If the Engineering Department grants the developer permission for construction of specified parks and recreation improvements on said land, said Department shall fix the dollar value of the parks and recreation improvements prior to construction.
 - ii. The agreed dollar value of park and recreation improvements provided by the developer may be credited against any Quimby related fees that may be collected or Development Impact Program Parks Impact fees if approved separately by the

City Council, subject to the availability of funds, and provided the improvements are constructed per the approved plans by the Engineering Department.

- NOTE: Improvements shall include landscaping, irrigation, hardscape within the park interior, playground equipment and all other improvements intended purely for recreational purposes. Frontage improvements such as sidewalk, curb & gutter, streetlights, street paving, water, sewer, and storm drain are not eligible for reimbursement. In accordance the MMC 10-2.1314, the Engineering Department shall fix the dollar value of the parks and recreation improvements prior to construction.

49. In accordance with CMC § 10-2.1308, the park development impact fee, at the rate set forth by resolution of the City Council shall also be paid for park development by the developer of each new dwelling unit irrespective of whether the developer is required to dedicate land as set forth in CMC § 10-2.1304 and/or pay fees in lieu of land dedication as set forth in CMC § 10-2.1306.
50. The proposed Outlot(s) within TSM 2022-01 and TSM 2023-02 shall be dedicated to the City of Madera, in fee, for public open space (Pocket Park) purposes and shall be improved by the subdivider/developer and maintained in accordance with the Community Facilities District requirements included herein; or, in a manner which provides appropriate security and is deemed acceptable to both the City of Madera Planning and Engineering Departments.
 - a. The cost of the improvements for public Pocket Parks is not currently subject to a capital facilities fee or other programmed fee and is not the subject of any current CMC provision. Notwithstanding, the costs of such improvements (excluding full street improvements and utility connections including, but not limited to, curbs, gutter, street paving, traffic control devices, street trees, and sidewalks, or fencing) may be subject to a reimbursement agreement with the City at the time of development for the Outlot(s) if a facilities fee or other programmed fee for the same are subsequently approved by the City Council. The project must obtain Council approval for any such reimbursement agreement before construction of such improvements. If approved by Council, any payment of such reimbursement shall be on a first in, first out basis, subject to the availability of funds.

Water

51. Prior to framing construction on-site, a water system shall be designed to meet the required fire flow for the type of development planned and approved by the fire department. Fire flows shall be determined by Uniform Fire Code appendix III-A.

In consideration of the size of this project in that it extends water demand one half mile south of the primary distribution system, the water system analysis shall specifically show support for fire flow at the extreme southwest parcel adjacent to Avenue 12 ½.

52. Unless the City Engineer or fire flow analysis specifies larger water lines, a minimum of 8 inches in diameter shall be installed in all streets. Water main installation shall be per city of Madera installation procedures and guidelines. Any new water main or fire hydrant line installations of 18 feet or more shall be sterilized in accordance with the water main connection procedures, including the temporary use of a reduced pressure assembly. Water service connections are required to be hot tap type connection to existing city main. If the subdivision is constructed in

phases, blow-offs will be required at each termination point. All water system bacterial analysis testing costs shall be reimbursed to the City prior to approval of any units for final occupancy. Fees shall be based on rates established by the Department of Public Works.

53. The developer shall install master planned water supply facilities in accordance with the City of Madera Water System Master Plan as follows:
 - a. Install a 12-inch water main from the intersection of Stadium Road and St. Mary Avenue or the current end of pipe to the intersection of Stadium Road and the future Avenue 12 ½ alignment.
 - b. Install a 12-inch water main along the future Avenue 12 ½ alignment from Stadium Road to the most westerly property line of the proposed project site.

The oversize component (difference in cost between constructed pipe size and 8-inch pipe) of the construction of these water main are considered reimbursable through the City's Development Impact Fee (DIF) Program, subject to the availability of funds. Half the 8-inch component is reimbursable from adjacent properties as they develop and connect. While availability of funding cannot be predicted, approximate current fund balances can be stated. At the time these conditions were prepared, there was less than \$320,000 available in the Water Pipe DIF.

54. Prior to beginning any framing construction, approved fire hydrants shall be installed in accordance with spacing requirements for residential development (400 feet). A copy of the preliminary water and hydrant location plan shall be provided to the City Engineer and the fire protection planning officer for review and approval. Fire hydrants shall be constructed in accordance with City Standard W-26. Fire hydrant pavement markers shall be installed as soon as the permanent pavement has been installed.
55. For subdivisions, water services shall be placed 3 feet from either property line, opposite of streetlight and fire hydrant installations, installed and tested at the time the water main is installed, and identified on the curb face. Water meters shall not be located within driveway approaches or sidewalk areas. Water services shall not be located at fire hydrant or streetlight locations.
56. One water quality sampling station shall be installed within the subdivision and approved by the water quality division of the Public Works Department.
57. Prior to commencement of grading or excavation on site, all water sources used for construction activities shall have an approved back-flow device installed. All water trucks/storage tanks will be inspected for proper air gaps or back-flow prevention devices.
58. Water service connection(s) shall be shown on the improvement plans for each phase and shall be constructed to current City standards in effect at time of construction including an Automatic Meter Reading (AMR) water meter installed within the City's right-of-way. Backflow prevention devices shall be required for any water service not serving a residence and installed within private property.

59. Water connections not serving a residence shall be constructed per current City standards including water meters located in the City's right-of-way and backflow prevention device located on private property.
60. Existing wells if any shall be abandoned as directed and permitted by City of Madera for compliance with state standards.
61. Water meters shall be installed and account activated through the City's Utility Billing Department prior to construction activities commencing on individual dwelling units.
62. At this time, it is staff's opinion that Carmel II can be accommodated by existing and currently proposed wells. At the time Carmel IV is considered for Final Map, well capacity and the need for a new well shall be evaluated to ensure the housing units can be serviced.
63. Should adequate well capacity not exist for Carmel IV and the City does not have a well site planned that can service the subdivision, the subdivider may be required to provide such well prior to Final Map being approved. While availability of funding cannot be predicted, approximate current fund balances can be stated. At the time these conditions were prepared, there was less than \$200,000 available in the Water Well DIF.

Sewer

64. Sewer system assignment:

The City's Sanitary Sewer System Master Plan indicates the following.

- Tentative Tract Map entitled Carmel Homes II can be serviced utilizing the existing 27-inch sewer trunk main in Pecan Avenue.
 - Tentative Tract Map entitled Carmel Homes IV shall be serviced by a future 42-inch trunk main in the future Avenue 12 ½ alignment.
65. The developer shall, as part of future development, construct master-planned sewer facilities in accordance with the City of Madera Sanitary Sewer System Master Plan (Sewer Master Plan), as may be applicable and as indicated below:
 - a. Stadium Road – The developer shall construct a minimum 12-inch sewer main (or as may be determined through an evaluation of demand on the pipe) in Stadium Road between the northerly edge of the Tract Map entitled Carmel Homes IV to the planned 42-inch sewer main in the Avenue 12 ½ alignment.
 - b. Avenue 12½ – The developer shall, unless previously constructed, construct a 42-inch sewer main in Avenue 12½ from Stadium Road to the western edge of the TSM. If the downstream portion of this pipe has not already been constructed, the developer shall construct the downstream portion to the pipe sizes called out in the Sewer Master Plan from the western edge of the TSM to the downstream point at which the downstream sewer main has previously been constructed. Construction of the Avenue 12½ sewer trunk main adjacent to the site shall be a 42-inch main constructed to the lines and grades necessary to service all areas identified for service in the Sewer Master Plan. Said design shall require detailed design of all tributary sewer lines contributing to the master plan

facility from the upper reaches (to the northwest on Yosemite Avenue and to the east on Avenue 12 near the ATSF Railroad) to its ultimate connection at Granada Drive and Pecan Avenue.

This Sewer Master Plan improvement shall be installed as part of a cohesive design that results in the entire alignment being consistently placed three feet off the centerline of the road and within a minimum 20-foot wide road easement centered on the sewer main. Per Standard Drawing St-19 A, the sewer shall be installed 3 feet south of the street centerline given the water line must be installed on the north side of the street and it is likely storm drain improvements will need to be installed between the sewer main and the water pipe. This indicates a minimum of 13 feet of road easement shall be acquired from the southern property owner(s) depending on actual requirements for installation and maintenance of the sewer main.

The City will extend the right of eminent domain and/or assist in the acquisition process as may be necessary to secure an alignment for the sewer main.

The designer of the sewer main selected by the developer shall have documented experience in the design of large diameter trunk main sewer systems.

The oversize component (difference in cost between constructed pipe size and 8-inch pipe) of the construction of these lines are considered reimbursable through the City's Development Impact Fee Program, subject to availability of funds. Half the 8-inch component is reimbursable from adjacent properties as they develop and connect. While availability of funding cannot be predicted, approximate current fund balances can be stated. At the time these conditions were prepared, there was less than \$0 available in the Southeast and Southwest Quadrants of the DIF.

66. Sewer lines installed to serve this subdivision shall be sized accordingly and shall be a minimum of 8 inches in diameter. Sewer main connections to any existing city main 6 inches or larger in diameter shall require the installation of a manhole. All sewer mains shall be air-tested, mandrelled and videotaped after the trench compaction has been approved and prior to paving. DVD's shall be submitted to the City Engineer and be approved prior to paving with all costs to be borne by the sub-divider.
67. Sewer services shall be located at the approximate centerline of each lot or as required for construction of residential development with a clean-out installed per City Standards and identified on the curb face. Termination of service shall be 10 feet past property line. Where contiguous sidewalks are installed, the 4-inch-sewer clean out shall be located 18 inches back of sidewalk in a dedicated public utility easement. Sewer clean-outs shall not be located within sidewalk or approach areas unless approved by the City Engineer. Sewer services shall be installed 10 feet beyond the property lines as a part of the sewer system installation for testing purposes.
68. Existing septic tanks, if found, shall be removed, permitted, and inspected by City of Madera Building Department.

Storm Drain

69. Storm runoff from this project site is planned to go to the basin labeled as P09 in the 2014 Storm Drainage System Master Plan located southwest of the proposed project site. This is also

consistent with that which is illustrated in the 1997 Storm Drainage Master Plan. The location of this future basin as shown in the Storm Drainage System Master Plan (Storm Master Plan) is conceptual only. The developer shall, as may be necessary, construct the basin along with other sufficient facilities in accordance with criteria in the Storm Master Plan and City standard drawings, as may be applicable, to convey and hold storm runoff. The ultimate basin size shall correspond to master plan requirement of 45-acre-feet or greater depending on adjustments that may be required based on actual location. Perimeter fence and outlet shall be constructed at ultimate location and depth, respectively. Initial capacity of basin shall, at a minimum, correspond to that required for the project.

In lieu of constructing basin P09, there may be some potential to direct runoff from Carmel II and Carmel IV to Agajanian (AG) basin located to the east of the project as such an outcome may result in greater efficiencies in the use of impact fees. Because the Storm Master Plan does not currently illustrate that the projects would go to the AG basin, it may require additional land from nearby property owners that might not have been anticipated by those owners. As such, it is anticipated that prior to approval of this option, all property owners will need to agree the use of the alternative.

While availability of funding cannot be predicted, approximate current fund balances can be stated. At the time these conditions were prepared, there were \$0 available in the southwest quadrant after accounting for previous reimbursement requests the Southwest Quadrant of the DIF.

70. A detailed drainage study shall be provided to support the chosen path of conveyance and design of any necessary conveyance facilities prior to any excavating or grading activities.
71. This project shall, as applicable, comply with the design criteria as listed on the National Pollutant Elimination Systems (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer System (MS4's) as mandated by Water Quality Order No. 2013-0001-DWQ, NPDES General Permit No. CAS000004. For the purpose of this proposed development, post development runoff shall match or be less than pre-development runoff. The development shall be subject to future inspections by City or other designated agencies relative to the improvements installed as a result of this condition to ensure they remain in compliance with the conditions imposed under this condition.

Streets

72. The developer shall be a proponent of annexing into existing Landscape Maintenance District (LMD) Zone 39. If the annexation into LMD Zone 39 is not attainable, the developer shall at their sole expense, form a new Landscape Maintenance District zone. The sub-divider shall sign and submit a landscape district formation and inclusion form, an engineer's report and map prior to recording of any final map.
73. Prior to the approval of any final maps, the developer shall submit a cash deposit in an amount sufficient to maintain lighting and landscaping within the required LMD Zone 39 or new LMD Zone for a period of one year. The specific amount of the deposit shall be determined by the City Engineer and be established based on landscape plans approved by the Parks and Community Services Department and the Engineer's Report for the required improvements. The deposit will be used to maintain landscaping improvements existing and new improvement which are

required to be constructed by the developer and included in the City-wide LMD, after the improvements for the subdivision have been approved but before any revenues are generated by the assessment district to pay for the maintenance of the landscape. Any funds deposited by the developer and not needed by the Parks Department for maintenance of eligible landscaping shall be refunded to the developer.

74. The south half of Pecan Avenue along the entire project frontage shall be improved to a 100-foot arterial roadway standard. The south half of the street shall include, but not be limited to, sidewalk, streetlights, fire hydrants, curb and gutter, park strip, and a 30-foot paved asphalt section. Sidewalk and landscape area shall be per City standard and not be used to absorb grade differences for any reason. Adequate transition with the existing improvements relative to grade and alignment shall be provided.
75. The existing median island in Pecan Avenue between the left turn pocket to the west of the project and Stadium Road shall be landscaped in accordance with the current City provided example landscape scheme. The area in which the left turn pocket tapers shall be stamped concrete in accordance with City standards. The landscape shall be designed to allow extension to the west as part of a separate project using the same water connection and sprinkler timer. The sub-divider at sub-divider's sole option may construct the remainder of the missing landscape in the same median. The landscaping and concrete stamp are eligible for reimbursement through the City's Development Impact Fee program, subject to the availability of funds.

While availability of funding cannot be predicted, approximate current fund balances can be stated. At the time these conditions were prepared, there was less than \$300,000 available in the Median Island DIF and less than \$2,700,000 in the Arterial/Collector DIF.

76. The west half of Stadium Road along the entire project frontage to the Avenue 12 ½ alignment shall be improved to an 80-foot collector roadway standard. The west half of the street shall include but not be limited to fire hydrants, streetlights, curb and gutter, park strip, sidewalk and a 28-foot paved asphalt section. The east half of the street from St. Mary Avenue to Avenue 12 ½ shall include one permanently paved 12-foot travel lane, one half (6-feet) of a 12-foot center turn lane, a paved 4-foot shoulder and drainage swale; or one 12-foot travel lane, one half (6-feet) of a 12-foot center turn lane and a combination of two-foot wide shoulder/AC dike and drain inlets as may be necessary to accommodate existing and completed project storm runoff. Adequate transitions with the existing improvements relative to grade and alignment shall be provided. The center three lanes (36-feet total) are eligible for reimbursement through the City's Development Impact Fee program, subject to the availability of funds.

Stadium Road construction south of the City limit shall require an encroachment permit from the County of Madera.

While availability of funding cannot be predicted, approximate current fund balances can be stated. At the time these conditions were prepared, there was less than \$2,700,000 in the Arterial/Collector DIF.

77. The north half of Avenue 12 ½ along the entire project frontage shall be improved to an 80-foot collector roadway standard, and right of way width may be affected by sewer placement. The north half of the street shall include but not be limited to fire hydrants, streetlights, curb and gutter, park strip, sidewalk and a 28-foot paved asphalt section. The south half of the street,

subject to the actual width of an existing easement for roadway purposes at the time this portion of the Project progresses to construction, shall include one permanently paved 12-foot travel lane and one half (6-feet) of a 12-foot center turn lane and drainage swale Adequate transitions with the existing improvements relative to grade and alignment shall be provided. The center three lanes (36-feet total) are eligible for reimbursement through the City's Development Impact Fee program, subject to the availability of funds. Minor modifications may be approved by City Engineer. While availability of funding cannot be predicted, approximate current fund balances can be stated. At the time these conditions were prepared, there was less than \$300,000 available in the Median Island DIF and less than \$2,700,000 in the Arterial/Collector DIF.

he actual width of the easement will likely be subject to the requirements of the 42-inch sewer main that shall be constructed in Avenue 12 ½.

Construction of the south half of Avenue 12 ½ or any activities that extend into the County shall require an encroachment permit from the County of Madera.

78. Construction of the Avenue 12 ½ street alignment may result in a requirement to underground power poles if poles are on project property. If on adjoining property, developer shall coordinate with PG&E and/or adjoining property owner relative to methodology needed to assure Avenue 12 ½ can be constructed as envisioned.
79. Saint Mary Avenue's offset with the existing St. Mary Avenue on the east side of Stadium Road creates an unacceptable storage conflict. The driveways shall be aligned or separated to the degree that possible storage or left turn conflicts with the existing St. Mary Avenue or other intersections are mitigated through the traffic study or separate review by the subdivider's traffic engineer.
80. Street easement dedication shall be made to dedicate sufficient right-of-way along the entire project parcel frontage on Pecan Avenue to provide a half-street width of fifty (50-ft) feet, south of the centerline, to accommodate an arterial standard roadway.
81. Street easement dedication shall be made to dedicate sufficient right-of-way along the entire project parcel frontage on Avenue 12 ½ to provide a half-street width of forty (40-ft) feet, north of the centerline, to accommodate a collector standard roadway.
82. The developer shall dedicate a 10-foot Public Utility Easement (PUE) along all internal publicly dedicated streets.
83. Interior streets shall be constructed in accordance with City standards for a residential street including a five-foot sidewalk, curb and gutter, streetlights, fire hydrants and all other components necessary to complete constructions per City standards.
84. An approved on-site or off-site turn-around shall be provided at the end of each stub-out or roadway 150 feet or more in length pursuant to the uniform fire code. Cul-de-sacs shall be no longer than 450 feet. Any off-site turn-around shall have a maintenance covenant and easement recorded prior to recording of final map. The developer is responsible for all fees associated with the approval of all documents.

85. The developer shall provide a traffic study that addresses and mitigates the impacts of the development on the street system. Contact the City Engineer for the traffic study scope,
86. "No Parking" signs shall be installed along Pecan Avenue, Stadium Road and Avenue 12 ½ frontages per City standards.
87. Traffic calming features, as approved by the City Engineer, shall be implemented throughout the interior subdivision streets. Maximum distance between calming devices shall be 300 feet. Any increase in separation shall be approved by the City Engineer. Speed bumps or humps are not permitted.
88. Landscaping and irrigation systems shall be installed in accordance with the approved landscaping and irrigation plans before the final building inspection of any adjacent residential units.
89. Access ramps shall be installed at all curb returns per current City standards.
90. Driveway approaches shall be constructed per current City standards.
91. The developer shall be required to install streetlights along Pecan Avenue, Stadium Road and Avenue 12 ½ frontages and interior subdivision streets in accordance with current City spacing standards. Streetlights shall be LED using Beta Lighting standards or equal in accordance with City of Madera standards.
92. Except for streets not having direct residential access, installation of sidewalks and approaches may be deferred and constructed at the builder's expense with residential development after the acceptance of the subdivision improvements. Each dwelling shall at occupancy have full, uninterrupted ADA access from front door to nearest collector street, arterial street or other street that provides ADA access provisions. Provisions for construction in conjunction with building permits shall be established as a part of the improvement plan approval and subdivision agreement, and bonding for uncompleted work in conjunction with the subdivision's public improvements will not be required.
93. If developed in phases, each phase shall have two (2) points of vehicular access within a recorded easement for fire and other emergency equipment and for routes of escape which will safely handle evacuations as required by emergency services personnel. An all-weather access road shall be two inches of type "B" asphalt over 6 inches of 90% compacted native soil or 4 inches of Class II aggregate base capable of withstanding 40,000 pounds of loading. A maintenance covenant and easement along with associated fees shall be recorded prior to recording the final map for any phased development.
94. Improvement plans prepared in accordance with City Standards by a registered civil engineer shall be submitted to the City Engineer for review and approval on 24" x 36" tracing with city of Madera logo on bottom right corner. The cover sheet shall indicate the total lineal feet of all streets, fire hydrant and street water main lineal feet, and sewer line lineal feet, a list of items and quantities of all improvements installed and constructed for each phase respectively, as well as containing an index schedule. This subdivision is subject to the City Standards, updated standards available on the City of Madera website. The plans are to include the city of Madera title block and following.

- a. Detailed site plan with general notes, including the location of any existing wells and septic tanks:
 - b. Street plans and profiles:
 - i. Drainage ditches, culverts, and other structures (drainage calculations to be submitted with the improvement plans);
 - ii. Streetlights;
 - iii. Traffic signals;
 - iv. Construction details including traffic signage and striping plan.
 - c. Water and sewer plans (sewage flow and water demand calculations to be submitted with the improvement plans):.
 - d. Grading plan indicating flood insurance rate map community panel number and effective date;
 - e. Landscape and irrigation plans shall be prepared by a landscape architect or engineer;
 - f. Storm water pollution control plan and permit;
 - g. Itemized quantities of the off-site improvements to be dedicated to the City.
95. Submittals shall include:
- a. Engineering Plan Review Submittal Sheet.
 - b. Civil Plan Submittal Checklist – all required items shall be included on the drawings.
 - c. Four copies of the final map.
 - d. Two sets of traverse calculations.
 - e. Two preliminary title reports.
 - f. Two signed copies of conditions.
 - g. Six sets of complete improvements plans.
 - h. Three sets of landscaping plans.
 - i. Two sets of drainage calculations.
 - j. Two copies of the engineers estimate.
- Partial submittals will not be accepted by the engineering department.

96. All utilities (water, sewer, electrical, phone, cablevision, etc.) shall be installed prior to curb and gutter installation. Trench compaction shall be as required for curb and gutter installation. If curb and gutter is installed prior to utility installation, then all trenches shall be back-filled with a 3-sack sand slurry mix extending one-foot past curb and gutter in each direction.
97. The applicant shall coordinate with the pertinent utility companies as required regarding establishment of appropriate easements and under-grounding of service lines. A ten-foot-public utility easement will be required along all interior lot frontages.
98. All existing and proposed public utilities shall be underground, except transformers, which may be mounted on pads. Public utility easements shall be dedicated outside and adjacent to all streets rights-of-way. All public utilities within the subdivision and along peripheral streets shall be placed underground except those facilities exempted by the Public Utilities Commission Regulations or operating at 70,000 volts or greater. Undergrounding of utilities shall not result in the addition of new poles being installed on other properties or street frontages.
99. A preliminary title report and plan check fees along with the engineer's estimated cost of installing the subdivisions improvements shall be submitted with the initial improvement plan submittal. Inspection fees shall be paid prior to initiating construction.
100. A final soils report including "R" values in future streets prepared by a registered civil engineer in accordance with the California Health and Safety Code must be submitted for review prior to the approval of the improvement plans and the filing of the final map, if required by the City Engineer. The date and name of the person who prepared the report are to be noted on the final map.
101. The subdivider shall enter an Improvement Agreement in accordance with the municipal code prior to recording of the final map. The subdivision agreement shall include for deposit with the City a performance bond, labor, material bond, cash bond, or other bonds as required by the City Engineer, prior to acceptance of the final map.
102. Subdivider may commence off site construction prior to approval of the final map in accordance with Section 7-2.02 MMC, an encroachment permit, providing improvement plans are approved and submitting 100% performance bond, additional bond (50% labor & material) and insurance certificate, shall be submitted prior to initiating any construction work within any street or right-of-way which is dedicated or proposed to be dedicated by the subdivision. The encroachment permit fee shall be per City of Madera Development Application Fees as approved by City Council and shall be paid at the time of permit.
103. The developer's engineer, upon completion of subdivision related improvements, shall certify to the City Engineer that the improvements are made in accordance with city requirements and the approved plans. As-built plans showing final existing conditions and actual grades of all improvements and facilities shall also be submitted prior to acceptance of the subdivision improvements by the City.

Subdivision improvement inspections.

104. Engineering department plan check and inspection fees along with the engineer's estimated cost of installing off-site improvements shall be submitted along with the improvement plans. Inspection fees shall be due at time that all other fees are due per the subdivision agreement.

105. Prior to the installation of any improvements or utilities, the general contractor shall notify the engineering department 48 hours prior to construction. The inspector will verify prior to inspection that the contractor requesting inspection is using plans signed by the City Engineer.
106. No grading or other construction activities, including preliminary grading on site, shall occur until the City Engineer approves the improvement plans or grading plans. The inspector will verify prior to inspection that the contractor requesting inspection is using plans signed by the City Engineer.
107. No occupancy of any buildings within the subdivision shall be granted until subdivision improvements are completed to the satisfaction of the City Engineer. After request for final improvement inspection, the generation of a written punch list will require a minimum of five working days.

Special engineering conditions:

108. Project grading shall not interfere with the natural flow or adjacent lot drainage, and shall not adversely impact downstream properties. Grading plans shall indicate the amount of cut and fill required for the project, including the necessity for any retaining walls. Retaining walls if required shall be approved as to design and calculations prior to issuance of a grading permit therefore.
109. Lot fill in excess of 12 inches shall require a compaction report prior to issuance of any building permits. Soil shall not slope onto any adjacent property. Lot grade elevation differences with any adjacent properties of 12 inches or more will require construction of a retaining wall.
110. Retaining walls, if required, shall be concrete blocks. Design calculations, elevations, and locations shall be shown on the grading plan. Retaining wall approval is required in conjunction with grading plan approval.
111. Prior to the issuance of any building permits or any construction on the subdivision, a storm water pollution plan shall be prepared and a storm water permit obtained as required by the state regional water quality control board for developments of over one acre in size.
112. Any construction work on MID facilities must not interfere with either irrigation or storm water flows, or MID operations. Prior to any encroachment upon, removal or modification of MID facilities, the sub-divider must submit two sets of preliminary plans for MID approval. Permits must be obtained from MID for said encroachments, removal, or modification. Upon project completion as built plans shall be provided to MID. Abandonment of agricultural activities will require removal of MID facilities at the owners' expense. Turnouts and gates shall be salvaged and returned to the MID yard.
113. Prior to recording the subdivision map, any current and/or delinquent MID. assessments, plus estimated assessments for the upcoming assessment (calendar) year, as well as any outstanding crop water charges, standby charges or waiver fees must be paid in full. Assessments are due and payable in full November first of the year preceding the assessment year.
114. The developer of the property can expect to pay current and future development impact fees, including, but not limited to sewer (special service area), water, streets, bridge, public works, parks, public safety and drainage, that are in place at the time building permits are issued.

115. Final street names shall be approved by the Planning Department prior to recording the map for each phase of the development or approval of the improvement plans. Road names matching existing county roads must maintain the current suffix. All streets, even the small segments, shall have street names on the final map. Entry streets, cul-de-sacs and courts should utilize the name of the nearest subdivision street.
116. The applicant shall coordinate with the United States post office relative to the proposed location of the postal boxes for the project. In regard to this item, all adjacent sidewalks shall retain a minimum clear walkway width of five feet.

San Joaquin Valley Air Pollution Control District

117. The applicant shall consult with and shall comply with the requirements of the San Joaquin Valley Air Pollution Control District, including but not limited to compliance with Regulation VIII (Fugitive PM₁₀ Prohibitions) and Rule 9510 (Indirect Source Review).

Madera Unified School District

118. The applicant shall be responsible for payment of fees to the Madera Unified School District and shall provide the City with evidence of payment, or evidence of the District's determination that no payment is required, prior to issuance of a certificate of occupancy.

-END OF CONDITIONS-

ATTACHMENT 5
Exhibit B

VESTING TENTATIVE TRACT MAP No. 2022-01 CARMEL HOMES II

IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA

PREPARED FOR
DMP DEVELOPMENT CORPORATION, INC.

LEGEND

- +000.0 EXIST. GROUND ELEV.
- +1000.00 EXIST. TOP OF CURB ELEV.
- +1000.00 EXIST. GUTTER ELEV.
- +1000.00 EXIST. CONCRETE ELEV.
- +1000.00 EXIST. PAVEMENT ELEV.
- +1000.00 EXIST. EDGE OF PAVEMENT ELEV.
- +1000.00 EXIST. CENTERLINE ELEV.
- +1000.00 EXIST. FLOW-LINE ELEV.
- +1000.00 EXIST. POWER POLE
- +1000.00 EXIST. SERVICE POLE
- +1000.00 EXIST. WATER VALVE
- +1000.00 EXIST. FIRE HYDRANT
- +1000.00 EXIST. SANITARY SEWER MANHOLE
- INDICATES PROPOSED DRAINAGE DIRECTION
- F.H. INDICATES PROPOSED FIRE HYDRANT LOCATION
- S.L. INDICATES PROPOSED STREET LIGHT LOCATION
- △ INDICATES AREAS TO BE DEDICATED FOR PUBLIC STREET PURPOSES AND PUBLIC UTILITY PURPOSES.

DESIGN REVIEW:

THE GENERAL PLAN CHAPTER 3 COMMUNITY DESIGN ELEMENT STATES "A KEY OUTCOME OF VISION 2025 IS A DESIRE ON THE PART OF THE CITY AND ITS RESIDENTS TO IMPROVE THE QUALITY OF DESIGN FOR PUBLIC AND PRIVATE DEVELOPMENT PROJECTS THAT COMMITMENT TO RAISE THE BARS AND CONTINUALLY STRIVE TO IMPROVE THE QUALITY OF MADERA'S BUILT ENVIRONMENT IS REFLECTED IN THE GOALS AND POLICIES IN THE ELEMENT."

THE DESIGN REVIEW AND TO EXPRESS THE VISION 2025 OF THE MADERA GENERAL PLAN FOR A WELL-PLANNED CITY. THE SUBDIVISION MAP WILL BE FOLLOWED BY THE PRECISE PLAN WHICH WILL ESTABLISH MANY OF THE MORE DETAILED DESIGN STANDARDS AND FEATURES. HOWEVER IT IS IMPORTANT AS PART OF THIS TENTATIVE SUBDIVISION MAP PERMIT TO ENSURE DESIGN PRINCIPLES ARE ESTABLISHED TO ACCOMMODATE THE MORE DETAILED DESIGN FEATURES. A NUMBER OF DESIGN PRIORITIES HAVE BEEN IDENTIFIED AS PART OF THIS REVIEW:

1. TO ACHIEVE WELL PLANNED NEIGHBORHOODS AND HOUSING, THE PATTERN OF DEVELOPMENT SHALL PROVIDE VISUAL INTEREST AND VARIATION (COLOR CD-1 THROUGH CD-6).
2. STREETS SHALL BE VARIED AND AVOID CONTINUOUS GRID PATTERNS; LENGTH SHALL NOT BE EXCESSIVE AND SHOULD LARGELY BE DESIGNED AT A HUMAN SCALE (WALKABLE, NAVIGABLE, AVOID EXCESSIVE LENGTH) TO CREATE A VARIED DEVELOPMENT PATTERN. TRAFFIC CALMING DESIGN SHALL BE UTILIZED ON EXCESSIVE STREET LENGTHS.
3. LOT PLACEMENT SHALL BE VARIED AT DIFFERENT ANGLES WHERE POSSIBLE, A MIX OF LOT SIZES, POCKETS OF SIZES, POCKETS OF DIFFERING SIZE/UNIT DENSITIES OR CREATING AN IRREGULAR PATTERN AND INTERSPERSING LOTS WITH NATURAL SITE FEATURES. LANDSCAPE FEATURES OR OTHER FEATURES THAT PROVIDE INTEREST, ALL TO CREATE A SENSE OF PLACE FOR THE COMMUNITY. THE PROPERTY IS R-1, SINGLE FAMILY (LOW DENSITY) RESIDENTIAL ZONE DISTRIC WITH AN ALLOWED DENSITY OF 2.1 TO 7.0 UNIT PER ACRE. TARGET DENSITY IS 5.25 U.P.A. WITH A TARGET DENSITY OF 5.25 U.P.A. THE PRECISE DENSITY FOR THIS SUBDIVISION IS 5.80 UNITS PER ACRE.
4. ALL ENTRANCES INTO THE SUBDIVISION SHALL INCLUDE DESIGN FEATURES THAT ARE ATTRACTIVE AND SIGNAL A SENSE OF ARRIVAL. ACCESS POINTS SHOULD BE ORGANIZED IN A HIERARCHY WITH A MAIN ENTRY EMPHASIZED WITH SPECIFIC DESIGN FEATURES MATCHING THE "THEME" OF THE SUBDIVISION.
5. ACCESS TO AND FROM THE SUBDIVISION IS PROVIDED BY ONE ACCESS ON PECAN AND ONE ACCESS ON STADIUM. THIS INCLUDES VEHICLES, BICYCLES AND PEDESTRIAN ACCESS. THE MADERA COUNTY TRANSPORTATION COMMISSION REPORT "ACTIVE TRANSPORTATION PLAN" MARCH 2017 SETS OUT THE PRIORITIES FOR ALTERNATIVE FORMS OF TRANSPORTATION AND BENEFITS TO THE COMMUNITY.
6. THE USE OF POCKET PARKS IS A GOOD WAY TO ACHIEVE ADDED ACCESS THROUGH GREEN PATHWAYS TO MEET PART OF THE REQUIREMENTS FOR PARKLAND PROVISION AND BENEFIT PEDESTRIANS, CYCLISTS
7. INTEGRATING THE PARKLAND REQUIREMENT THROUGHOUT THE SUBDIVISION IS BENEFICIAL TO CREATE WELL USED, POSITIONED AND MAINTAINED PARKS AND RECREATIONAL CENTERS THAT ARE CONVENIENTLY LOCATED THROUGHOUT THE COMMUNITY AND ARE ACCESSIBLE. POSITIONING PARKLAND WITH NEIGHBORING SITES REQUIRED PROVISION IN MIND, CAN CREATE PARKLAND BETWEEN SUBDIVISIONS TO PROVIDE LARGER OR MORE ATTRACTIVE PROVISION.
8. RESIDENTIAL HOME TYPES ON THE LOTS, DUE TO THE REPETITIOUS NATURE OF THE LOTS, A VARIATION OF MODEL TYPE WILL ONLY PARTIALLY ADDRESS THE NEED FOR ARCHITECTURAL VARIATION TO PROVIDE INTEREST, VARYING LOT SIZE THROUGHOUT THE SUBDIVISION, OR IN SECTIONS, WILL ALLOW A GREATER SCOPE FOR VARIOUS MODEL TYPES, OR AT LEAST PROVIDE VARIATIONS BETWEEN HOME SIZES ON DIFFERING LOT SIZES.

LANDSCAPE AND ENTRY DESIGN:

- THE SUBDIVIDER SHALL SUBMIT PLANS DURING THE PERMITTING STAGE OF CONSTRUCTION TO COMPLY WITH THE AESTHETIC DESIGN REQUIREMENTS TO SATISFY "GOAL 4 OF THE COMMUNITY DESIGN ELEMENT" WHICH REQUIRES "ATTRACTIVE STREETSCAPES IN ALL AREAS OF MADERA", SPECIFICALLY IN TERMS OF THE SUBDIVISIONS NEW STREETS, SURROUNDING STREETS, PLANTING STRIPS ALONG THE SIDES AND CENTER OF STREETS, GETTING THE PERIMETER TREATMENTS TO PROVIDE SCREENING TO NEIGHBORING PROPERTIES (AS OPPOSED TO THE INDIVIDUAL LOT LANDSCAPING WHICH WILL BE A PART OF THE PRECISE PLAN).
1. NORTH QUARTER CORNER OF SECTION 36, MOUNT DIABLO BASE AND MERIDIAN.
 2. NORTHWEST CORNER OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 11 SOUTH, RANGE 17 EAST, MOUNT DIABLO BASE AND MERIDIAN.
 3. SOUTHWEST CORNER OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 11 SOUTH, RANGE 17 EAST, MOUNT DIABLO BASE AND MERIDIAN.
 4. SOUTHWEST CORNER OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 11 SOUTH, RANGE 17 EAST, MOUNT DIABLO BASE AND MERIDIAN.

SOURCE OF WATER:

CITY OF MADERA

SOURCE OF SEWERAGE DISPOSAL:

CITY OF MADERA

FIRE PROTECTION SERVICE:

CITY OF MADERA

POWER SERVICE:

PACIFIC GAS & ELECTRIC COMPANY

Lot No.	Area (sq. ft.)	Lot No.	Area (sq. ft.)	Lot No.	Area (sq. ft.)
1	4992	49	4500	86	4604
2	4992	50	4500	87	4760
3	7112	51	4500	88	4500
4	7228	52	4500	89	4500
5	5228	53	4500	90	4760
6	5228	54	4500	91	4760
7	4728	55	4500	92	4760
8	4728	56	4500	93	4760
9	4728	57	4500	94	4760
10	4728	58	4500	95	4760
11	4728	59	4500	96	4760
12	4728	60	4500	97	4760
13	4728	61	4500	98	4760
14	4728	62	4500	99	4760
15	4728	63	4500	100	4760
16	4728	64	4500	101	4760
17	4728	65	4500	102	4760
18	4728	66	4500	103	4760
19	4728	67	4500	104	4760
20	4728	68	4500	105	4760
21	4728	69	4500	106	4760
22	4728	70	4500	107	4760
23	4728	71	4500	108	4760
24	4728	72	4500	109	4760
25	4728	73	4500	110	4760
26	4728	74	4500	111	4760
27	4728	75	4500	112	4760
28	4728	76	4500	113	4760
29	4728	77	4500	114	4760
30	4728	78	4500	115	4760
31	4728	79	4500	116	4760
32	4728	80	4500	117	4760
33	4728	81	4500	118	4760
34	4728	82	4500	119	4760
35	4728	83	4500	120	4760
36	4728	84	4500	121	4760
37	4728	85	4500	122	4760
38	4728	86	4500	123	4760
39	4728	87	4500	124	4760
40	4728	88	4500	125	4760
41	4728	89	4500	126	4760
42	4728	90	4500	127	4760
43	4728	91	4500	128	4760
44	4728	92	4500	129	4760
45	4728	93	4500	130	4760
46	4728	94	4500	131	4760
47	4728	95	4500	132	4760

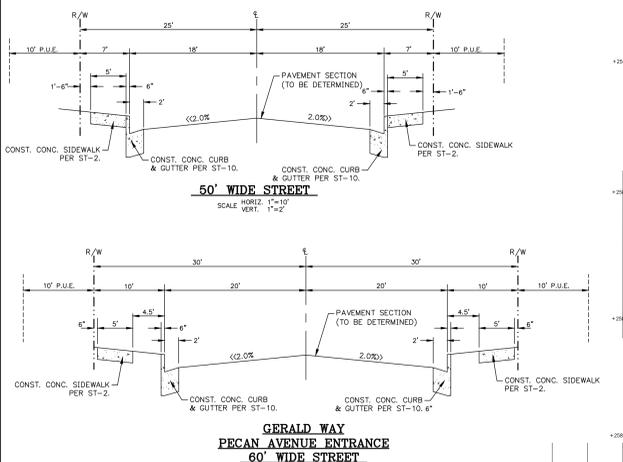
PARK AREA CALCULATIONS:
3.85/1,000 x 3 = 0.01155 x 104 LOTS
= 1.20 ACRES
PARK AREA PROVIDED = 0.34 ACRES

NOTE:
NEW DEVELOPMENT PROJECTS SHALL ENCOURAGE DIRECT ROOF RUNOFF TO VEGETATED AREAS. THE DEVELOPER SHALL STENCIL ALL THE PROJECTS STORM DRAIN INLETS "NO DUMPING".

TO PROTECT OUR WATERWAYS, THE CITY IS REGULATED BY AND COMPLIES WITH "PHASE II" SMALL MSA GENERAL PERMIT THAT WAS ADOPTED BY THE STATE WATER RESOURCES CONTROL BOARD EFFECTIVE JULY 1, 2013. THE PERMIT REQUIRES THE CITY TO HAVE A STORMWATER PROGRAM THAT CONTROLS THE DISCHARGE OF POLLUTANTS INTO THE CITY'S STORMWATER PROGRAM IS MULTI-FACETED AND INCLUDES THE FOLLOWING COMPONENTS:

1. EDUCATION AND OUTREACH
2. PUBLIC INVOLVEMENT AND PARTICIPATION
3. ILLEGAL DISCHARGE DETECTION AND ELIMINATION
4. POLLUTION PREVENTION
5. PROGRAM EFFECTIVENESS AND ASSESSMENT

RESIDENTIAL DEVELOPMENT DENSITY:
PROJECT = 18.09 ACRES (NET)
LOTS = 104 UNITS
DENSITY = 5.75 UNITS PER ACRE
(TARGET DENSITY = 5.25 UNIT PER ACRE)
(ALLOWED DENSITY = 2.1 TO 7 U.P.A.)



Legal Description:
DOCUMENT No. 2004-048633
THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (E 1/2 OF NE 1/4 OF NW 1/4) OF SECTION 36, TOWNSHIP 11 SOUTH, RANGE 17 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.
APN: 012-480-009
PRELIMINARY REPORT ORDER No. 100-2359332-68 (FEB. 21, 2023)
ORANGE COAST TITLE COMPANY

CURRENT ZONING DESIGNATION:
R-1, SINGLE FAMILY (LOW DENSITY)
RESIDENTIAL ZONE DISTRICT

PROPOSED ZONING DESIGNATION:
R-1, SINGLE FAMILY (LOW DENSITY)
RESIDENTIAL ZONE DISTRICT

AVERAGE LOT SIZE:
MAXIMUM LOT SIZE = 7,112 S.F.
MINIMUM LOT SIZE = 4,500 S.F.
AVERAGE LOT SIZE = 5,300 S.F.

BASIS OF ELEVATIONS
CHISELED "X" ON THE NORTH RETURN AT THE NORTHWEST CORNER OF SAN BONITA AND MAPLE AVENUE.
ELEVATION = 264.03 (PRIME)

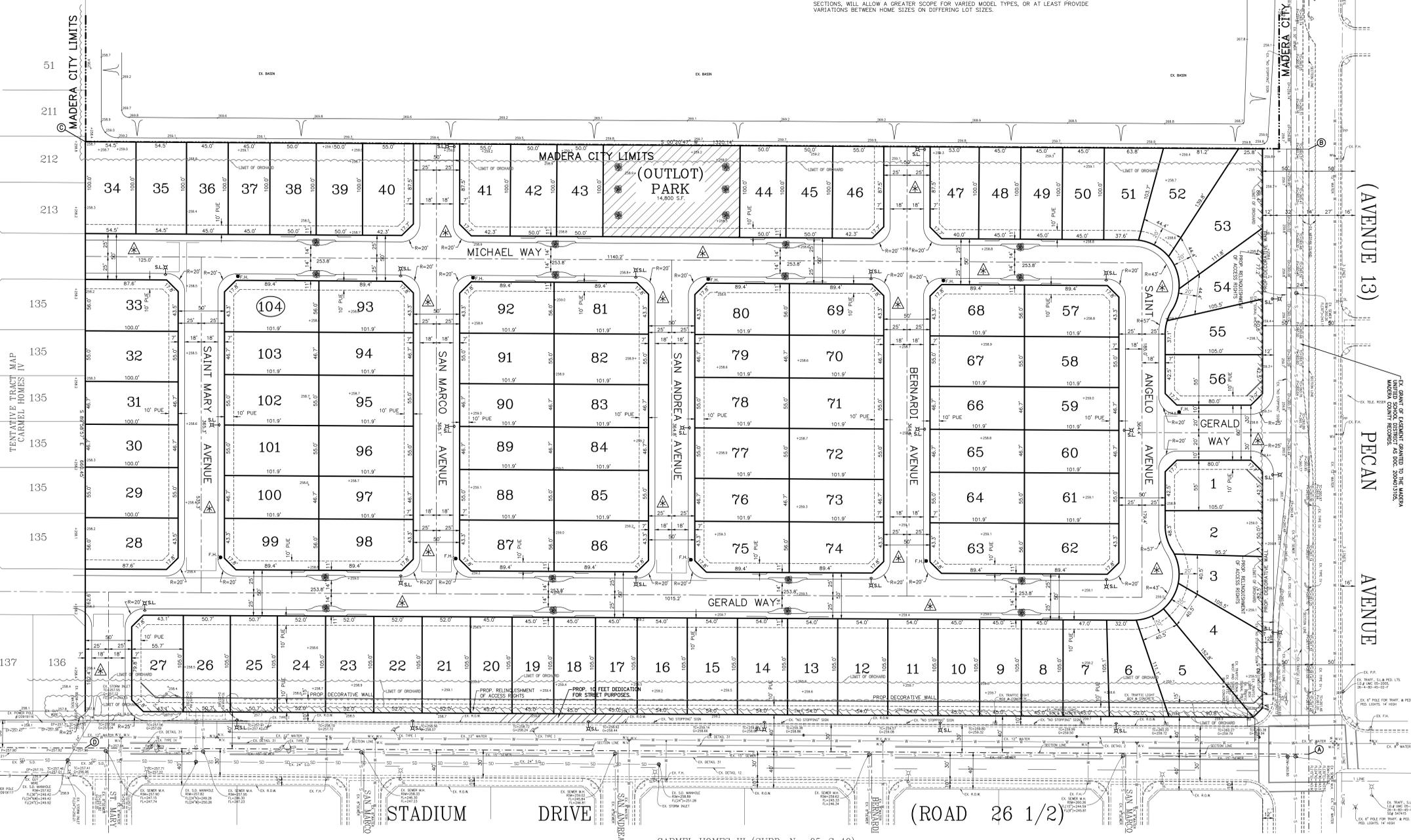
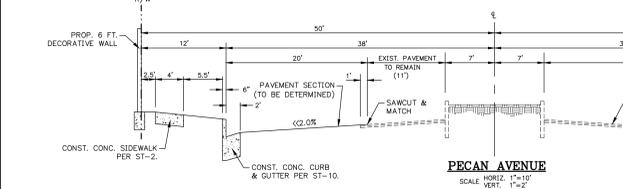
NOTE:
THE SUBJECT PROPERTY IS CURRENTLY AN ORCHARD CONSISTING OF ALMOND TREES. IT IS THE OWNERS INTENTION TO REMOVE ALL TREES WITHIN THE SUBJECT PROPERTY AND ALL RELATED FACILITIES SUCH AS AD WELLS, PRIVATE IRRIGATION PIPE LINES AND EQUIPMENT.

NOTE:
THE SUBJECT PROPERTY IS CURRENTLY AN ORCHARD CONSISTING OF ALMOND TREES. THE SITE HAS MINIMAL SLOPE GRADIENT. MINIMUM SLOPE=0.0010 SLOPE IN THE DIRECTION OF NORTH TO SOUTH. MINIMUM SLOPE=0.0010 SLOPE IN THE DIRECTION OF EAST TO WEST.

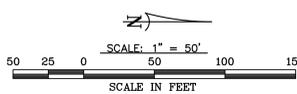
NOTE:
THERE ARE NO WATERCOURSES LOCATED WITHIN THE BOUNDARY OF THIS SUBDIVISION.

NOTE:
THERE ARE NO COMMERCIAL OR RESIDENTIAL STRUCTURES LOCATED WITHIN THE BOUNDARY OF THIS SUBDIVISION.

NOTE:
THE SURROUNDING BOUNDARY STREETS SHALL BE MAINTAINED DURING CONSTRUCTION TO ALLOW EXISTING ACCESS. NO NEIGHBORING PROPERTY OWNERS SHALL BE COMPROMISED BY THE PLANNED IMPROVEMENTS. IF A ROAD CLOSURE IS REQUIRED, A DETAILED ROAD CLOSURE PLAN SHALL BE PROVIDED TO THE CITY OF MADERA. THE CITY MUST APPROVE THE TRAFFIC CONTROL PLAN PRIOR TO THE ROAD CLOSURE. THE ROAD CLOSURE PLAN SHALL BE SUBMITTED TO THE CITY A MINIMUM OF 48 HOURS PRIOR TO THE PLANNED CLOSURE. ROAD CLOSURE WARNING SIGNAGE SHALL BE PLACED 48 HOURS PRIOR TO THE CLOSURE. DETOUR SIGNAGE SHALL BE HIGH VISIBALE.



**STADIUM ROAD
ROAD 26 1/2**
SCALE: HORIZ. 1"=10'
SCALE: VERT. 1"=2'



MAP PREPARED FOR SUBMITTAL: JULY 28, 2023

R. W. Greenwood Associates, Inc.
CIVIL ENGINEERING LAND SURVEYING
2558 E. Olive Avenue Fresno, California 93701 Tel. (559) 268-7831

DEVELOPER:
DMP DEVELOPMENT CORPORATION, INC.
2001 HOWARD ROAD, SUITE 211
MADERA, CA 93637
PH. (559)673-7002

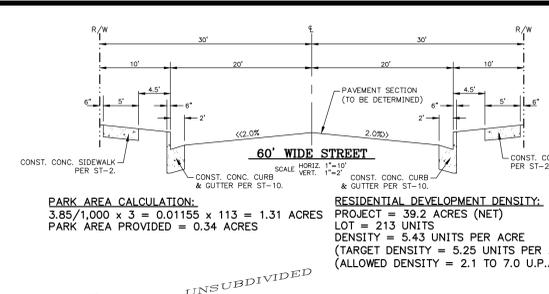
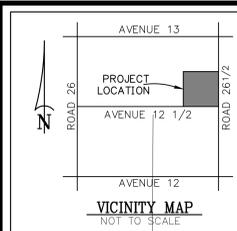
LEGAL OWNER:
DMP DEVELOPMENT CORPORATION, INC.
2001 HOWARD ROAD, SUITE 211
MADERA, CA 93637
PH. (559)673-7002

Date: MARCH 17, 2022
Job No.: D-22013
Drawn By: MCG
Drawing No.: 553-G

REV. 09/25/2023 M05
REV. 09/25/2023 M06
REV. 09/25/2023 M05
REV. 10/19/2022 M06
REV. 09/15/2022 M05
REV. 09/15/2022 M06
REV. 09/15/2022 M05
REV. 09/15/2022 M06

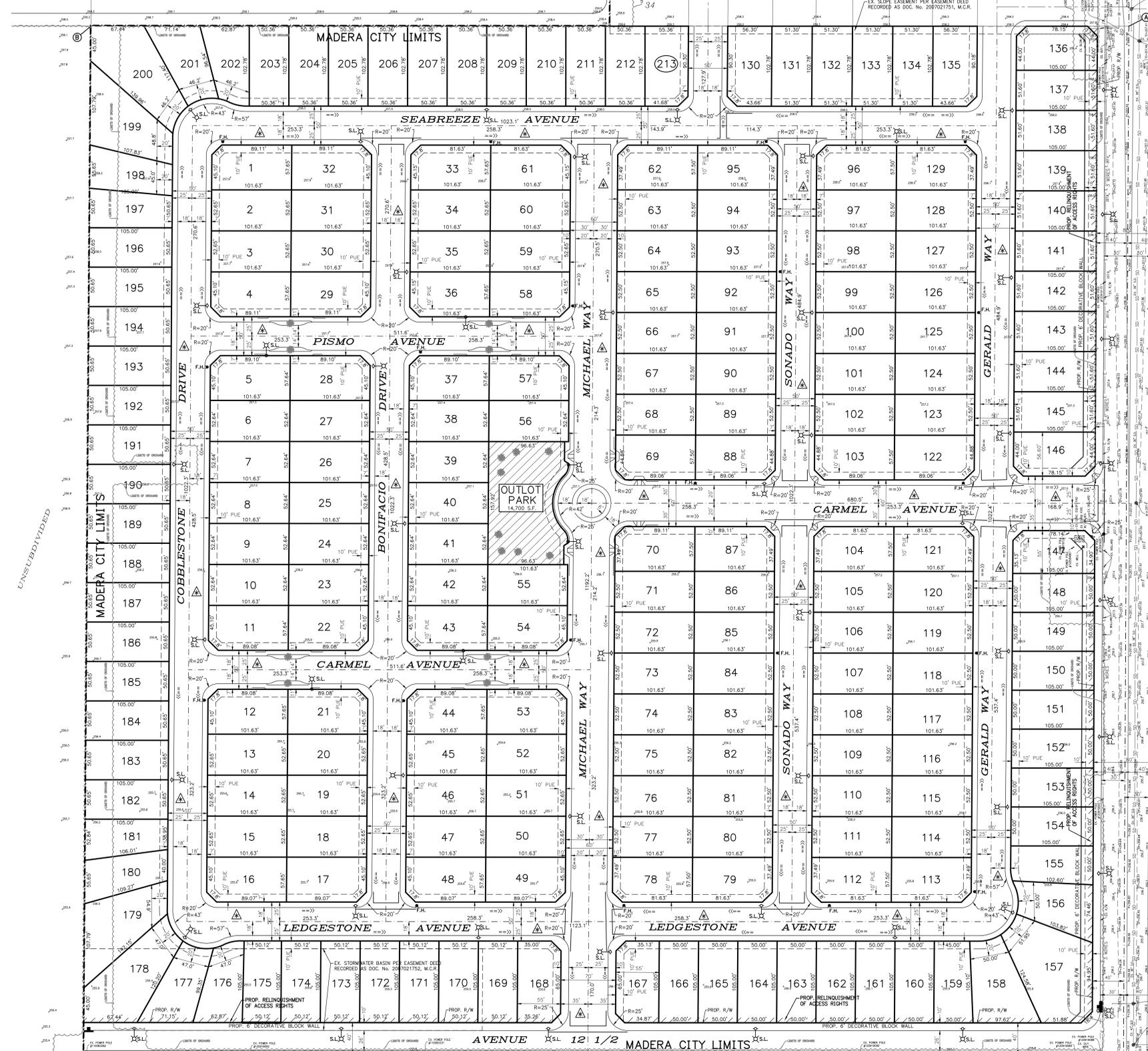
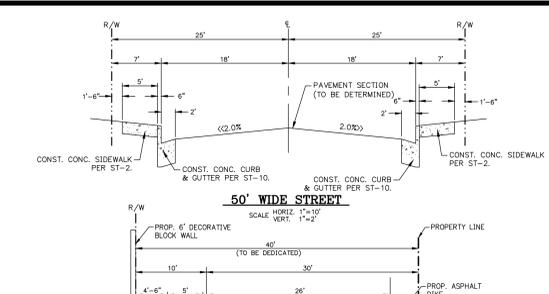
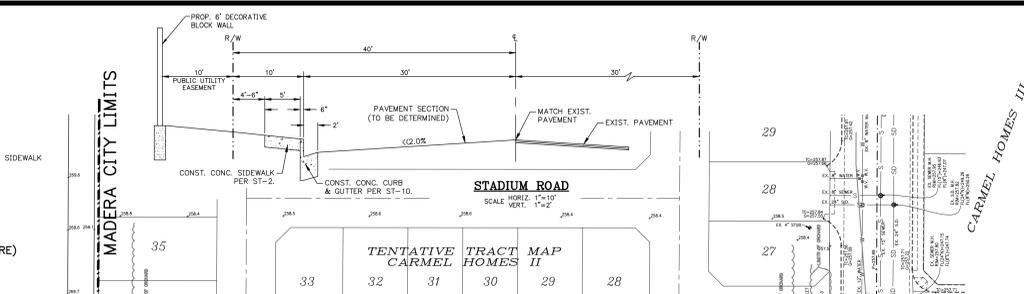
AutoCAD: R. W. GREENWOOD
DATE: 03-17-2022

ATTACHMENT 5
Exhibit C



PARK AREA CALCULATION:
 $3.85 \times 1,000 \times 3 = 0.01155 \times 113 = 1.31$ ACRES
 PARK AREA PROVIDED = 0.34 ACRES

RESIDENTIAL DEVELOPMENT DENSITY:
 PROJECT = 39.2 ACRES (NET)
 LOT = 213 UNITS
 DENSITY = 5.43 UNITS PER ACRE
 (TARGET DENSITY = 2.1 TO 7.0 U.P.A.)



STADIUM ROAD (ROAD 26 1/2)

Lot No.	Area (sq. ft.)						
1	5,785	101	5,785	191	5,785	281	5,785
2	5,785	102	5,785	192	5,785	282	5,785
3	5,785	103	5,785	193	5,785	283	5,785
4	5,785	104	5,785	194	5,785	284	5,785
5	5,785	105	5,785	195	5,785	285	5,785
6	5,785	106	5,785	196	5,785	286	5,785
7	5,785	107	5,785	197	5,785	287	5,785
8	5,785	108	5,785	198	5,785	288	5,785
9	5,785	109	5,785	199	5,785	289	5,785
10	5,785	110	5,785	200	5,785	290	5,785
11	5,785	111	5,785	201	5,785	291	5,785
12	5,785	112	5,785	202	5,785	292	5,785
13	5,785	113	5,785	203	5,785	293	5,785
14	5,785	114	5,785	204	5,785	294	5,785
15	5,785	115	5,785	205	5,785	295	5,785
16	5,785	116	5,785	206	5,785	296	5,785
17	5,785	117	5,785	207	5,785	297	5,785
18	5,785	118	5,785	208	5,785	298	5,785
19	5,785	119	5,785	209	5,785	299	5,785
20	5,785	120	5,785	210	5,785	300	5,785
21	5,785	121	5,785	211	5,785	301	5,785
22	5,785	122	5,785	212	5,785	302	5,785
23	5,785	123	5,785	213	5,785	303	5,785
24	5,785	124	5,785	214	5,785	304	5,785
25	5,785	125	5,785	215	5,785	305	5,785
26	5,785	126	5,785	216	5,785	306	5,785
27	5,785	127	5,785	217	5,785	307	5,785
28	5,785	128	5,785	218	5,785	308	5,785
29	5,785	129	5,785	219	5,785	309	5,785
30	5,785	130	5,785	220	5,785	310	5,785
31	5,785	131	5,785	221	5,785	311	5,785
32	5,785	132	5,785	222	5,785	312	5,785
33	5,785	133	5,785	223	5,785	313	5,785
34	5,785	134	5,785	224	5,785	314	5,785
35	5,785	135	5,785	225	5,785	315	5,785
36	5,785	136	5,785	226	5,785	316	5,785
37	5,785	137	5,785	227	5,785	317	5,785
38	5,785	138	5,785	228	5,785	318	5,785
39	5,785	139	5,785	229	5,785	319	5,785
40	5,785	140	5,785	230	5,785	320	5,785
41	5,785	141	5,785	231	5,785	321	5,785
42	5,785	142	5,785	232	5,785	322	5,785
43	5,785	143	5,785	233	5,785	323	5,785
44	5,785	144	5,785	234	5,785	324	5,785
45	5,785	145	5,785	235	5,785	325	5,785
46	5,785	146	5,785	236	5,785	326	5,785
47	5,785	147	5,785	237	5,785	327	5,785
48	5,785	148	5,785	238	5,785	328	5,785
49	5,785	149	5,785	239	5,785	329	5,785
50	5,785	150	5,785	240	5,785	330	5,785
51	5,785	151	5,785	241	5,785	331	5,785
52	5,785	152	5,785	242	5,785	332	5,785
53	5,785	153	5,785	243	5,785	333	5,785
54	5,785	154	5,785	244	5,785	334	5,785
55	5,785	155	5,785	245	5,785	335	5,785
56	5,785	156	5,785	246	5,785	336	5,785
57	5,785	157	5,785	247	5,785	337	5,785
58	5,785	158	5,785	248	5,785	338	5,785
59	5,785	159	5,785	249	5,785	339	5,785
60	5,785	160	5,785	250	5,785	340	5,785
61	5,785	161	5,785	251	5,785	341	5,785
62	5,785	162	5,785	252	5,785	342	5,785
63	5,785	163	5,785	253	5,785	343	5,785
64	5,785	164	5,785	254	5,785	344	5,785
65	5,785	165	5,785	255	5,785	345	5,785
66	5,785	166	5,785	256	5,785	346	5,785
67	5,785	167	5,785	257	5,785	347	5,785
68	5,785	168	5,785	258	5,785	348	5,785
69	5,785	169	5,785	259	5,785	349	5,785
70	5,785	170	5,785	260	5,785	350	5,785
71	5,785	171	5,785	261	5,785	351	5,785
72	5,785	172	5,785	262	5,785	352	5,785
73	5,785	173	5,785	263	5,785	353	5,785
74	5,785	174	5,785	264	5,785	354	5,785
75	5,785	175	5,785	265	5,785	355	5,785
76	5,785	176	5,785	266	5,785	356	5,785
77	5,785	177	5,785	267	5,785	357	5,785
78	5,785	178	5,785	268	5,785	358	5,785
79	5,785	179	5,785	269	5,785	359	5,785
80	5,785	180	5,785	270	5,785	360	5,785
81	5,785	181	5,785	271	5,785	361	5,785
82	5,785	182	5,785	272	5,785	362	5,785
83	5,785	183	5,785	273	5,785	363	5,785
84	5,785	184	5,785	274	5,785	364	5,785
85	5,785	185	5,785	275	5,785	365	5,785
86	5,785	186	5,785	276	5,785	366	5,785
87	5,785	187	5,785	277	5,785	367	5,785
88	5,785	188	5,785	278	5,785	368	5,785
89	5,785	189	5,785	279	5,785	369	5,785
90	5,785	190	5,785	280	5,785	370	5,785
91	5,785	191	5,785	281	5,785	371	5,785
92	5,785	192	5,785	282	5,785	372	5,785
93	5,785	193	5,785	283	5,785	373	5,785
94	5,785	194	5,785	284	5,785	374	5,785
95	5,785	195	5,785	285	5,785	375	5,785
96	5,785	196	5,785	286	5,785	376	5,785
97	5,785	197	5,785	287	5,785	377	5,785
98	5,785	198	5,785	288	5,785	378	5,785
99	5,785	199	5,785	289	5,785	379	5,785
100	5,785	200	5,785	290	5,785	380	5,785
101	5,785	201	5,785	291	5,785	381	5,785
102	5,785	202	5,785	292	5,785	382	5,785
103	5,785	203	5,785	293	5,785	383	5,785
104	5,785	204	5,785	294	5,785	384	5,785
105	5,785	205	5,785	295	5,785	385	5,785
106	5,785	206	5,785	296	5,785	386	5,785
107	5,785	207	5,785	297	5,785	387	5,785
108	5,785	208	5,785	298	5,785	388	5,785
109	5,785	209	5,785	299	5,785	389	5,785
110	5,785	210	5,785	300	5,785	390	5,785
111	5,785	211	5,785	301	5,785	391	5,785
112	5,785	212	5,785	302	5,785	392	5,785
113	5,785	213	5,785	303	5,785	393	5,785
114	5,785	214	5,785	304	5,785	394	5,785
115	5,785	215	5,785	305	5,785	395	5,785
116	5,785	216	5,785	306	5,785	396	5,785
117	5,785	217	5,785	307	5,785	397	5,785
118	5,785	218	5,785	308	5,785	398	5,785
119	5,785	219	5,785	309	5,785	399	5,785
120	5,785	220	5,785	310	5,785	400	5,785
121	5,785	221	5,785	311	5,785	401	5,785
122	5,785	222	5,785	312	5,785	402	5,785
123	5,785	223	5,785	313	5,785	403	5,785
124	5,785	224	5,785	314	5,785	404	5,785
125	5,785	225	5,785	315	5,785	405	5,785
126	5,785	226	5,785	316	5,785	406	5,785
127	5,785	227	5,785	317	5,785	407	5,785
128	5,785	228	5,785	318	5,785	408	5,785
129	5,785	229	5,785	319	5,785	409	5,785
130	5,785	230	5,785	320	5,785	410	5,785
131	5,785	231	5,785	321	5,785	411	5,785
132	5,785	232	5,785	322	5,785	412	5,785
133	5,785	233	5,785	323	5,785	413	5,785
134	5,785	234	5,785	324	5,785	414	5,785
135	5,785	235	5,785	325	5,785	415	5,785
136	5,785	236	5,785	326	5,785	416	5,785
137	5,785	237	5,785	327	5,785	417	5,785
138	5,785	238	5,785	328	5,785	418	5,785
139	5,785	239	5,785	329	5,785	419	5,785
140	5,785	240	5,785	330	5,785	420	5,785
141	5,785	241	5,785	331	5,785	421	5,785
142	5,785	242	5,785	332	5,785	422	5,785
143	5,785	243	5,785	333	5,785	423	5,785
144	5,785	244	5,785	334	5,785	424	5,785
145	5,785	245	5,785	335	5,785	425	5,785
146	5,785	246	5,785	336	5,785	426	5,785
147	5,785	247	5,785	337	5,785	427	5,785
148	5,785	248	5,785	338	5,785	428	5,785
149	5,785	249	5,785	339	5,785	429	5,785
150	5,785	250	5,785	340	5,785	430	5,785
151	5,785	251	5,785	341	5,785	431	5,785
152	5,785	252	5,785	342	5,785	432	5,785
153	5,785	253	5,785	343			

ATTACHMENT 5
Exhibit D

Chapter 5 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Carmel Homes II & IV in the City of Madera. The MMRP lists mitigation measures recommended in the IS/MND for the Project and identifies monitoring and reporting requirements.

Table 5-1 presents the mitigation measures identified for the proposed Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, AIR-2 would be the second mitigation measure identified in the Air Quality analysis of the IS/MND.

The first column of **Table 5-1** identifies the mitigation measure. The second column, entitled “When Monitoring is to Occur,” identifies the time the mitigation measure should be initiated. The third column, “Frequency of Monitoring,” identifies the frequency of the monitoring of the mitigation measure. The fourth column, “Agency Responsible for Monitoring,” names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last columns will be used by 4Creeks to ensure that individual mitigation measures have been complied with and monitored.

Table 5-1 Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Biological Resources					
Mitigation Measure BIO-1a: <i>(Pre-construction Surveys and Construction Timing).</i> If construction is to occur between February 1 and August 31, a qualified biologist will conduct pre-construction surveys for active bird nests within 10 days prior to the start of ground disturbing activities should work commence during the nesting season (February 15 to September 15). The survey area will encompass the site and accessible surrounding lands within 250 feet for nesting migratory birds and 500 feet for raptors (i.e., birds of prey).	10 Days Prior Construction	Prior to and During Project Construction	City of Madera	Review of Documentation Submittal	
Mitigation Measure BIO-1b: <i>(Avoidance of Active Nests).</i> Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.	Prior and During Project Construction	Ongoing During Construction	City of Madera	Review of Documentation Submittal	
Cultural Resources					
Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find (within a 100-foot radius) and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on	During Construction	Ongoing During Construction	City of Madera	Review of Documentation Submittal	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.					
Mitigation Measure CUL-2: If human remains are uncovered during construction, the Madera County Coroner is to be notified to investigate the remains and arrange proper treatment and disposition. If the remains are identified on the basis of archaeological context, age, cultural associations, or biological traits to be those of a Native American, California Health and Safety Code 7050.5 and PRC 5097.98 require that the coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent who will be afforded an opportunity to make recommendations regarding the treatment and disposition of the remains.	During Construction	Ongoing During Construction	City of Madera	Review of Documentation Submittal	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Geology and Soils					
<p>Mitigation Measure GEO-1: In the event of accidental discovery of unidentified paleontological resources during development or ground-moving activities in the Project area, all work should be halted in the immediate vicinity (within a 100-foot radius) until a qualified paleontologist can identify the discovery and assess its significance. The qualified paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City’s Historic Preservation Ordinance. If the resources are determined to be unique paleontological resources, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.</p>	During Construction	Ongoing During Construction	City of Madera	Review of Documentation Submittal	
<p>Mitigation Measure GEO-2: Should the construction crew or paleontologist uncover any bones or teeth, all construction-related activities in the immediate vicinity would be stopped until the paleontologist has assessed the find and, if deemed significant, salvaged it for</p>	During Construction	Ongoing During Construction	City of Madera	Review of Documentation Submittal	

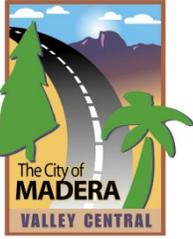
Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
deposition in a repository such as University of California Museum of Paleontology where it would be properly curated and preserved for scientific study. Any period in which construction is halted shall be kept to the minimum amount of time feasible under the circumstances. To avoid any unnecessary loss of time during construction, the City shall require the paleontologist to assess the significance of the affected resources as soon as is feasible under the circumstances. Following the completion of the above tasks, the paleontologist shall prepare a report documenting the absence or discovery of fossil resources on-site. If fossils are found, the report shall summarize the results of the inspection program, identify those fossils encountered, recovery and curation efforts, and the methods used in these efforts, as well as describe the fossils collected and their significance. A copy of the report shall be provided to the Madera Community Development Department and to the Natural History Museum of Los Angeles County.					
Hydrology and Water Quality					
Mitigation Measure HYD-1: Prior to issuance of grading permits, the Project proponent shall submit a NOI and SWPPP to the RWQCB to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity. The SWPPP shall specify and require the implementation BMPs, with the intent of keeping all products of erosion from moving offsite and into receiving waters during construction. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Recommended BMPs for the construction phase shall	Prior to issuance of grading permits.	Prior to Project Construction	City of Madera	Review of Documentation Submittal	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<p>include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Stockpiling and disposing of demolition debris, concrete, and soil properly; • Protecting existing storm drain inlets and stabilizing disturbed areas; • Implementing erosion controls; • Properly managing construction materials; and • Managing waste, aggressively controlling litter, and implementing sediment controls. <p>The developer shall provide the City of Madera Engineering Division with evidence of an approved SWPPP prior to issuance of grading permits.</p>					
<p>Mitigation Measure HYD-2: Prior to issuance of grading permits, the Project proponent shall prepare a drainage plan for the Project for approval by the City Engineer that identifies postconstruction treatment, control, and design measures that minimize surface water runoff, erosion, siltation, and pollution. The drainage plan shall be prepared in accordance with the City's SWMP and California Stormwater Quality Association's Storm Water Best Management Practices Handbook as well as the City Engineer's Technical Specifications and Public Improvement Standards. During final design of the Project, the Project proponent shall implement a suite of post-construction stormwater treatment and control BMPs designed to address the most likely sources of stormwater pollutants resulting from operation and maintenance of the Project. These measures shall account for the proposed 21 acres of commercial development at the Project site. Stormwater</p>	<p>Prior to issuance of grading permits.</p>	<p>Prior to Project Construction</p>	<p>City of Madera</p>	<p>Review of Documentation Submittal</p>	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<p>infrastructure will be designed adhering to methods and standards described in Section E.12.e.ii.c of the SWRCB Phase II Small MS4, General Permit (Order No. 2013-0001-DWQ).</p> <p>The City Engineer may also require other necessary BMPs and design features. Incorporation of City Engineer-approved BMPs and design features into the Project design and construction documents shall ensure that operational water quality exceeds applicable water quality standards. The Project proponent shall also prepare and submit an Operations and Maintenance Agreement to the City of Madera for its approval identifying appropriate procedures to ensure that stormwater quality control measures work properly during operations.</p>					
<p>Mitigation Measure HYD-3: A Development Maintenance Manual for the Project shall include comprehensive procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer’s maintenance conditions. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e., mid-May). The manual shall also require that all devices be checked after major storm events. The Development Maintenance Manual shall include the following:</p>	<p>Prior to issuance of grading permits.</p>	<p>Prior to Project Construction</p>	<p>City of Madera</p>	<p>Review of Documentation Submittal</p>	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> Runoff shall be directed away from trash and loading dock areas; Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes; Trash and loading dock areas shall be screened or walled to minimize offsite transport of trash; and, Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills or wash down water to enter the drainage system. 					
Noise					
<p>Mitigation Measure NOISE-1: To mitigate noise created by stationary sounds, such as construction, the following best practices shall be implemented to reduce noise to acceptable levels:</p> <ul style="list-style-type: none"> All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source. Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor. All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses. Locate construction staging areas, to the extent possible, at the greatest possible 	During Construction	Ongoing During Construction	City of Madera	Review of Conditions	

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<p>distances from any noise-sensitive land uses.</p> <ul style="list-style-type: none"> Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator. 					



REPORT TO THE PLANNING COMMISSION

Prepared by:
Robert Smith, Senior Planner

Meeting of: February 13, 2024
Agenda Item: 5

SUBJECT:

Consideration of Conditional Use Permit Nos. CUP 2021-12 and CUP 2021-13, Site Plan Review No. SPR 2021-25, for ±1.14 Acres of Property Located on the Southwest corner of the Intersection of Avenue 17 and Airport Drive.

RECOMMENDATION:

Conduct a public hearing and adopt:

1. Adopt a Resolution of the Planning Commission of the City of Madera adopting the Negative Declaration (SCH No. 2024010279) prepared for purposes of the project, and approving Conditional Use Permit Nos. CUP 2021-12, CUP 2021-13 and Site Plan Review No. SPR 2021-25.

SUMMARY:

The applicant Manuel Magallon and property owner RKS Properties, have filed Site Plan Review (SPR) Application No. 2021-25 and Conditional Use Permits (CUP) Application Nos. 2021-12 and 2021-13 for ±1.14 acres of property located on the southwest corner of the intersection of Avenue 17 and Airport Drive (Attachment 1), APN 013-010-084 (the "project site").

SPR 2021-25 proposes development of the vacant project site with a new 4,992-sf building (comprised of a 2,992-sf convenience store and a 2,000-sf fast-food restaurant with drive-thru service); 6-pump vehicle fueling station (12 fueling positions); a 2,544-sf fuel-island canopy; two underground fuel storage tanks; refuse enclosure; perimeter landscaping; and other associated site improvements.

CUP 2021-12 and CUP 2021-13 pertain to the proposed convenience store and request authorization to allow for the sale of tobacco products and to obtain a California Department of Alcoholic Beverage Control (ABC) Type 20 license for Off-Sale Beer & Wine in conjunction with the convenience store and for consumption off premises.

The project site is designated for Commercial land uses in the General Plan and is zoned C-2 (Heavy Commercial).

Table 1 below provides an overview of the project site characteristics and identification of the project applicant and property owner.

Table 1: Project Overview	
<i>Project Number:</i>	CUP 2021-12, CUP 2021-13, SPR 2021-25
<i>Applicant:</i>	Manual Magallon, <i>Magallon Construction Co. Inc.</i>
<i>Property Owner:</i>	RKS Properties
<i>Location:</i>	Vacant 1.14-acre lot on the southwest corner of the intersection of Avenue 17 and Airport Drive.
<i>Project Area:</i>	1.14 Acre; vacant, previously disturbed site
<i>General Plan Land Use:</i>	C (Commercial)
<i>Zoning District:</i>	C-2 (Heavy Commercial)
<i>Site Characteristics</i>	A vacant, relatively flat, rectangular previously graded lot. Site has exiting public sidewalks along the north (Avenue 17) and east (Airport Way) sides.

ANALYSIS:

Background:

On April 11, 2006, the Planning Commission approved Tentative Subdivision Map (TSM) 2006-04 for Bratton Properties to allow six lots on 8.66 acres in the Heavy Commercial (C-2) zone including the project site.

Site Characteristics:

The project site is approximately 500 feet west of the State Route 99 (SR 99) / Avenue 17 interchange southbound ramp (Exit 157) and Avenue 17 intersection. The SR 99 / Avenue 17 interchange is a primary City gateway on the northern fringe of the City. Westbound Avenue 17 serves traffic to and from the Madera Municipal Airport, Airport Industrial Park, Madera Municipal Golf Course. Eastbound Avenue 17 serves traffic to and from the Love’s Travel Center.

Street improvements (curb, gutter, sidewalk) are in place with an established and irrigated landscaping strip along the development area perimeter. The development area is composed of vacant, fallow land which has been graded to the approximate pad elevation of the proposal as part of the development of the Hampton Inn site. Disced for vegetation management the site contains an established landscaping strip on the street frontages. The airport basin serves the project site.

Surrounding Land Uses:

Table 2: Bordering Site Information			
<i>Direction</i>	<i>Existing Use</i>	<i>General Plan Designation</i>	<i>Zone District</i>

<i>North</i>	vacant	Commercial (C)	C-2 – Heavy Commercial
<i>Northeast</i>	gas station & convenience store (AM/PM)	Commercial (C)	C-2 – Heavy Commercial
<i>East</i>	hotel (<i>Hampton Inn & Suites</i>)	Commercial (C)	C-2 – Heavy Commercial
<i>South</i>	vacant	Commercial (C)	C-2 – Heavy Commercial
<i>West</i>	vacant	Commercial (C)	C-2 – Heavy Commercial

Circulation:

New curb cut (50-foot wide) along a private road shared with the west Hampton Inn Suites and will control vehicle movement along Airport Drive. The applicant has proposed an accessible path of travel that similarly aligns with the existing path at the adjacent hotel to facilitate pedestrian visits to the convenience store and fast-food restaurant.

Intersection:

The applicant has designed the site to accommodate future street improvements (roundabout) at the intersection of Avenue 17 and Airport Drive. Site plans depict a roundabout to illustrate compatibility.

SR 99 Interchange:

Caltrans has performed a local travel demand assessment, estimating the proposed project would generate 217 PM peak hour trips, 77 of which would impact the overburdened SR 99 / Avenue 17 interchange. Caltrans has indicated future SR 99 / Avenue 17 intersection improvements would include widening Avenue 17, widening ramps, adding turn-lanes, installing a traffic signal at northbound off-ramp / Avenue 17, and installing roundabouts at southbound off-ramp / Avenue 17 and Airport Drive / Avenue 17. As a condition of approval, this fair share cost would be due before issuance of a Certificate of Occupancy.

Parking:

The project provides 19 parking stalls serving a total of 4,992 square feet square feet of floor area. Parking standards for the proposed convenience store component (2,992-sf) require one parking stall for each 250-sf (1:250) of floor area for a total of 12 stalls. The fast-food restaurant (2,000-sf) provides 27 fixed seats and requires one parking stall for every three fixed seats (1:3) for a total of 9 stalls. The project proposes sufficient parking.

Queuing:

The project proposes a looped queuing aisle for the proposed fast-food drive-through restaurant that would accommodate approximately 11 standard size vehicles.

Bratton Properties:

Currently, only Lot 3 of the subdivision (TSM 2006-04) is improved; the existing Hampton Inn & Suites. All other lots remain vacant. All Bratton Properties are governed by the associated Subdivision Improvement Agreement, Reciprocal Access Agreement, Drainage Covenant, CC&Rs, and the Bratton Master Design Guidelines. These Design Guidelines provide a clear and cohesive design intent for all of the Bratton Properties. Individual uses/buildings should be allowed their own unique identity with architecture and colors complementary.

City of Madera Design and Development Guidelines for Commercial Development:

The proposed project would be a commercial development within the Heavy Commercial (C-2) zoning district. While applicable, these are subordinate to the location-specific Bratton Master Design Guidelines.

Site Design:

Overall, the site design is a robust layout conforming to the Bratton Master Design Guidelines, incorporating separated sidewalks, ample perimeter landscaping, outdoor seating and dining tables with architectural shade trellises, and even inclusion of a placeholder area for public art.

The proposed site orientation limits the direct solar gain. Trabeated trellises provide shade for the fixed tables and chairs, allowing options for outdoor dining.

The Design Guidelines details are incorporated as conditions of approval for which compliance is to be demonstrated prior to issuance of a building permit, incorporating amendments to the site plan and site features.

Architecture:

The applicant proposes a building with rectilinear massing, central hipped roof tower and a 1:4 height to width ratio. The principal structure would be 22-ft at parapet wall, and 34-ft at tower roof. Large storefront window, double doors, and glazing repeated at the front side corners. The rear and majority of the building sides are solid, without fenestration.

Façade details include faux stone appliques stucco finish, with some decorative horizontal banding. Cantilevered shade projections would be placed over two of the three storefront windows. The tower's hip roof would be a standing seam metal roof. Exterior lighting would be downcast gooseneck wall lamps. All rooftop mechanical equipment will not be visible and screened to be below the height of the parapet roof. Building colors are conditioned for review and approval prior to building permit issuance.

The proposed fuel canopy would be the standard design, a flat, thin rectangle in the Chevron company's cobalt blue field with white logo, supported by gray columns.

The associated pair of monument signs, building signs, and drive through signs would be reviewed under a separate sign permit.

Conditions of approval require review and approval of architectural representation of façade details, building embellishments, colors and materials by the Planning Division prior to building permit issuance.

Landscaping:

A revised landscape and irrigation plan consistent with the conditions of approval will be required as part of any submittal for a building permit. This will include details of draught tolerant, native species with irrigation and protection for continued maintenance and pleasant appearance.

Public Art

The proposed site designates an area in the northeast corner of the project site, which includes a 9.5-ft diameter pad as a “public art component” in accordance with City of Madera *Design and Development Guidelines for Commercial Development* § 2.7. This section states:

- All commercial development projects should attempt to integrate public art/statuary into the design of public space elements and amenities (e.g., statuary, gardens, plazas, paving, street furniture, transit shelters, lighting, etc.).
- Public art/statuary can be used as a means of enhancing community education of area history and its unique cultural assets, as well as appreciation for local artists.

The selection of the public art component shall be reviewed with the Arts Council with a recommendation to the Community Development Director.

Conditional Use Permit:

CMC § 10-3.1301 – CMC § 10.3.1311 Use Permits
CMC § 10-3.405(E) General Provisions; Uses

The City’s Municipal Code allows for the granting of a use permit by the Planning Commission subject to being able to make findings that the establishment, maintenance or operation of the use or building will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

As proposed, multiple conditional use permits are required. Specifically, the sale at the convenience store of tobacco or tobacco products (CUP 2021-12), and, the sale at the convenience store of alcohol for off-site consumption (CUP 2021-13); each requiring approval of a separate conditional use permit.

Operational Hours:

The applicant proposes that the proposed fast-food restaurant, gas station, and convenience store operate non-stop, 24 hours a day, 7 days a week, typical of this business sector.

Tobacco and Tobacco Related Product Sales:

The applicant proposes tobacco related product sales 24 hours a day, 7 days a week. On September 8, 2015, the City of Madera Planning Commission approved Determination of Use (DOU) 2015-01, allowing tobacco stores, smoke shops, vape lounges, hookah bars and similar businesses may be allowed in the C-2 (Heavy Commercial) Zone Districts subject to a Conditional Use Permit.

Conditional use permit CUP 2021-12 would allow the proposed convenience store to sell tobacco and tobacco related products in accordance with current federal, state, and local regulations.

Alcohol Sales:

Off-site sales are proposed as part of daily business operations of the convenience store. These sales would be restricted to 18 hours a day, 7 days a week, from 06:00 am through 02:00am, from Sunday to Saturday. Approval from California Department of Alcoholic Beverage Control (ABC) for a “Type 20” liquor license is also required to authorize the sale of beer and wine for consumption off site. The applicant must receive approval of City of Madera use permit CUP 2021-13 before the ABC would approve a Type 20 liquor license for the subject property.

ENVIRONMENTAL REVIEW:

The proposed project has been reviewed for compliance with the requirements of the California Environmental Quality Act (CEQA) Guidelines.

Provost & Pritchard Consulting Group has prepared an initial study, performed environmental analyses and evaluated the project in accordance with the CEQA Guidelines and criteria on behalf of the City as lead agency. Preparation of the environmental assessment necessitated a thorough review of the proposed Project and relevant environmental issues. The conclusions and findings resultant from these environmental studies, analyses and an evaluation of the proposed project determined that the project could not have a significant effect on the environment, and a Negative Declaration is appropriate for this project.

The Notice of Intent to Adopt a Negative Declaration was filed with the County Clerk and the Notice of Completion posted with the Governor’s Office of Planning and Research (OPR) on January 12, 2024. Notice was published in the Madera Tribune on January 13, 2024 commencing a 30-day public review and comment period commencing on January 13, 2024, and ending on February 12, 2024.

The Planning Commission with this action will include consideration of Negative Declaration (SCH No. 2024010279), including public comments received during the public review period or at the

hearing prior to the Commission taking action to adopt or reject Negative Declaration (SCH No. 2024010279) for purposes of the proposed project.

RECOMMENDED ACTION:

The Commission will be acting on Conditional Use Permit Application Nos. CUP 2021-12 and CUP 2021-13 as well as Site Plan Review Application No. SPR 2021-25. Staff recommends that the Commission:

1. Adopt a Resolution of the Planning Commission of the City of Madera adopting the Negative Declaration (SCH No. 2024010279) prepared for purposes of the project, and approving Conditional Use Permit Nos. CUP 2021-12, CUP 2021-13 and Site Plan Review No. SPR 2021-25.

The Commission’s action is final unless appealed for consideration by the City Council in accordance with the provisions of the City Municipal Code.

ALTERNATIVES:

As an alternative, the Commission may elect to:

1. Move to refer the item back to staff and/or continue the public hearing to a future Planning Commission meeting at a date certain with direction to staff to return with an updated staff report and/or resolution: (Commission to specify and articulate reasons for referral/continuance).
2. Move to recommend denial of the request based on specified findings: (Commission to specify reasons for denial).
3. Provide staff with other alternative directions.

ATTACHMENTS:

1. Vicinity Map
2. APN Map
3. Site Plan
4. General Plan
5. Zoning Map
6. County General Plan
7. County Zoning Map
8. Elevations
9. PC Resolution
10. ISMND
11. ICE Report

ATTACHMENT 1

Vicinity Map



ATTACHMENT 2

**Madera County Assessor's
Parcel Map**

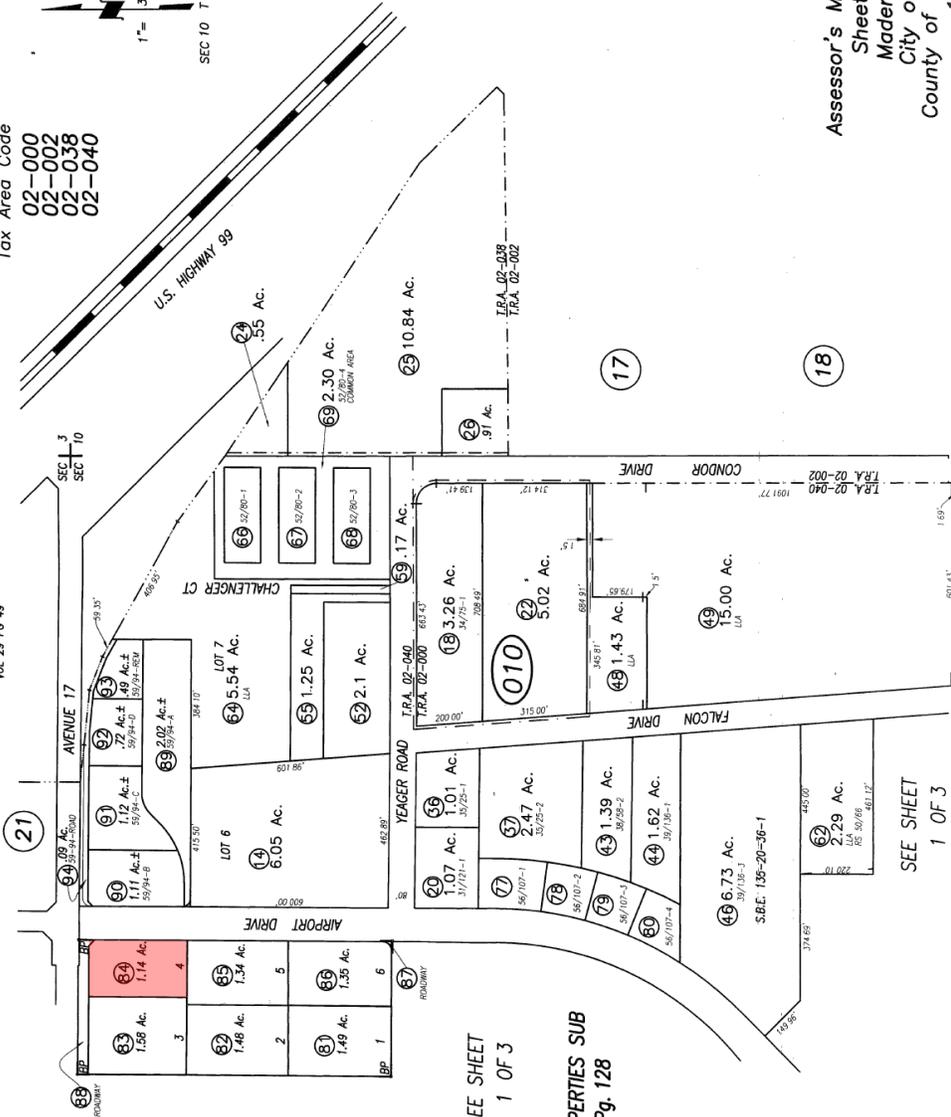
**PUR OF SEC 10 T11S R17E. K.1/E. M.D.B.&M.
 MADERA AIRPORT PARK SUB.**
 VOL 23 PG 49

13-01
 SHEET 2 of 3

Tax Area Code
 02-000
 02-002
 02-038
 02-040



SEC 10 T11S R17E



ORIGINAL

Assessor's Map No. 13-01
 Sheet 2 of 3
 Madera Unified
 City of Madera
 County of Madera, Calif.
 1967

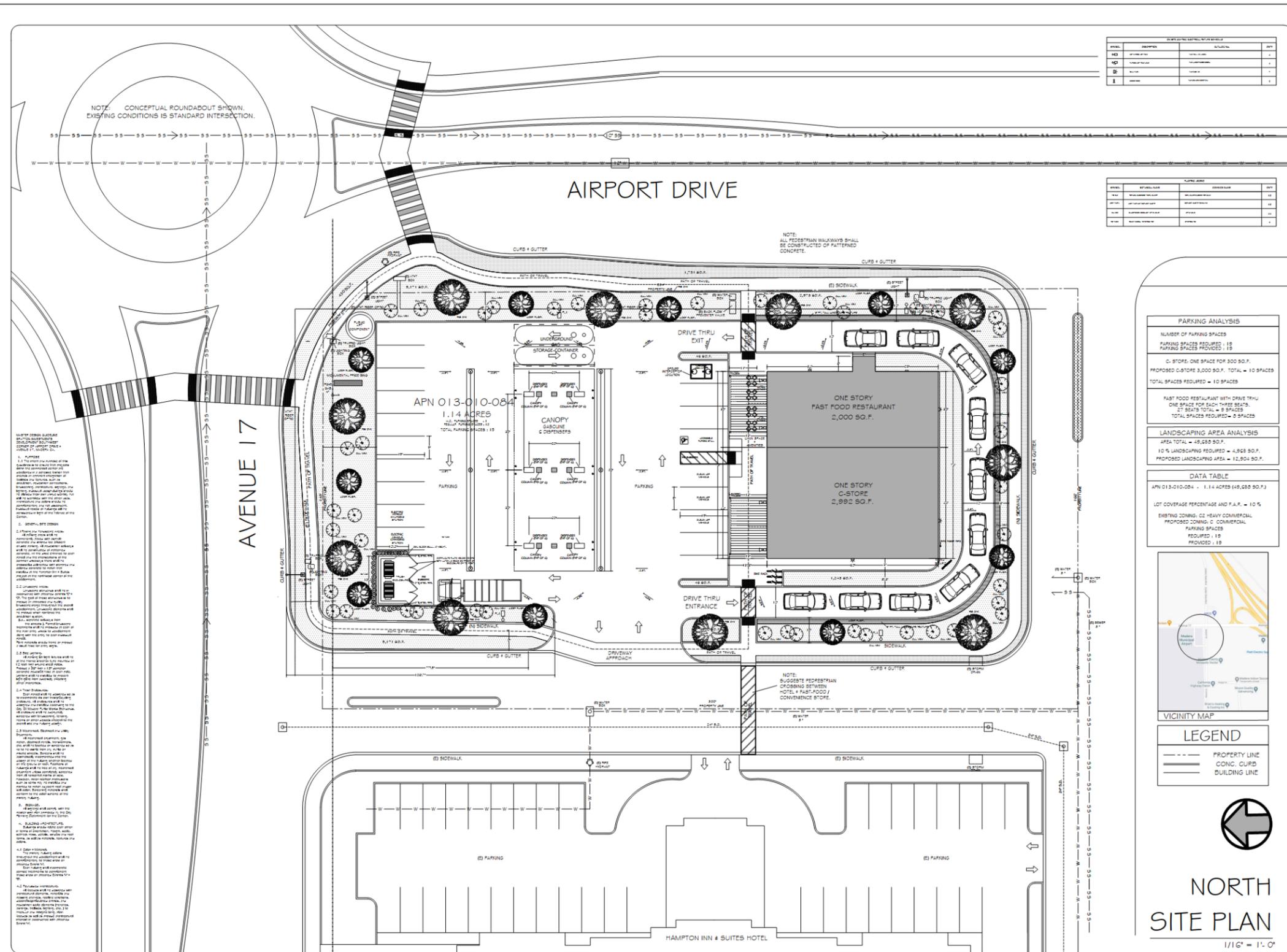
NOTE: This map is for assessment purposes only and is not intended for interpretation of boundary rights, zoning regulations or land division.

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12304-0-56
 -1-10 03*

ATTACHMENT 3

Proposed Site Plan



NOTE: CONCEPTUAL ROUNDABOUT SHOWN. EXISTING CONDITIONS IS STANDARD INTERSECTION.

APN 013-010-084
1.14 ACRES
TOTAL PARKING SPACES = 19

ONE STORY FAST FOOD RESTAURANT
2,000 SQ.F.

ONE STORY C-STORE
2,892 SQ.F.

DRIVE THRU ENTRANCE

DRIVE THRU EXIT

CANOPY GASOLINE DISPENSERS

PARKING

AVENUE 17

AIRPORT DRIVE

HAMPTON INN & SUITES HOTEL

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITS	01/27/22	M.S.
2	REVISIONS		

NO.	REVISION	DATE	BY
1	ISSUED FOR PERMITS	01/27/22	M.S.
2	REVISIONS		

PARKING ANALYSIS	
NUMBER OF PARKING SPACES	19
PARKING SPACES REQUIRED	19
PARKING SPACES PROVIDED	19
C-STORE ONE SPACE FOR 300 SQ.F.	
PROPOSED C-STORE 2,892 SQ.F. TOTAL	10 SPACES
TOTAL SPACES REQUIRED	10 SPACES
FAST FOOD RESTAURANT WITH DRIVE THRU ONE SPACE FOR EACH THREE SEATS, 27 SEATS TOTAL = 9 SPACES	
TOTAL SPACES REQUIRED	9 SPACES

LANDSCAPING AREA ANALYSIS	
AREA TOTAL	49,250 SQ.F.
10% LANDSCAPING REQUIRED	4,925 SQ.F.
PROPOSED LANDSCAPING AREA	12,804 SQ.F.

DATA TABLE	
APN 013-010-084	1.14 ACRES (49,250 SQ.F.)
LOT COVERAGE PERCENTAGE AND F.A.R.	10%
EXISTING ZONING	CC HEAVY COMMERCIAL
PROPOSED ZONING	C COMMERCIAL
PARKING SPACES REQUIRED	19
PROVIDED	19



LEGEND	
---	PROPERTY LINE
---	CONC. CURB
---	BUILDING LINE

NORTH

SITE PLAN

1/16" = 1'-0"

REVISIONS	BY



MAGALLON
CONSTRUCTION CO., INC.
GENERAL BUILDING CONTRACTORS
FOUR DECADES OF BUILDING EXCELLENCE
State License No. 38334
DESIGN & DEVELOPMENT

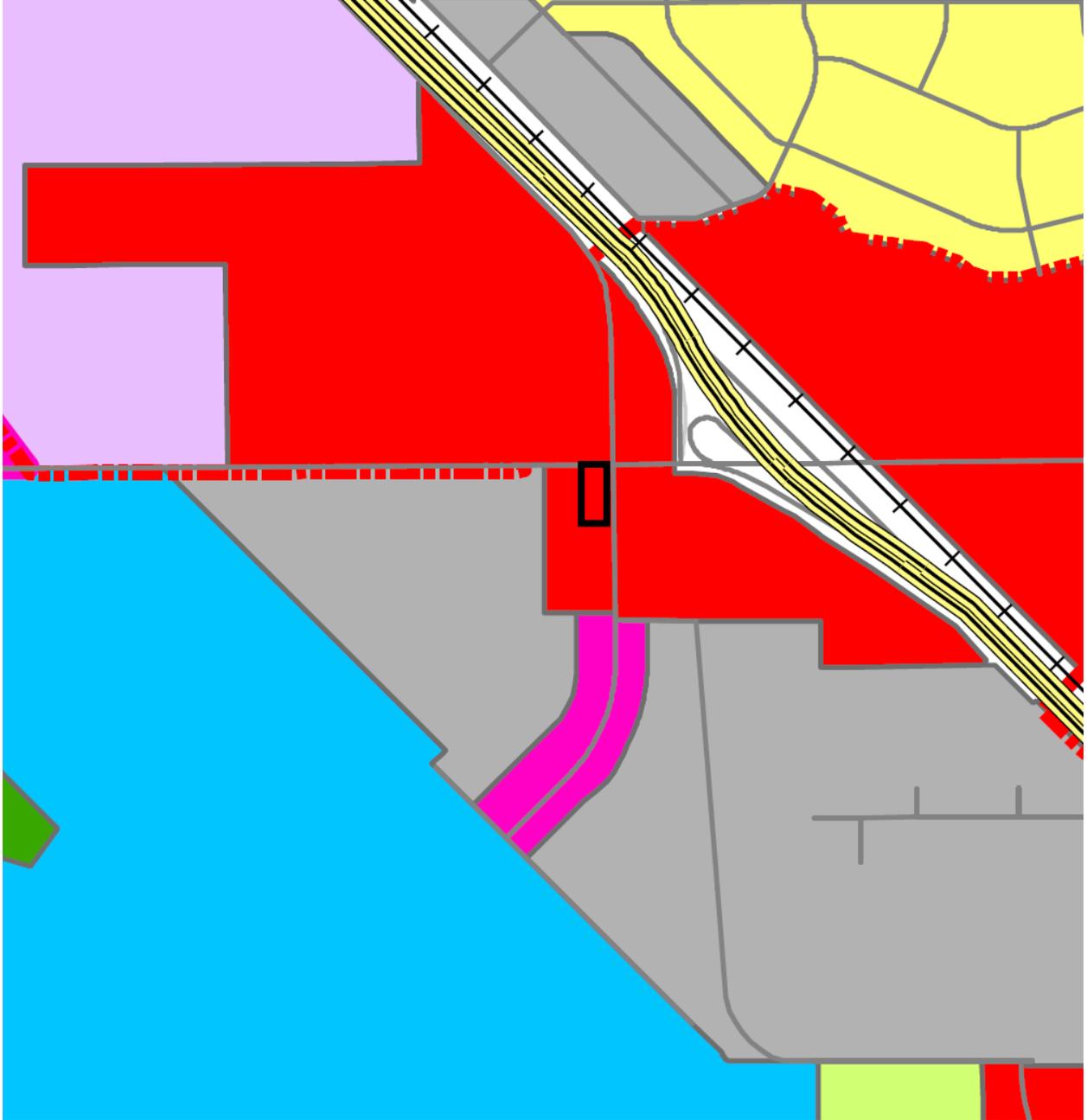
SITE PLAN

NEW CONVENIENCE STORE,
NEW FAST FOOD RESTAURANT WITH DRIVE THRU
& NEW AUTO FUELING FACILITY FOR:
**COMMERCIAL BUILDING
DEVELOPMENT**
UNADDRESSED VACANT LOT
MADERA, CA 93637

DATE	01/27/22
SCALE	1/16" = 1'-0"
DRAWN	M. BARRETO
JOB	
SHEET	A 2.1

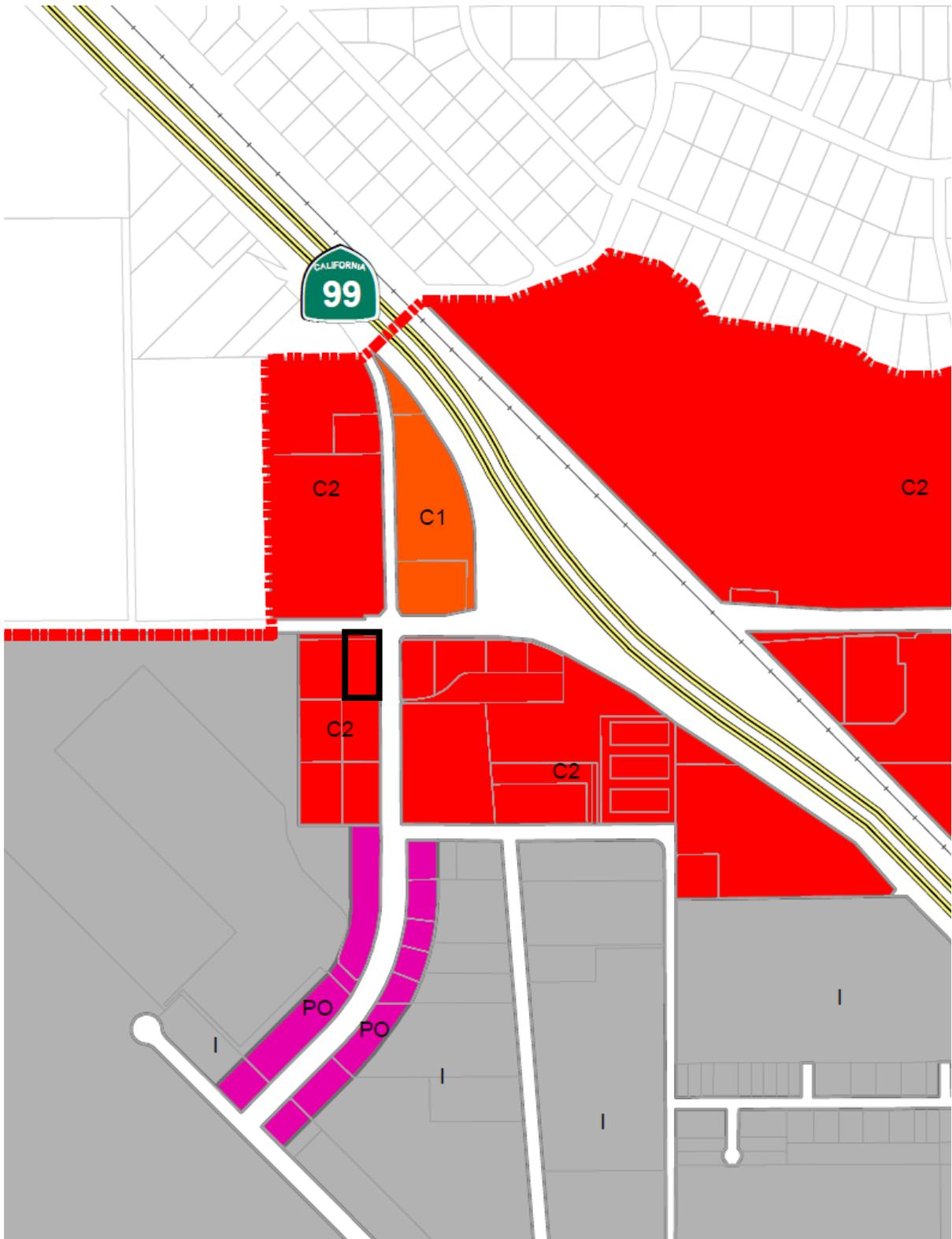
ATTACHMENT 4

City of Madera General Plan Land Use Map



ATTACHMENT 5

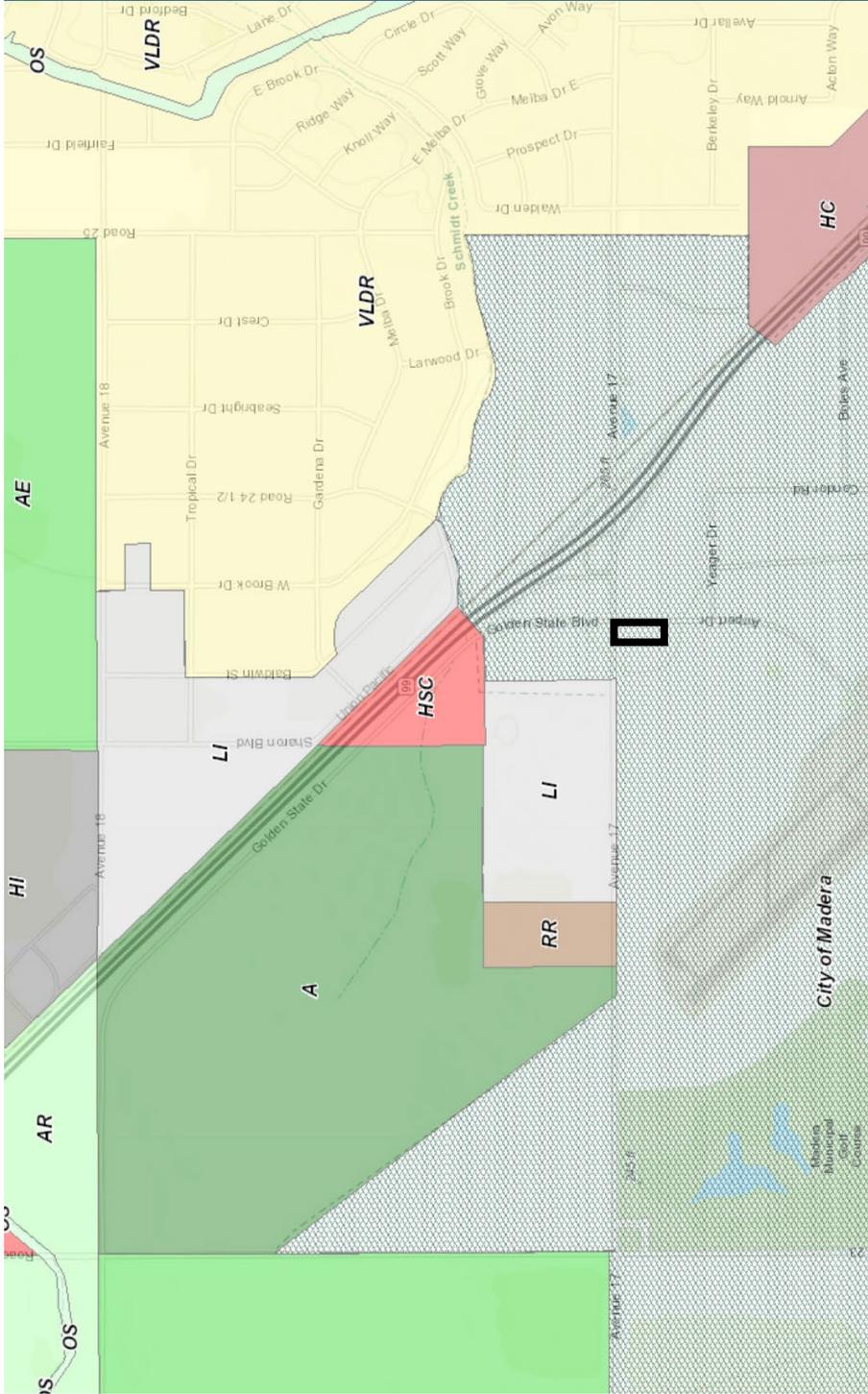
City of Madera Zoning Map



ATTACHMENT 6

Madera County General Plan Map

- Planning**
- General Plan
 - Agricultural
 - MUR (Mixed Use Rural)
 - RFMU
 - OMU
 - BLANK
 - AE (Agricultural Exclusive)
 - AR (Agriculture Residential)
 - CC (Community Commercial)
 - HC (Heavy Commercial)
 - HDR (High Density Residential)
 - HI (High Industrial)
 - Highway Service Commercial
 - LDR (Low Density Residential)
 - LI (Light Industrial)
 - MDR (Medium Density Residential)
 - NC (Neighborhood Commercial)
 - OS (Open Space)
 - PI (Public Institution)
 - PO (Professional Office)
 - RER (Rural Estate Residential)
 - RR (Rural Residential)
 - VLDR (Very Low Density Residential)
 - IA
 - MUC
 - City of Chowchilla
 - City of Madera
 - TS



ATTACHMENT 7

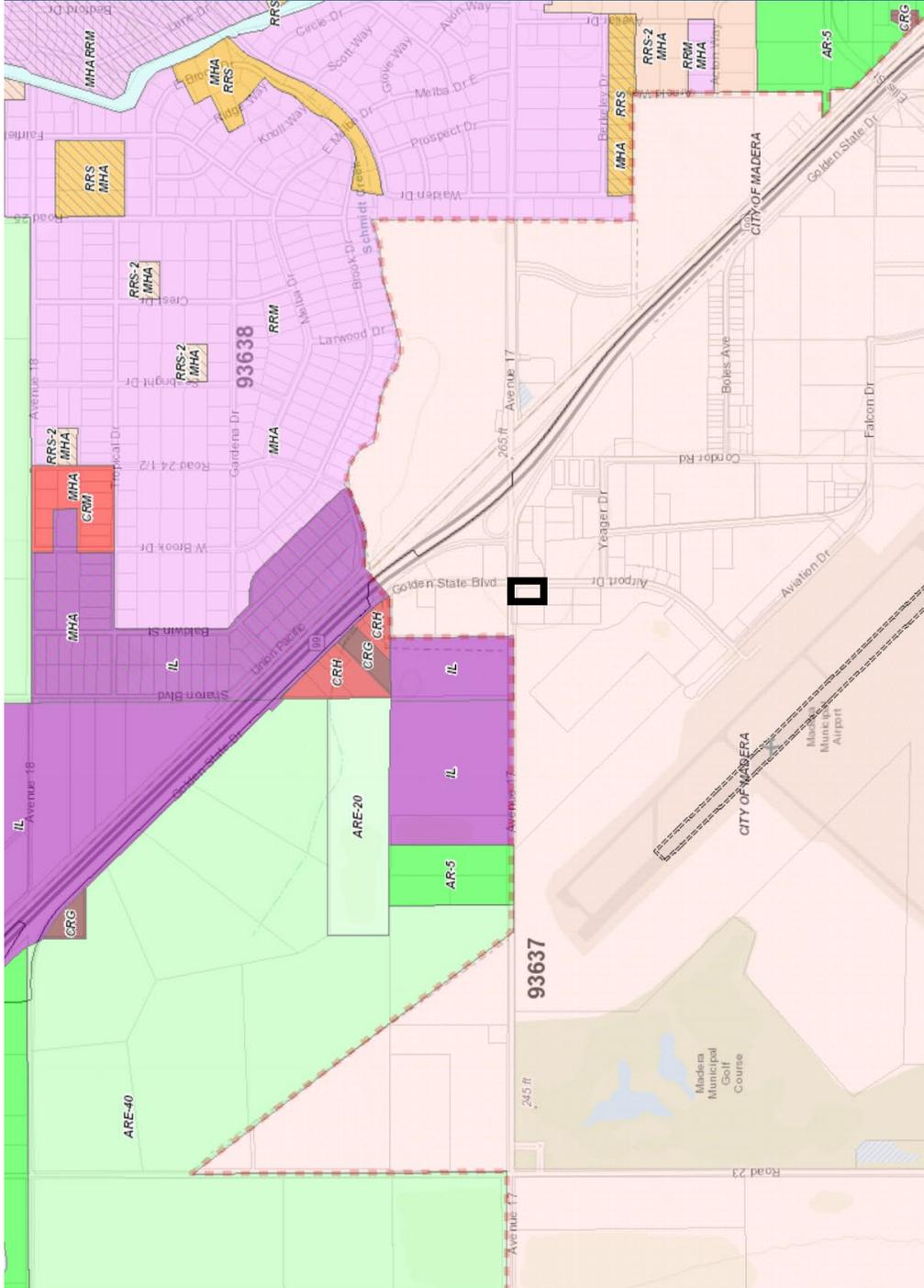
Madera County Zoning Map

Airport Runway
==

Cities
City of Chowchilla
City Of Madera

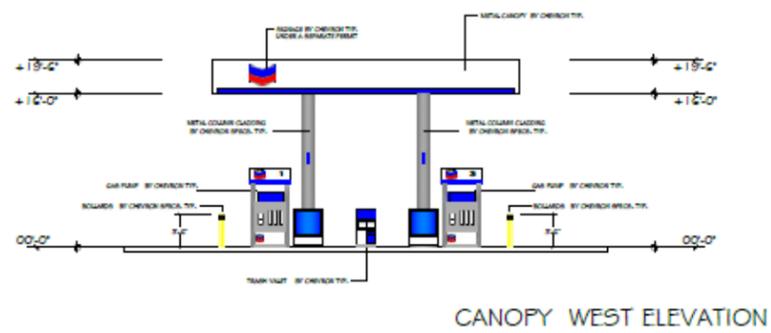
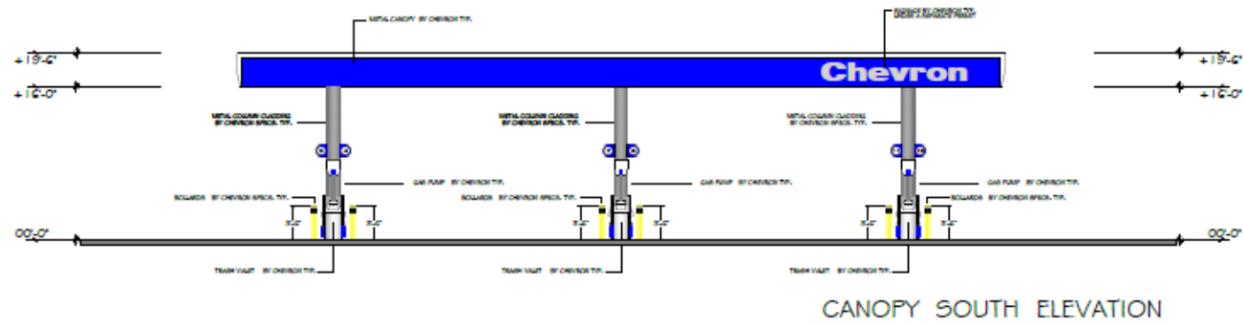
Planning

- Zoning
- RM - Rural Mountain District
 - AR-5 - Agricultural, Rural, (Five Acre) District
 - ARE-160 - Agricultural, Rural, Exclusive (160 acre) District
 - ARE-20 - Agricultural, Rural, Exclusive (160 acre) District
 - ARE-40 - Agricultural, Rural, Exclusive (40 acre) District
 - ARE-80 - Agricultural, Rural, Exclusive (80 acre) District
 - ARF - Agricultural, Rural, Foothill District
 - CITY OF MADERA
 - CRG - Commercial, Rural, General District
 - CRH - Commercial, Rural, Highway District
 - CRM - Commercial, Rural, Median District
 - CRR - Commercial, Rural, Restricted District
 - CUG - Commercial, Urban, General District
 - CUM - Commercial, Urban, Median District
 - CUR - Commercial, Urban, Restricted District
 - Chowchilla
 - G-LDR - Gunner Ranch, Low Density Residential
 - G-MC - Gunner Ranch, Medical Campus
 - G-MDR - Gunner Ranch Medium Density Residential
 - G-MUC - Gunner Ranch Mixed Use Core
 - G-OS - Gunner Ranch, Open Space
 - G-PI - Gunner Ranch, Public Institution



ATTACHMENT 8

Elevations



CANOPY
ELEVATIONS

1/8" = 1'-0"

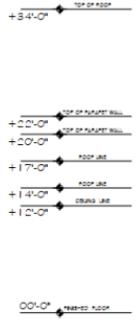
REVISIONS	BY
<p style="text-align: center; font-size: small;">GENERAL BUILDING CONTRACTORS FOUR DECADES OF BUILDING EXCELLENCE SANTA LIZABELLA, TEXAS</p>	
<p style="font-weight: bold; font-size: large;">DESIGN & DEVELOPMENT</p>	
<p style="font-size: large; font-weight: bold;">CANOPY ELEVATIONS</p>	
<p style="font-size: large; font-weight: bold;">COMMERCIAL BUILDING DEVELOPMENT</p> <p style="font-size: small;">CONVENIENCE STORE, GAS & AUTO FUELING FACILITY FOR:</p> <p style="font-size: small;">31100 AIRPORT DR. MADERA, CA 95337</p>	
DATE: 05/11/21	
SCALE: 1/8" = 1'-0"	
DRAWN: M. BARRETO	
JOB:	
SHEET: A 4.3	



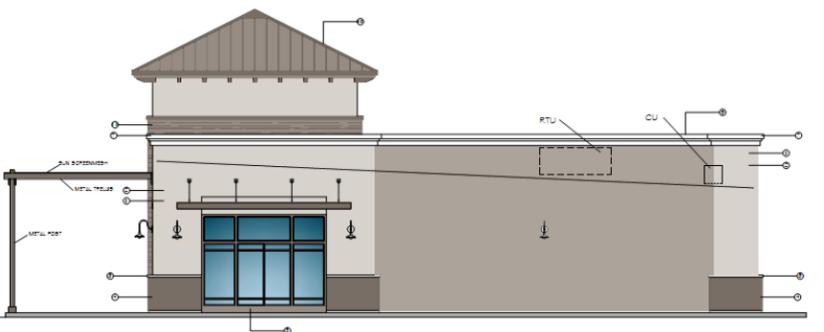
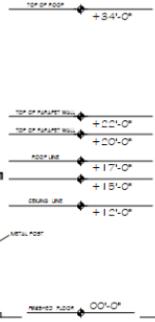
NORTH ELEVATION

EXTERIOR FINISH NOTES

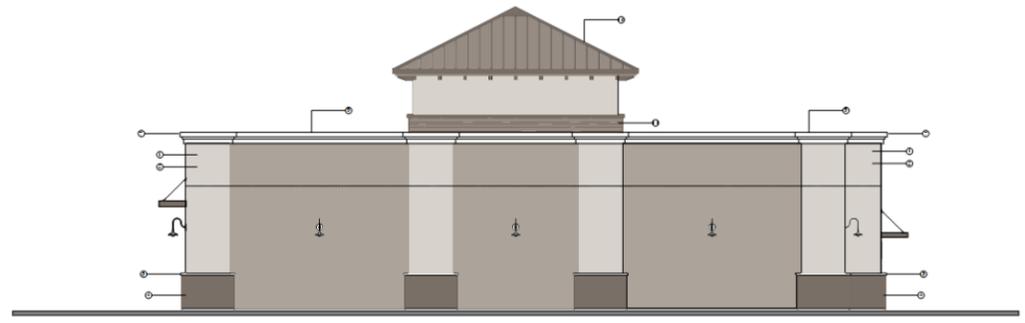
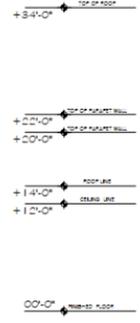
1. PROVIDE 7/8" THICK CEMENT PLASTER OVER METAL LATH OVER TWO LAYERS GRADE 5" PAPER OVER PLYWOOD SHEAR SHEATHING.
2. 3 COAT STUCCO SYSTEM TYP. WITH 2G GA MIN. WEEP SCREED AT SILL MIN. 4" ABOVE GRADE. EGGSHELL CREAM COLOR.
3. 3 COAT STUCCO SYSTEM TYP. WITH 2G GA MIN. WEEP SCREED AT SILL MIN. 4" ABOVE GRADE. FRENCH TOAST COLOR.
4. 3 COAT STUCCO SYSTEM TYP. WITH 2G GA MIN. WEEP SCREED AT SILL MIN. 4" ABOVE GRADE. COCONUT SHELL COLOR.
5. ALUM. STOREFRONT WINDOWS - DARK BRONZE WITH INSULATED DUAL GLAZING.
6. ENTRY DOOR - DARK BRONZE
7. PREFAB. CUSTOM FOAM CROWN SHAPE W/CEM. PLASTER FINISH COAT OVER.
8. CUSTOM FOAM WALL POP-OUT.
9. 2G GA. SHEET METAL CAP FOR WATERTIGHT WALL CAP.
10. METAL ROOF
11. DECOO LEDGE STONE, TO BE SELECTED BY OWNER OR CONTRACTOR.



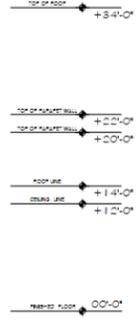
EAST ELEVATION



WEST ELEVATION

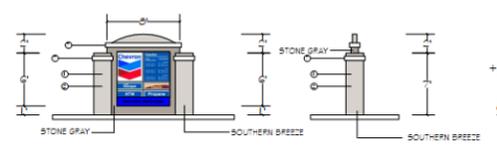


SOUTH ELEVATION

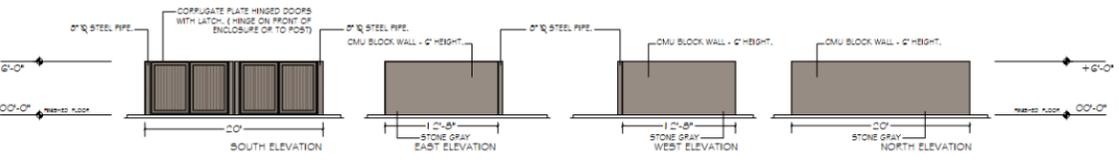


COLOR RENDERING BY CHEVRON

- DRYVIT #390 COCONUT SHELL PER EXHIBIT 'A'
- DRYVIT #108 EGGSHELL CREAM PER EXHIBIT 'A'
- DRYVIT #400 FRENCH TOAST PER EXHIBIT 'A'



MONUMENTAL PRICE SIGN ELEVATIONS



TRASH ENCLOSURE ELEVATIONS

ELEVATIONS

1/8" = 1'-0"

REVISIONS	BY



MAGALLON
CONSTRUCTION CO., INC.
GENERAL BUILDING CONTRACTORS
-FOUR DECADES OF BUILDING EXCELLENCE-
SHELBYVILLE, IN 46158
DESIGN & DEVELOPMENT

C-STORE ELEVATIONS

CONVENIENCE STORE, OGR & AUTO TUNING FACILITY FOR:
COMMERCIAL BUILDING DEVELOPMENT
UNADDRESSSED VACANT LOT
MADERA, CA 93637

DATE	0-11-2022
SCALE	1/8" = 1'-0"
DRAWN	M. BARRETO
JOB	
SHEET	A 5.0

ATTACHMENT 9

**Planning Commission
Resolution for CUP 2021-12,
CUP 2021-13 and SPR 2021-25**

RESOLUTION NO. 1981

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
ADOPTING NEGATIVE DECLARATION (SCH NO. 2024010279) AND
APPROVING CONDITIONAL USE PERMIT (CUP) NOS. 2021-12 & 13, AND
SITE PLAN REVIEW (SPR) 2021-25**

WHEREAS, RKS Properties (“Owner”) owns approximately 1.14 acres of land located on the southwest corner of the intersection of Avenue 17 and Airport Drive, comprising APN 013-010-084, in the City of Madera, California (“site”); and

WHEREAS, Manuel Magallon of Magallon Construction & Design (“Applicant”) is acting on behalf of the Owner and has submitted applications for Conditional Use Permits (CUP) Nos. 2021-12, and 2021-13 as well as Site Plan Review (SPR) No. 2021-25 (collectively, the “project”); and

WHEREAS, the applicant is seeking approval of the project to allow for the construction of a 4,992 square feet (sf) building which includes a 2,992 sf retail convenience store, a 2,000 sf fast food restaurant with drive-thru, in addition to an area for refueling passenger vehicles, in accordance with SPR 2021-25; and

WHEREAS, the Applicant is seeking approval of multiple Conditional Use Permits to allow for the sale of tobacco and tobacco related products (CUP 2021-12) and the sale of alcoholic beverages, beer & wine to-go, type 20 license (CUP 2021-13), in association with the proposed convenience store; and

WHEREAS, the site is an existing vacant lot planned for Commercial land use in the adopted Madera General Plan, and zoned C2 (Heavy Commercial) by the zoning ordinance; and

WHEREAS, the site is Lot 4 of the approved 8.48-acre, 8-lot Bratton Properties Subdivision 06-S-09 (2007), and that all Bratton Properties are governed by the associated Subdivision Improvement Agreement, Reciprocal Access Agreement, Drainage Covenant, CC&Rs, and the Bratton Master Design Guidelines; and

WHEREAS, convenience stores, liquor stores (packaged), and fast-food restaurants are all uses listed as permissible “by-right” in the C2 (Heavy Commercial) zoning district per City Municipal Code § 10-3.902(A)(1); and

WHEREAS, a conditional use permit is required for the Sale of Tobacco and Tobacco products at the convenience store (CUP 2021-12) per Determination of Use (DOU) 2015-01; and a conditional use permit is required to authorize alcoholic beer and wine to-go (off-premise) sales per the ABC Type 20 license (CUP 2021-12) per CMC § 10-3.802(C)(16), § 10-3.803(C)(14) and City policy; and

WHEREAS, this project was assessed in accordance with the provisions of the California Environmental Quality Act (“CEQA”) resulting in preparation of a Negative Declaration (SCH No.

2024010279), which has been circulated, and made available for public review pursuant to CEQA and the City of Madera Municipal Code (CMC); and

WHEREAS, under the City's Municipal Code, the Planning Commission is authorized to review and approve conditional use permits, site plan reviews, and environmental assessments for associated projects on behalf of the City; and

WHEREAS, the City provided notice of the as required by law for the hearing of February 13, 2024; and

WHEREAS, the Planning Commission received and reviewed CUP 2021-12, CUP 2021-13 and SPR 2021-25 at the duly noticed meeting on February 13, 2024; and

WHEREAS, at the February 13, 2024, public hearing the public was provided an opportunity to comment, and evidence, both written and oral, was considered by the Planning Commission; and

WHEREAS, after due consideration of all items before it, the Planning Commission now desires to adopt this Resolution to adopt the Negative Declaration (SCH No. 2024010279) for the project, and approve CUP 2021-12, CUP 2021-13 and SPR 2021-25, with conditions.

NOW THEREFORE, be it resolved by the Planning Commission of the City of Madera as follows:

1. Recitals: The above recitals are true and correct and are incorporated herein.
2. CEQA: The Commission finds an environmental assessment initial study/Negative Declaration were prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations. Preparation of the environmental assessment necessitated a thorough review of the proposed Project and relevant environmental issues. Pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration circulated on January 13, 2024, and all comments received, the Commission finds there is no substantial evidence that the project will have a significant effect on the environment. Furthermore, the Commission finds the Negative Declaration reflects the independent judgment and analysis of the City. The Commission further finds the Initial Study and Negative Declaration were timely and properly published and noticed as required by CEQA. As such, the Commission adopts Negative Declaration (2024010279) for the project.
3. Findings for CUP 2022-12 Sale of Tobacco and Tobacco Products: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support the approval of CUP 2021-12, as conditioned. The Planning Commission further approves, accepts as its own, incorporates as if set

forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:

a. The proposal is consistent with the General Plan and Zoning Ordinance.

The subject parcel is designated Commercial in the General Plan, and Heavy Commercial (C-2) zoning district. Determination of Use (DOU) 2015-01, September 8, 2015, tobacco stores, smoke shops, vape lounges, hookah bars and similar businesses may be allowed C-2 (Heavy Commercial) Zone District. Conditions of approval control this portion of the use to the extent that it is acceptable.

b. The proposed use will be compatible with the surrounding properties.

At the intersection of Avenue 17 and Airport Drive/Golden State Boulevard all adjacent parcels are either within either a Heavy Commercial or Light Commercial zoning districts. The subject property is within a visitor serving commercial area and not near residential areas. The retailer must comply with all applicable federal, state and local laws, including an approved use permit CUP 2022-12, therefore the proposed use would be compatible with the surrounding properties.

c. The establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or general welfare of the City.

Sales of tobacco are governed by numerous existing federal, state, and local regulations. So long as the proposed retailer complies with existing federal, state, municipal law, and terms and conditions of conditional use permit CUP 2022-12, the proposed use permit is not anticipated to result in any detrimental impacts to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or general welfare of the City.

4. Findings for CUP 2022-13 Beer & Wine Sales to-go (Type 20 license): The Planning Commission finds and determines that there is substantial evidence in the administrative record to support the approval of CUP 2021-12, as conditioned. With conditions, the project is consistent with the requirements of the City Municipal Code. The Planning Commission further approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:

- a. *The proposal is consistent with the General Plan and Zoning Ordinance.*

The subject parcel is designated as a Commercial land use in the General Plan, and Heavy Commercial (C-2) zoning district. CMC § 10-3.803(C)(14) requires approval of a conditional use permit to authorize alcoholic beer and wine to-go (off-premise) sales per the California Department of Alcoholic Beverage Control Type 20 license. The proposed convenience store application for a CA ABC Type 20 license to sell beer and wine to-go would be in compliance with City policy, the General Plan and Zoning Ordinance.

- b. *The proposed use will be compatible with the surrounding properties.*

The property is within a general portion of the city developed with visitor serving commercial, industrial, and aviation-related uses, and is neither located in nor near residential area. The surrounding area is without any sensitive land uses, such as schools, churches, daycare centers, nor public parks. Incidental sale of beer and wine to-go from a convenience store is not anticipated to disrupt nor negatively affect the surroundings.

Additionally, the proposed convenience store and request to support a Type 20 alcohol license (beer and wine, to-go) could be considered a benefit to travelers staying at nearby service uses, since the convenience store would conveniently located. City policies endorse pedestrian connectivity between businesses. The proposed convenience store would be able to apply for a CA ABC Type 20 license to sell beer and wine to-go which would be a use compatible with the surrounding properties.

- c. *The establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or general welfare of the City.*

As described in detail above, retail sales of alcoholic beer and wine to-go (off-premise) within the City of Madera is governed by numerous existing federal, state, and local regulations.

So long as the proposed retailer complies with existing federal, state, municipal law, and terms and conditions of conditional use permit CUP 2022-13, the proposed conditional use permit is not anticipated to result in any detrimental impacts to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or general welfare of the City.

5. Findings for SPR 2020-23: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support the approval of SPR 2020-23, as conditioned. With conditions, the project is consistent with the requirements of the City Municipal Code, including Section 10-3.4.0106. The Planning Commission further approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings, based on the evidence in the record, as follows:

a. The proposal is consistent with the General Plan and Municipal Code.

Gas stations, convenience stores, liquor stores (packaged), and fast-food restaurants are all permissible land uses, permitted by-right in Heavy Commercial (C-2) zoning districts. The project proposal have been vetted by Planning staff and numerous peer departments and agencies for compliance with a host of City and other regulations. As proposed and with conditions of approval, the proposal would be consistent with the General Plan and Municipal Code.

b. The proposal is consistent with any applicable specific plans.

The project site is not subject to any specific plans, though the property is governed by the Bratton Properties Subdivision 06-S-09 (2007). All Bratton Properties are governed by the associated Subdivision Improvement Agreement, Reciprocal Access Agreement, Drainage Covenant, CC&Rs, and the Bratton Master Design Guidelines. The proposed project has been reviewed for compliance with originating project and as conditioned, the proposal is consistent with the Bratton Properties development requirements.

c. The proposed project includes facilities and improvements; vehicular and pedestrian ingress, egress, and internal circulation; and location of structures, services, walls, landscaping, and drainage that are so arranged that traffic congestion is avoided, pedestrian and vehicular safety and welfare are protected, there will be no adverse effects on surrounding property, light is deflected away from adjoining properties and public streets, and environmental impacts are reduced to acceptable levels.

Site Plan Review 2021-25 has been reviewed and, as conditioned, is consistent with surrounding uses and with all applicable requirements for development in the Heavy Commercial (C-2) zone district including provisions for access to and from the site, drainage, and lighting. As conditioned, the project will not generate unanticipated amounts of additional noise, light, or traffic.

d. The proposal is consistent with established legislative policies relating to traffic safety, street dedications, street improvements, and environmental quality.

Site Plan Review 2021-25 would be developed entirely on private land with access off of a private road. Ample landscaping along the public street frontages is provided, allowing for space should future intersection improvements (roundabout, signalization) require dedication of additional street right-of-way. The proposed project has been deemed not significant under environmental review. As such, the proposal is consistent with established legislative policies relating to traffic safety, street dedications, street improvements, and environmental quality.

6. Approval of CUP 2021-12, CUP 2021-13 and SPR 2021-25: Given that all findings can be made, the Planning Commission hereby approves CUP 2021-12 *Sale of Tobacco and Tobacco Products*, CUP 2021-13 *Sale of Beer & Wine To-Go (Type 20 License)*, and SPR 2021-25 as conditioned as set forth in the Conditions of Approval attached as Exhibit "A."
6. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 13 day of February 2024, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Will Tackett
Community Development Director

Exhibit "A" – Conditions of Approval

Exhibit "A"
Conditional Use Permit CUP 2021-12 *Sale of Tobacco and Tobacco Products*,
Conditional Use Permit CUP 2021-13 *Sale of Beer & Wine To-Go (Type 20 License)*
and Site Plan Review SPR 2021-25, (Airport Chevron Gas Station & Convenience Store, and
Fast-Food Restaurant with Drive-Thru Service)
Conditions of Approval
February 13, 2024

NOTICE TO APPLICANT

Pursuant to Government Codes Section 66020(d)(1) and/or Section 66499.37, any protest related to the imposition of fees, dedications, reservations, or exactions for this project, or any proceedings undertaken regarding the City's actions taken or determinations made regarding the project, including but not limited to validity of conditions of approval must occur within ninety (90) calendar days after the date of decision. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

This project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies; those determined through plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community; and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Approval of this permit shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development.

Approval of this permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this permit, the zoning ordinance, and all City standards and specifications. This permit is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of this permit. Unless the conditions of approval specifically require operation inconsistent with the application, a new or revised permit is required if the operation of this establishment changes or becomes inconsistent with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the permit or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the review process or for additions or alterations to any construction or building plans not

specifically submitted and reviewed and approved pursuant to this permit or subsequent amendments or revisions. These conditions are conditions imposed solely upon the permit as delineated herein and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval for CUP 2021-12 (Sale of Tobacco and Tobacco Products), CUP 2021-13 (Sale of Beer & Wine To-Go, Type 20 License) will ultimately be deemed mandatory unless appealed by the applicant to the City Council within Ten (10) days after the decision by the Planning Commission. Approval for SPR 2022-25 will ultimately be deemed final unless appealed by the applicant to the City Council within ten (10) days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

These conditions are applicable to any person or entity making use of this permit, and references to "developer" or "applicant" herein also include any applicant, property owner, owner, lessee, operator, or any other person or entity making use of this permit.

GENERAL CONDITIONS

- 1) All conditions of approval shall be the sole financial responsibility of the applicant/owner, except where specified in the conditions of approval listed herein or mandated by statutes.
- 2) The applicant shall submit to the Planning Department a check in the amount necessary to file a Notice of Determination at the Madera County Clerk. This amount shall equal the Madera County filing fee in effect at the time of filing. The applicant must submit a check for California Fish and Wildlife CEQA filing fee. Such checks shall be made payable to the Madera County Clerk and submitted no later than three (3) days following action on CUP 2021-12 (Sale of Tobacco and Tobacco Products), CUP 2021-13 (Sale of Beer & Wine To-Go, Type 20 License), and SPR 2022-25.
- 3) The two conditional use permits CUP 2021-12 & 13 were filed, processed, and heard concurrently. As such, CUP 2021-12 (Sale of Tobacco and Tobacco Products) and CUP 2021-13 (Sale of Beer & Wine To-Go, Type 20 License) shall collectively expire 12 months from date of issuance, unless a building permit is issued by the Building Official and construction is commenced and diligently pursued toward completion of the site

or structures which were the subject of the site use permits, or the required action is taken to extend the approval before the expiration date (CMC Section 10-3.1311, *Termination and Revocation*).

- 4) SPR 2022-25 shall expire one year from date of issuance, unless a building permit is issued by the Building Official and construction is commenced and diligently pursued toward completion of the site or structures which were the subject of the site plan or the required action is taken to extend the approval before the expiration date (CMC Section 10-3.4.0114, *Lapse of Site Plan Approval*).
- 5) It shall be the responsibility of the property owner, operator, and/or management to ensure that any required permits, inspections, and approvals from any regulatory agency be obtained from the applicable agency prior to issuance of a building permit and/or the issuance of a certificate of completion, as determined appropriate by the City of Madera Planning Department.
- 6) Development of the project shall conform to the plans approved subject to the conditions noted herein. Minor modifications to the approved SPR 2022-25 necessary to meet regulatory, engineering, or similar constraints may, at the discretion of the Planning Manager, be undertaken without an amendment to CUP 2021-12 and/or 13 and SPR 2022-25. However, should the Planning Manager determine that modifications are substantive, they may require that an amendment to CUP 2021-12-and/or 13 and SPR 2022-25 be filed for review and approval through the applicable City process.
- 7) Deferrals are not permitted for any condition included herein, unless otherwise stated or unless approved by the City Council, through a separate deferral process.
- 8) All construction shall cease, and the Planning Manager and City Engineer shall be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction shall immediately stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained, at the applicant's and/or successors-in-interest's expense, to evaluate the find(s) and recommend appropriate action according to Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines. If avoidance is infeasible, other appropriate measures would be instituted. Work may proceed on other parts of the project subject to direction of the archaeologist while assessment of historic resources or unique archaeological resources is being carried out.
- 9) All construction shall cease if any human remains are uncovered, and the Planning Manager, City Engineer and County of Madera Coroner shall be notified in accordance to Section 7050.5 of the California Health and Safety Code. If human remains are determined to be those of a Native American or has reason to believe that they are

those of a Native American, the Native American Heritage Commission shall be contacted, and the procedures outlined in CEQA Section 15064.5(e) shall be followed.

- 10) Approval of CUP 2021-12 & 13 and SPR 2022-25 is for the benefit of the applicant. The submittal of applications by the applicant for this project was a voluntary act on the part of the applicant not required by the City. Therefore, as a condition of approval of this project, the applicant agrees to defend, indemnify, and hold harmless the City of Madera and its agents, officers, consultants, independent contractors, and employees (“City”) from any and all claims, actions, or proceedings against the City to attack, set aside, void, or annul an approval by the City concerning the project, including any challenges to associated environmental review, and for any and all costs, attorneys fees, and damages arising therefrom (collectively “claim”).

The City shall promptly notify the applicant of any claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

Nothing in this condition shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant shall be responsible for City’s attorneys’ fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Should the City decide to independently defend any claim, the applicant shall not be required to pay or perform any settlement arising from any such claim unless the applicant approves the settlement.

Planning Department

- 11) Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise noted.
- 12) *Before issuance of a building permit*, the proposed project shall revise all structures’ (building, fuel canopy, refuse enclosure, monument sign) architectural representation of façade details, building embellishments, colors, materials, and finishes for plan review and approval by the Planning Department for compliance with the approved Bratton Master Design Guidelines governing the subject property. Required modifications include but are not limited to:
- (1) Incorporating cornice treatments to complement those shown on the Bratton Master Design Guidelines Exhibits ‘A’ & ‘B’.
 - (2) Revising the proposed color scheme to complement those shown on the Bratton Master Design Guidelines Exhibit ‘A’ and submitting a full materials and color sample board with manufacturers references for samples where relevant.

- (3) Inclusion of architectural details, window and roof forms, as well as materials, textures and colors matching those of the existing Hampton Inn & Suites.
- (4) As listed below.

The following facts and factors shall guide the architectural submittal and review response:

- a) The subject property is Lot 4 of the approved Bratton Properties Subdivision 06-S-09, and governed by the associated Subdivision Improvement Agreement, Reciprocal Access Agreement, Drainage Covenant, CC&Rs, and the Bratton Master Design Guidelines. These Design Guidelines provide a clear and cohesive design intent.
 - b) The purpose of the Bratton Master Design Guidelines is to ensure that projects within the commercial center are developed in a cohesive fashion that creates an apparent integration of facilities and features, such as circulation, pedestrian connections, landscaping, architecture, signage, and lighting. Individual uses/buildings should be allowed their own unique identity but still be identified with the other uses. Architecture and colors should be complementary and not discordant. Individual review of buildings will be considered in light of the balance of the Center.
 - c) As the existing Hampton Inn & Suites is the sole development in the 8-lot Bratton Properties, this site, building, and landscaping sets the example to meet for design consistency.
 - d) Review and approval, prior to building permit issuance, of the revised project shall include, but not be limited to, the following Bratton Master Design Guidelines excerpts.
 - i) *"Four-Sided Architecture: All facades shall be designed with architectural elements, material and massing changes, roofline variations, decorative/articulated entries, and pedestrian scale elements (benches, awnings, trellises, lighting, etc) to break-up and mitigate long, plain facades as well as provide architectural interest in accordance with attached Exhibit 'A'."*
 - ii) *"Each building shall incorporate cornice treatments to complement those shown on the attached Exhibits 'A' & 'B'."*, including materials board.
 - iii) *"The primary building colors throughout the development shall be complementary to those shown on attached Exhibit 'A'."*
 - iv) *"Buildings should relate to each other in terms of orientation, height, scale, setback mass, details, window and roof forms, as well as materials, textures and colors"*.
 - v) *"All pedestrian walkways shall be constructed of patterned concrete."*
 - vi) *"All [refuse] enclosure shall be adequately screened with landscaping, fencing, berms or other devices integral to the overall site and building design."*
- 13) Landscaping. *Before issuance of a building permit*, a detailed landscaping and irrigation plan shall be prepared by a licensed landscape architect, stamped and submitted to and approved by the Planning Department. The plan shall include:

- a) Demonstration of compliance with the State of California's Model Water Efficient Landscape Ordinance.
 - b) Landscaped areas shall be developed along all street frontages, in undeveloped areas of the property and within the parking field.
 - c) Landscaping areas throughout the project shall be landscaped so as to provide a minimum of 70% vegetative cover. Local California native draught tolerant species shall comprise a minimum of 75% of all plantings and, succulents shall not exceed 15% of all planting areas.
 - d) On-site landscaping shall comply with CA Green Building Code § 5.106 *Nonresidential Mandatory Measures*.
 - e) Shade trees shall be planted throughout the parking lot, with a minimum of one tree per three parking spaces. Trees are required to be selected on their ability to provide shade and extensive canopies. Open parking areas shall have landscaped trees wells at a minimum of 27' on center.
 - f) Three-foot-high vertical landscaping screens shall be developed between the street frontages and parking areas. The vegetation hedge shall act to screen traffic and adjacent property from potential headlight glare from these parking spaces and queuing lanes serving the commercial development.
 - g) Landscaped areas are to be provided with permanent automatic irrigation systems.
 - h) A detailed planting list for landscaping, with the number, size and species of all plantings shall be included as part of the approved plan.
 - i) Grass turf landscaped areas shall be planted with draught tolerant grasses and limited in space to the largest extent possible.
- 14) Landscaping. *As an ongoing measure*, the property and all landscaping must be maintained in a neat and healthy condition and in a manner that prevents adverse public health, safety, and welfare effects.
- a) Before the final inspection and/or occupancy, all graded & disturbed areas on the subject site shall be planted and maintained for both landscaping and erosion control purposes. In as much as possible, plantings should be of native native/drought resistant plant species indigenous to the San Joaquin watershed of the Central Valley. No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org>), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the State of California, or the U.S. Federal Government shall be utilized within the property.

- b) Plantings will be maintained in good growing condition throughout the life of the project and, whenever necessary, shall be replaced with new plant materials to ensure continued compliance with applicable landscape requirements.
 - c) Tree topping, stubbing, coppicing, heading back or pollarding is prohibited per City policies and does not comply with California State Government Code § 53067.
 - d) Tree pruning shall comply with the Tree Care Industry Associations' ANSI A300 Standards. Any pruning shall refrain from removing more than 25% of the foliage of a single branch and shall refrain from removing more than 25% of the total tree foliage in a single year.
 - e) Shrubs shall not be pruned into hedges.
 - f) The irrigation system must be located, installed, and maintained as specified per the approved plans and operated to facilitate sound water conservation practices.
 - g) Mulch applied to the site must be organic, pest, and weed free to a depth of at least 4 inches and renewed at regular intervals in preparation for "wet season(s)". Synthetic (i.e., rubber crumb) mulch is prohibited.
 - h) Rodenticides containing any anticoagulant compounds (including, but not limited to, Warfarin, Brodifacoum, Bromadiolone or Diphacinone) shall not be used.
- 15) Outdoor Lighting. *As an ongoing measure,*
- a) The specifications and types of exterior lighting fixtures to be installed on the site shall be submitted to and approved by the Planning Department prior to issuance of building permits. All exterior lighting shall be directed away from adjoining properties and not interfere with the driving safety of vehicular traffic. Exposed bulbs will not be permitted (excepting true neon lighting).
 - b) All outdoor luminaires shall be dark-sky compliant, requiring full-cutoff lamp fixtures that shall shield any direct visibility of the luminaire and, all lamps shall be directed straight downward, without any lamp head tilt, per MMC § 10-6.03.
 - c) Maximum luminaire mounting height shall be no more than 20-feet, measured from grade at the base. Poles, concrete bases, and fixtures should be appropriate in scale for the buildings and lot.
 - d) Lamps shall have a color temperature of no more than 3,000 Kelvins, meet the target of 2.0 foot-candles or lower, have a uniformity ratio (max to min 4:1), and an S/P ratio < 1.2.
 - e) Photocells shall prevent day burners (lamps on during daytime).
 - f) Motion sensors shall dim the lamps to 10% or less during evening hours when the business is open and ramp up when motion-activated. Be sure to restrict the motion sensor within the parking and drive aisle only. Sensors shall not be triggered by motion on nearby streets and sidewalks.

- g) All outdoor illuminated signs shall comply with the City Municipal Code, Chapter 6: *Sign Regulations*, including but not limited to, § 10-6.03 (e.g., maximum of 10 foot-candles at 10-foot distance, screening of luminaires, and elimination of light trespass).
- h) Nuisance on-site lighting shall be redirected as requested by the City within 48 hours of notification. The developer shall contact the Planning Department when all site lighting is operational. At this time, additional light screening may be required.

16) Building HVAC & Apparatuses. *As an ongoing measure:*

- a) All electrical and mechanical equipment shall be located in the interior of the proposed structure within electrical/mechanical service room(s). No electrical or mechanical equipment shall be located on or around the exterior of the structure. Transformers may be mounted on pads, per the approval and direction of the Planning Manager.
- b) When HVAC equipment is roof-mounted, all equipment placements shall be completely screened from view and architecturally integrated into the roof using roof wells or continuous building perimeter fascia screening. If ground mounted, all HVAC equipment shall be completely screened by a six-foot (6') enclosure constructed so as to match the primary color and material of the structure.
- c) Natural gas meter placement shall be screened from public view per Planning Department approval.
- d) Roof access ladders shall be located within the interior of the building.
- e) Future placement of roof-mounted equipment, which is not part of this site plan approval, may require amendment to the Site Plan Review.
- f) All ducts and vents penetrating roofs shall be directed away from the front of public entrance side(s) of the building using methods to minimize their appearance and visibility from the street. Placements preferred at rear sides of roof ridges. All roof-mounted ducts and vents to be painted matte black or with a color better suited to minimize their appearance.
- g) Fire sprinkler risers shall be located within the interior of the building or located out of public view. Locations shall be approved by the Planning Department prior to the issuance of building permits.

17) Outdoor Sound & Noise. *As an ongoing measure:*

- a) The subject site shall refrain from generating amplified sound, such as outdoor speakers broadcasting music, radio stations, etc., and any fuel pumps integrated video screens shall be prohibited from broadcasting any amplified sounds (i.e., operate in a silent mode).

- b) Communication relays for the gas pumps attendant call button and drive-thru menu order station are allowed.

18) Alcoholic Beverage Sales. *As an ongoing measure:*

- a) Cooler doors for alcoholic beverage products will be locked during hours when alcoholic beverages may not be sold.
- b) The sale of beer shall occur in packs of six or greater. However, 24-ounce bottled imported and/or specialty craft beers not normally sold in multi-package containers may be sold individually.
- c) The sale of 32-ounce to 40-ounce beer and malt beverage products shall be prohibited.
- d) The sale of wine coolers shall occur in no less than packs of four (4).
- e) The sale of wine shall not be sold in containers less than 750 ml.
- f) No malt liquor or fortified wine products shall be sold.
- g) No display of alcohol shall be made from an ice tub, barrel or similar container.
- h) No sale or distribution of alcoholic beverages shall be made from a drive-up or walk-up window.

19) Merchandise & Advertising. *As an ongoing measure:*

- a) Outdoor display of merchandise for sale is prohibited, any temporary outdoor display of merchandise for sale, including vending machines, shall not occur without the approval of a Zoning Administrator Permit.
- b) There shall be no exterior advertising or signs of any kind or type placed in the exterior windows or door of the premises promoting or indicating the availability of alcoholic beverages. Signs promoting alcoholic beverages shall not be visible from the exterior of the structure.
- c) All indoor display(s) of alcohol beverages shall be located at least five (5') feet away from the store entrance.
- d) No promotional signage and/or displays promoting alcohol, tobacco and/or tobacco related products shall be utilized in any way.
- e) No adult magazines or videos shall be sold

20) Property Maintenance. *As an ongoing measure:*

- a) The property owner, operator and/or manager shall keep the property clear of all trash, rubbish and debris at all times, and disposal of refuse shall be restricted to the trash enclosure owned by the property owner.

- b) Vandalism and graffiti that is detrimental or damaging to the proposed use or visible from adjacent properties or the street shall be corrected within 24 hours of notification.
- 21) Avigation Easement. *Before issuance of a building permit*, the applicant shall submit an avigation easement in compliance with Specific Plan No. 1 as required by the Airport Master Plan to the Community Development Director for review and approval prior to recording. The approved easement shall, subsequently, be recorded in conjunction with a right to farm covenant. Notification shall be provided in the future to all brokers licensed to do business in Madera County of the existence of these documents prior to recording any final map on the property.
- 22) Public Art. Prior to issuance of building permits, the Planning Commission shall review and approve the proposed public art component of the project. *Before the issuance of a Certificate of Occupancy*, the public art component must be fully installed as determined by the Planning Commission during the entitlement hearing for this project. Note that separate building permits may be necessary for installation purposes.

Fire Marshall / Department

- 23) The subject property and structure shall adhere to and make any necessary improvements to comply with the California Building Code as determined by the Fire Marshal, including but not limited to:
 - a) Building Permits are required for the construction of all improvements. Separate permits are required for fire sprinklers, fire alarm and the kitchen hood suppression systems, and the fueling system as applicable.
 - b) A Knox Box must be provided for access.
 - c) Fire Lanes are required at the site and must be clearly posted.
 - d) The landscaping may not interfere with access to the existing fire hydrants or FDCs.
 - e) Panic hardware may be required.
 - f) The occupant load must be posted and plainly visible.
 - g) Any propane sales or storage must comply with the CFC. This includes any interior “cylinder exchange” areas.
 - h) Fire extinguisher placement shall comply with the CFC.
 - i) The address shall be posted and plainly visible from the street.
 - j) Vapor recovery system is required. Its placement is not shown on the plans but must comply with the CFC.

Engineering Department

GENERAL

- 24) Deferrals are not permitted for any condition included herein, unless otherwise stated.
- 25) Nuisance onsite lighting shall be redirected as requested by City Engineer within 48 hours of notification.
- 26) Development Impact fees shall be paid at time of building permit issuance.
- 27) Developer shall pay all required fees for completion of project. Fees due may include but shall not be limited to the following: plan review, easement acceptance, encroachment permit processing and improvement inspection fees.
- 28) Improvement plans signed and sealed by an engineer shall be submitted to the Engineering Division in accordance with the Civil Improvements Submittal Checklist.
- 29) The improvement plans for the project shall include the most recent version of the City's General Notes.
- 30) The Developer is responsible to confirm whether existing and/or proposed utilities will be in conflict with the proposed improvements. The developer shall coordinate with any impacted utility to resolve the conflict(s).
- 31) In the event archeological resources are unearthed or discovered during any construction activities on site, construction activities shall cease, and the Community Development Director or City Engineer shall be notified so that procedures required by state law can be implemented.
- 32) Improvements within the City right-of-way require an Encroachment Permit from the Engineering Division.
- 33) All off-site improvements shall be completed prior to issuance of final occupancy.

WATER

- 34) Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise noted.
- 35) New or existing water service connection(s), including landscape areas, shall be constructed or upgraded to current City standards including Automatic Meter Reading (AMR) water meter installed within City right-of-way and backflow prevention device installed within private property.

- 36) A separate water meter and backflow prevention device will be required for landscape area.
- 37) In the event water meters are not installed within City right of way, an easement shall be dedicated for on-site water meter(s) with an access easement providing for full vehicular access and parking during City inspection or maintenance of said water meters. Easement shall note that all facilities other than said water meters will be privately owned and maintained.
- 38) Existing water service connections that will not be used for the project shall be abandoned at the mains per City of Madera standards.
- 39) Existing wells, if any, shall be abandoned as directed and permitted by City of Madera for compliance with State standards, prior to issuance of building permits or any activities in which the well to be abandoned may be further damaged resulting in potential contamination to the aquifer below.

SEWER

- 40) Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise noted.
- 41) New or existing sewer service connection(s) shall be constructed or upgraded to current City standards.
- 42) Existing sewer service connections that will not be used for the project shall be abandoned at the mains per current City of Madera standards.
- 43) Sewer main connections six (6) inches and larger in diameter shall require manhole installation.
- 44) Existing septic tanks, if found, shall be removed, permitted, and inspected by City of Madera Building Department.

STORM DRAIN

- 45) Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise noted.
- 46) Storm runoff from this project site is planned to go to the Airport Basin located southeast of the proposed project site. The developer shall, as may be necessary, construct sufficient facilities in accordance with criteria in the Storm Drainage Master Plan to convey storm runoff to the existing basin and excavate or expand the basin to an amount equivalent to this project's impact on the basin. A detailed drainage study shall be provided to support the chosen path of conveyance and design of any necessary conveyance facilities.

- 47) In lieu of the previous condition, the developer shall be permitted to retain the existing temporary basin located on Parcel 6 of the Bratton Properties Subdivision No. 06-S-09. Calculations shall be provided documenting the ability of the basin to accommodate runoff from this project in addition to the existing hotel or the areas it is intended to serve. Regardless of direction chosen, the permanent basin shall be excavated. All material shall be placed in a location chosen by the Madera Irrigation District.
- 48) The existing temporary basin shall either be relocated to the parcel included on the original Avenue 17 and Airport Drive plans dated July 5, 2007, and referenced in the State of Covenants Affecting Land Development – Temporary Drainage Facilities (Covenant) or the Covenant shall be revised to address its current location.
- 49) This project shall, as applicable, comply with the design criteria as listed on the National Pollutant Elimination Systems (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer System (MS4's) as mandated by Water Quality Order No. 2013-0001-DWQ, NPDES General Permit No. CAS000004. For the purpose of this proposed development, post development runoff shall match or be less than pre-development runoff. The development shall be subject to future inspections by City or other designated agencies relative to the improvements installed as a result of this condition to ensure they remain in compliance with the conditions imposed under this condition.

STREETS

- 50) Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise indicated.
- 51) The developer shall repair or replace all broken or damaged concrete improvements including curb, gutter and sidewalk to current City and ADA standards. Limits of repairs shall be established by the City Engineering Inspector.
- 52) Curb access ramps shall be constructed at all curb returns in accordance with current City and ADA standards.
- 53) All existing curb access ramps abutting the project parcel shall be removed and reconstructed or modified, as necessary, to current City and ADA standards.
- 54) Access to site along Airport Drive shall be limited to the existing driveway approach immediately south of the project parcel to adhere to minimum spacing requirements from the intersection of Avenue 17 and Airport Drive.
- 55) The developer shall provide an updated traffic study from that dated February 3, 2006, which addresses and mitigates impacts of the development and any comments resulting from a review thereof.

- 56) Based on the revised traffic study conducted by Peters Engineering Group. dated October 17, 2023, the developer shall construct a minimum two-lane roundabout at the intersection of Avenue 17, Airport Drive and Golden State Boulevard/Airport Drive in accordance with the conceptual roundabout design approved by Caltrans in the Intersection Control Evaluation (ICE) report prepared by Peters Engineering Group for the North Fork Casino. As the General Plan and the Vision 2025 Plan encourage pedestrian and bicycling activities, the roundabout shall incorporate enough pavement width to accommodate bicycles while Avenue 17 and Golden State shall provide sufficient pavement width for two twelve-foot travel lanes and a bike lane. The roundabout shall transition into existing improvements on all approaches to the roundabout and/or should anticipate the ultimate design width of 80-feet on the north-south approaches or 100-feet on the east-west approaches.

Roundabout improvements shall be reimbursed as follows if construction occurs as part of this project's off-site improvements:

- For those improvements within Avenue 17, any roundabout associated improvements within the equivalent arterial street cross section width of the three center travel lanes (one westbound lane, one center turn lane and one eastbound lane) totaling 40-feet total) are reimbursable through the arterial street and arterial median impact fees.
- For those improvements within Golden State or Airport Drive, any roundabout associated improvement within the equivalent arterial street cross section width of the three center travel lanes (one northbound lane, one center turn lane and one southbound lane totaling 36-feet total) are reimbursable through the arterial street and arterial median impact fees.
- Roundabout (Improvements central to the intersection itself and splitter islands on all approaches) are reimbursable through the traffic signal impact fees.
- Roundabout (Equivalent frontage improvements on northeast, southeast and southwest quadrants to the intersection) are reimbursable through the traffic signal impact fees.
- Subject to impact fees not being available or eligible, property owners on the southeast and southwest quadrants of Avenue 17 and Golden State will be responsible for reimbursement of improvement costs for those items that are constructed along their project frontage.
- Reimbursement by the City using impact fees would also be adjusted to account for any contribution received from property owners on the southeast and northwest quadrants of Avenue 17 and Golden State with the maximum reimbursement not exceeding the actual cost minus the total of all amounts provided by other sources.
- A minimum of three bids shall be secured for off-site reimbursements that are subject to reimbursement.

- Developer may assign its rights to reimbursement from the City to third parties as further defined and required in a reimbursement agreement.

At present, it is anticipated that another project will construct the subject roundabout at Avenue 17 and Airport/Golden State in advance of this project. As such, should this occur as anticipated, the preceding discussion would be nullified in lieu of the requirement that this project shall participate in 50% of the cost of constructing said roundabout. The actual percentage may be adjusted subject to other developments that may be required to participate in the cost. Representatives from this project would cooperatively work together with representatives of the other project to ensure construction of said roundabout.

The developer may enter into a reimbursement/ deferral agreement with the City which allows the developer to complete an operational roundabout following occupancy of the project within six months of gaining occupancy rather than at time of occupancy. Said agreement may provide for extensions by the City Engineer, with the developer able to appeal the decision of the City Engineer to the City Council if the extension is denied. Additionally, if certain improvements are not capable of being improved solely due to the developer being unable to acquire right-of-way from a third party, the agreement may also provide for a process for the City to acquire said right of-way (including by eminent domain), and if the City chooses not to do so, a process by which the developer may deposit the estimated cost of said acquisition and improvements with the City to satisfy the condition to install the affected improvement.

- 57) The Developer shall pay its Project Fair Share amount for roundabout improvements at the Caltrans ramp locations based on the higher of the AM or PM if both peak hours are projected to operate at a deficient Level of Service (LOS) or the lower if it corresponds to only one peak hour being considered to have a deficient LOS. The dollar value is based on the estimated cost of constructing roundabouts at the locations shown in the draft Intersection Control Evaluation – State Route 99/Avenue 17 Interchange study dated April 8, 2022. At present, said amounts (subject to change based on final study) are:
- a) Avenue 17 and SB Offramp – 3.57% (based on PM peak hour) of the estimated construction cost of \$1,837,936 for a total of \$65,614.
 - b) Avenue 17 and Northbound Ramp – 1.95% (based on PM peak hour) of the estimated construction cost of \$2,289,721 for a total of \$44,650.

Note – The above amounts are based on the corrected percentages from Table 13 of the traffic study and the latest cost information that City is aware of. Caltrans reserves the privilege of adjusting the roundabout costs and therefore the participation amounts.

- 58) The Developer shall address and comply with Caltrans comments in the most up to date Caltrans review, or as may be agreed upon between the developer or the developer's traffic engineer and Caltrans for the purpose of confirming the mitigation measures

recommended in the traffic study remain valid. At present, this letter may still result in the need to provide revised Sidra analysis.

- 59) The developer shall annex into and execute such required documents that may be required to participate in Landscape Maintenance District Zone 51 for the purpose of participating in the cost of maintaining landscape improvements within said zone.

DRY UTILITIES

- 60) All existing and proposed public utilities (electric, telephone, cable, etc.) shall be undergrounded, except transformers, which may be mounted on pads. Public utility easements shall be dedicated outside and adjacent to all streets rights-of-way. All public utilities within the project property and adjacent to the project property frontage on peripheral streets (on the development side of the street centerline) shall be placed underground except those facilities exempted by the Public Utilities Commission Regulations or operating at 70,000 volts or greater.

Madera County Environmental Health Division

- 61) The project shall be served by a public water system. Water services for any structure(s), within this development must be connected to an approved public water system and approved by MCEHD and/or State Division of Drinking Water (DDW).
- 62) Any structure, regardless of use, that produces wastewater shall have adequate wastewater treatment and disposal as required by the California Plumbing Code Appendix H and Madera County Code Title 13. Wastewater dispersal shall either be accomplished by means of an approved advanced onsite wastewater treatment system or connection to a public/community sewer. If the project is located within 200 feet of a public sanitary sewer it shall connect to the sewer system [CMC 13.54.070].
- 63) MCEHD food facility plan check will be required for review and approval prior to construction.
- 64) MCEHD Underground Storage Tank (UST) plan check will be required for review and approval prior to construction.
- 65) The facility will be regulated under the Hazardous Material Business Plan (Article I, Chapter 6.95, of the California Health & Safety Code). As of January 2013 all CUPA regulated businesses must submit their Hazardous Material Business Plan electronically into the California Environmental Reporting System (CERS) at: www.cers.calepa.ca.gov
- 66) The owners/operators of this facility must complete a Business Activities Declaration with the CUPA Program within this Division and may be required to obtain other related permit(s) due to the possible storage/handling of reportable quantities of hazardous materials onsite or for ANY amounts of hazardous waste onsite at any time. Contact a

CUPA program specialist within this Division for any questions that you may have during this process.

- 67) The construction and then ongoing operation must be done in a manner that shall not allow any type of public nuisance(s) to occur including but not limited to the following nuisance(s); Dust, Odor(s), Noise(s), Lighting, Vector(s) or Litter. This must be accomplished under accepted and approved Best Management Practices (BMP) and as required by the County General Plan, County Ordinances and any other related State and/or Federal jurisdiction.
- 68) During the application process for required County permits, a more detailed review of the proposed project's compliance with all current local, state & federal requirements will be reviewed by this Division. The owner/operator of this property must submit all applicable permit applications to be reviewed and approved by this Division prior to commencement of any work activities.

California Department of Transportation – District 6 Office

- 69) *Before the issuance of a certificate of occupancy*, the applicant must pay in full to Caltrans the total project fair share cost in effect at time of payment, as described below. Evidence of payment in full must be validated by City of Madera Engineering Division.
 - a) It is expected that the proposed project could potentially impact nearby SR 99 facilities and local roads. Data provided in the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, were used to estimate the number of trips generated by the project. It is estimated that the project (convenience store with 6 fueling position and fast-food restaurant with drive-thru service) could potentially generate 217 PM peak hour trips.
 - b) It is further estimated that 77 trips of the project trips would impact SR 99 / Avenue 17 interchange. The trip distribution was estimated based on the Traffic Impact Study (TIS) for the Love Travel Center located on the southeast quadrant of SR 99 / Avenue 17 interchange. Internal trips and pass-by trips reduction and 50% distribution trips at the interchange was estimated.
 - c) To address future traffic demands from surrounding developments, an interchange improvement for SR 99 / Avenue 17 has been estimated by Caltrans. The interchange improvement would include widening Avenue 17, widening ramps, adding turn-lanes, installing a traffic signal at northbound off-ramp / Avenue 17, and installing roundabouts at southbound off-ramp / Avenue 17 and Airport Drive / Avenue 17. The fair share cost per trip was estimated to be \$3,415^{.08} per trip as of April 2022. The total project fair share cost as of April 2022 is \$262,705^{.03}.
 - d) If the project proponent disagrees with the fair share estimate, it is recommended that the project proponent retain a traffic consultant to prepare the project fair share estimate.

ADVISORY

California Department of Transportation – District 6 Office

- 70) Caltrans provides the following comments to better support the State's smart mobility goals that support a vibrant economy and sustainable communities:
- a) It is expected that the proposed project could potentially impact nearby SR 99 facilities and local roads.
 - b) Caltrans recommends that a traffic study be conducted to properly assess the potential impacts of the project, a Scope of Work should be prepared and submitted to Caltrans for review and approval.
 - c) The project proponent should pay its fair share toward the SR 99 / Avenue 17 interchange improvement as noted above. 4. It is commended that the City of Madera is preserving the right of way along the project frontage on Avenue 17 for the future widening on Avenue 17 and the construction of a roundabout at Avenue 17 / Airport Drive. It is recommended to prepare a roundabout performance check in relation to the proposed roundabout at SR 99 southbound off-ramp / Avenue 17. It may be possible that a larger roundabout footprint and additional lanes on 4-legs may be needed, and it may require additional right of way. The revised Intersection Control Evaluation (ICE) study prepared by Peters Engineering Consultant is still pending. Caltrans has not finalized its review of the revised ICE study.
 - d) An ICE study at both Avenue 17 ramp intersections and Avenue 17 / Airport Drive, which is the opening day mitigation for the North Fork Casino project has been prepared by Peters Engineering Consultant.
 - e) Given that the project site is not located in an infill location, the project would induce VMT. A Vehicle Miles Traveled (VMT) analysis should also be prepared for the project. According to the 2018 Madera County Transportation Commission's Active Transportation Plan, Avenue 17 is proposed as a Class II bike lane (Figure 8). The project site is also located about 1.5 miles west of residential land uses. These provide opportunities to reduce VMT for the project.
 - f) Caltrans recommends the City consider creating a VMT Mitigation Impact Fee to help reduce potential impacts on the State Highway System.

Planning Department

- 71) Refuse Enclosure & Organics. The applicant has been alerted that the proposed business will likely have to accommodate a trio of solid waste types: refuse, recyclables, and (new) organics. Compliance with the state's organic waste stream handling and processing may induce changes in the refuse enclosure design or waste stream processing and pick-up frequency.
- a) Effective September 15, 2020, the State's [Mandatory Organic Waste Recycling Law \(AB 1826 or Chapter 727, Statutes of 2014\)](#) decreased the threshold requiring all businesses and multi-dwelling facilities of 5 units or more generating two (2) cubic

yards or more of solid waste per week to recycle their organic waste including landscape waste, wood waste, and food waste. Organic waste broadly refers to food scraps, yard waste, non-hazardous wood waste, and food-soiled paper.

- b) In September 2016, [Senate Bill \(SB\) 1383 \(Lara, Chapter 395, Statutes of 2016\)](#) set methane emissions reduction targets for California in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP). Refer to the [SB 1383 Education and Outreach](#). This requires jurisdictions to implement mandatory organic waste collection and recycling in a statewide effort to divert organic waste from landfills with goals to:

- (1) Reduce organic waste disposal by 50% by 2020 and 75% by 2025
- (2) Recover at least 20% of currently disposed surplus edible food by 2025

- (3) Madera County information: <
<https://www.maderacounty.com/home/showpublisheddocument/25975/637520187465300000> >

San Joaquin Valley Air Pollution District

72) Project Scope and Air Quality Assessment

- a) The Project consists of a request to construct a new 4,992 square foot building apportioned into a 2,992 square foot convenience store and a 2,000 square foot fast food restaurant with a drive-thru. Additionally, a new 6-pump vehicle fueling station with a 2,560 square foot canopy, two underground fuel tanks, and a two-bin refuse enclosure will be constructed.
- b) Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

73) Operational Related Emissions – Under-fired Charbroilers

- a) Projects for restaurants with under-fired charbroilers may pose the potential for immediate health risk, particularly when located in densely developed locations near sensitive receptors. Since the cooking of meat can release carcinogenic PM2.5 species like polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health.
- b) Charbroiling emissions often occur in populated areas, near schools and residential neighborhoods, resulting in high exposure levels for sensitive Valley residents. The air quality impacts on neighborhoods near restaurants with underfired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited, and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises environmental concerns.

- c) Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards and associated health benefits in the Valley. Therefore, the District recommends that the environmental document/assessment include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers. The District is available to assist the City and project proponents with this assessment. Additionally, to ease the financial burden for Valley businesses, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system for up to two years. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information.

74) District Rules 2010 and 2201 - *Air Quality Permitting for Stationary Sources*

- a) Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).
- b) This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits.
- c) Prior to commencing construction on any permit-required equipment or process, a finalized Authority to Construct (ATC) must be issued to the Project proponent by the District. For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

75) District Rule 9510 (Indirect Source Review)

- a) The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.
- b) The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

- c) An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.
 - d) Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.
 - e) The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.
- 76) District Regulation VIII (Fugitive PM10 Prohibitions)
- a) The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.
 - b) The application for both the Construction Notification and Dust Control Plan can be found online at: <https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>
 - c) Information about District Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm
- 77) Other District Rules and Regulations
- a) The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).
 - b) The list of rules above is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

===

ATTACHMENT 10

**Initial Study/ Mitigated
Negative Declaration
(IS/MND) for CUP 2022-17
and SPR 2022-25**

https://www.madera.gov/wp-content/uploads/2024/01/IS-ND_Airport-Chevron-011024.pdf

ATTACHMENT 11

**Intersection Evaluation
Report**

Intersection Control Evaluation

State Route 99 / Avenue 17 Interchange

Madera County, California

Prepared For:

North Fork Rancheria of Mono Indians
P.O. Box 929
North Fork, California 93643

and

Station Casinos, LLC
1505 South Pavilion Center Drive
Las Vegas, Nevada 89135

Date:

October 7, 2022

Job No.:

16-007.06



PETERS ENGINEERING GROUP

A CALIFORNIA CORPORATION

October 7, 2022

Ms. Elaine Fink, Chairperson
North Fork Rancheria of Mono Indians
P.O. Box 929
North Fork, California 93643

and

Mr. Scott Zucker, Vice President/Design & Construction
Station Casinos, LLC
1505 South Pavilion Center Drive
Las Vegas, Nevada 89135

Subject: Intersection Control Evaluation
State Route 99 / Avenue 17 Interchange
Madera County, California

Dear Ms. Fink and Mr. Zucker:

The purpose of this letter is to address a majority of the information required in an Intersection Control Evaluation (ICE) as described in the Caltrans Traffic Operations Policy Directive 13-02. The intersections within the subject interchange were recently included in a traffic study and the results were presented in a report entitled *Traffic Impact Study, Proposed North Fork Rancheria Casino Project – Phase 1* dated February 23, 2021 by Peters Engineering Group (hereinafter referred to as the TIS) and a response to Caltrans comments presented in a letter dated June 6, 2021 (hereinafter referred to as the TIS Response Letter).

Caltrans provided additional comments in letters dated July 1, 2021, January 27, 2022, June 10, 2022, and June 30, 2022, with final comments provided in an email dated August 18, 2022. Peters Engineering Group provided responses to Caltrans comments on previous versions of the ICE in a letter dated July 22, 2022.

1.0 BACKGROUND

The intent of the proposed improvements is to satisfy the Casino project's Phase 1 mitigation requirements with a 10-year design life without widening existing bridge structures.

The TIS and Response Letter indicate that the intersection of the State Route (SR) 99 southbound ramps and Avenue 17 will require improvements in the form of either signalization or a roundabout. Caltrans has indicated that the intersection of Avenue 17 and Golden State Boulevard/Airport Drive is within 400 feet of the SR 99 southbound off ramp and that a mandatory design exception would be required for the signalized option. Caltrans

also indicated that the intersection of Avenue 17 and Golden State Boulevard/Airport Drive should be realigned to the west if it is signalized. The City of Madera has indicated that the intersection of Avenue 17 and Golden State Boulevard/Airport Drive will be improved as a roundabout in its current location. Realignment of Golden State Boulevard to the west and installing a traffic signal is not currently an option.

The TIS and Response Letter indicate that the intersection of the SR 99 northbound ramps and Avenue 17 will require improvements in the form of either signalization or a roundabout.

Policy Directive 13-02 identifies a two-step evaluation process for intersection control strategies:

- Step 1: Access Strategy and Configuration Assessment/Screening
- Step 2: Engineering Analyses

This report presents engineering analyses of two intersection control strategies that are considered to be potentially feasible:

1. Traffic Signals (warrant analyses utilizing pre-pandemic traffic counts and intersection operational analyses for year 2032 conditions).
2. Roundabout (intersection operational analyses for year 2032 conditions).

All-way stop control is not considered to be a feasible alternative for any of the study intersections.

2.0 EXISTING INTERCHANGE AND INTERSECTIONS

A site vicinity map is presented in Figure 1, Vicinity Map, following the text of this report. An aerial view of the existing interchange is presented in Figure 2, Existing Interchange.

SR 99 southbound ramps and Avenue 17

The west side of the interchange is generally an L-9 configuration with slip ramps from Avenue 17 to the southbound on ramps. The intersection of the SR 99 southbound off ramp and Avenue 17 is a three-legged, one-way-stop-controlled intersection.

The existing lane configurations approaching the intersection are as follows:

Eastbound (Avenue 17): one through lane.

Westbound (Avenue 17): one through lane.

Northbound: no northbound approach, there is no south leg.

Southbound (SR 99 southbound off ramp): one left-turn lane and one right-turn lane with a stop sign.

SR 99 northbound ramps and Avenue 17

The east side of the interchange is generally an L-1 configuration with Avenue 17 elevated. The northbound ramps are situated between the bridge structure over the freeway and a bridge structure over the railroad tracks east of the ramps. The distance between structures along Avenue 17 is on the order of 285 feet. The intersection of the SR 99 northbound ramps and Avenue 17 is a four-legged, one-way-stop-controlled intersection.

The existing lane configurations approaching the intersection are as follows:

Eastbound (Avenue 17): one dedicated left-turn lane (approximately 120 feet long) and one through lane.

Westbound (Avenue 17): one through lane with a shared right turn.

Northbound (SR 99 off ramp): one left-turn lane and one right-turn lane with a stop sign.

Southbound: no southbound approach. The north leg is the northbound on ramp.

3.0 TRAFFIC VOLUMES

Peak-hour intersection turning movement counts and 24-hour approach counts were taken in February 2022. The projected year 2032 traffic volumes utilized in the analyses are presented in Figure 3, Year 2032 Traffic Volumes. The traffic count data sheets are presented in Appendix A.

4.0 INTERSECTION ANALYSES

4.1 Traffic Signals

4.1.1 Traffic Signal Warrants

The CMUTCD presents various criteria (warrants) for determining the need for traffic signals. The CMUTCD states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location. If one or more of the signal warrants is met, signalization of the intersection may be appropriate. However, a signal should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously uncontrolled major street and may contribute to an increase in collisions.

The warrant analyses are presented in Appendix B.

For the intersection of Avenue 17 and the southbound SR 99 off ramp, where the approaching speed on Avenue 17 is greater than 40 miles per hour (mph), Warrants 1, 2, 3 and 8 are satisfied in the existing condition. Warrants 4 through 6 and 9 are not satisfied based on existing volumes.

To analyze Warrant 7, Crash Experience Warrant, crash records were obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2015 through 2020. Table 1 summarizes general crash information at the intersection of Avenue 17 and the southbound SR 99 off ramp. The SWITRS crash records are presented in Appendix D.

Table 1
Crash Records Summary – 2015 Through 2020
Intersection of SR 99 Southbound Ramps and Avenue 17

Date	Type of Collision							Severity			Primary Factor						Involved		
	Broadside	Rear End	Head On	Object	Sideswipe	Other	Overtuned	Fatal	Injury	Property Damage Only	Traffic Signals and Signs	Right of Way	Unsafe Speed	Other	Improper Turn	Driving Under Influence	Other Motor Vehicle	Fixed Object	Other
2-12-16		X							X			X				X			
3-14-16							X	X					X						X
7-15-16		X						X				X				X			
12-31-16					X			X				X				X			
3-29-17					X				X				X			X			
1-6-18							X		X			X							X
1-25-18							X		X					X					X
5-31-18				X					X				X						X
6-7-18		X							X			X				X			
6-15-18		X							X			X				X			
7-15-18							X		X						X				X
7-22-18				X				X				X					X		
1-15-19					X			X					X			X			
3-3-19		X							X			X				X			
3-19-19							X		X			X							X
9-25-20					X				X					X		X			
11-27-19							X		X					X					X
11-30-19							X		X			X							X

The data summarized in Table 1 indicates that none of the collisions within the six-year period studied are susceptible to correction with the installation of traffic signals occurred at the intersection of Avenue 17 and the southbound SR 99 off ramp. Therefore, Warrant 7 is not satisfied, and the frequency of crashes would not be a principal reason to consider installing a traffic control signal or other intersection control.

For the intersection of Avenue 17 and the northbound SR 99 ramps, Warrants 1, 2, 3 and 8 are satisfied in the existing condition. Warrants 4 through 6 and 9 are not satisfied based on

existing volumes. The SWITRS crash records for analysis of Warrant 7 are summarized in Table 2 for the intersection of Avenue 17 and the northbound SR 99 ramps. The SWITRS crash records are presented in Appendix D.

Table 2
Crash Records Summary – 2015 Through 2020
Intersection of SR 99 Northbound Ramps and Avenue 17

Date	Type of Collision							Severity			Primary Factor					Involved			
	Broadside	Rear End	Head On	Object	Sideswipe	Other	Overtaken	Fatal	Injury	Property Damage Only	Traffic Signals and Signs	Right of Way	Unsafe Speed	Other	Improper Turn	Driving Under Influence	Other Motor Vehicle	Fixed Object	Other
2-21-15	X									X					X		X		
6-3-16				X				X						X				X	
7-20-17	X									X						X	X		
11-14-17		X								X				X			X		
12-18-17							X		X						X				X
6-30-18		X								X			X				X		
5-27-18				X					X						X				X
6-16-18							X		X							X			X
12-24-18				X						X			X					X	
1-8-19		X								X			X				X		
2-3-19							X			X					X				X
5-6-20				X						X				X					X
5-7-19		X								X			X				X		
5-8-19		X								X		X					X		
6-11-19							X			X				X				X	
7-19-19				X						X						X		X	
8-27-19					X					X					X		X		
7-23-20		X								X			X				X		
8-20-20				X					X						X			X	
11-13-20				X						X					X			X	

The data summarized in Table 2 indicates that one collision occurred within the six-year period studied that may be susceptible to correction with the installation of traffic signals at the intersection of Avenue 17 and the northbound SR 99 ramps. Therefore, Warrant 7 is not satisfied, and the frequency of crashes would not be a principal reason to consider installing a traffic control signal or other intersection control.

4.1.2 Traffic Signal Operational Analyses

The operational analyses were performed using the computer program Synchro 11 to calculate LOS and queue lengths.

The primary constraint with respect to the proposed lanes is that the 10-year scenario is intended to identify an option that can be constructed without bridge widening at the freeway or at the railroad.

The following lane configurations were analyzed for the intersection of the SR 99 southbound off ramp and Avenue 17:

Eastbound (Avenue 17): one through lane with a shared right turn.

Westbound (Avenue 17): one through lane.

Northbound: no northbound approach, there is no south leg.

Southbound (SR 99 southbound off ramp): one left-turn lane and one right-turn lane.

Crosswalks are not required, as a sidewalk can be constructed along the south side of the intersection.

The following lane configurations were analyzed for the intersection of the SR 99 northbound ramps and Avenue 17:

Eastbound (Avenue 17): one dedicated left-turn lane (approximately 120 feet long) and one through lane.

Westbound (Avenue 17): one through lane and a short, dedicated right-turn lane.

Northbound (SR 99 off ramp): one left-turn lane and one right-turn lane.

Southbound: no southbound approach. The north leg is the northbound on ramp.

Crosswalk on the south leg.

The LOS results of the intersection operational analyses are presented in Table 3. The intersection analysis sheets are included in Appendix B.

Table 3
Intersection LOS Summary – Year 2032 Signalized Conditions

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
SR 99 SB off / Ave 17	Signals	10.7	B	14.4	B
SR 99 NB / Ave 17	Signals	33.8	C	35.7	D

Table 4 presents a summary of the calculated 95th-percentile queues produced in the Synchro analysis. The intersection analysis sheets are included in Appendix B.

Table 4
Intersection Queuing Summary – Year 2032 Signalized Conditions

Intersection	95 th -Percentile Queue Length (feet)	
	A.M.	P.M.
SR 99 SB off / Ave 17		
Eastbound T (1 lane)	78	273
Westbound TR (1 lane)	240	308
Southbound L (1 lane)	70	195
Southbound R (1 lane)	28	30
SR 99 NB / Ave 17		
Eastbound L (1 lane)	80	125
Eastbound T (1 lane)	138	370
Westbound T (1 lane)	903	608
Westbound R (1 lane)	333	100
Northbound L (1 lane)	425	338
Northbound R (1 lane)	150	475

L: Left-turn lane T: Through lane R: Right-turn lane

The operational analyses indicate that the study intersections can operate at acceptable LOS; however, the calculated queues indicate potential concerns. At the intersection of the SR 99 southbound off ramp and Avenue 17 the queues on the eastbound approach are likely to back up near the intersection of Avenue 17 and Golden State Boulevard/Airport Drive. At the intersection of the SR 99 northbound ramps and Avenue 17 the queues on the westbound approach are expected near the signalized intersection at the Love’s Travel Stop. These queueing issues suggest that traffic signals would not be a feasible alternative without bridge widening.

4.1.3 Traffic Signal Layout and Cost

Conceptual layouts of the signalized intersection alternatives are presented in Figures 4 and 5. The escalated cost of signalization of the intersection of the SR 99 southbound off ramp and Avenue 17 is estimated to be on the order of \$1,435,108. The escalated cost of signalization of the intersection of the SR 99 northbound ramps and Avenue 17 is estimated to be on the order of \$1,355,128. The cost estimates are presented in Appendix B.

Annual maintenance costs and electric service costs are estimated at \$6,000 per year (excluding pavement maintenance). The 20-year life-cycle cost of the signals is estimated to be \$120,000.

4.2 Roundabouts

4.2.1 Roundabout Criteria

Specific criteria (warrants) for roundabouts have not been developed. In general, roundabouts may be considered at locations where other forms of intersection control do not result in acceptable LOS or where other forms of intersection control are not warranted.

4.2.2 Roundabout Operational Analyses

The primary constraint with respect to the proposed lanes is that the 10-year scenario is intended to identify an option that can be constructed without bridge widening at the freeway or at the railroad.

The operational analyses were performed using the Sidra Intersection 9.0 Plus software with the following options selected:

- Sidra Standard model
- Environmental factor of 1.1
- Entry/Circ Flow Adjustment set to Medium
- LOS method same as sign control
- HCM delay formula unchecked
- Gap Acceptance Capacity set to Sidra Standard (Akcelik M3D)

The LOS results of the intersection operational analyses are presented in Tables 5 and 6. The intersection analysis sheets are included in Appendix C.

Table 5
Intersection LOS Summary – Year 2032 Roundabout Conditions

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
SR 99 SB / Ave 17	Roundabout	5.0	A	5.8	A
SR 99 NB / Ave 17	Roundabout	9.0	A	12.2	B

Table 6
Intersection Queuing Summary – Year 2032 Roundabout Conditions

Intersection	95 th -Percentile Queue Length (feet)	
	A.M.	P.M.
Approach		
SR 99 SB / Ave 17		
Eastbound LT (1 lane)	32	79
Eastbound T (1 lane)	33	82
Westbound LT (1 lane)	79	75
Westbound TR (1 lane)	79	77
Southbound L (1 lane)	19	39
Southbound R (1 lane)	12	16
SR 99 NB / Ave 17		
Eastbound (1 lane)	0	0
Westbound T (1 lane)	155	132
Westbound TR (1 lane)	161	138
Northbound LT (1 lane)	58	146
Northbound R (1 lane)	52	298

L: Left-turn lane T: Through lane R: Right-turn lane
 LT: Shared left-turn/through lane TR: Shared through/right-turn lane

The operational analyses indicate that roundabouts will operate at acceptable levels of service and relatively short queues that are not expected to cause blocking issues.

4.2.3 Roundabout Layout and Cost

Conceptual layouts of the roundabout alternatives accommodating the California Design Vehicle are presented in Figures 6 and 7. Performance checks are presented in Figures 8 through 29. The configurations are based on the National Cooperative Highway Research Program (NCHRP) Report 672 entitled “*Roundabouts: An Informational Guide, 2nd Edition.*”

The escalated cost of the construction of a roundabout at the intersection of the SR 99 southbound off ramp and Avenue 17 is estimated to be on the order of \$1,837,936. The escalated cost of the construction of a roundabout at the intersection of the SR 99 northbound ramps and Avenue 17 is estimated to be on the order of \$2,289,721. The cost estimates are presented in Appendix C.

For purposes of this analysis, it is assumed that annual maintenance and operation costs will be on the order of \$4,000 to \$6,000. The 20-year life-cycle maintenance and operation cost of the roundabout is estimated to be \$80,000 to \$120,000. The cost estimate is presented in Appendix C.

4.3 Adjacent Intersection – Avenue 17 and Golden State Boulevard / Airport Drive

The intersection of Avenue 17 and Golden State Boulevard / Airport Drive will be improved as a roundabout. The recommended lane configurations that are expected to have a design life of at least 10 years are illustrated in Figure 6. The LOS results of the intersection operational analyses are presented in Tables 7 and 8. The intersection analysis sheets are included in Appendix C.

Table 7
Intersection LOS Summary – Year 2032 Roundabout Conditions

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Ave 17 / Golden St. / Airport	Roundabout	7.6	A	10.3	B

Table 8
Intersection Queuing Summary – Year 2032 Roundabout Conditions

Intersection	95 th -Percentile Queue Length (feet)	
	A.M.	P.M.
Approach		
Ave 17 / Golden St. / Airport		
Eastbound LT (1 lane)	33	68
Eastbound R (1 lane)	5	7
Westbound LT (1 lane)	54	54
Westbound R (1 lane)	52	63
Northbound (1 lane)	48	137
Southbound (1 lane)	62	167

LT: Shared left-turn/through lane

R: Right-turn lane

The analyses indicate that the queues at the intersection of Avenue 17 and Golden State Boulevard / Airport Drive are not expected to back up to the SR 99 southbound off ramp.

5.0 BENEFIT / COST ANALYSES

Traffic volumes and project-specific cost estimates were provided to Caltrans District 6 Traffic Safety to perform collision cost analyses and to determine the safety performance benefit/cost (B/C) ratios. In addition, the traffic volumes and results of operational analyses were utilized to perform an operational B/C analysis. The results of the analyses are summarized in Table 9 and the analysis sheets are presented in Appendix E.

Table 9
Benefit / Cost Summary

Intersection	Performance Measure	Benefit / Cost Ratio	
		Signals	Roundabout
SR 99 SB / Ave 17	Safety Performance	0.65	1.36
	Operational Performance	1.24	1.11
SR 99 NB / Ave 17	Safety Performance	6.16	6.70
	Operational Performance	5.01	3.31

The B/C ratios for roundabouts exceed those for traffic signals. Although the operational performance B/C ratios for the signalization option appear to be greater than those for the roundabout option, the issue of queuing is not completely reflected in these B/C analyses. Considering that the primary project constraint for these analyses is that this phase of the interchange improvements will not include bridge widening, the additional costs that would be

required to alleviate the queuing issues described in Section 4.1.2 above are not reflected in the B/C analyses. The queuing issues described in Section 4.1.2 render the signalization option practically infeasible due to the potential for blocking of adjacent intersections. If the operational performance B/C were to include bridge widening at a cost of several million dollars, then the B/C ratios for the signalization option would be reduced substantially below those for the roundabouts.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The intent of the proposed improvements is to satisfy the Casino project's Phase 1 mitigation requirements with a 10-year design life without widening existing bridge structures.

All-way stop control is not considered to be a feasible alternative at either of the study intersections.

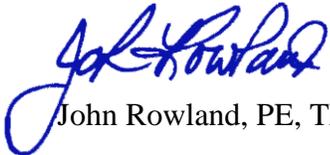
Traffic signals with lane configurations that do not require bridge widening are expected to cause queues that will back up into and block adjacent intersections. Therefore, traffic signals are not considered a feasible option.

It is recommended that roundabouts similar to those illustrated in Figures 6 and 7 be designed for construction. Additional roundabout traffic analyses will be performed during the geometric design phase to finalize the roundabout layout.

Thank you for the opportunity to perform this ICE. Please feel free to contact our office if you have any questions.

Sincerely,

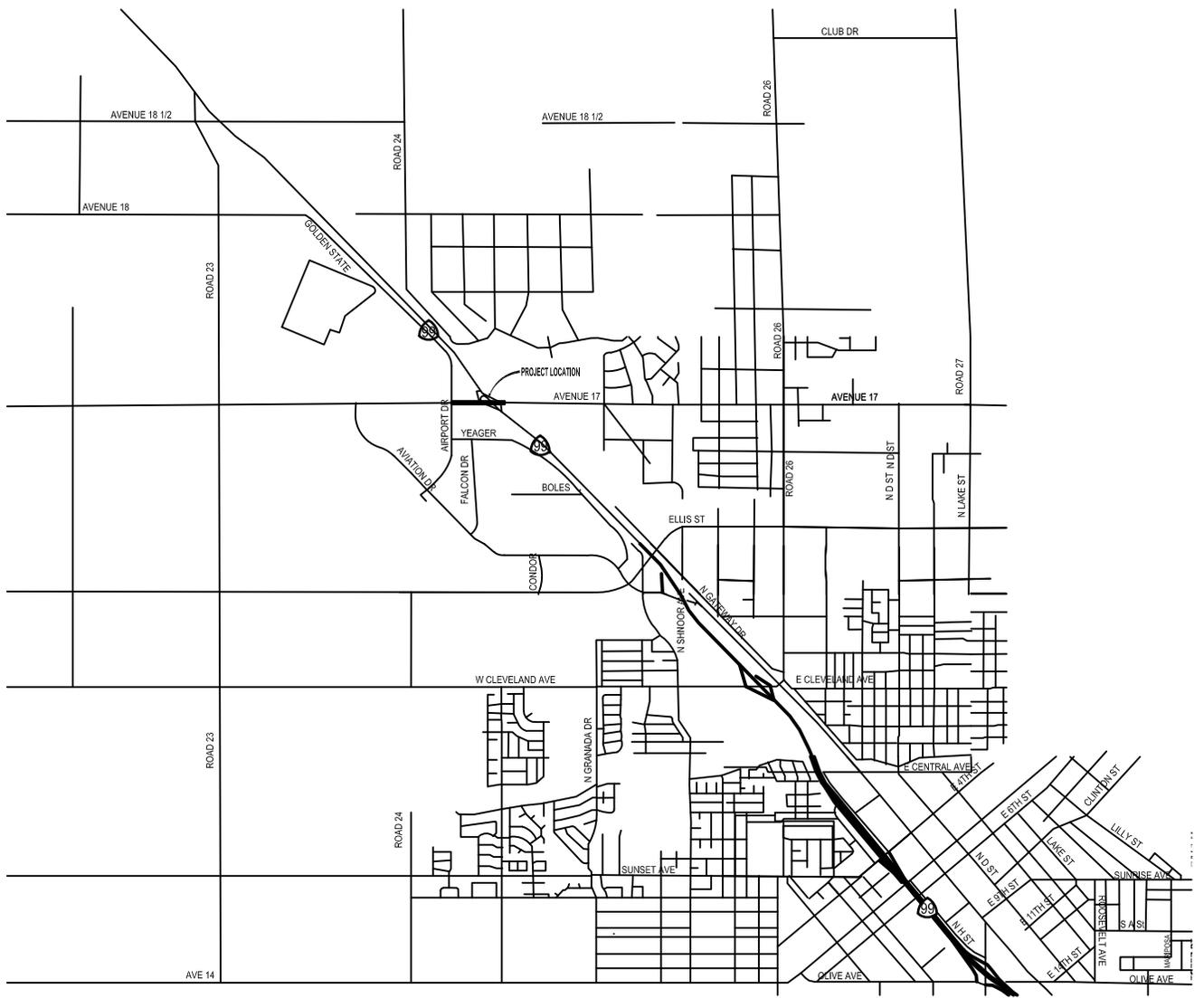
PETERS ENGINEERING GROUP


John Rowland, PE, TE



Attachments: Figures
Appendix A – Traffic Count Data Sheets
Appendix B – Traffic Signal Analyses
Appendix C – Roundabout Analyses
Appendix D – SWITRS Crash Records
Appendix E – Benefit / Cost Analyses

FIGURES



Intersection Control Evaluation
 State Route 99 / Avenue 17 Interchange
 Madera County, California

SITE VICINITY MAP

DWG: S:\2016\16-007\ICE\Traffic Signal Figures\Ave 17 and 99 (Existing Interchange).dwg USER: AaronMartinez DATE: Oct 21, 2021 2:20pm

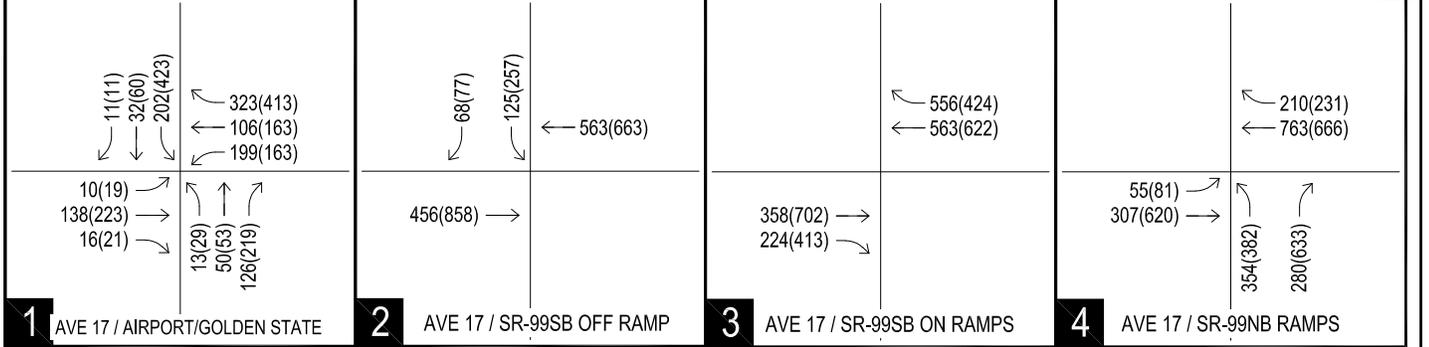
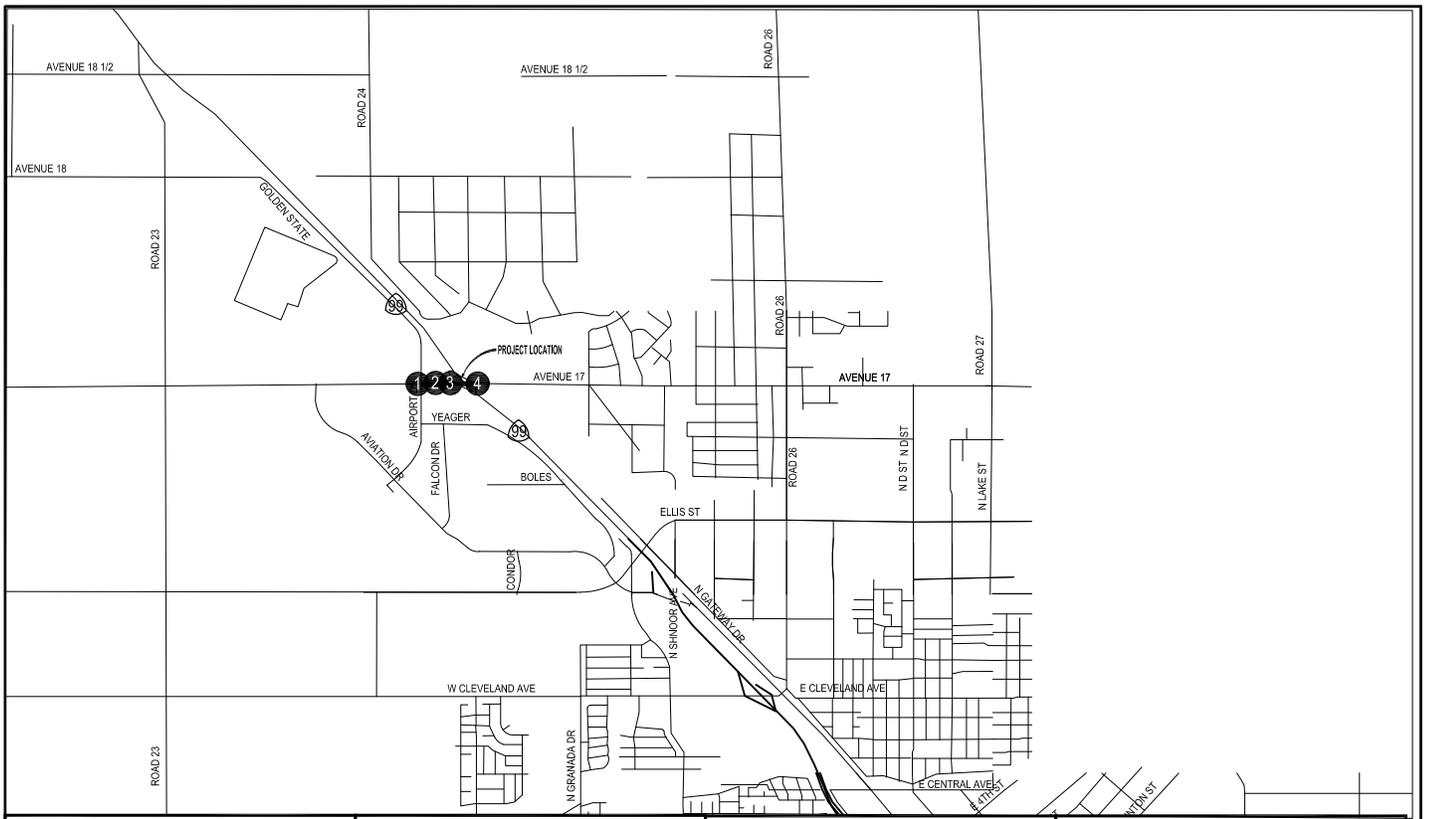


Google Earth

EXISTING INTERCHANGE AT AVENUE 17
MADERA, CALIFORNIA



SCALE: 1"=120'

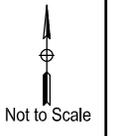


LEGEND

-  STUDY AREA INTERSECTIONS
-  PROJECT SITE
- XX (YY) AM (PM) VOLUMES

Intersection Control Evaluation
 State Route 99 / Avenue 17 Interchange
 Madera County, California

YEAR 2032 PEAK-HOUR TRAFFIC VOLUMES



DWG: s:\2016\16-007\ICE\Traffic Signal Figures\Ave 17 and SB99 (updated - April 2022).dwg USER: AaronMartinez DATE: Apr 07, 2022 4:59pm

INTERSECTION OF AVENUE 17/GOLDEN STATE/AIRPORT TO BE IMPROVED AS A ROUNDABOUT. SEE FIGURE 6.

AVENUE 17

SR 99 SB OFF-RAMP

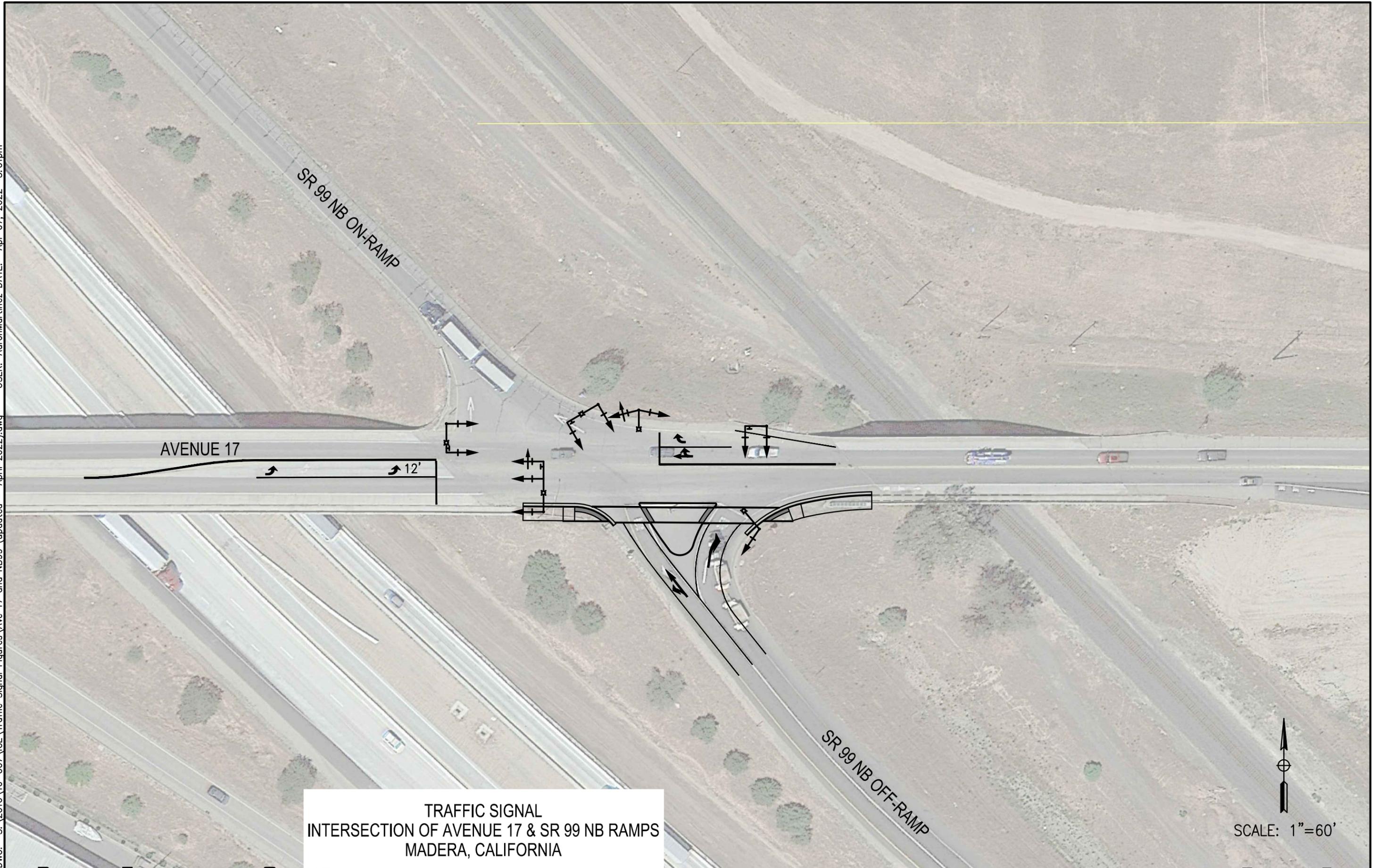
SR 99 SB ON-RAMP

SR 99 SB ON-RAMP

TRAFFIC SIGNAL IMPROVEMENTS
INTERSECTION OF AVENUE 17 & SR 99 SB RAMPS
MADERA, CALIFORNIA

SCALE: 1"=60'

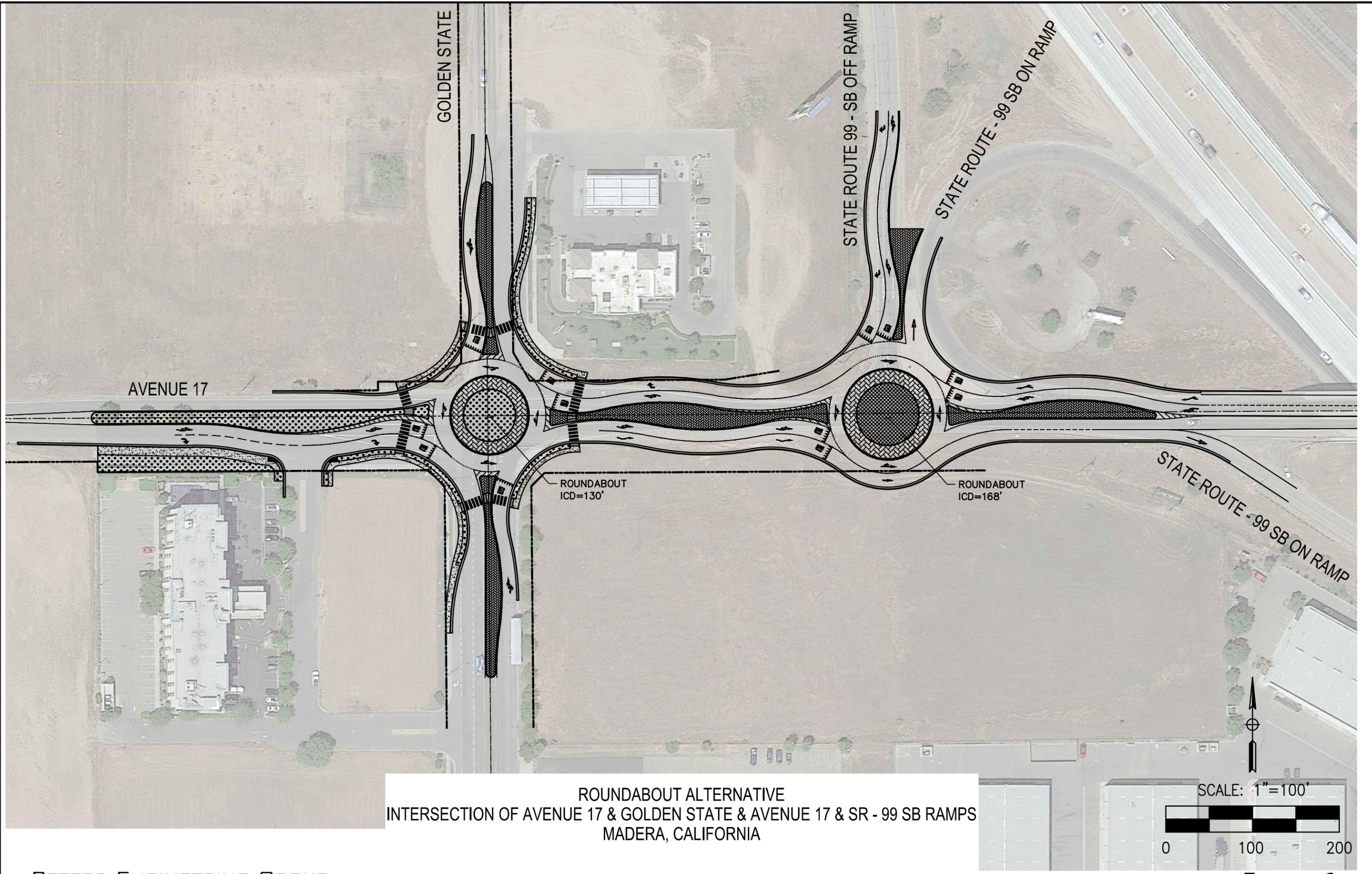
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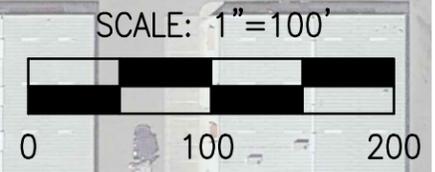
TRAFFIC SIGNAL
INTERSECTION OF AVENUE 17 & SR 99 NB RAMPS
MADERA, CALIFORNIA

SCALE: 1"=60'

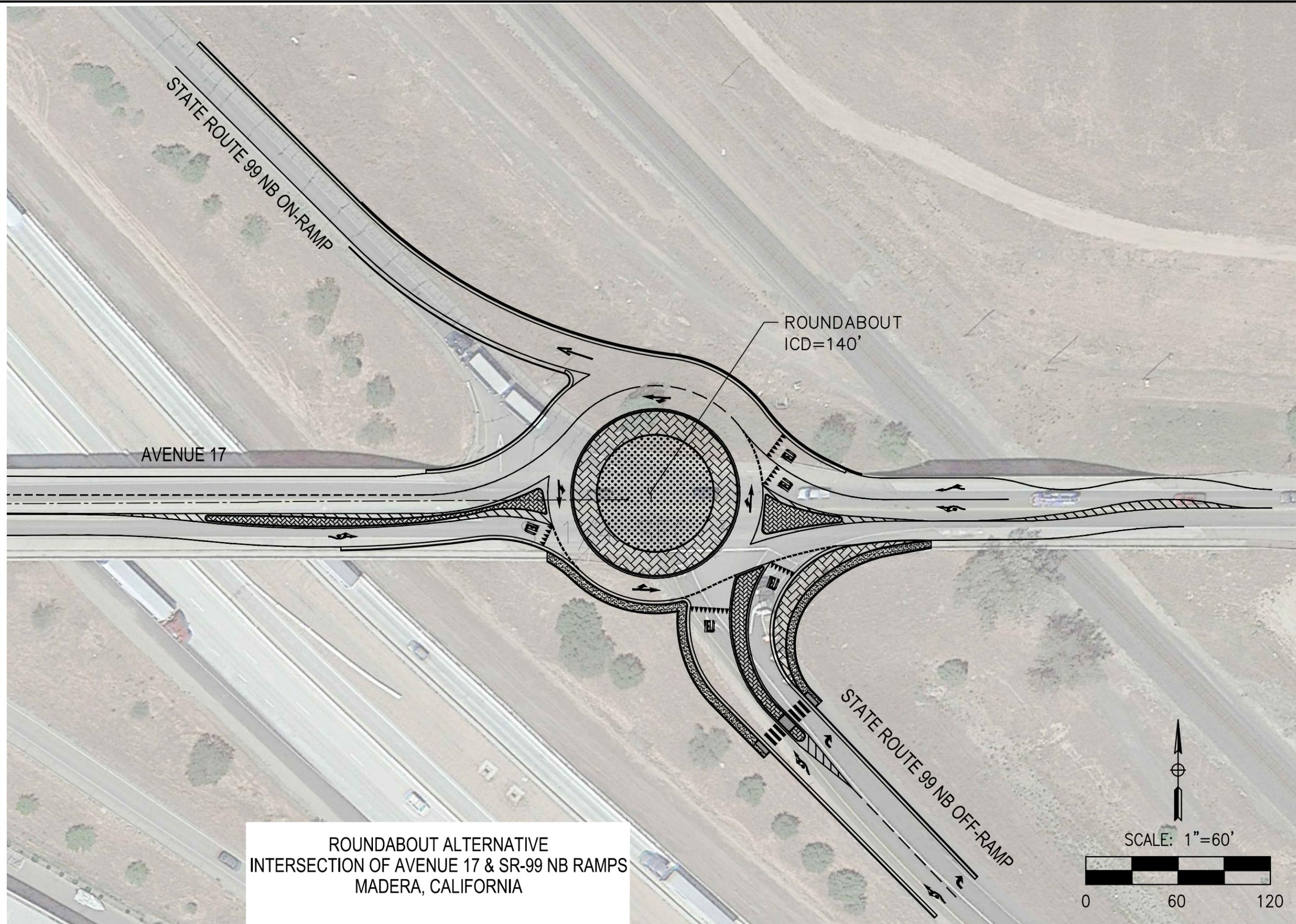
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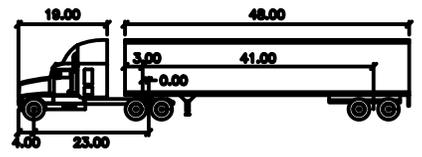
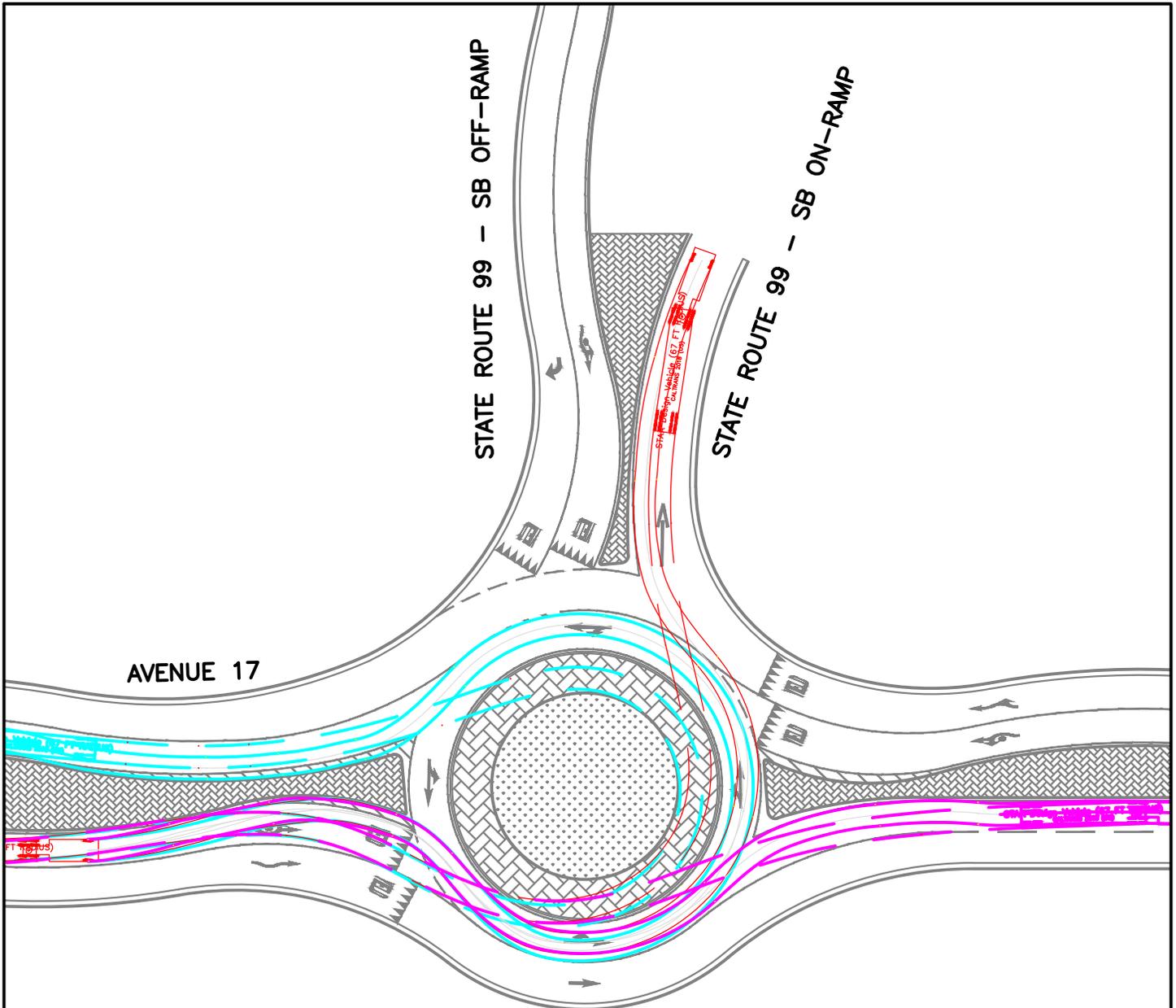
ROUNDABOUT ALTERNATIVE
 INTERSECTION OF AVENUE 17 & GOLDEN STATE & AVENUE 17 & SR - 99 SB RAMPS
 MADERA, CALIFORNIA



DWG: s:\2016\16-007\ICE\Roundabout Figures\Ave 17 and NB 99 (UPDATED 3-25-2022).dwg USER: SNaamouche DATE: Apr 08, 2022 2:34pm



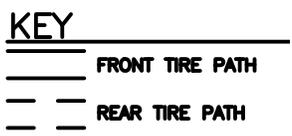
ROUNDABOUT ALTERNATIVE
INTERSECTION OF AVENUE 17 & SR-99 NB RAMPS
MADERA, CALIFORNIA



STAA - STANDARD feet

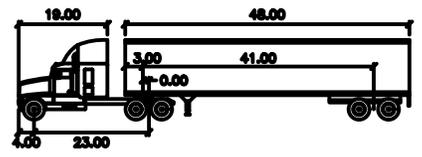
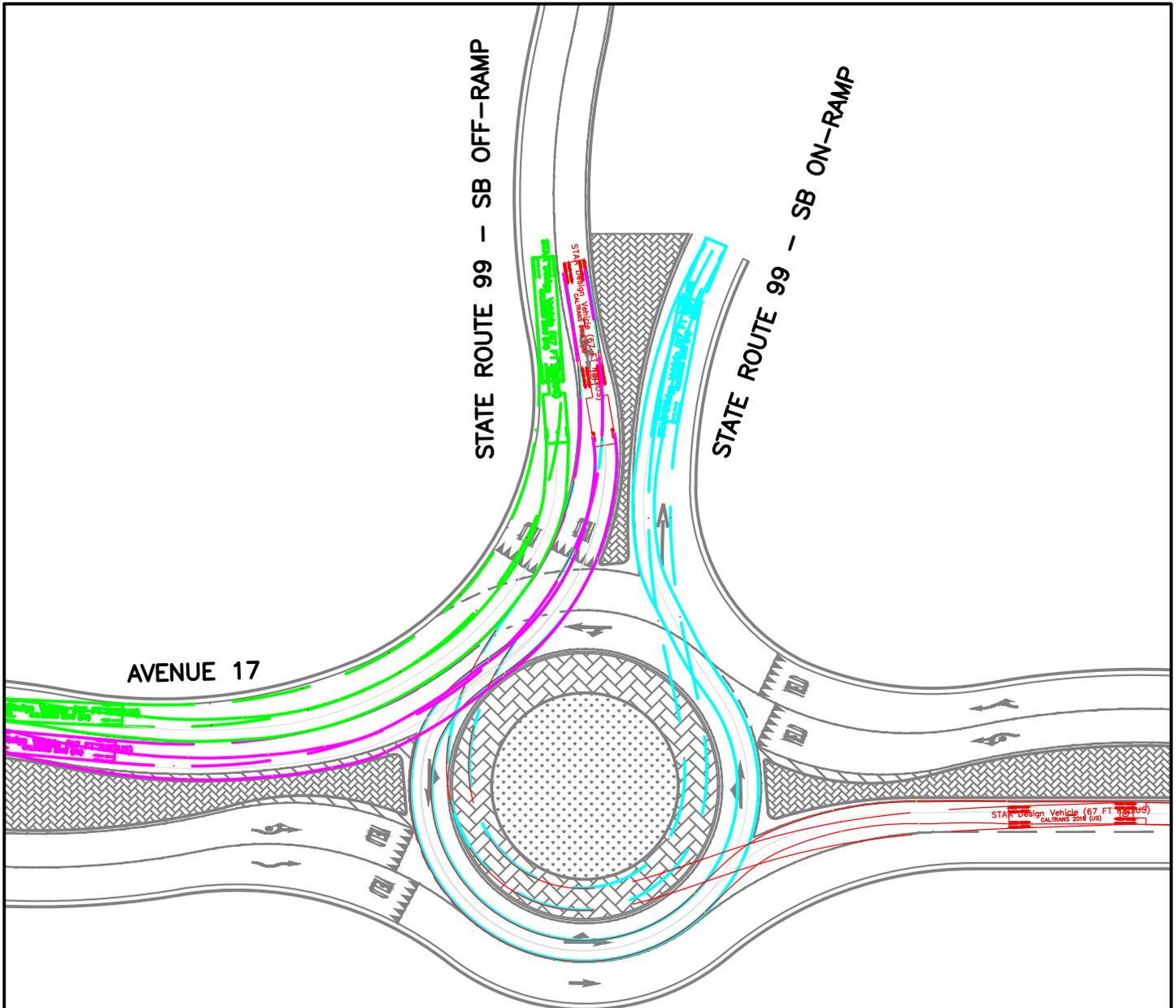
Tractor Width	: 4.00	Look to Look Time	: 6.0
Trailer Width	: 3.00	Steering Angle	: 28.3
Tractor Track	: 23.00	Articulating Angle	: 70.0
	: 4.00		

DESIGN VEHICLE



SCALE: 1" = 60'

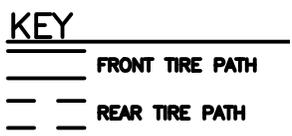
CITY OF MADERA
 AVENUE 17 & SR - 99 SB ROUNDABOUT
 TRUCK STAA - STANDARD
 EASTBOUND



STAA - STANDARD feet

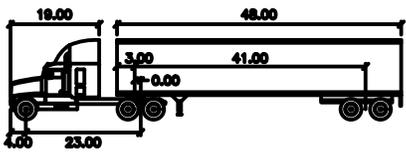
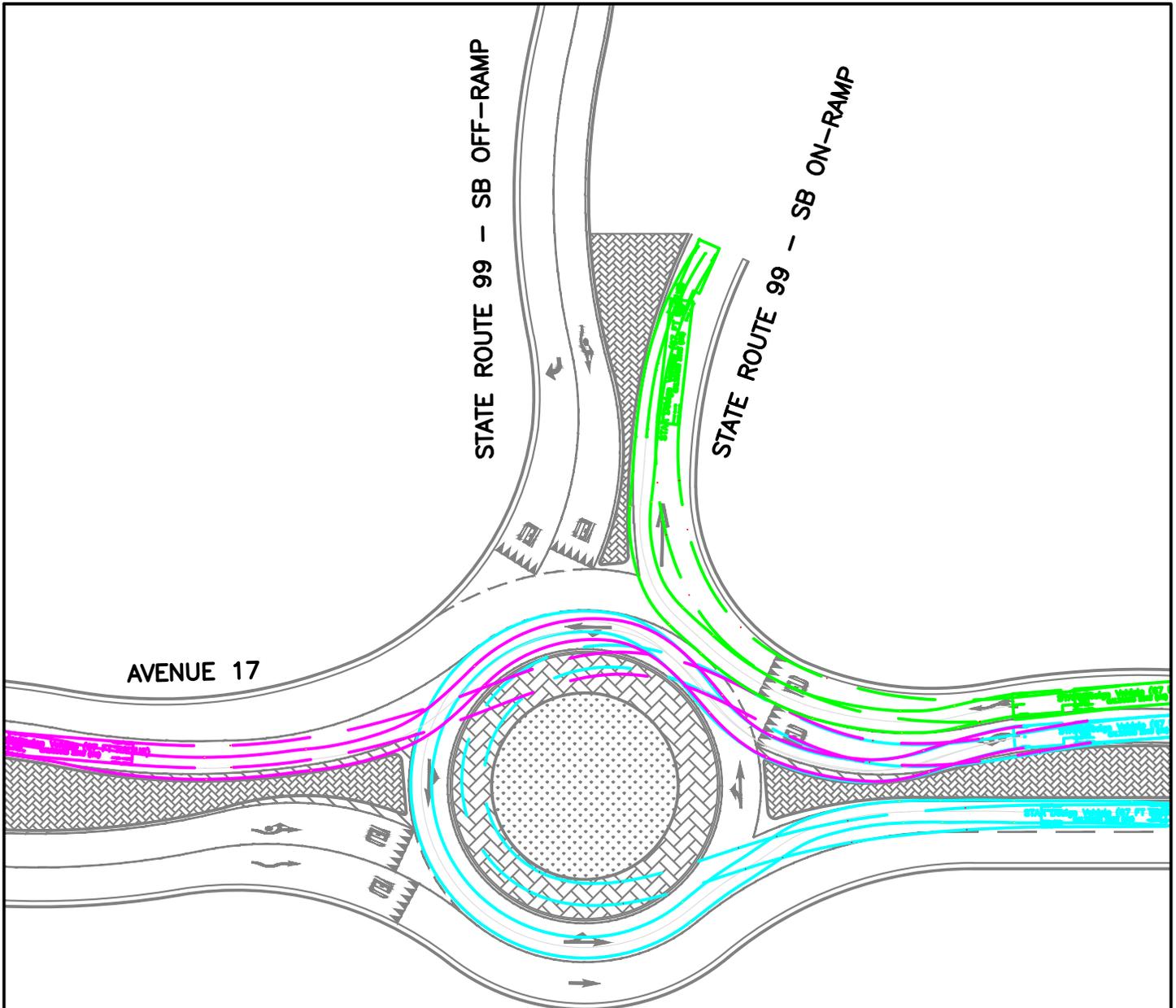
Tractor Width	: 8.50	Look to Look Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
	: 8.50		

DESIGN VEHICLE



SCALE: 1" = 60'

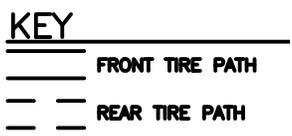
CITY OF MADERA
 AVENUE 17 & SR - 99 SB ROUNDABOUT
 TRUCK STAA - STANDARD
 SOUTHBOUND



STAA - STANDARD feet

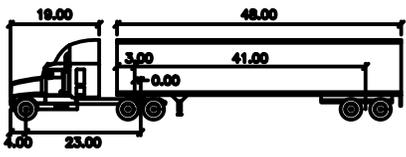
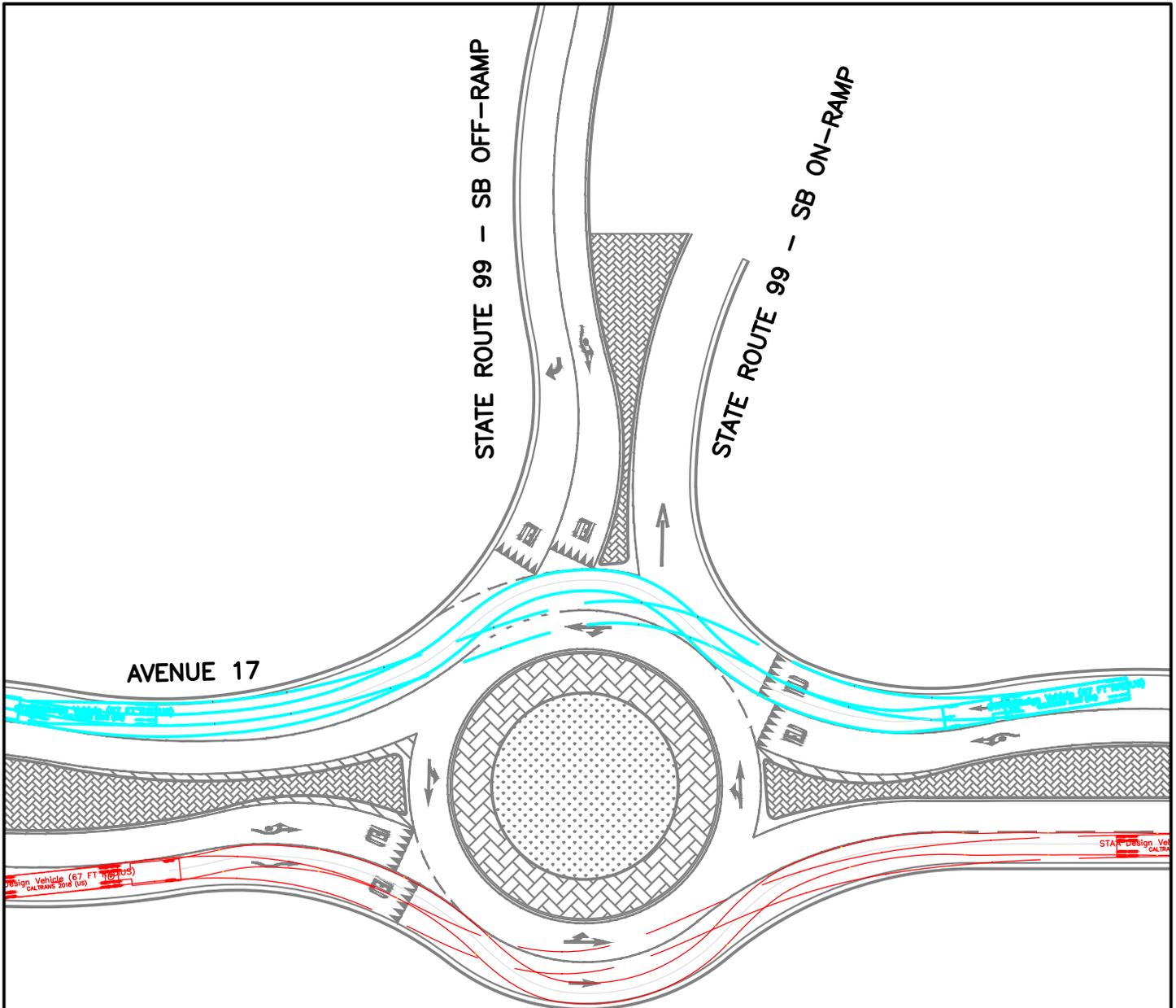
Tractor Width	: 18.00	Look to Look Time	: 6.0
Trailer Width	: 3.00	Steering Angle	: 28.3
Tractor Track	: 4.00	Articulating Angle	: 70.0
	: 23.00		

DESIGN VEHICLE



SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 SB ROUNDABOUT
 TRUCK STAA - STANDARD
 WESTBOUND



STAA - STANDARD feet

Tractor Width	: 18.00	Look to Look Time	: 6.0
Trailer Width	: 3.00	Steering Angle	: 28.3
Tractor Track	: 4.00	Articulating Angle	: 70.0
	: 8.50		

DESIGN VEHICLE

KEY

	FRONT TIRE PATH
	REAR TIRE PATH

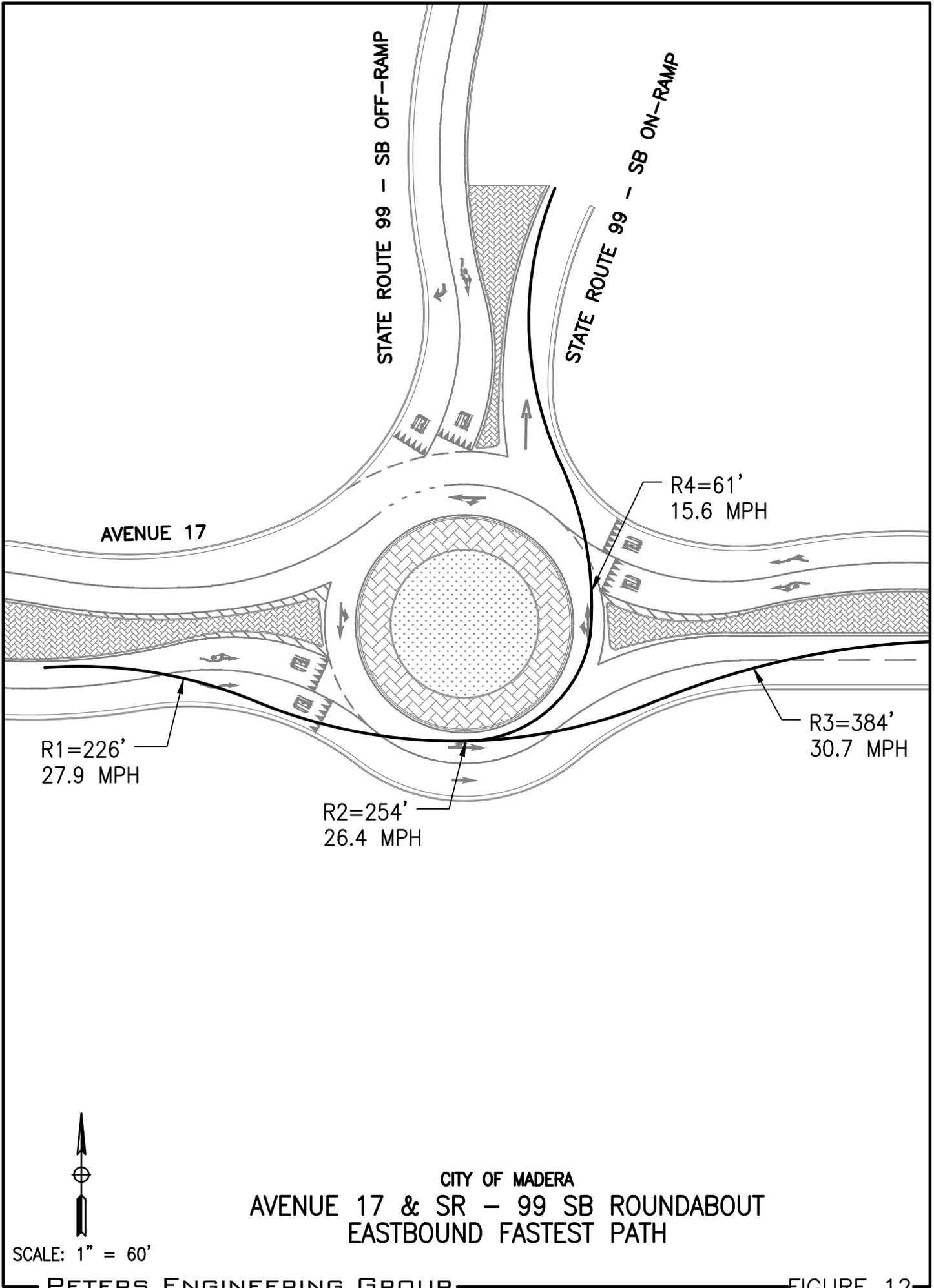


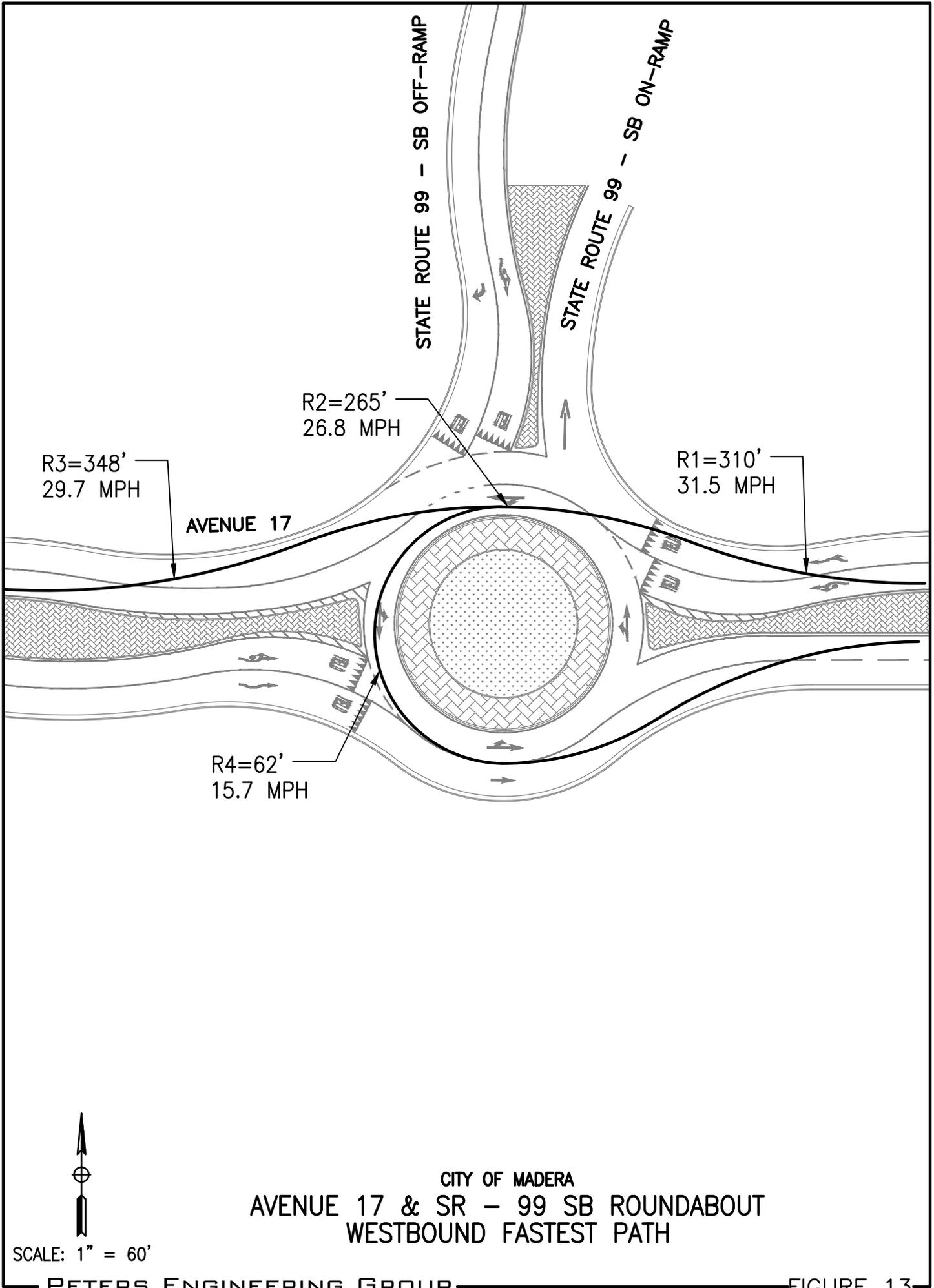
SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 SB ROUNDABOUT
 TRUCK STAA - STANDARD

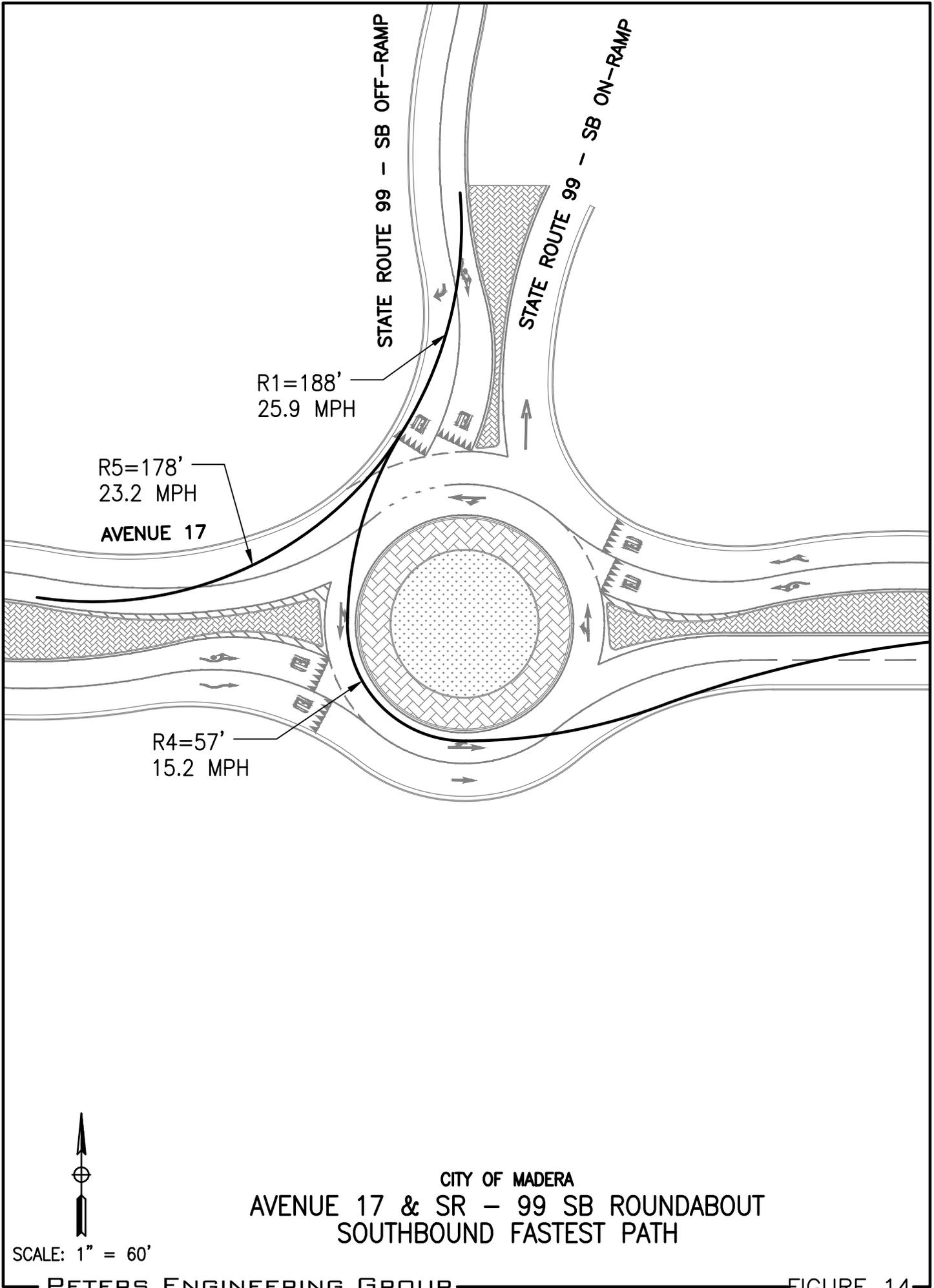
WESTBOUND & EASTBOUND THROUGH OUTSIDE LANE

DWG: S:\2016\16-007\ICE\Roundabout Figures\PERFORMANCE CHECK\5 - 17 & 99 SB\FASTEST PATH 17 & 99 SB.dwg USER: SNaamouche DATE: Apr 07, 2022 10:55am





CITY OF MADERA
AVENUE 17 & SR - 99 SB ROUNDABOUT
WESTBOUND FASTEST PATH



R5=178'
23.2 MPH
AVENUE 17

R1=188'
25.9 MPH

R4=57'
15.2 MPH

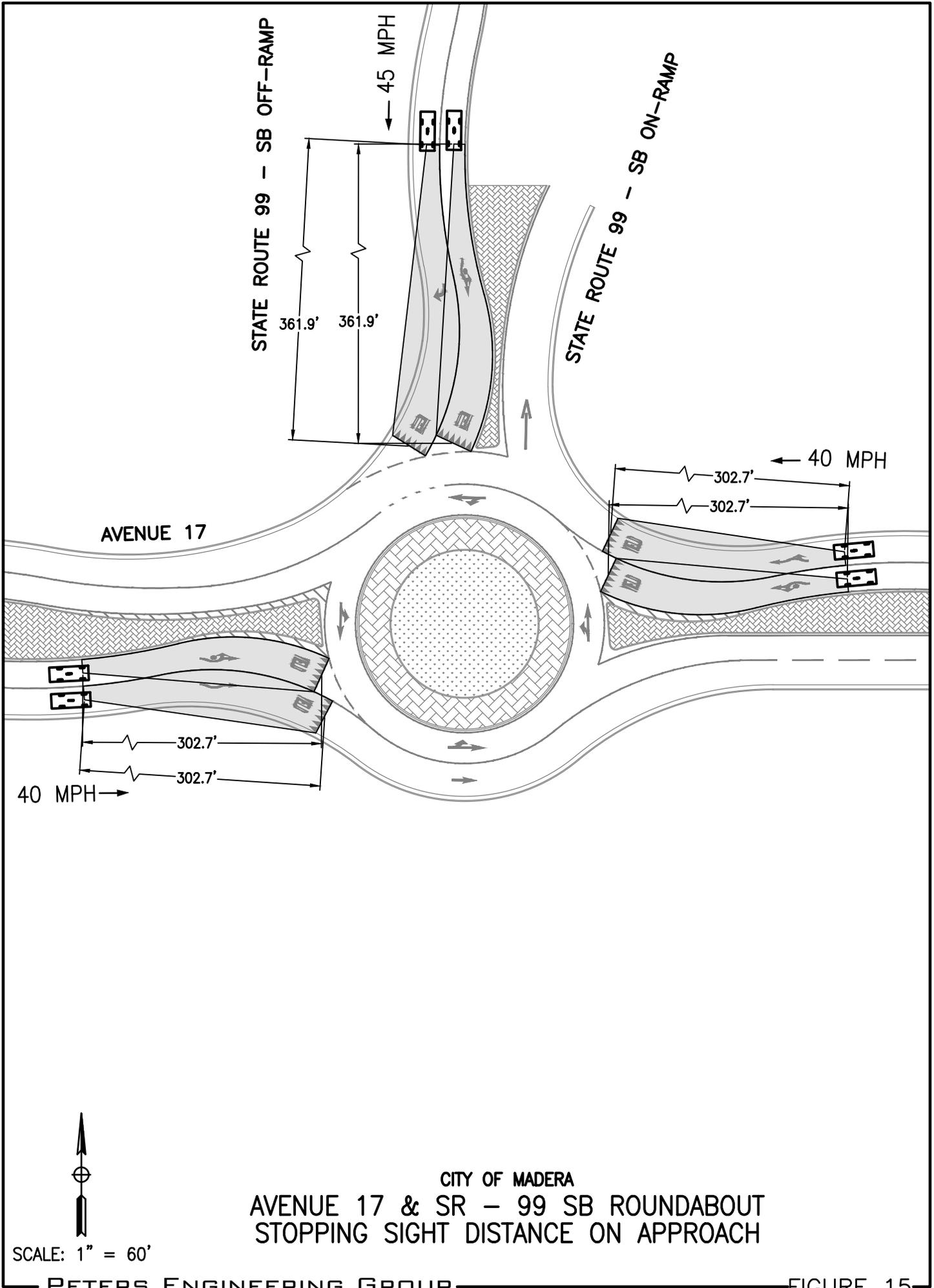
STATE ROUTE 99 - SB OFF-RAMP
STATE ROUTE 99 - SB ON-RAMP



SCALE: 1" = 60'

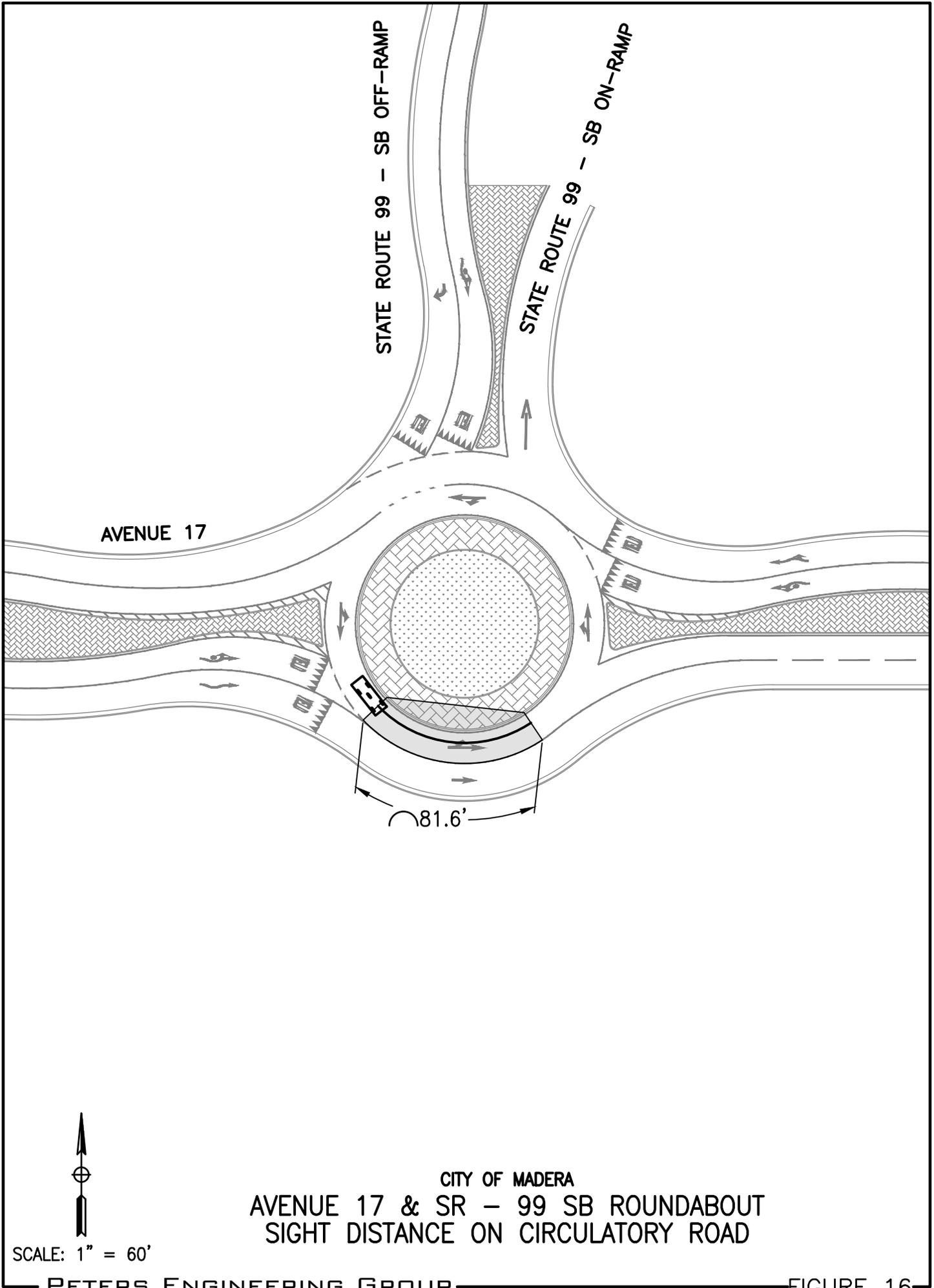
CITY OF MADERA
AVENUE 17 & SR - 99 SB ROUNDABOUT
SOUTHBOUND FASTEST PATH

DWG: S:\2016\16-007\ICE\Roundabout Figures\PERFORMANCE CHECK\5 - 17 & 99 SB\SSD 17 & 99 SB.dwg USER: SNaamouche DATE: Apr 07, 2022 10:55am



SCALE: 1" = 60'

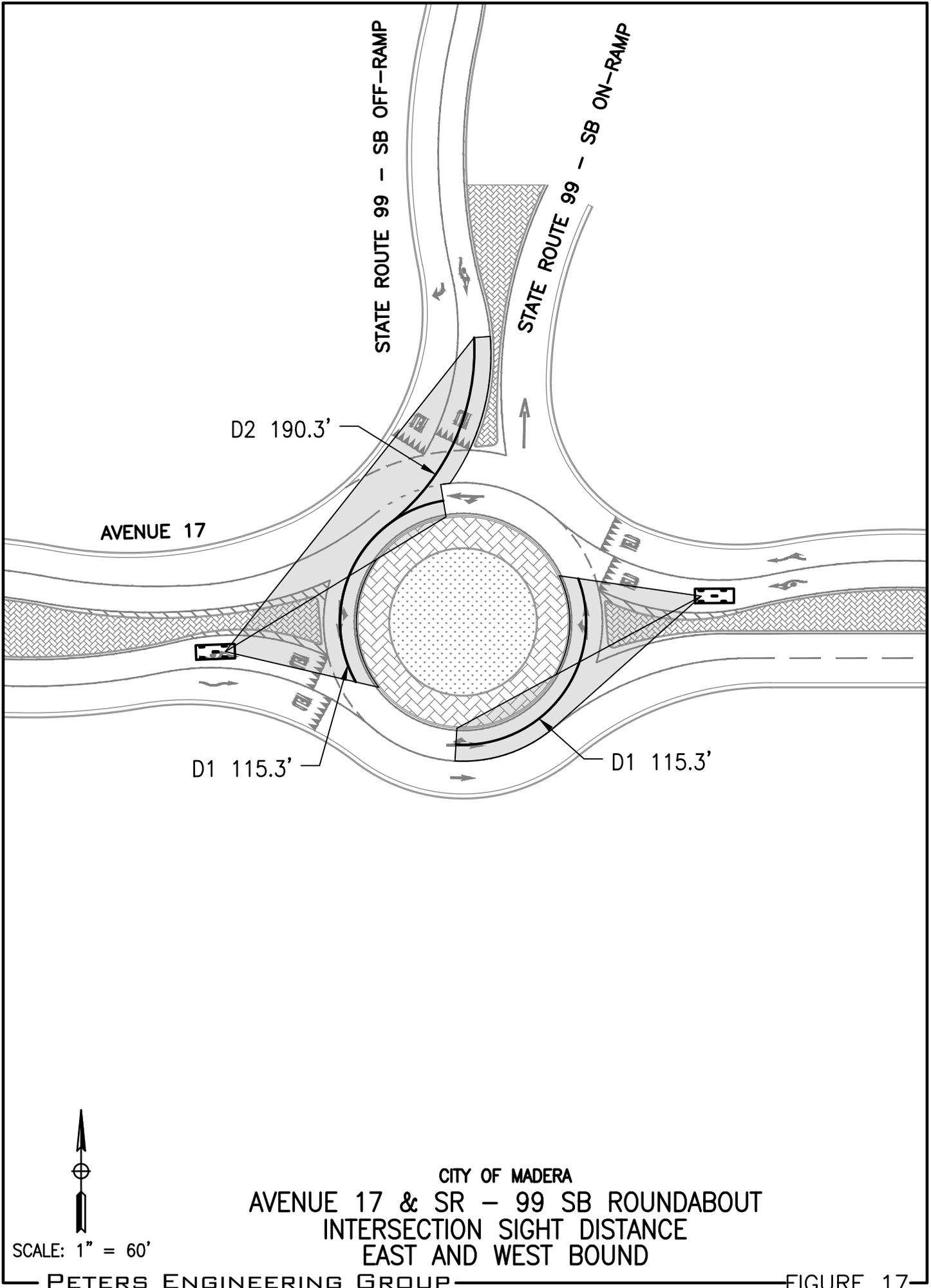
CITY OF MADERA
AVENUE 17 & SR - 99 SB ROUNDABOUT
STOPPING SIGHT DISTANCE ON APPROACH



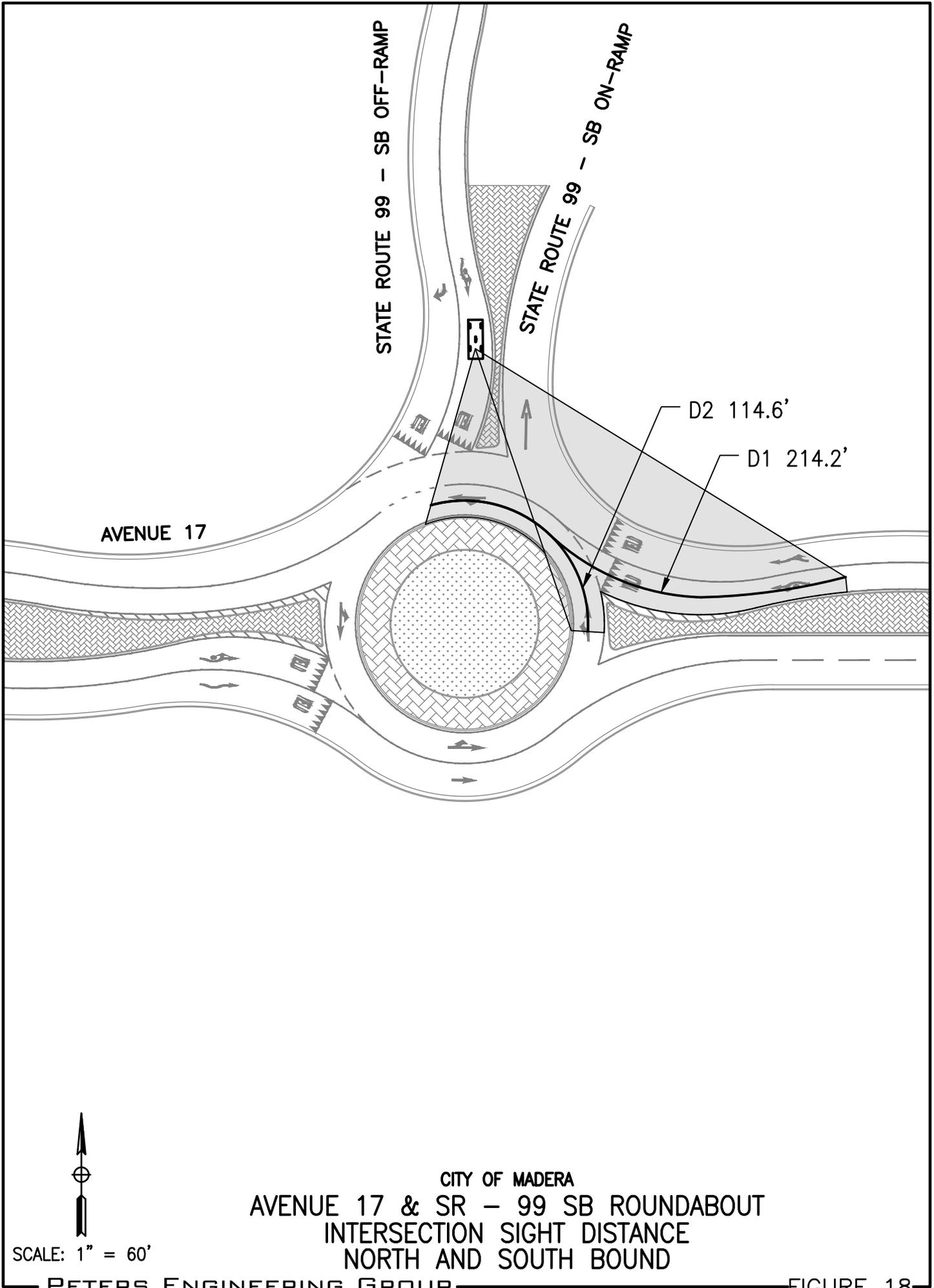
CITY OF MADERA
AVENUE 17 & SR - 99 SB ROUNDABOUT
SIGHT DISTANCE ON CIRCULATORY ROAD

SCALE: 1" = 60'

DWG: S:\2016\16-007\ICE\Roundabout Figures\PERFORMANCE CHECK\5 - 17 & 99 SB\SD 17 & 99 SB.dwg USER: SNaamouche DATE: Apr 07, 2022 10:55am



DWG: S:\2016\16-007\ICE\Roundabout Figures\PERFORMANCE CHECK\5 - 17 & 99 SB\SD 17 & 99 SB.dwg USER: SNaamouche DATE: Apr 07, 2022 10:55am



AVENUE 17

STATE ROUTE 99 - SB OFF-RAMP

STATE ROUTE 99 - SB ON-RAMP

D2 114.6'

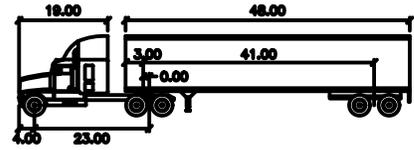
D1 214.2'



SCALE: 1" = 60'

CITY OF MADERA
AVENUE 17 & SR - 99 SB ROUNDABOUT
INTERSECTION SIGHT DISTANCE
NORTH AND SOUTH BOUND

DWG: S:\2016\16-007\ICE\roundabout figures\performance check\4 - 17 & 99 nb\TRUCK TEMPLATE 17 & 99 NB.dwg USER: SNaamouche DATE: Jul 19, 2022 4:12pm

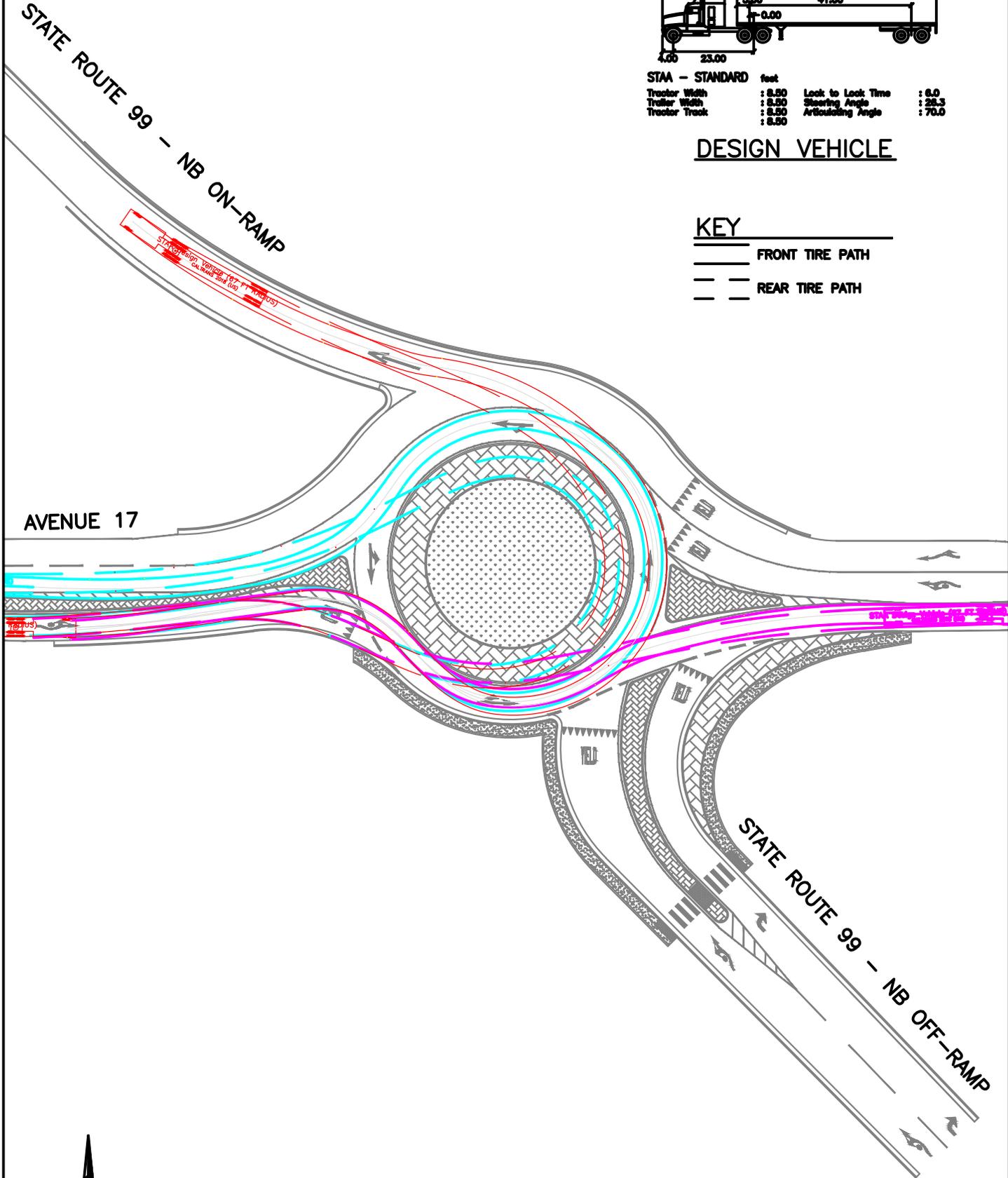


STAA - STANDARD	feet		
Traactor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.5
Traactor Track	: 8.50	Articulating Angle	: 70.0

DESIGN VEHICLE

KEY

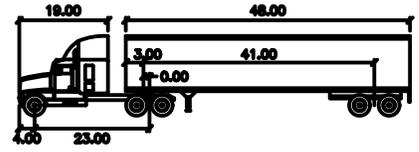
-  FRONT TIRE PATH
-  REAR TIRE PATH



SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 NB ROUNDABOUT
 TRUCK STAA - STANDARD
 EASTBOUND

DWG: S:\2016\16-007\ICE\roundabout figures\performance check\4 - 17 & 99 nb\TRUCK TEMPLATE 17 & 99 NB.dwg USER: SNaamouche DATE: Jul 19, 2022 4:12pm

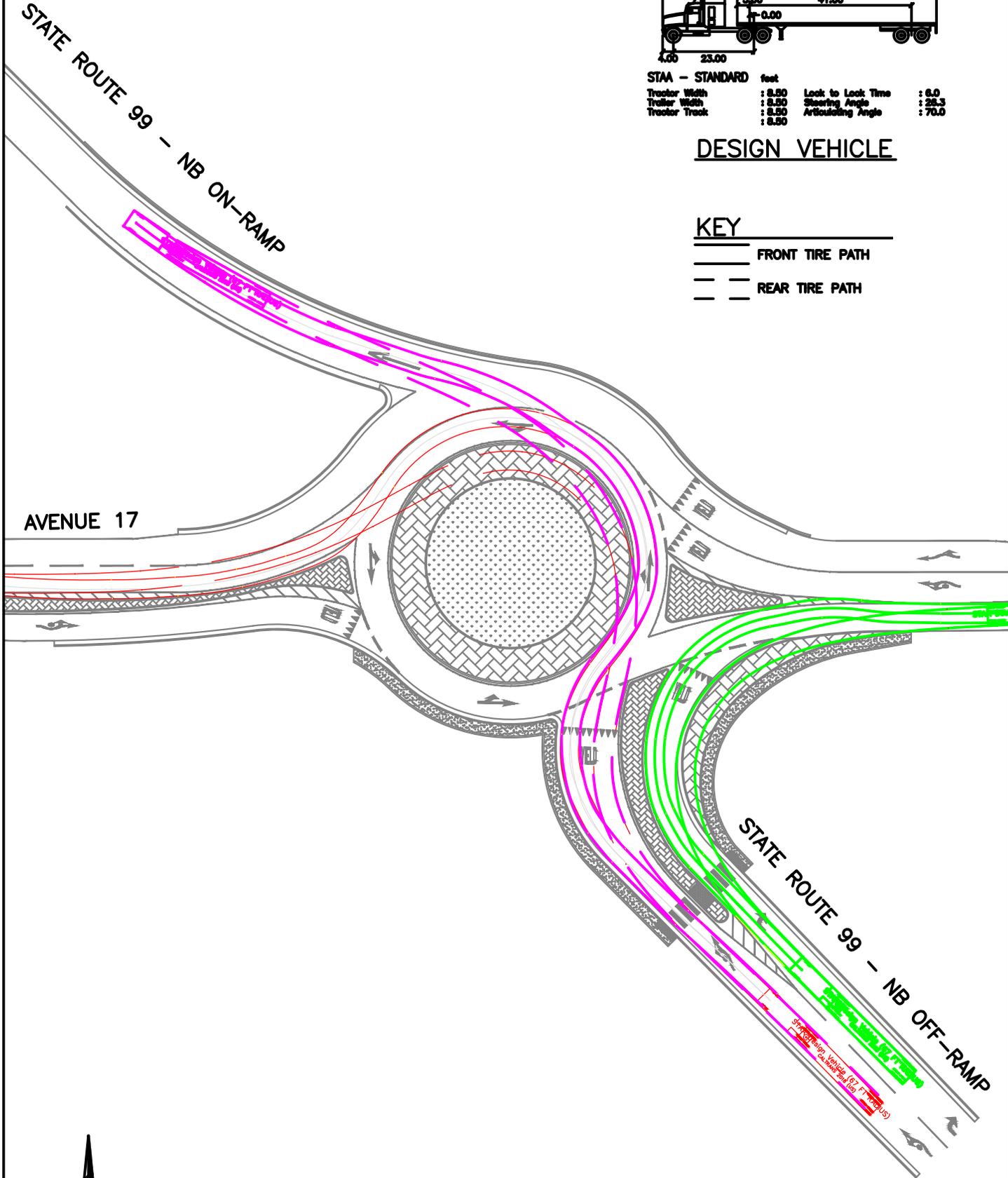


STAA - STANDARD		feet	
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.3
Tractor Track	: 8.50	Articulating Angle	: 70.0

DESIGN VEHICLE

KEY

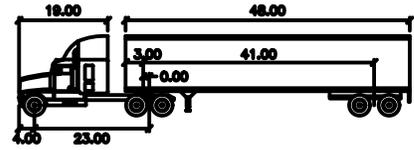
- FRONT TIRE PATH
- REAR TIRE PATH



SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 NB ROUNDABOUT
 TRUCK STAA - STANDARD
 NORTHBOUND

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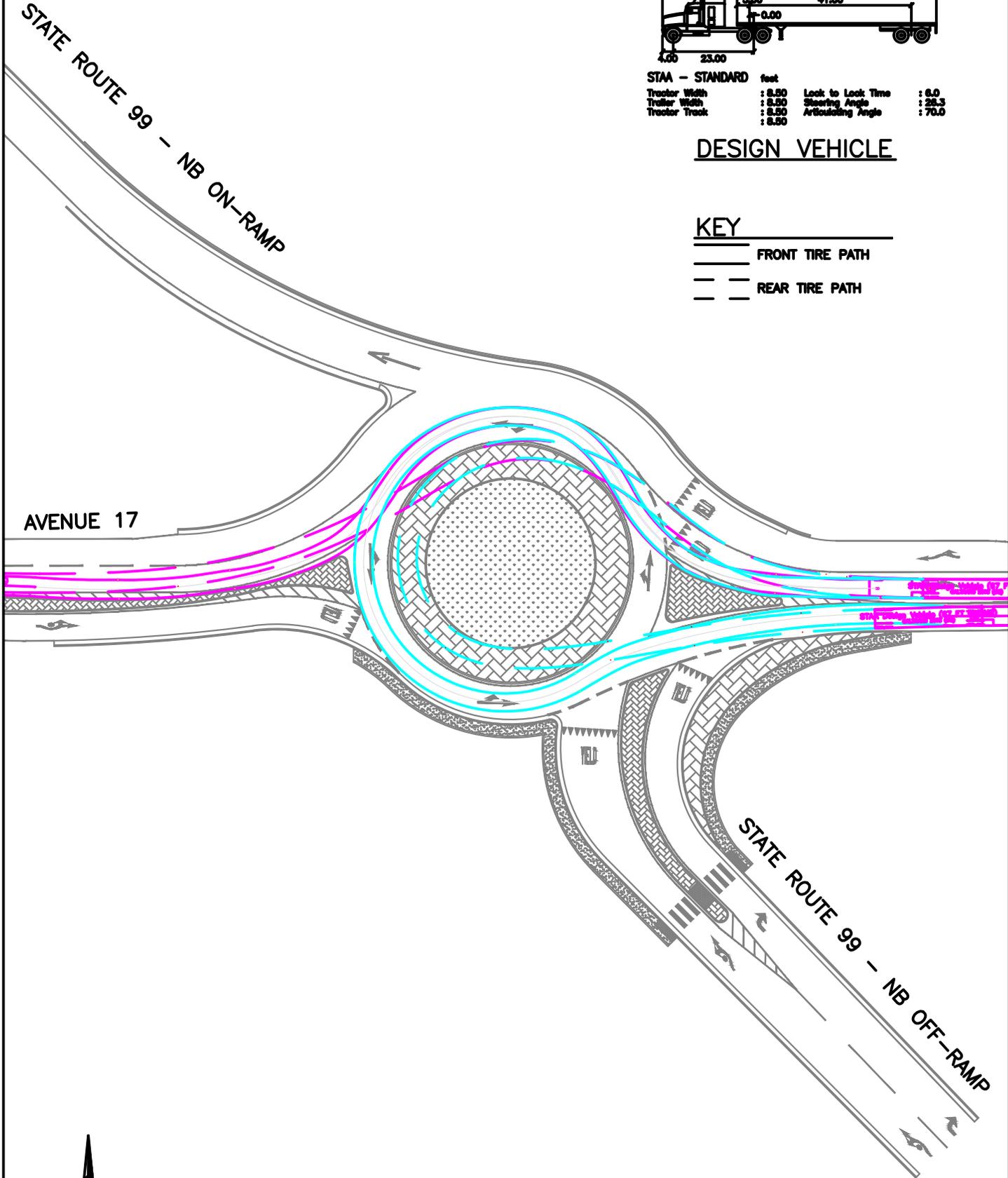


STAA - STANDARD	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.5
Tractor Track	: 8.50	Articulating Angle	: 70.0

DESIGN VEHICLE

KEY

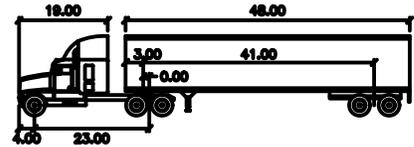
-  FRONT TIRE PATH
-  REAR TIRE PATH



SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 NB ROUNDABOUT
 TRUCK STAA - STANDARD
 WESTBOUND

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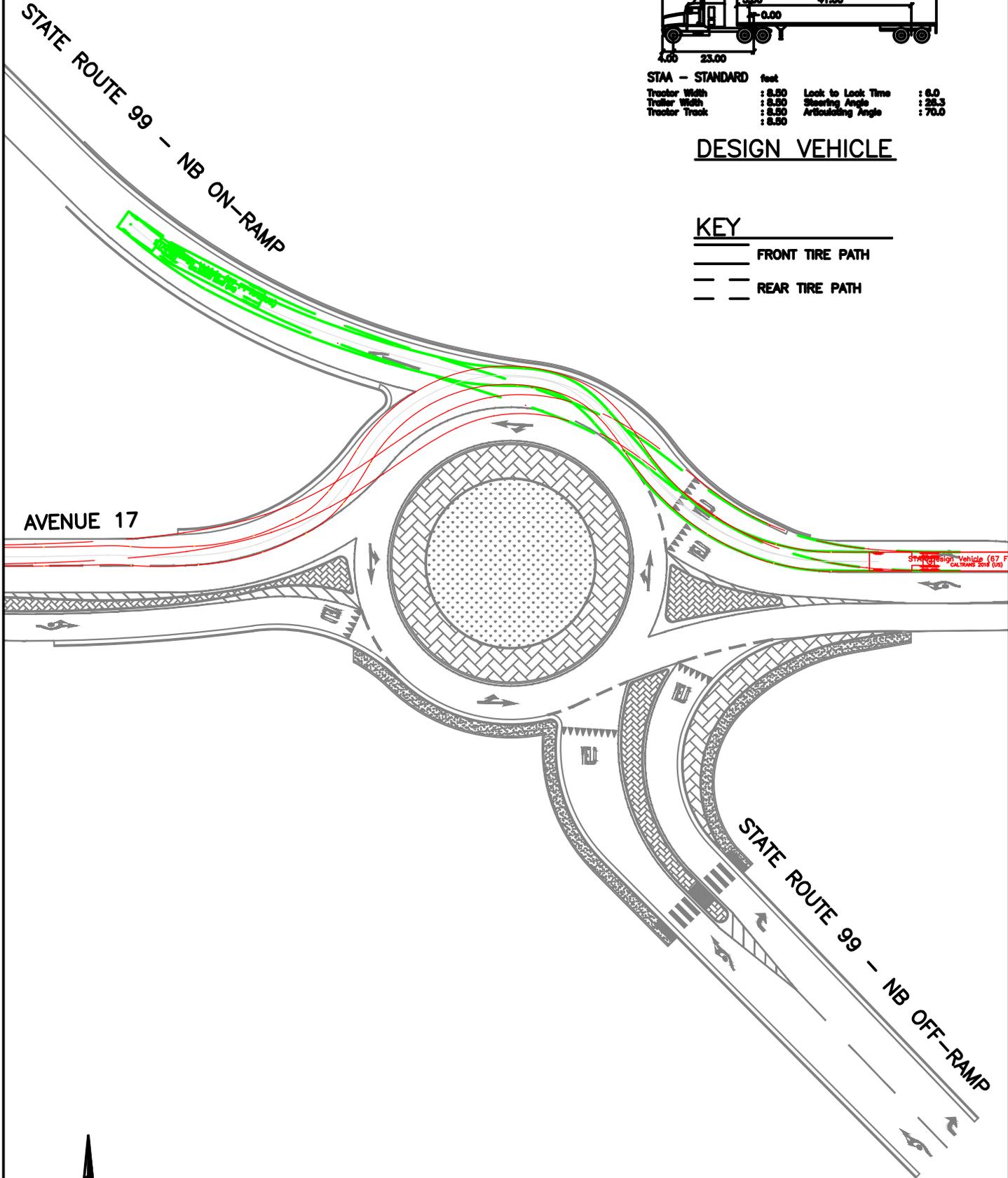


STAA - STANDARD	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.5
Tractor Track	: 8.50	Articulating Angle	: 70.0

DESIGN VEHICLE

KEY

- FRONT TIRE PATH
- REAR TIRE PATH



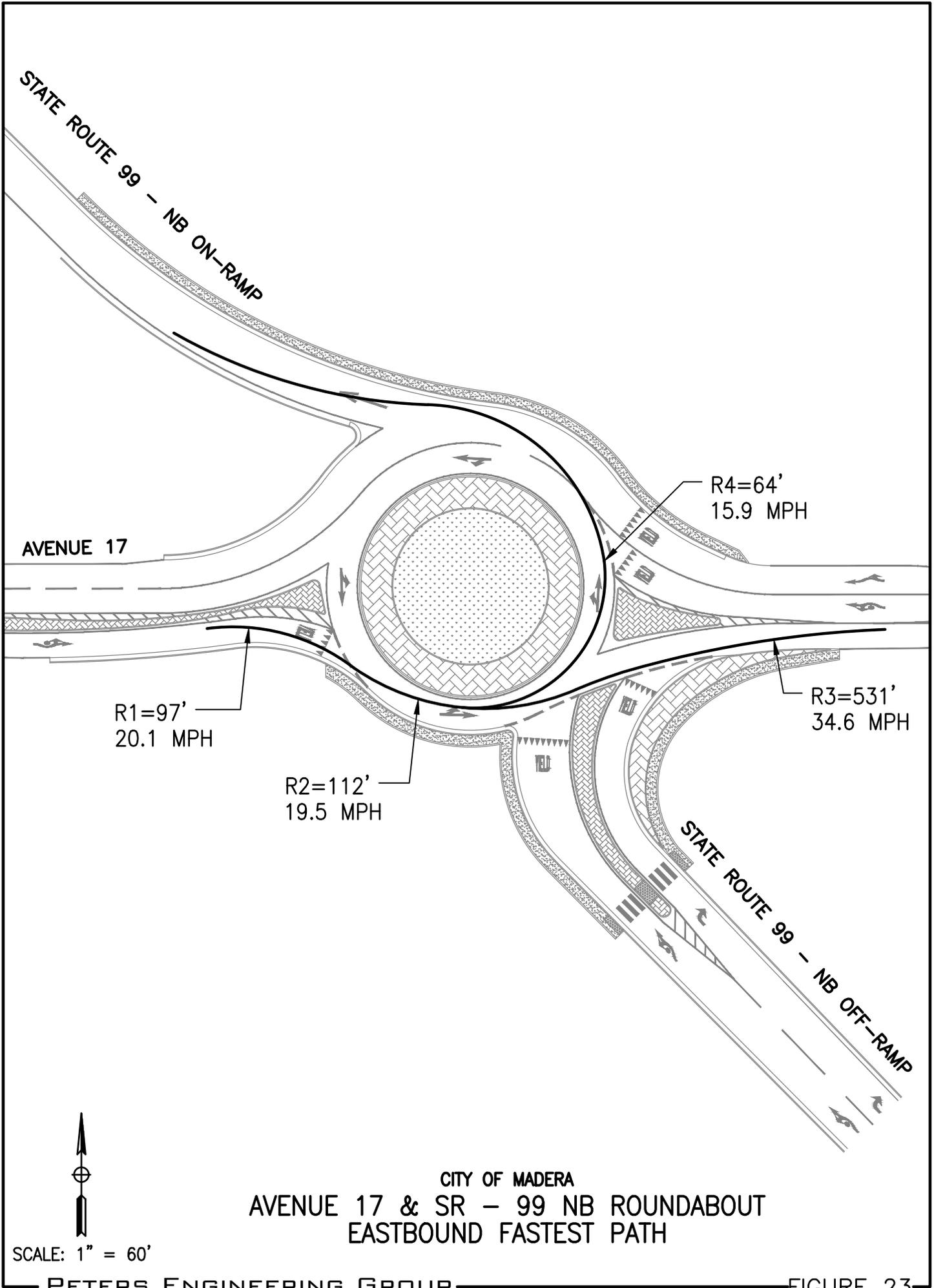
Standard Vehicle (67 F
Tractor Wheelbase (ft)



SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 NB ROUNDABOUT
 TRUCK STAA - STANDARD
 WESTBOUND THROUGH OUTSIDE LANE

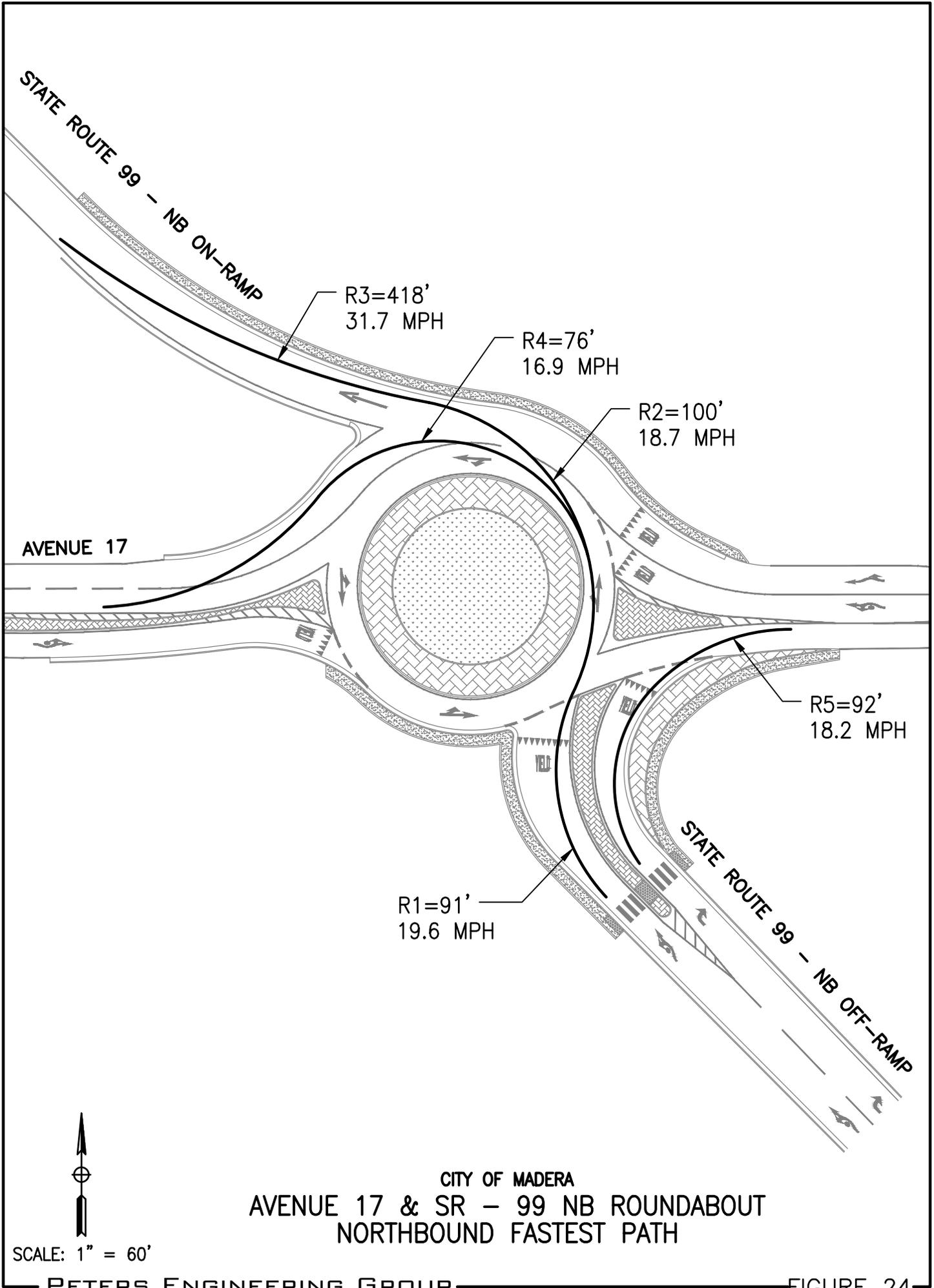
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SCALE: 1" = 60'

CITY OF MADERA
AVENUE 17 & SR - 99 NB ROUNDABOUT
EASTBOUND FASTEST PATH

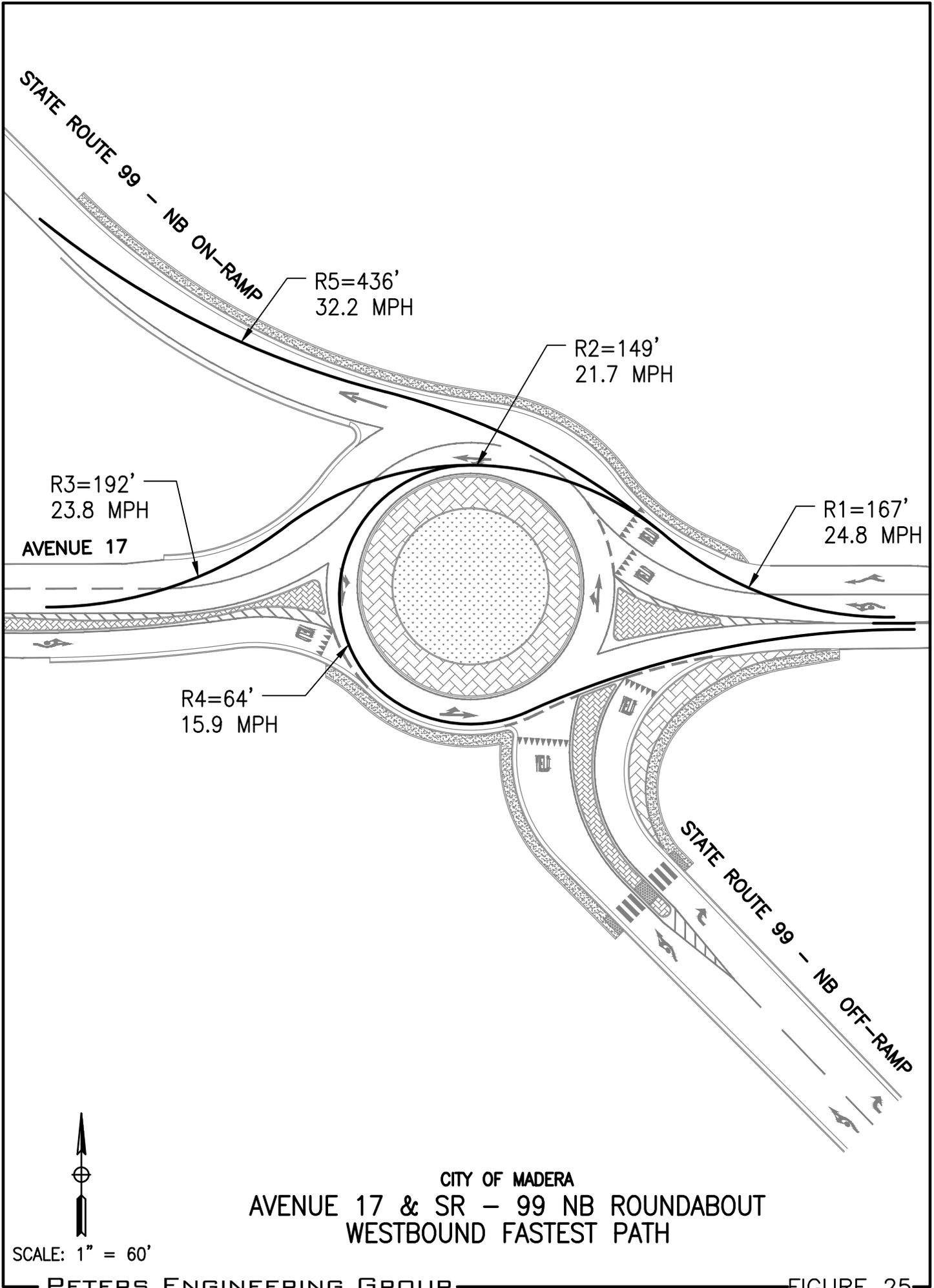
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CITY OF MADERA
AVENUE 17 & SR - 99 NB ROUNDABOUT
NORTHBOUND FASTEST PATH

SCALE: 1" = 60'

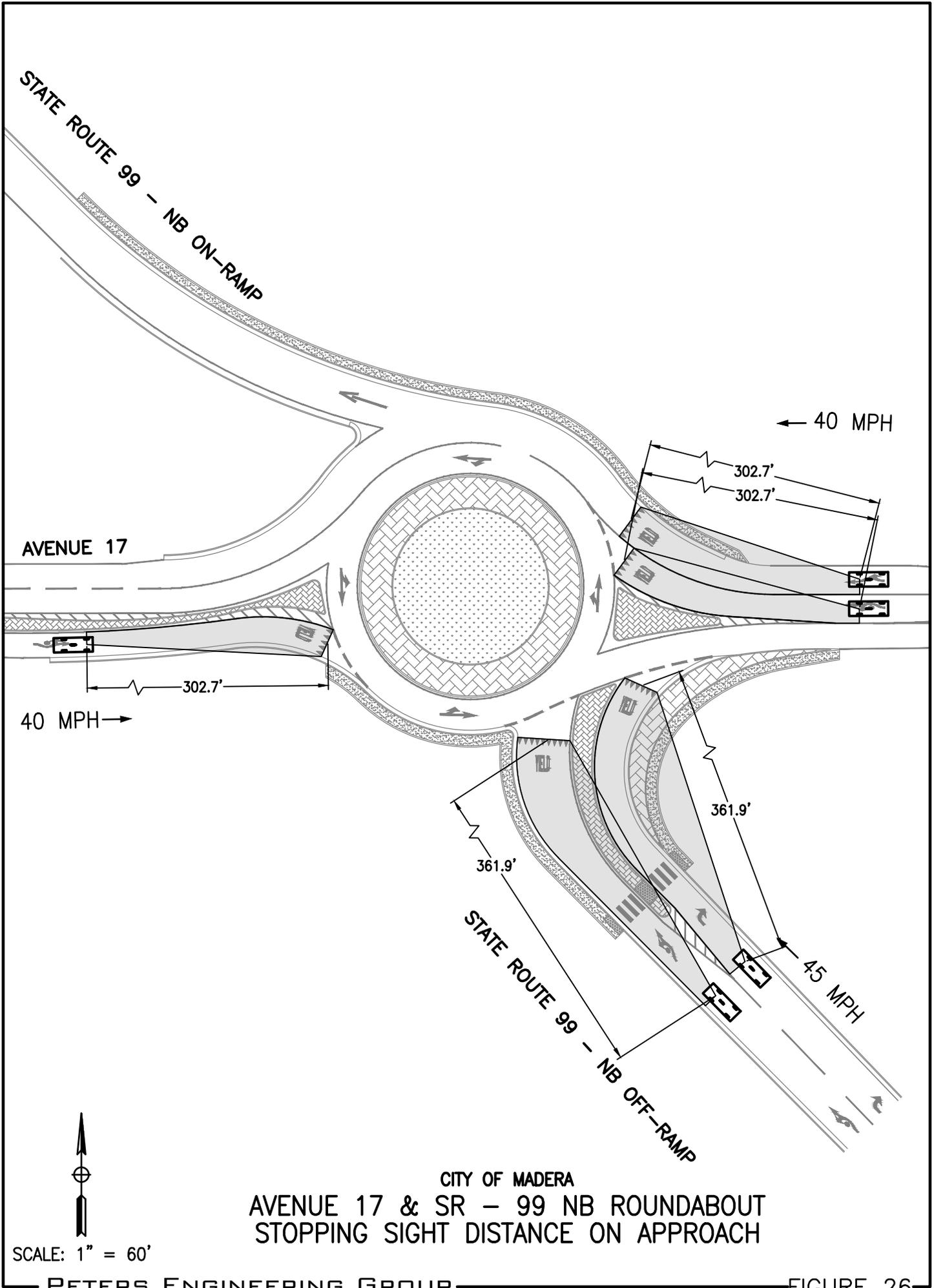
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USER: SNaamouche DATE: Apr 07, 2022 11:01am



CITY OF MADERA
AVENUE 17 & SR - 99 NB ROUNDABOUT
WESTBOUND FASTEST PATH

SCALE: 1" = 60'

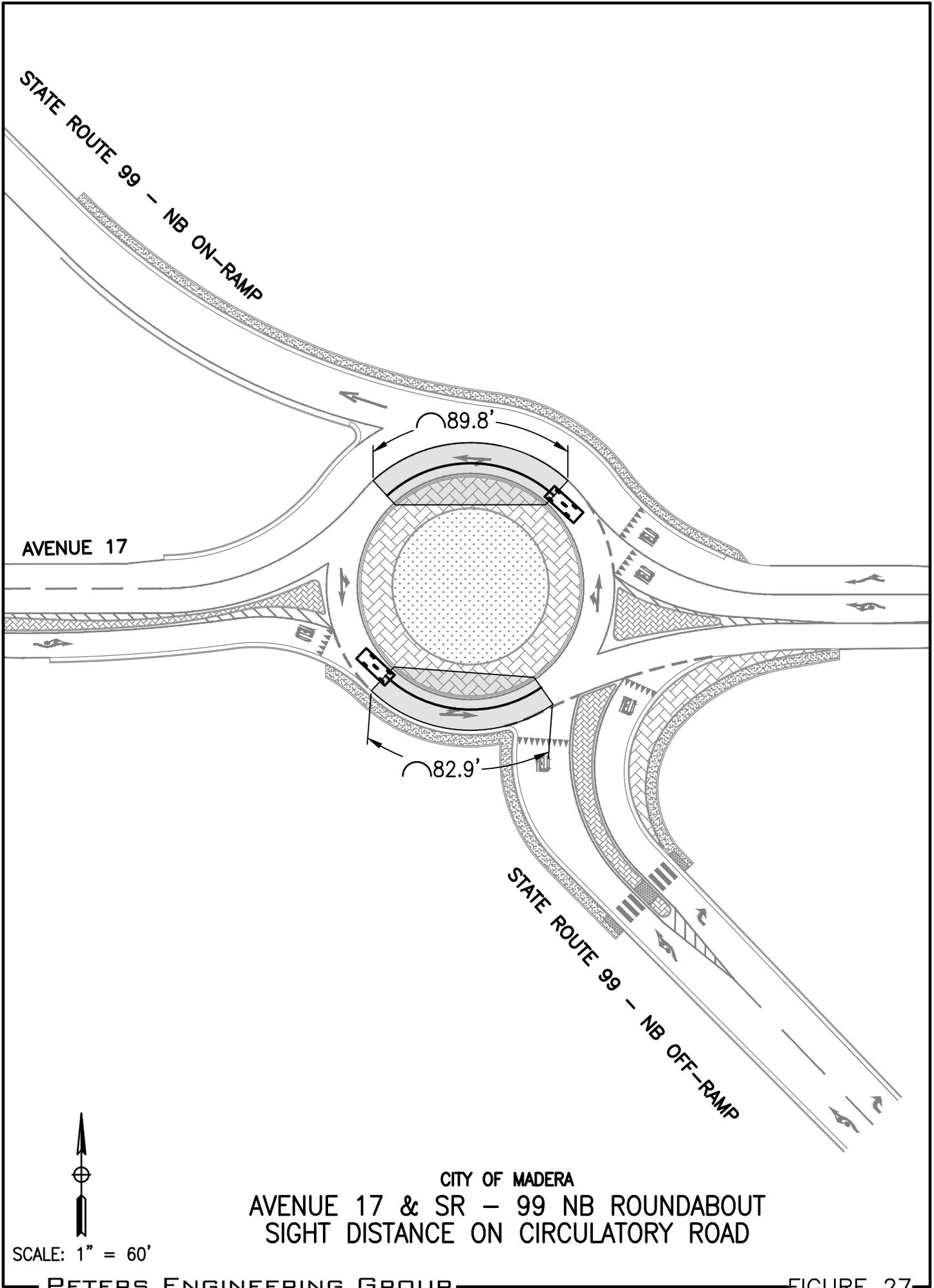
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CITY OF MADERA
 AVENUE 17 & SR - 99 NB ROUNDABOUT
 STOPPING SIGHT DISTANCE ON APPROACH

SCALE: 1" = 60'

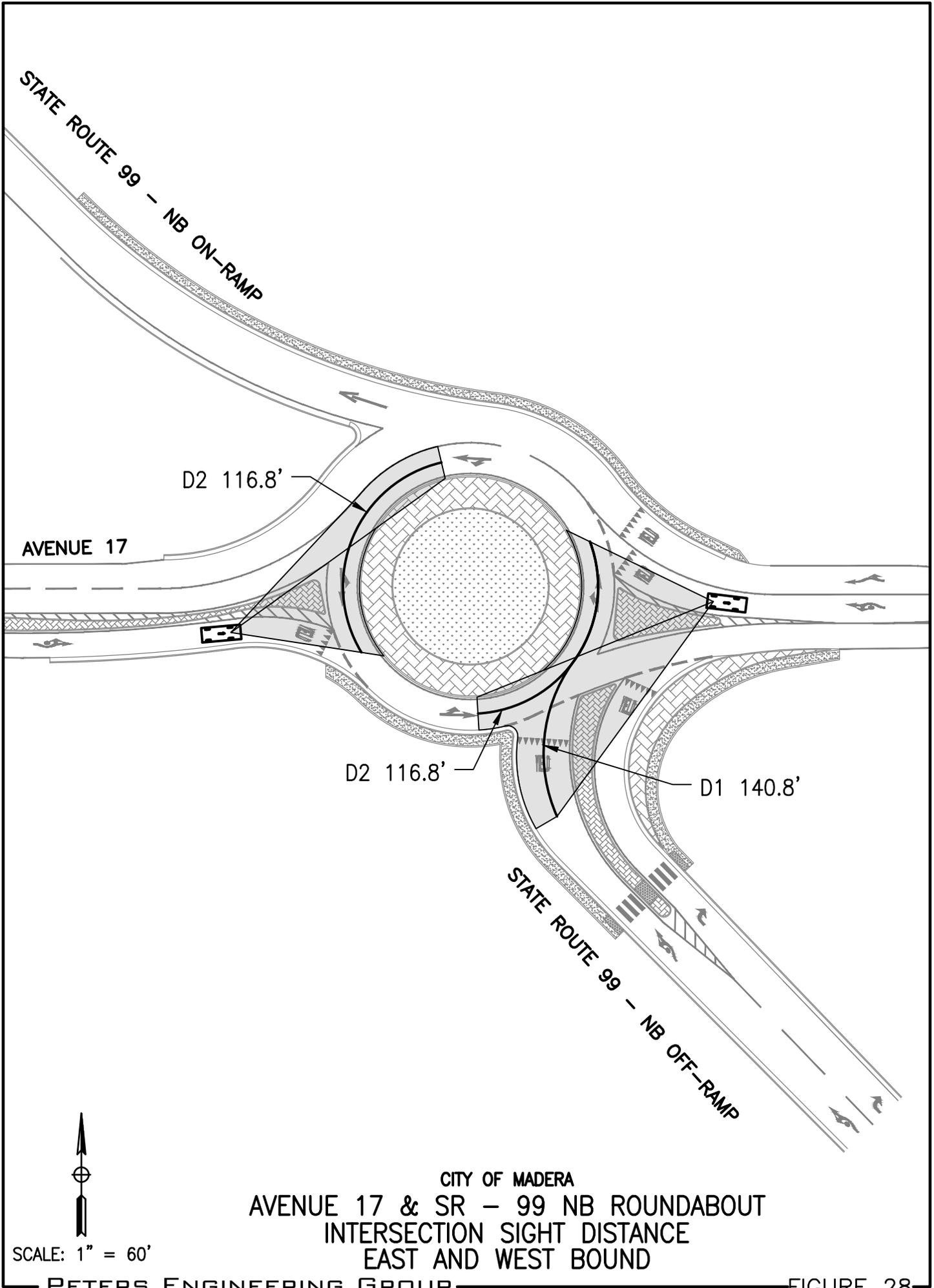
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CITY OF MADERA
AVENUE 17 & SR - 99 NB ROUNDABOUT
SIGHT DISTANCE ON CIRCULATORY ROAD

SCALE: 1" = 60'

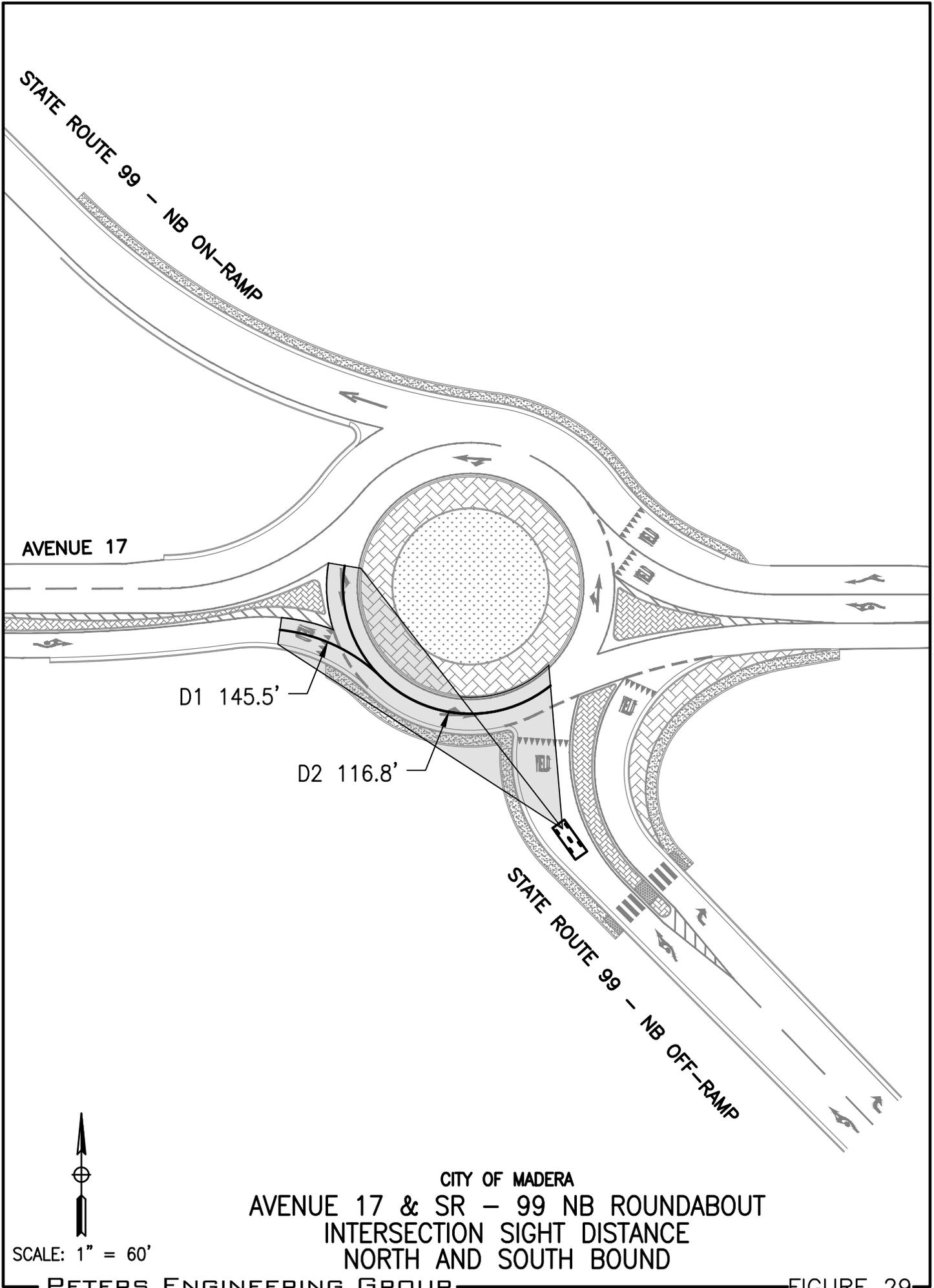
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 SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 NB ROUNDABOUT
 INTERSECTION SIGHT DISTANCE
 EAST AND WEST BOUND

DWG: S:\2016\16-007\ICE\roundabout\performance check\4 - 17 & 99 nb\SD 17 & 99 NB.dwg USER: SNaamouche DATE: Apr 07, 2022 11:01am



SCALE: 1" = 60'

CITY OF MADERA
 AVENUE 17 & SR - 99 NB ROUNDABOUT
 INTERSECTION SIGHT DISTANCE
 NORTH AND SOUTH BOUND

APPENDIX A

TRAFFIC COUNT DATA SHEETS



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ SR 99 SB Ramps

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1046

COLLECTION DATE Wednesday, February 16, 2022

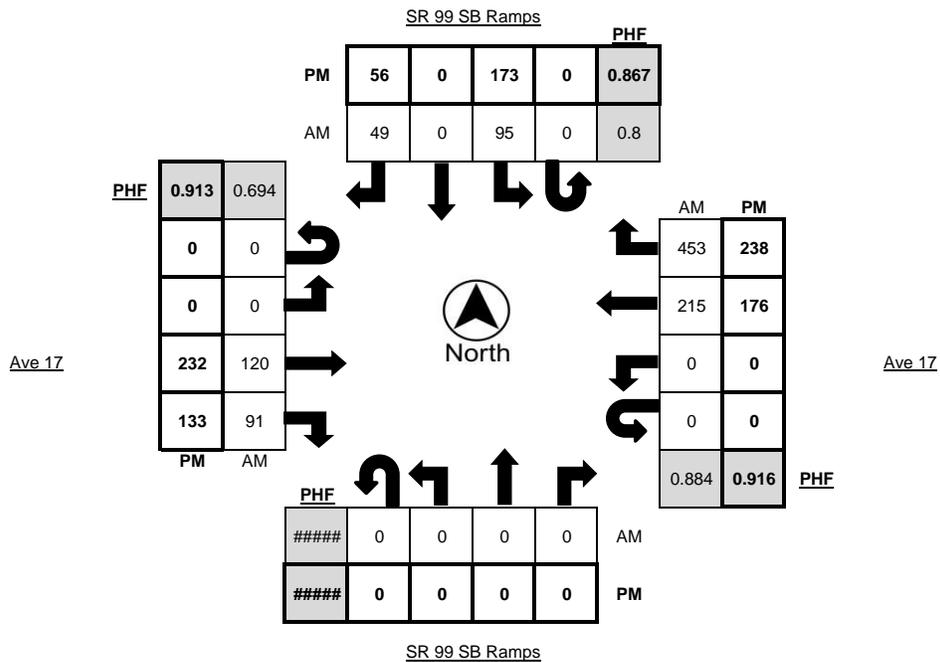
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	0	0	12	0	7	4	0	0	22	15	2	0	0	40	87	5
7:15 AM - 7:30 AM	0	0	0	0	0	0	18	0	14	3	0	0	21	16	4	0	0	42	106	7
7:30 AM - 7:45 AM	0	0	0	0	0	0	32	0	13	2	0	0	17	17	2	0	0	51	122	8
7:45 AM - 8:00 AM	0	0	0	0	0	0	26	0	8	3	0	0	40	36	5	0	0	69	120	3
8:00 AM - 8:15 AM	0	0	0	0	0	0	18	0	12	5	0	0	47	20	10	0	0	46	110	5
8:15 AM - 8:30 AM	0	0	0	0	0	0	19	0	16	3	0	0	16	18	1	0	0	49	101	6
8:30 AM - 8:45 AM	0	0	0	0	0	0	9	0	16	3	0	0	26	15	3	0	0	48	58	4
8:45 AM - 9:00 AM	0	0	0	0	0	0	16	0	13	5	0	0	30	10	3	0	0	40	51	4
TOTAL	0	0	0	0	0	0	150	0	99	28	0	0	219	147	30	0	0	385	755	42

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	0	0	42	0	17	8	0	0	57	43	6	0	0	47	66	16
4:15 PM - 4:30 PM	0	0	0	0	0	0	53	0	13	8	0	0	64	28	2	0	0	52	49	9
4:30 PM - 4:45 PM	0	0	0	0	0	0	43	0	10	4	0	0	61	36	3	0	0	33	56	4
4:45 PM - 5:00 PM	0	0	0	0	0	0	35	0	16	8	0	0	50	26	0	0	0	44	67	7
5:00 PM - 5:15 PM	0	0	0	0	0	0	30	0	9	6	0	0	76	32	0	0	0	49	57	5
5:15 PM - 5:30 PM	0	0	0	0	0	0	36	0	17	5	0	0	37	25	1	0	0	46	61	5
5:30 PM - 5:45 PM	0	0	0	0	0	0	33	0	7	8	0	0	55	14	5	0	0	37	78	9
5:45 PM - 6:00 PM	0	0	0	0	0	0	25	0	8	1	0	0	31	17	2	0	0	31	47	6
TOTAL	0	0	0	0	0	0	297	0	97	48	0	0	431	221	19	0	0	339	481	61

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	0	0	0	0	0	0	95	0	49	13	0	0	120	91	18	0	0	215	453	22
4:00 PM - 5:00 PM	0	0	0	0	0	0	173	0	56	28	0	0	232	133	11	0	0	176	238	36

	PHF	Trucks
AM	0.855	5.2%
PM	0.926	7.4%





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
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 www.metrotrafficdata.com

Turning Movement Report

Prepared For:

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 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ SR 99 SB Ramps

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1046

COLLECTION DATE Wednesday, February 16, 2022

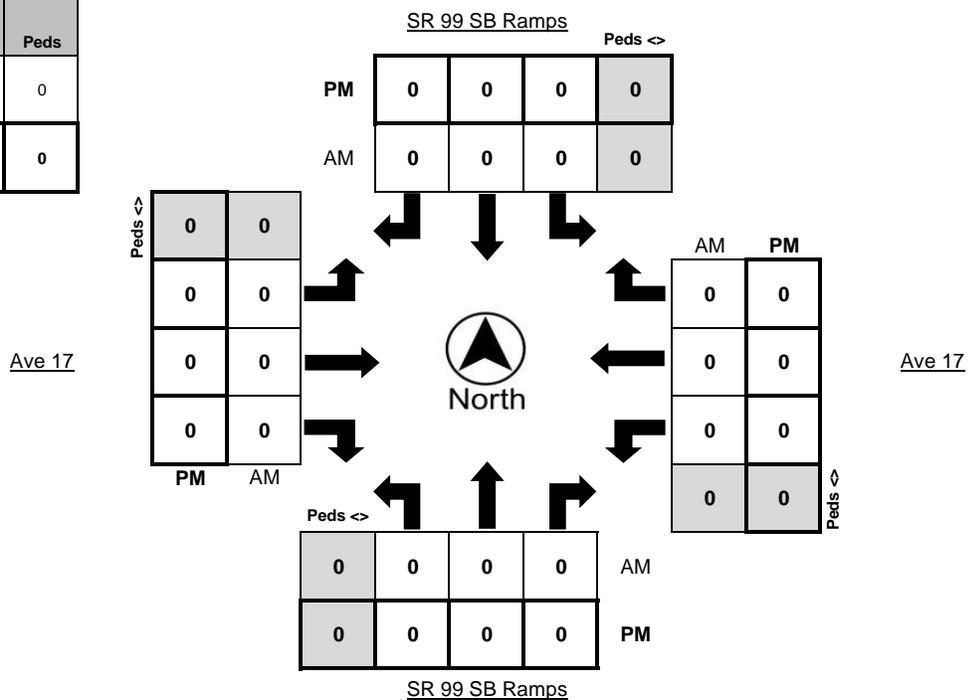
WEATHER Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	0	0





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Turning Movement Report

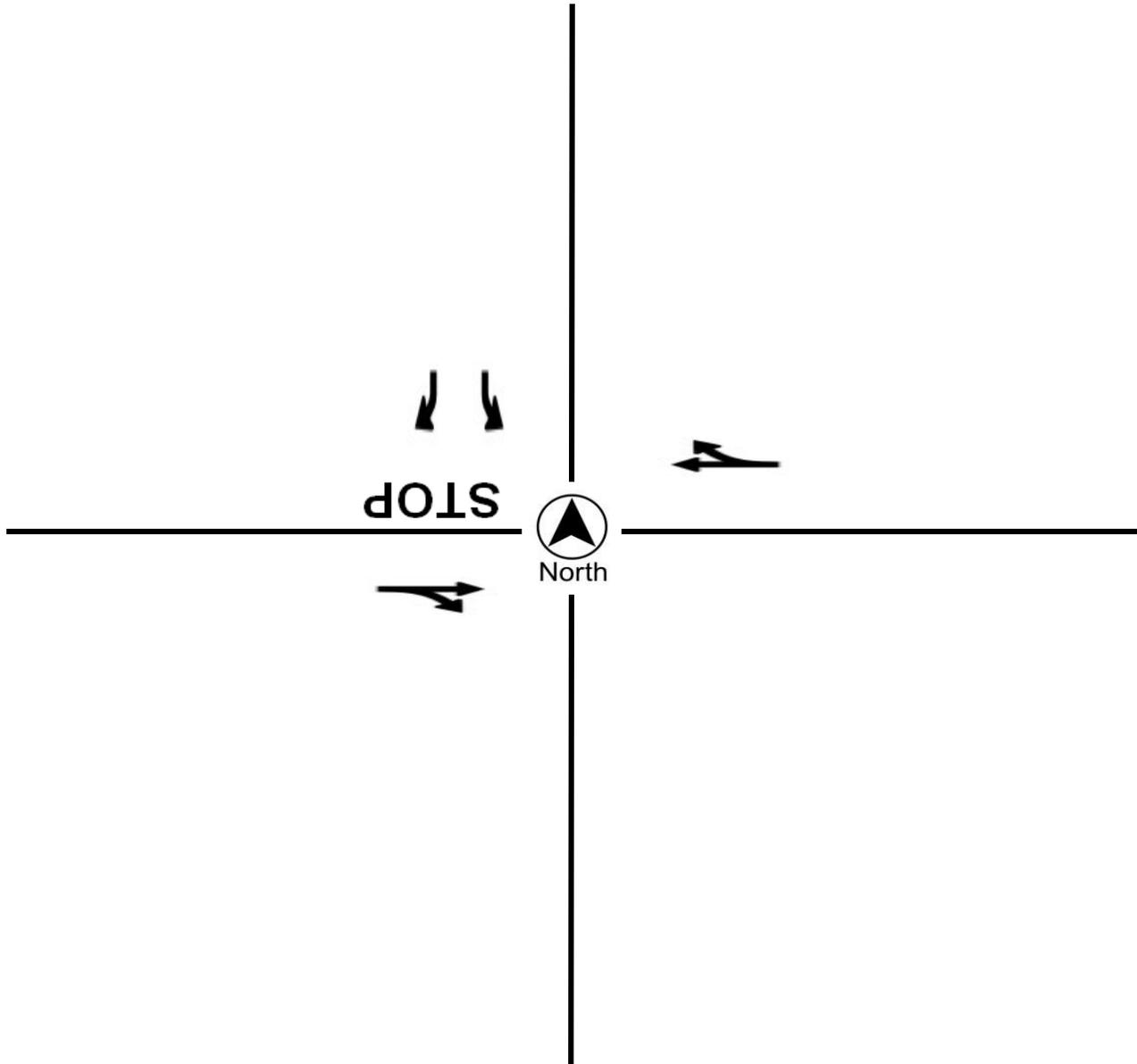
Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ SR 99 SB Ramps
COUNTY Madera
COLLECTION DATE Wednesday, February 16, 2022
CYCLE TIME N/A

N/S STREET SR 99 SB Ramps / SR 99 SB Ramps
E/W STREET Ave 17 / Ave 17
WEATHER Clear
CONTROL TYPE One-Way Stop

COMMENTS





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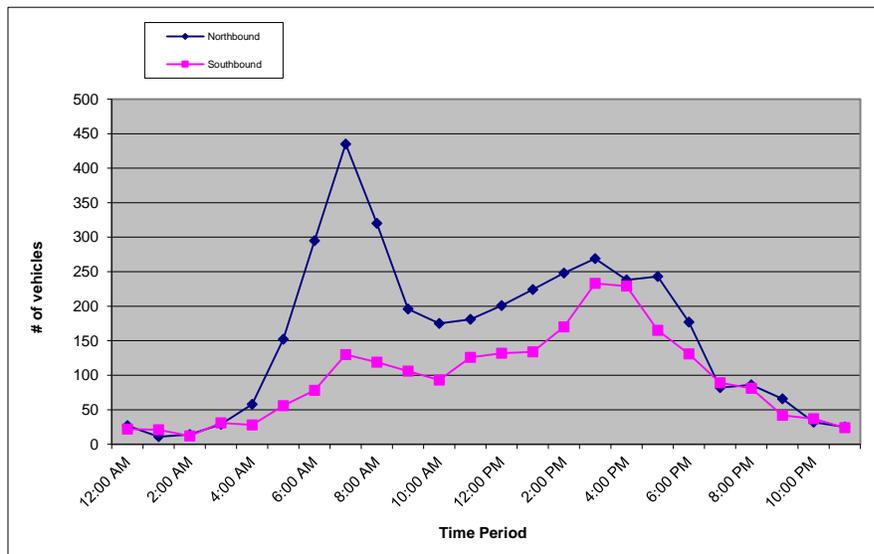
24 Hour Count Report

Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET SR 99 SB Ramps **LATITUDE** 36.99683256
SEGMENT North of Ave 17 **LONGITUDE** -120.1046032
COLLECTION DATE Wednesday, February 16, 2022 **WEATHER** Clear
NUMBER OF LANES 2 South / 1 North

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	11	7	5	4	27	6	9	3	4	22	49
1:00 AM	2	5	2	2	11	7	4	5	5	21	32
2:00 AM	3	4	5	2	14	5	1	4	2	12	26
3:00 AM	5	6	6	12	29	8	9	5	9	31	60
4:00 AM	5	19	21	13	58	4	8	7	9	28	86
5:00 AM	26	31	48	47	152	14	15	15	12	56	208
6:00 AM	58	72	71	94	295	11	20	21	26	78	373
7:00 AM	87	106	122	120	435	19	32	45	34	130	565
8:00 AM	110	101	58	51	320	30	35	25	29	119	439
9:00 AM	52	52	42	50	196	29	22	26	29	106	302
10:00 AM	40	47	47	41	175	27	23	21	22	93	268
11:00 AM	36	47	43	55	181	31	28	30	37	126	307
12:00 PM	50	53	52	46	201	29	37	28	38	132	333
1:00 PM	47	55	61	61	224	33	27	46	28	134	358
2:00 PM	63	76	54	55	248	42	38	45	45	170	418
3:00 PM	67	70	67	65	269	43	56	69	65	233	502
4:00 PM	66	49	56	67	238	59	66	53	51	229	467
5:00 PM	57	61	78	47	243	39	53	40	33	165	408
6:00 PM	61	37	36	43	177	38	35	29	29	131	308
7:00 PM	25	19	17	21	82	21	22	18	28	89	171
8:00 PM	19	21	22	24	86	25	16	21	19	81	167
9:00 PM	17	14	18	17	66	2	14	8	18	42	108
10:00 PM	8	7	10	7	32	10	9	9	9	37	69
11:00 PM	7	4	7	7	25	5	5	5	9	24	49
Total	62.3%				3784	37.7%				2289	
6073											

AM% 44.7% **AM Peak** 599 **7:15 am to 8:15 am** **AM P.H.F.** 0.90
PM% 55.3% **PM Peak** 517 **3:15 pm to 4:15 pm** **PM P.H.F.** 0.95





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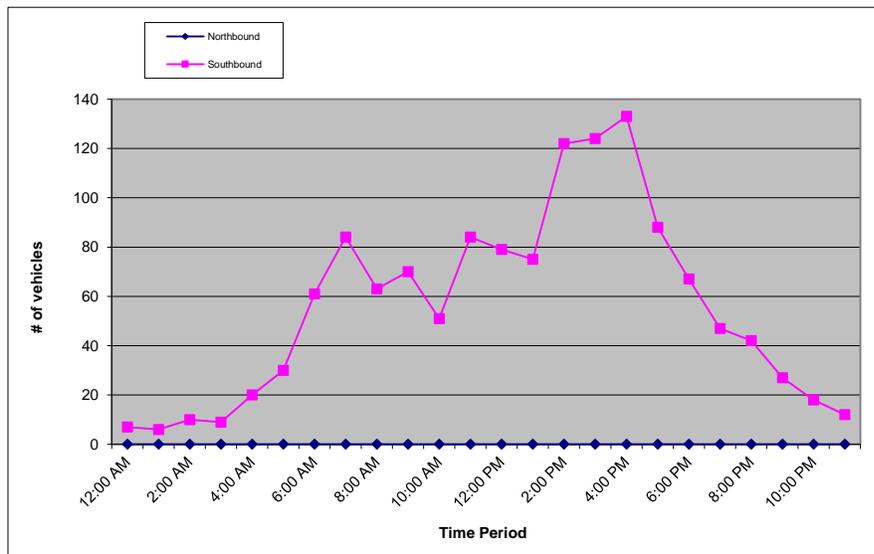
24 Hour Count Report

Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET SR 99 SB On-ramp **LATITUDE** 36.99619853
SEGMENT South of Ave 17 **LONGITUDE** -120.1030898
COLLECTION DATE Wednesday, February 16, 2022 **WEATHER** Clear
NUMBER OF LANES 1

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	0	0	0	0	0	2	2	1	2	7	7
1:00 AM	0	0	0	0	0	0	2	3	1	6	6
2:00 AM	0	0	0	0	0	4	0	3	3	10	10
3:00 AM	0	0	0	0	0	2	3	1	3	9	9
4:00 AM	0	0	0	0	0	4	3	8	5	20	20
5:00 AM	0	0	0	0	0	9	6	2	13	30	30
6:00 AM	0	0	0	0	0	18	14	17	12	61	61
7:00 AM	0	0	0	0	0	15	16	17	36	84	84
8:00 AM	0	0	0	0	0	20	18	15	10	63	63
9:00 AM	0	0	0	0	0	18	13	13	26	70	70
10:00 AM	0	0	0	0	0	15	16	10	10	51	51
11:00 AM	0	0	0	0	0	20	27	15	22	84	84
12:00 PM	0	0	0	0	0	25	17	22	15	79	79
1:00 PM	0	0	0	0	0	13	16	20	26	75	75
2:00 PM	0	0	0	0	0	33	21	39	29	122	122
3:00 PM	0	0	0	0	0	19	39	33	33	124	124
4:00 PM	0	0	0	0	0	43	28	36	26	133	133
5:00 PM	0	0	0	0	0	32	25	14	17	88	88
6:00 PM	0	0	0	0	0	16	21	15	15	67	67
7:00 PM	0	0	0	0	0	14	6	12	15	47	47
8:00 PM	0	0	0	0	0	15	13	6	8	42	42
9:00 PM	0	0	0	0	0	11	1	12	3	27	27
10:00 PM	0	0	0	0	0	10	4	3	1	18	18
11:00 PM	0	0	0	0	0	4	2	3	3	12	12
Total	0.0%					100.0%					1329
1329											

AM% 37.2% **AM Peak** 91 **7:30 am to 8:30 am** **AM P.H.F.** 0.63
PM% 62.8% **PM Peak** 148 **3:15 pm to 4:15 pm** **PM P.H.F.** 0.86





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24 Hour Count Report

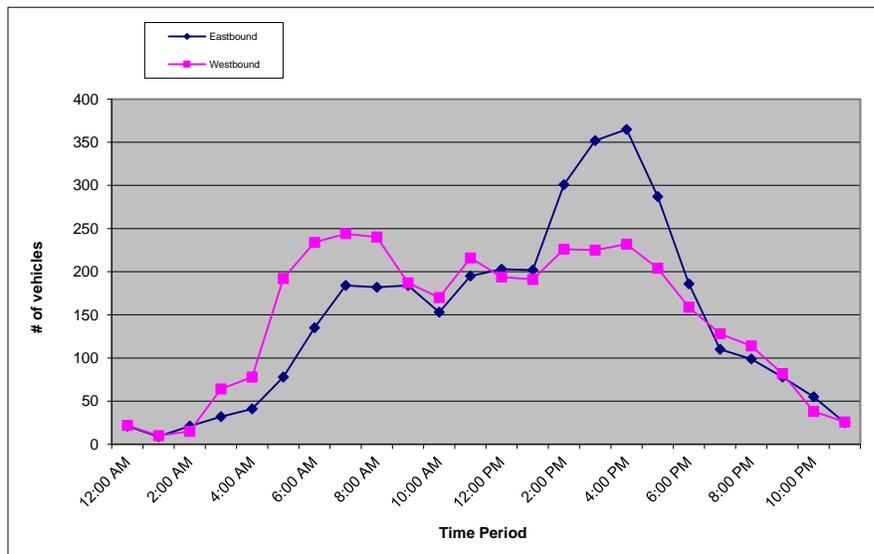
Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET Ave 17
SEGMENT West of SR 99 SB Ramps
COLLECTION DATE Wednesday, February 16, 2022
NUMBER OF LANES 2

LATITUDE 36.9964405
LONGITUDE -120.1054081
WEATHER Clear

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	5	8	5	3	21	3	12	2	5	22	43
1:00 AM	0	3	3	3	9	1	3	3	3	10	19
2:00 AM	7	1	9	4	21	3	4	3	5	15	36
3:00 AM	7	9	6	10	32	7	8	23	26	64	96
4:00 AM	10	6	14	11	41	7	20	19	32	78	119
5:00 AM	24	18	14	22	78	34	40	50	68	192	270
6:00 AM	33	39	38	25	135	54	63	64	53	234	369
7:00 AM	37	37	34	76	184	47	56	64	77	244	428
8:00 AM	67	34	41	40	182	58	65	64	53	240	422
9:00 AM	51	30	45	58	184	54	36	50	47	187	371
10:00 AM	36	42	38	37	153	44	49	29	48	170	323
11:00 AM	39	56	50	50	195	54	57	49	56	216	411
12:00 PM	51	49	56	47	203	39	50	48	57	194	397
1:00 PM	43	49	59	51	202	48	53	47	43	191	393
2:00 PM	68	62	90	81	301	57	53	54	62	226	527
3:00 PM	66	89	98	99	352	52	58	58	57	225	577
4:00 PM	100	92	97	76	365	64	65	43	60	232	597
5:00 PM	108	62	69	48	287	58	63	44	39	204	491
6:00 PM	54	55	38	39	186	48	37	28	46	159	345
7:00 PM	28	25	22	35	110	27	25	32	44	128	238
8:00 PM	41	28	16	14	99	38	22	27	27	114	213
9:00 PM	27	13	23	15	78	19	16	18	29	82	160
10:00 PM	26	14	7	8	55	13	11	6	8	38	93
11:00 PM	11	6	7	1	25	11	7	5	3	26	51
Total	50.1%				3498	49.9%				3491	6989

AM% 41.6% **AM Peak** 482 **7:45 am to 8:45 am** **AM P.H.F.** 0.79
PM% 58.4% **PM Peak** 633 **3:30 pm to 4:30 pm** **PM P.H.F.** 0.96





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Turning Movement Report

Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ SR 99 NB Ramps

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1014

COLLECTION DATE Wednesday, February 16, 2022

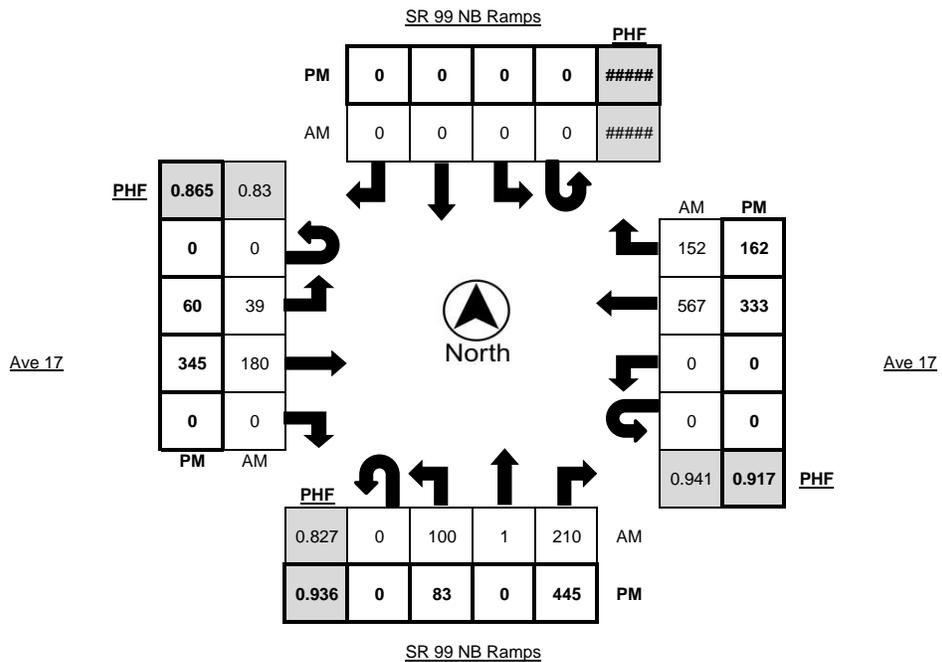
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	22	1	42	8	0	0	0	0	0	0	10	24	0	6	0	0	105	29	8
7:15 AM - 7:30 AM	0	22	0	46	8	0	0	0	0	0	0	8	31	0	6	0	0	126	39	12
7:30 AM - 7:45 AM	0	25	0	53	7	0	0	0	0	0	0	8	41	0	2	0	0	146	45	20
7:45 AM - 8:00 AM	0	34	0	60	11	0	0	0	0	0	0	9	57	0	4	0	0	158	31	13
8:00 AM - 8:15 AM	0	19	1	51	10	0	0	0	0	0	0	14	51	0	7	0	0	137	37	11
8:15 AM - 8:30 AM	0	20	1	52	12	0	0	0	0	0	0	6	29	0	2	0	0	130	22	13
8:30 AM - 8:45 AM	0	21	1	45	6	0	0	0	0	0	0	12	23	0	5	0	0	84	29	11
8:45 AM - 9:00 AM	0	28	1	47	6	0	0	0	0	0	0	17	29	0	5	0	0	64	28	12
TOTAL	0	191	5	396	68	0	0	0	0	0	0	84	285	0	37	0	0	950	260	100

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	23	0	115	13	0	0	0	0	0	0	17	82	0	10	0	0	93	42	23
4:15 PM - 4:30 PM	0	22	0	98	11	0	0	0	0	0	0	17	100	0	6	0	0	75	43	18
4:30 PM - 4:45 PM	0	14	0	115	8	0	0	0	0	0	0	12	92	0	5	0	0	76	34	10
4:45 PM - 5:00 PM	0	24	0	117	13	0	0	0	0	0	0	14	71	0	6	0	0	89	43	8
5:00 PM - 5:15 PM	0	26	0	112	11	0	0	0	0	0	0	22	84	0	7	0	0	78	39	9
5:15 PM - 5:30 PM	0	21	0	114	12	0	0	0	0	0	0	8	65	0	2	0	0	90	40	8
5:30 PM - 5:45 PM	0	14	0	104	6	0	0	0	0	0	0	22	66	0	9	0	0	101	38	17
5:45 PM - 6:00 PM	0	11	1	110	13	0	0	0	0	0	0	11	45	0	4	0	0	65	29	7
TOTAL	0	155	1	885	87	0	0	0	0	0	0	123	605	0	49	0	0	667	308	100

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	100	1	210	36	0	0	0	0	0	0	39	180	0	19	0	0	567	152	56
4:00 PM - 5:00 PM	0	83	0	445	45	0	0	0	0	0	0	60	345	0	27	0	0	333	162	59

	PHF	Trucks
AM	0.895	8.9%
PM	0.960	9.2%





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Turning Movement Report

Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ SR 99 NB Ramps

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1014

COLLECTION DATE Wednesday, February 16, 2022

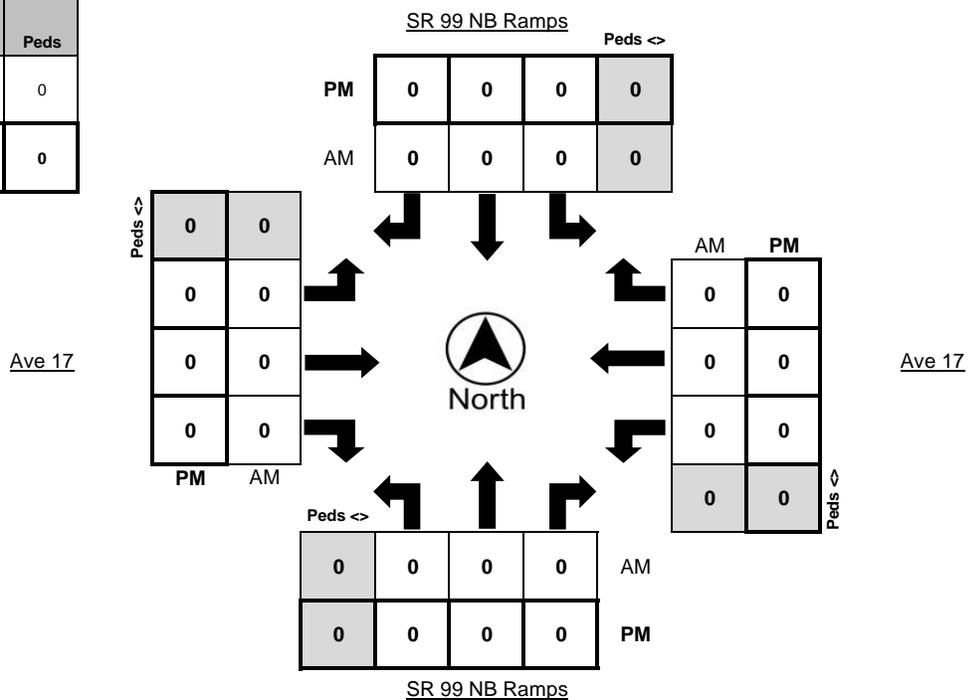
WEATHER Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	0	0





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Turning Movement Report

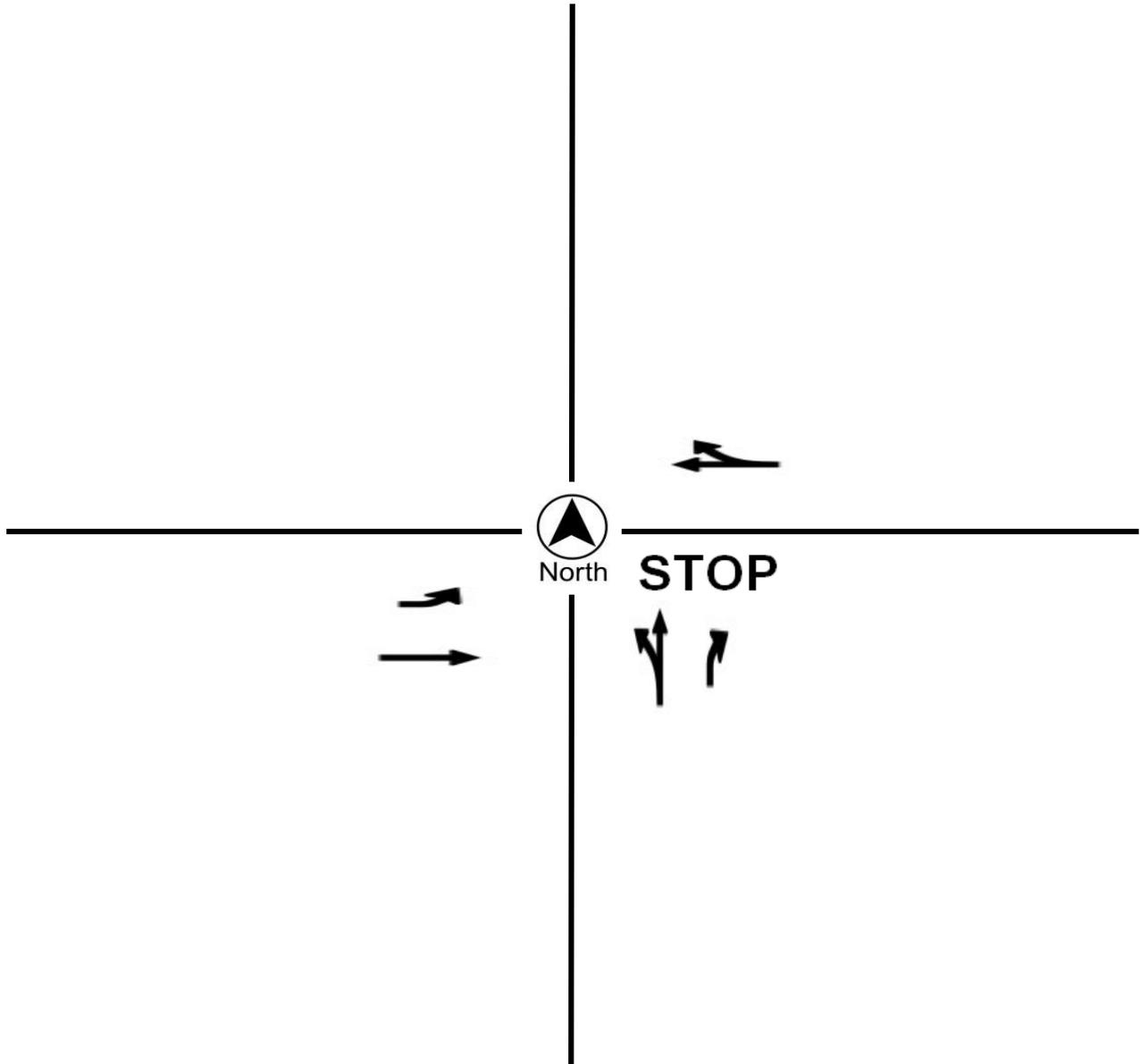
Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ SR 99 NB Ramps
COUNTY Madera
COLLECTION DATE Wednesday, February 16, 2022
CYCLE TIME N/A

N/S STREET SR 99 NB Ramps / SR 99 NB Ramps
E/W STREET Ave 17 / Ave 17
WEATHER Clear
CONTROL TYPE One-Way Stop

COMMENTS





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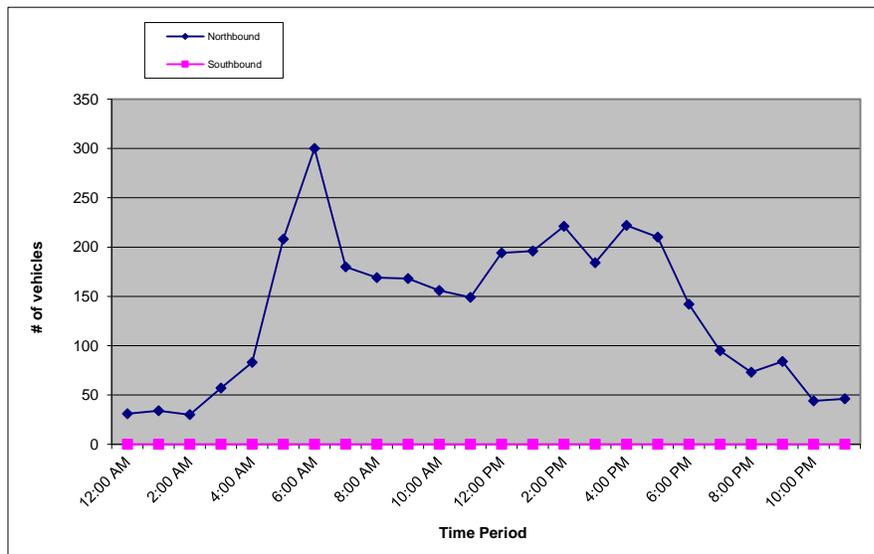
24 Hour Count Report

Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET SR 99 NB On-ramp **LATITUDE** 36.99680063
SEGMENT North of Ave 17 **LONGITUDE** -120.1018722
COLLECTION DATE Wednesday, February 16, 2022 **WEATHER** Clear
NUMBER OF LANES 1

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	4	11	7	9	31	0	0	0	0	0	31
1:00 AM	10	7	6	11	34	0	0	0	0	0	34
2:00 AM	6	3	10	11	30	0	0	0	0	0	30
3:00 AM	10	17	14	16	57	0	0	0	0	0	57
4:00 AM	18	25	19	21	83	0	0	0	0	0	83
5:00 AM	50	49	39	70	208	0	0	0	0	0	208
6:00 AM	81	95	72	52	300	0	0	0	0	0	300
7:00 AM	40	47	53	40	180	0	0	0	0	0	180
8:00 AM	52	29	42	46	169	0	0	0	0	0	169
9:00 AM	54	36	41	37	168	0	0	0	0	0	168
10:00 AM	32	45	31	48	156	0	0	0	0	0	156
11:00 AM	40	35	39	35	149	0	0	0	0	0	149
12:00 PM	49	42	45	58	194	0	0	0	0	0	194
1:00 PM	41	49	45	61	196	0	0	0	0	0	196
2:00 PM	64	58	51	48	221	0	0	0	0	0	221
3:00 PM	55	37	44	48	184	0	0	0	0	0	184
4:00 PM	59	60	46	57	222	0	0	0	0	0	222
5:00 PM	61	48	60	41	210	0	0	0	0	0	210
6:00 PM	37	53	24	28	142	0	0	0	0	0	142
7:00 PM	29	14	25	27	95	0	0	0	0	0	95
8:00 PM	21	12	22	18	73	0	0	0	0	0	73
9:00 PM	19	28	23	14	84	0	0	0	0	0	84
10:00 PM	20	7	9	8	44	0	0	0	0	0	44
11:00 PM	10	9	12	15	46	0	0	0	0	0	46
Total	100.0%				3276	0.0%				0	
3276											

AM% **47.8%** **AM Peak 318** **5:45 am to 6:45 am** **AM P.H.F. 0.84**
PM% **52.2%** **PM Peak 226** **4:45 pm to 5:45 pm** **PM P.H.F. 0.93**





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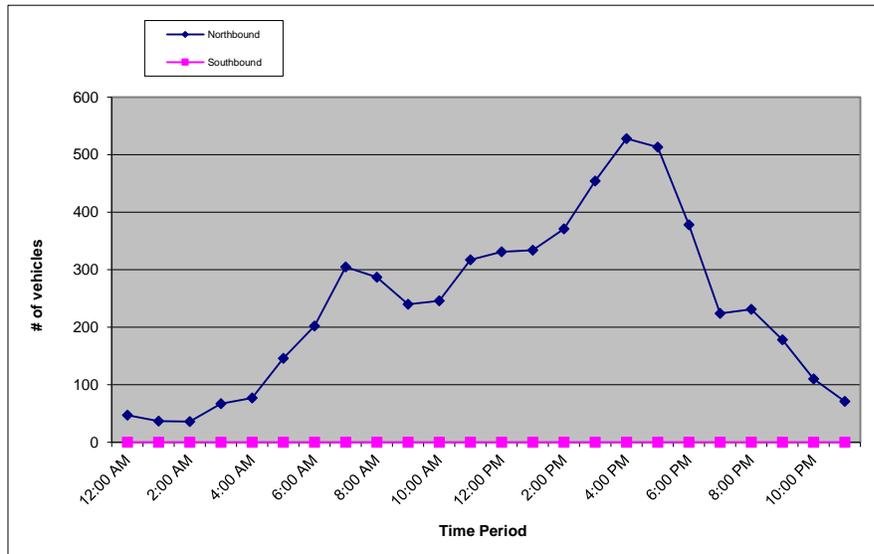
24 Hour Count Report

Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET SR 99 NB Off-ramp **LATITUDE** 36.99608112
SEGMENT South of Ave 17 **LONGITUDE** -120.1010819
COLLECTION DATE Wednesday, February 16, 2022 **WEATHER** Clear
NUMBER OF LANES 1

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	10	11	15	11	47	0	0	0	0	0	47
1:00 AM	15	8	6	8	37	0	0	0	0	0	37
2:00 AM	9	10	8	9	36	0	0	0	0	0	36
3:00 AM	13	11	21	22	67	0	0	0	0	0	67
4:00 AM	14	18	15	30	77	0	0	0	0	0	77
5:00 AM	25	28	38	55	146	0	0	0	0	0	146
6:00 AM	44	52	50	56	202	0	0	0	0	0	202
7:00 AM	65	68	78	94	305	0	0	0	0	0	305
8:00 AM	71	73	67	76	287	0	0	0	0	0	287
9:00 AM	62	55	61	62	240	0	0	0	0	0	240
10:00 AM	67	55	64	60	246	0	0	0	0	0	246
11:00 AM	65	64	86	102	317	0	0	0	0	0	317
12:00 PM	82	80	94	75	331	0	0	0	0	0	331
1:00 PM	84	77	88	85	334	0	0	0	0	0	334
2:00 PM	93	96	104	78	371	0	0	0	0	0	371
3:00 PM	127	98	109	120	454	0	0	0	0	0	454
4:00 PM	138	120	129	141	528	0	0	0	0	0	528
5:00 PM	138	135	118	122	513	0	0	0	0	0	513
6:00 PM	127	87	80	84	378	0	0	0	0	0	378
7:00 PM	45	58	63	58	224	0	0	0	0	0	224
8:00 PM	58	53	60	60	231	0	0	0	0	0	231
9:00 PM	59	51	30	38	178	0	0	0	0	0	178
10:00 PM	31	27	24	28	110	0	0	0	0	0	110
11:00 PM	21	18	18	14	71	0	0	0	0	0	71
Total	100.0%				5730	0.0%				0	5730

AM% 35.0% AM Peak 317 11:00 am to 12:00 pm AM P.H.F. 0.78
 PM% 65.0% PM Peak 543 4:30 pm to 5:30 pm PM P.H.F. 0.96





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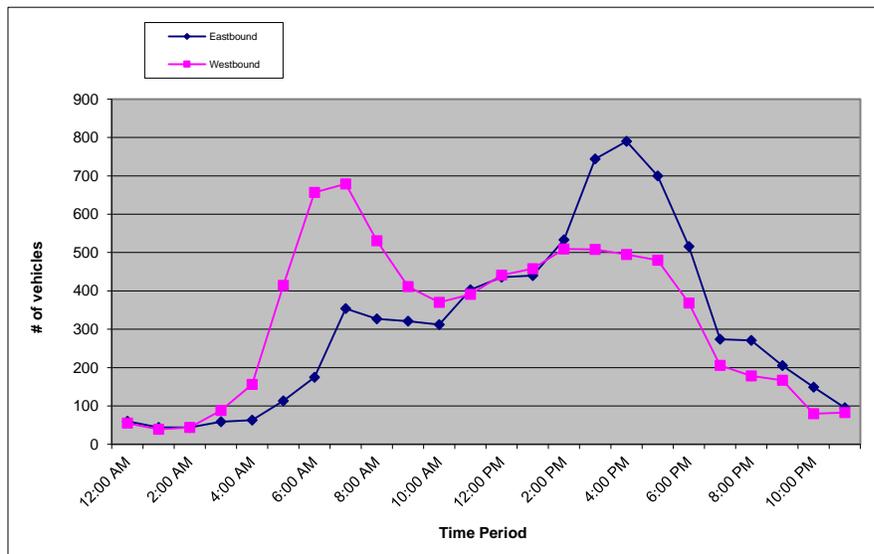
24 Hour Count Report

Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET Ave 17 **LATITUDE** 36.99645171
SEGMENT East of SR 99 NB Ramps **LONGITUDE** -120.1006079
COLLECTION DATE Wednesday, February 16, 2022 **WEATHER** Clear
NUMBER OF LANES 2

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	18	13	17	12	60	16	16	9	14	55	115
1:00 AM	18	10	8	8	44	9	12	9	9	39	83
2:00 AM	11	11	15	7	44	7	10	15	12	44	88
3:00 AM	17	14	12	16	59	13	19	25	31	88	147
4:00 AM	12	13	15	23	63	18	48	46	44	156	219
5:00 AM	24	22	30	37	113	80	86	102	146	414	527
6:00 AM	42	35	46	52	175	165	175	161	156	657	832
7:00 AM	66	77	94	117	354	134	165	191	189	679	1033
8:00 AM	102	81	68	76	327	174	152	113	92	531	858
9:00 AM	85	72	76	88	321	119	103	90	99	411	732
10:00 AM	73	71	89	79	312	73	104	84	109	370	682
11:00 AM	77	86	114	126	403	92	101	94	104	391	794
12:00 PM	105	111	121	99	436	104	109	113	115	441	877
1:00 PM	112	90	129	109	440	102	113	106	137	458	898
2:00 PM	114	132	156	131	533	127	147	118	117	509	1042
3:00 PM	175	163	198	208	744	132	128	120	128	508	1252
4:00 PM	197	198	207	188	790	135	118	110	132	495	1285
5:00 PM	196	179	170	155	700	117	130	139	94	480	1180
6:00 PM	173	126	109	108	516	116	100	68	84	368	884
7:00 PM	59	78	64	73	274	59	39	48	60	206	480
8:00 PM	75	66	65	65	271	44	40	45	49	178	449
9:00 PM	61	61	36	47	205	38	44	50	35	167	372
10:00 PM	40	40	32	37	149	26	16	20	18	80	229
11:00 PM	26	26	25	18	95	19	19	23	22	83	178
Total	48.8%				7428	51.2%				7808	15236

AM% 40.1% **AM Peak** 1109 **7:15 am to 8:15 am** **AM P.H.F.** 0.91
PM% 59.9% **PM Peak** 1302 **3:30 pm to 4:30 pm** **PM P.H.F.** 0.97





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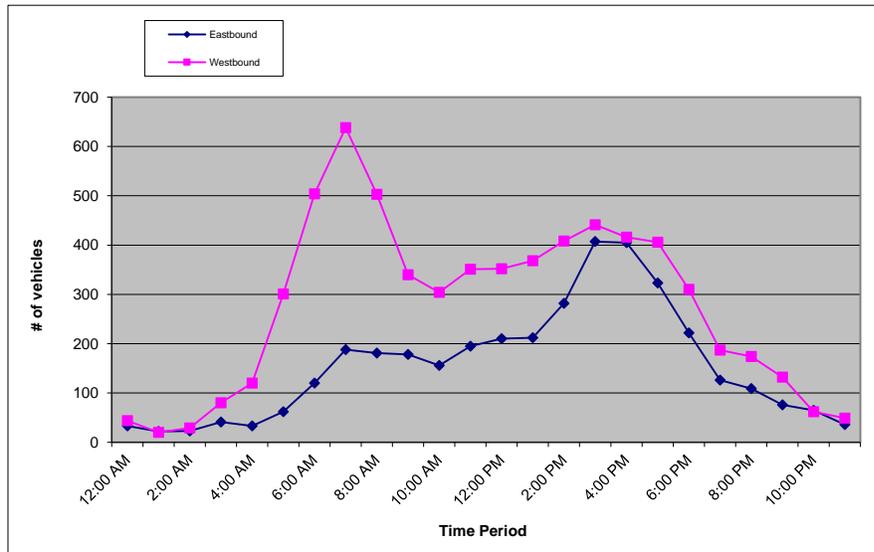
24 Hour Count Report

Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET Ave 17 **LATITUDE** 36.99644229
SEGMENT West of SR 99 NB Ramps **LONGITUDE** -120.1020237
COLLECTION DATE Wednesday, February 16, 2022 **WEATHER** Clear
NUMBER OF LANES 2

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	9	12	7	5	33	13	15	7	9	44	77
1:00 AM	7	4	4	7	22	3	7	5	5	20	42
2:00 AM	8	2	10	3	23	7	8	8	6	29	52
3:00 AM	10	11	7	13	41	9	10	27	34	80	121
4:00 AM	8	7	9	9	33	10	35	36	39	120	153
5:00 AM	20	16	14	12	62	51	59	85	106	301	363
6:00 AM	20	37	36	27	120	106	134	129	135	504	624
7:00 AM	34	39	49	66	188	127	148	171	192	638	826
8:00 AM	65	35	35	46	181	156	150	105	92	503	684
9:00 AM	51	32	44	51	178	93	82	78	87	340	518
10:00 AM	36	40	38	42	156	71	83	66	84	304	460
11:00 AM	39	46	55	55	195	79	90	82	100	351	546
12:00 PM	45	58	53	54	210	77	94	94	87	352	562
1:00 PM	54	41	69	48	212	87	92	89	100	368	580
2:00 PM	57	64	81	80	282	99	117	96	96	408	690
3:00 PM	77	92	119	119	407	106	118	106	111	441	848
4:00 PM	99	117	104	85	405	116	97	90	113	416	821
5:00 PM	106	73	88	56	323	104	111	115	76	406	729
6:00 PM	67	62	48	45	222	100	70	63	77	310	532
7:00 PM	29	35	26	36	126	45	40	48	54	187	313
8:00 PM	37	26	26	20	109	43	41	44	46	174	283
9:00 PM	18	22	15	21	76	35	28	36	33	132	208
10:00 PM	21	17	12	15	65	18	13	15	16	62	127
11:00 PM	12	9	9	6	36	16	11	13	9	49	85
Total	36.2%				3705	63.8%				6539	10244

AM% **43.6%** AM Peak **886** 7:15 am to 8:15 am AM P.H.F. **0.86**
 PM% **56.4%** PM Peak **884** 3:30 pm to 4:30 pm PM P.H.F. **0.96**





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Turning Movement Report

Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ Golden State Blvd / Airport Dr

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1062

COLLECTION DATE Wednesday, February 16, 2022

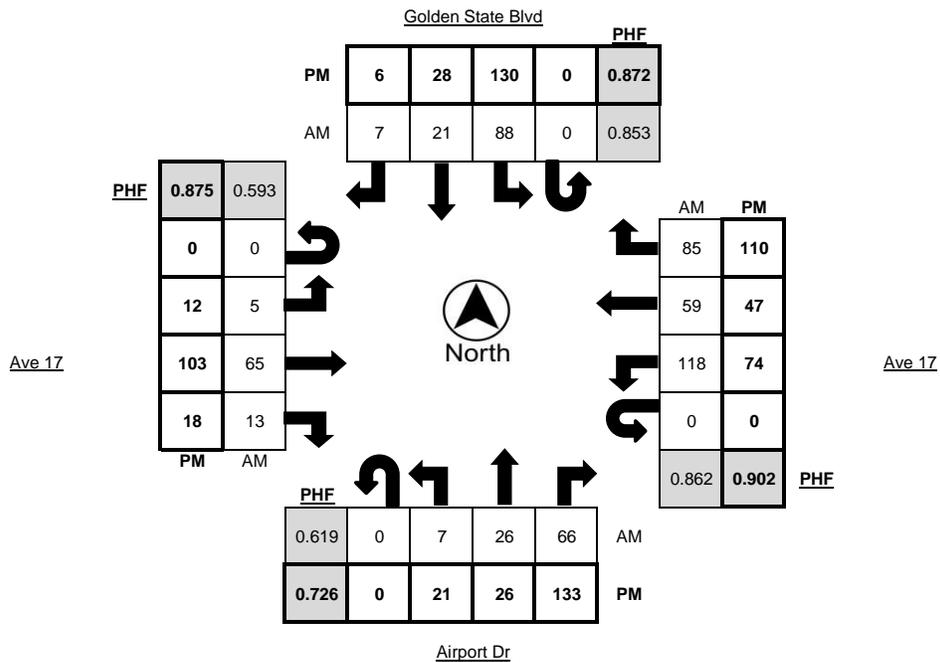
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	2	4	8	1	0	18	4	0	0	0	0	11	1	1	0	21	9	16	2
7:15 AM - 7:30 AM	0	1	6	9	2	0	17	3	1	0	0	2	11	8	4	0	28	11	20	2
7:30 AM - 7:45 AM	0	0	7	10	2	0	13	4	0	0	0	0	12	3	1	0	29	13	20	3
7:45 AM - 8:00 AM	0	3	9	28	3	0	20	7	2	2	0	1	27	7	0	0	37	17	22	3
8:00 AM - 8:15 AM	0	1	8	18	7	0	23	5	3	0	0	2	26	2	2	0	27	15	16	3
8:15 AM - 8:30 AM	0	2	4	9	1	0	19	3	0	0	0	1	7	1	0	0	27	13	25	2
8:30 AM - 8:45 AM	0	1	5	11	0	0	26	6	2	1	0	1	5	3	1	0	27	14	22	2
8:45 AM - 9:00 AM	0	0	2	16	2	0	15	4	1	0	0	1	7	2	1	0	20	9	22	2
TOTAL	0	10	45	109	18	0	151	36	9	3	0	8	106	27	10	0	216	101	163	19

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	8	7	36	4	0	38	8	1	2	0	5	27	6	1	0	21	16	27	6
4:15 PM - 4:30 PM	0	2	5	30	1	0	39	7	1	1	0	2	25	4	0	0	22	10	31	5
4:30 PM - 4:45 PM	0	9	8	45	2	0	23	5	2	1	0	3	29	5	1	0	12	9	21	1
4:45 PM - 5:00 PM	0	2	6	22	1	0	30	8	2	0	0	2	22	3	0	0	19	12	31	5
5:00 PM - 5:15 PM	0	2	4	48	0	0	32	4	2	0	1	3	30	4	1	1	11	13	34	2
5:15 PM - 5:30 PM	0	3	3	16	0	0	24	5	2	0	0	1	19	6	1	0	18	10	34	5
5:30 PM - 5:45 PM	0	4	4	13	2	0	21	2	4	4	0	3	21	6	0	0	14	9	21	3
5:45 PM - 6:00 PM	0	1	6	16	1	0	20	4	2	0	0	2	14	6	2	0	14	8	15	1
TOTAL	0	31	43	226	11	0	227	43	16	8	1	21	187	40	6	1	131	87	214	28

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	0	7	26	66	11	0	88	21	7	3	0	5	65	13	3	0	118	59	85	10
4:00 PM - 5:00 PM	0	21	26	133	8	0	130	28	6	4	0	12	103	18	2	0	74	47	110	17

	PHF	Trucks
AM	0.778	4.8%
PM	0.885	4.4%





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Turning Movement Report

Prepared For:

JLB Traffic Engineering, Inc.
 516 W. Shaw Ave, Suite 103
 Fresno, CA 93704

LOCATION Ave 17 @ Golden State Blvd / Airport Dr

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1062

COLLECTION DATE Wednesday, February 16, 2022

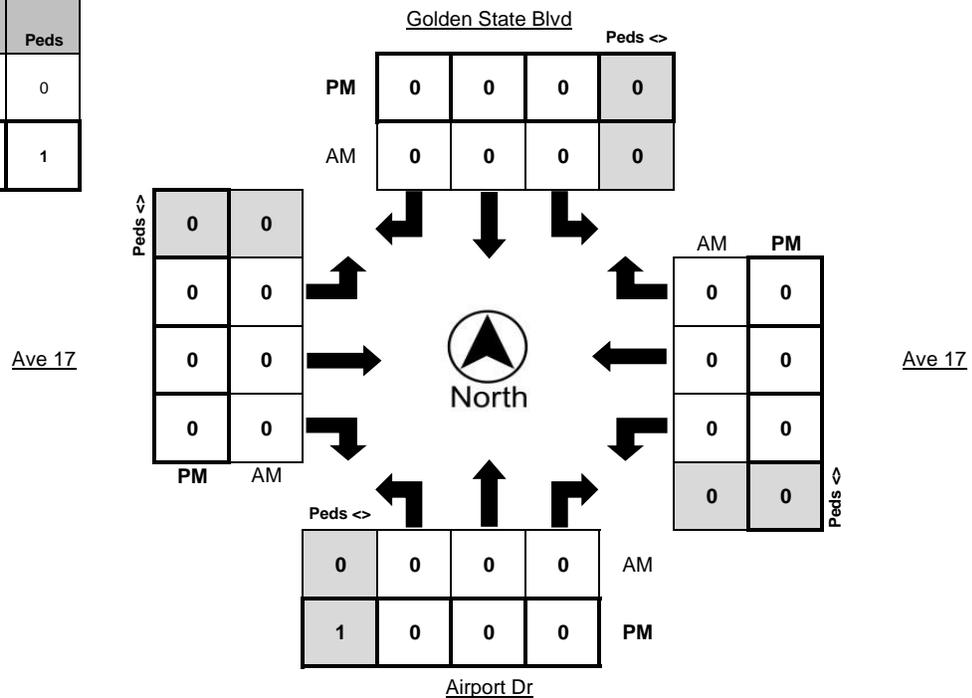
WEATHER Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	0	1





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Turning Movement Report

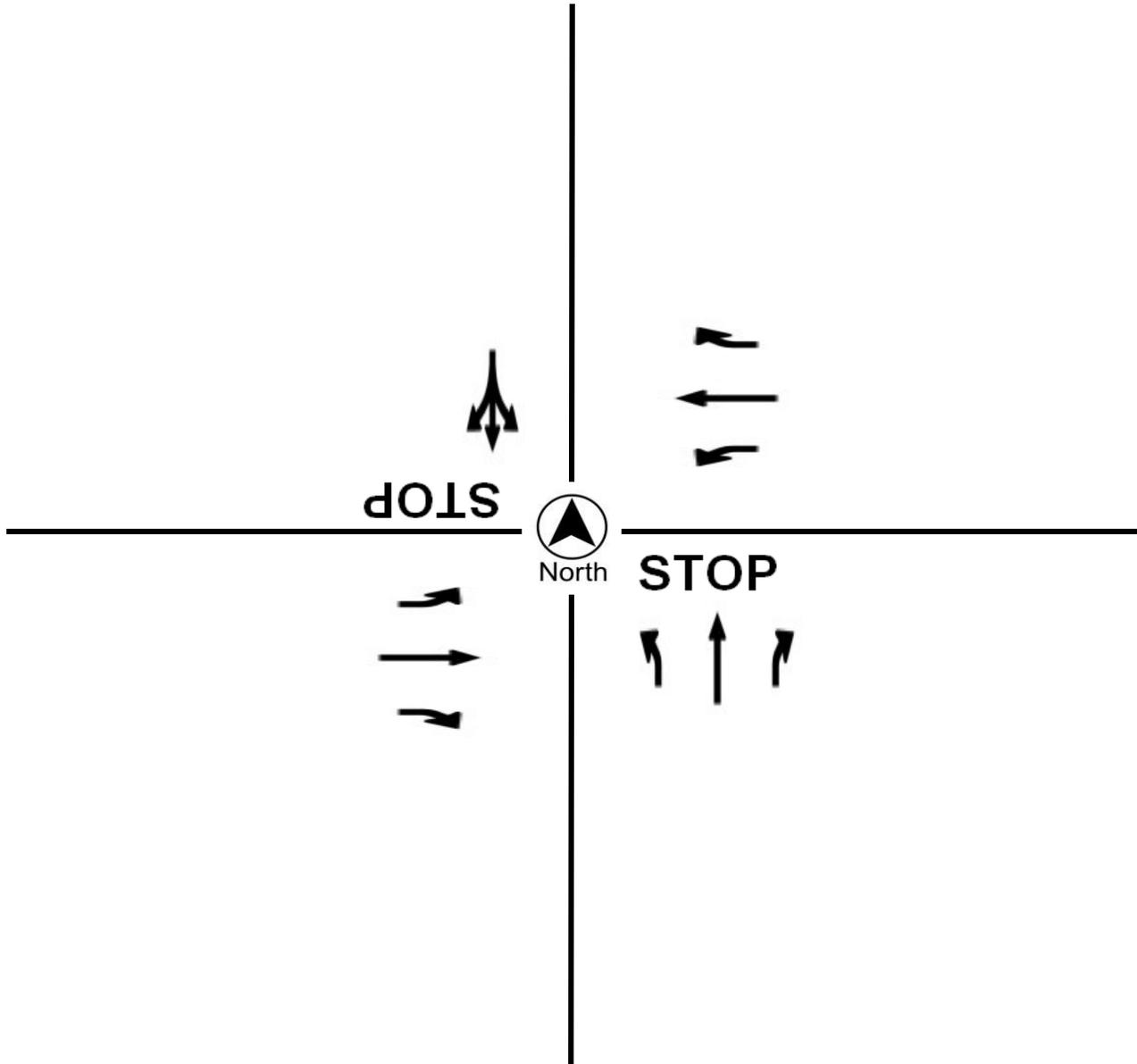
Prepared For:

Peters Engineering Group
 862 Pollasky Avenue
 Clovis, CA 93612

LOCATION Ave 17 @ Golden State Blvd / Airport Dr
COUNTY Madera
COLLECTION DATE Wednesday, February 16, 2022
CYCLE TIME N/A

N/S STREET Golden State Blvd / Airport Dr
E/W STREET Ave 17 / Ave 17
WEATHER Clear
CONTROL TYPE Two-Way Stop

COMMENTS



APPENDIX B

TRAFFIC SIGNAL ANALYSES



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Traffic Signal Warrants

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 2-16-22
 CALC JR DATE 3-28-22
 CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

Major St: Ave 17 Critical Approach Speed _____ mph
 Minor St: SR 99 SB Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... } **RURAL (R)**
 or
 In built up area of isolated community of < 10,000 population..... } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES NO
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	0715	1330	1430	1530	1630	1730	0815	1830	Hour
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	881	645	742	819	761	587	606	553	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	0630	0730	0830	1130	1330	1330	1430	1530	Hour
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	98	144	105	133	126	154	189	259	

Combination of Conditions A & B SATISFIED YES NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	✓	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES			Hour			
	One	2 or More	0715	1430	1530	1630
Both Approaches - Major Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	881	742	819	761
Higher Approach - Minor Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	141	189	259	196

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour
 (Part A or Part B must be satisfied)**

SATISFIED YES NO

PART A

SATISFIED YES NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

PART B

SATISFIED YES NO

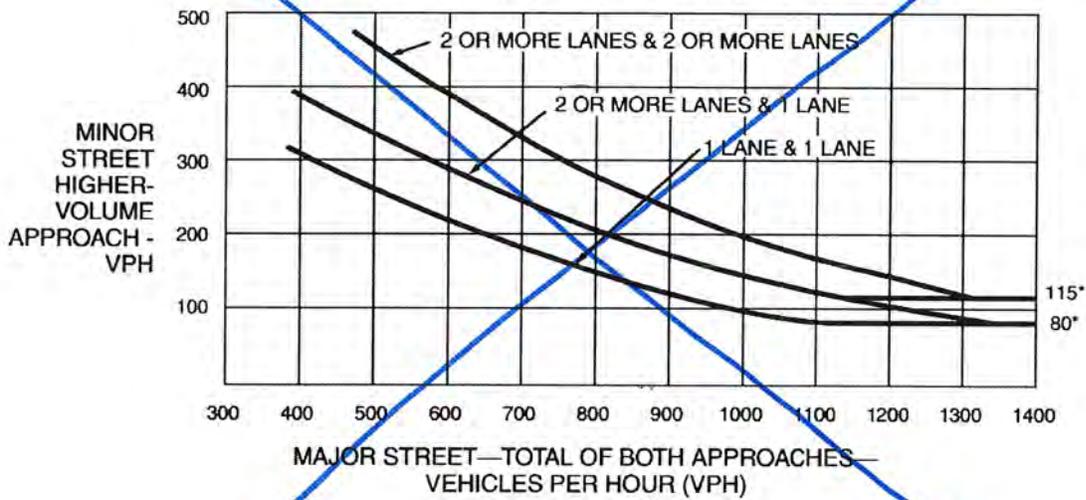
APPROACH LANES			Hour
	One	2 or More	1515
Both Approaches - Major Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	837
Higher Approach - Minor Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	249

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

AVE 17/99 SB

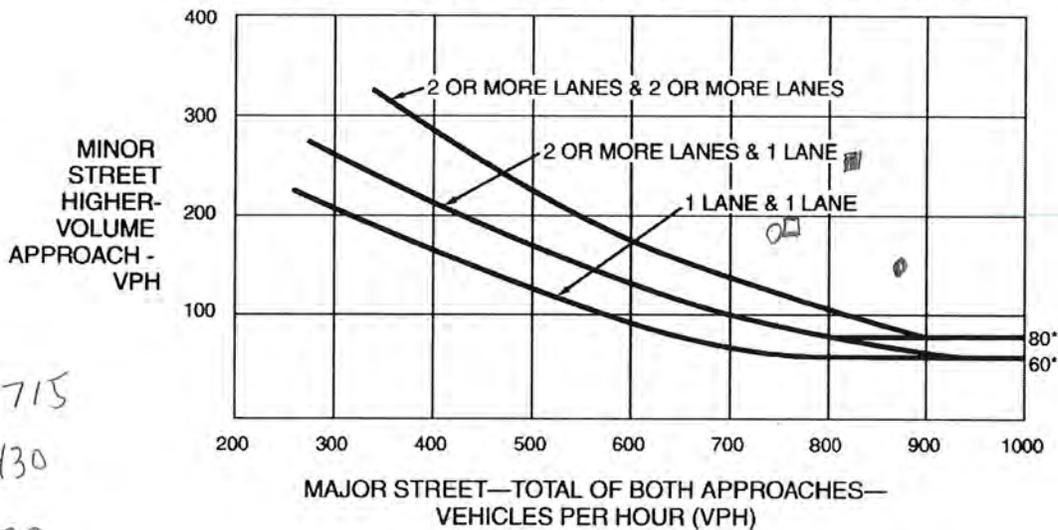
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

- 0715
- 1430
- ▣ 1530
- 1630

Ave 17/99 SB

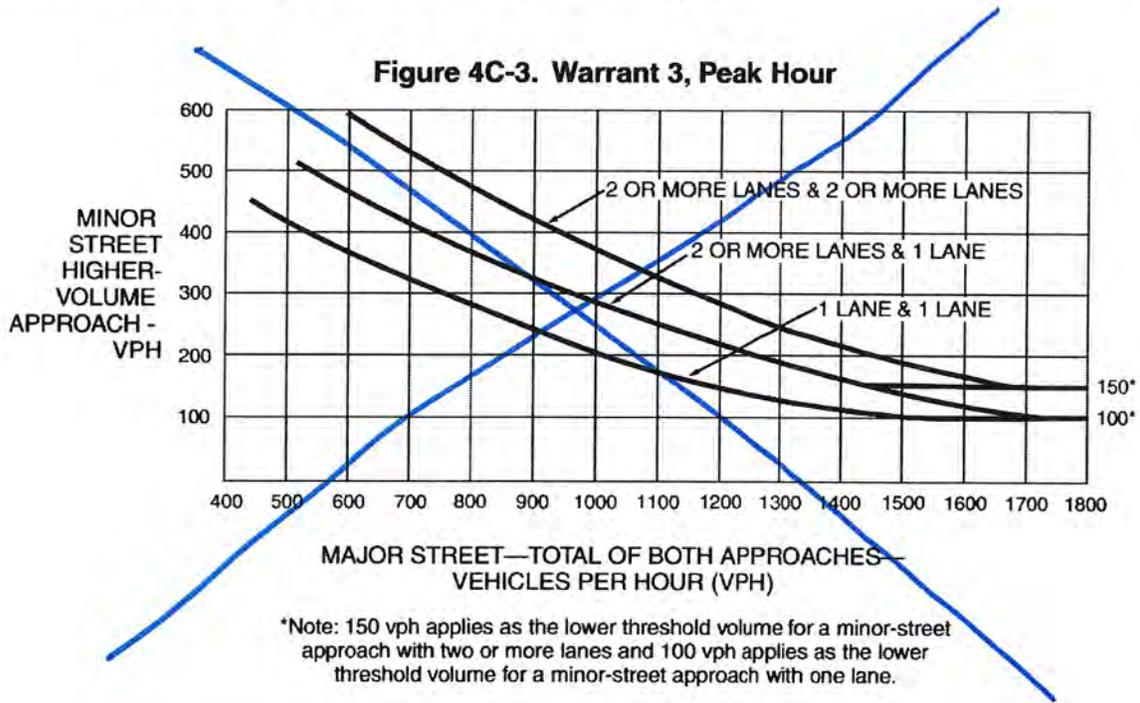
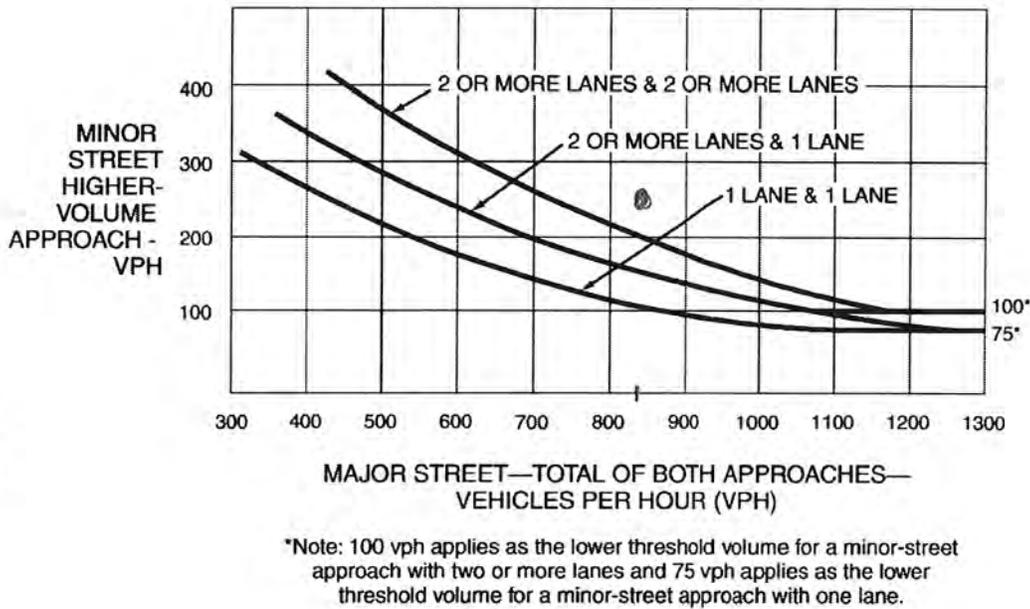


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



• 1515

AVE 17/99 SB

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume
 (Parts 1 and 2 Must Be Satisfied)**

SATISFIED YES NO

Part 1 (Parts A or B must be satisfied)

Hours --->

A.

Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
 SATISFIED YES NO

Hours --->

B.

Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
 SATISFIED YES NO

Part 2

SATISFIED YES NO

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 5 - School Crossing
 (Parts A and B Must Be Satisfied)**

SATISFIED YES NO

Part A

Gap/Minutes and # of Children

SATISFIED YES NO

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES NO

AND Children > 20/hr YES NO

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
--	------------------------------	-----------------------------

Part B

SATISFIED YES NO

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

AVE 17/99 SB

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

**WARRANT 6 - Coordinated Signal System
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>	
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
5 OR MORE			
REQUIREMENTS	CONDITIONS	Yes <input type="checkbox"/> No <input type="checkbox"/>	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		✓
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

**WARRANT 8 - Roadway Network
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>1086</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	✓	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		✓	✓
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		✓	
Appears as Major Route on an Official Plan		✓	
Any Major Route Characteristics Met, Both Streets			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Ave 17/99 SB

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 2-16-22
 CALC JR DATE 3-28-22
 CHK _____ DATE _____
 DIST _____ CO _____ RTE _____ PM _____
 Major St: AVE 17 Critical Approach Speed >40 mph
 Minor St: SR 99 NB Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... } **RURAL (R)**
 or
 In built up area of isolated community of < 10,000 population..... }
 URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES NO
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															
	U		R		U		R									
	1				2 or More											
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1045	1145	1245	1345	1445	1545	1645	1745	Hour			
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	275	358	324	378	412	507	532	416				

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															
	U		R		U		R									
	1				2 or More											
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									Hour			
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)												

Combination of Conditions A & B SATISFIED YES NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES			Hour			
	One	2 or More	1445	1545	1645	1745
Both Approaches - Major Street	✓		865	930	870	611
Higher Approach - Minor Street		✓	412	507	532	416

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour
 (Part A or Part B must be satisfied)**

SATISFIED YES NO

PART A

SATISFIED YES NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

PART B

SATISFIED YES NO

APPROACH LANES			Hour
	One	2 or More	1530
Both Approaches - Major Street	✓		955
Higher Approach - Minor Street		✓	487

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

AVE 17 / 99 NB

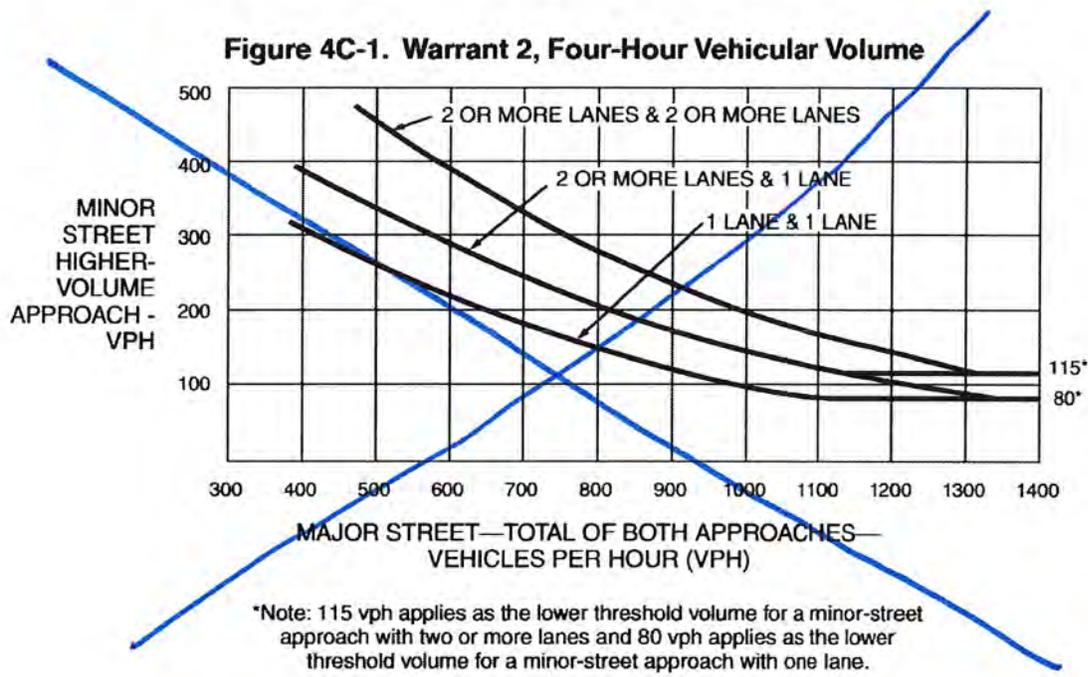
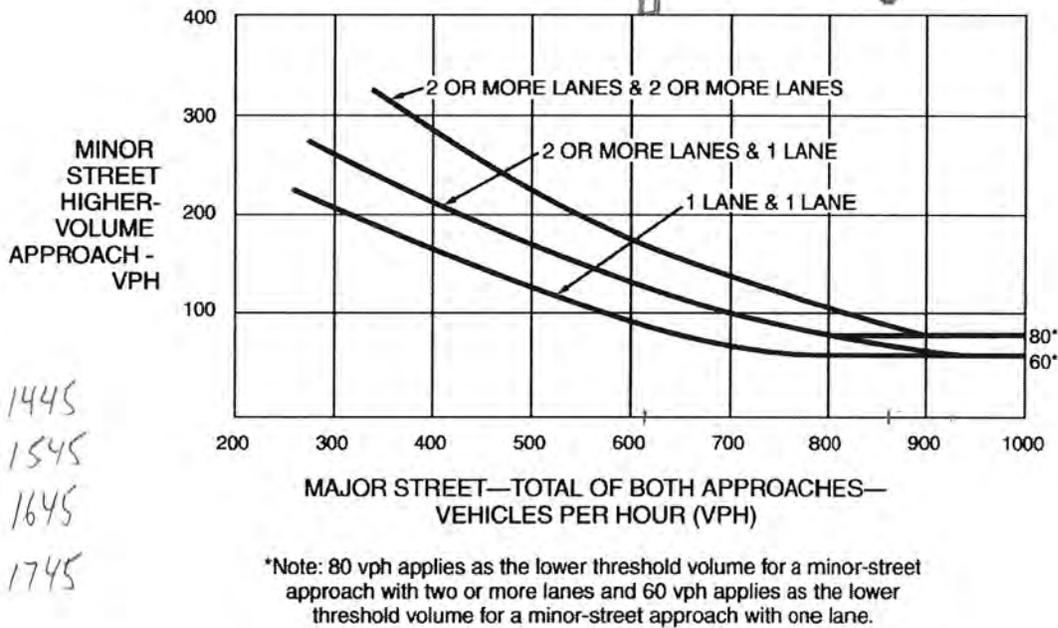


Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



1445
 1545
 1645
 1745

AVE 17/99 NB

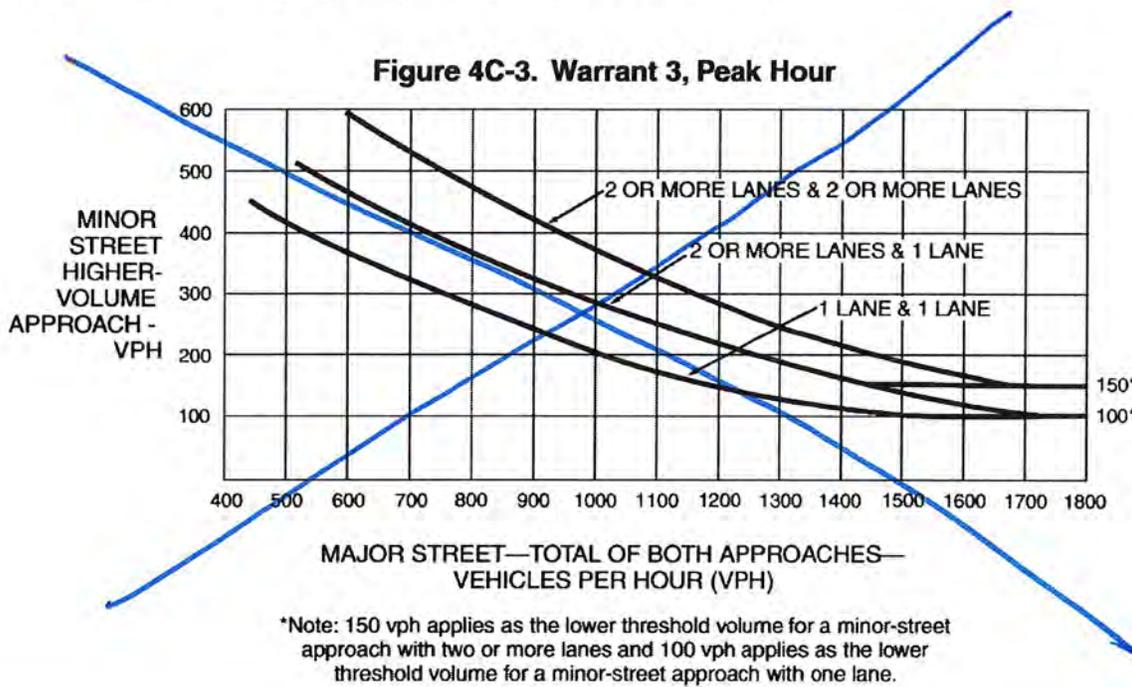
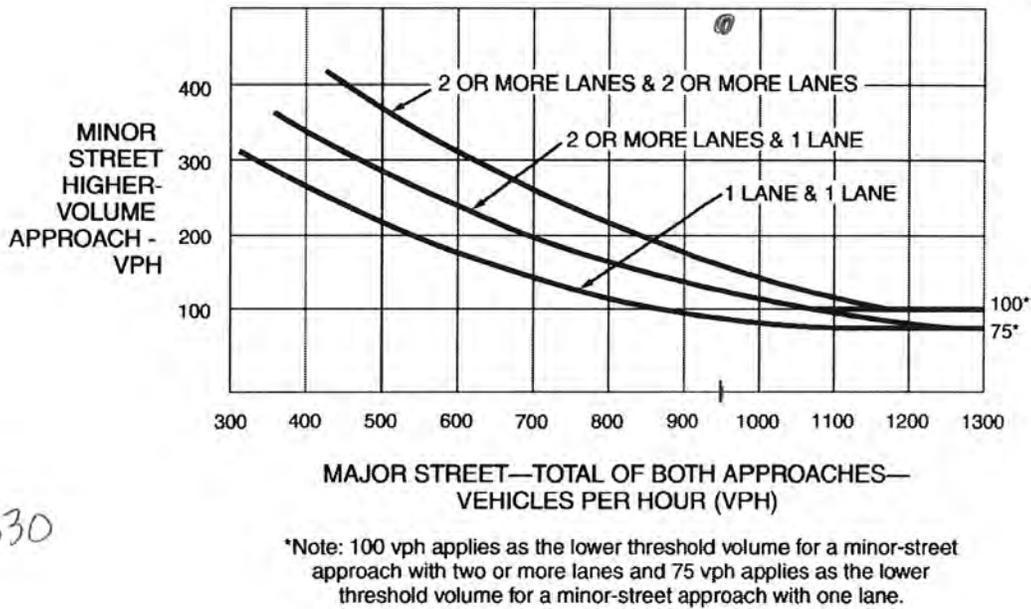


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



1530

AVE 17/99 NB

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume
 (Parts 1 and 2 Must Be Satisfied)**

SATISFIED YES NO

Part 1 (Parts A or B must be satisfied)

Hours -->

A.

Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
 SATISFIED YES NO

B.

Hours -->

Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
 SATISFIED YES NO

Part 2

SATISFIED YES NO

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 5 - School Crossing
 (Parts A and B Must Be Satisfied)**

SATISFIED YES NO

Part A

Gap/Minutes and # of Children

SATISFIED YES NO

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES NO

AND Children > 20/hr YES NO

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
--	------------------------------	-----------------------------

Part B

SATISFIED YES NO

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

AVE 17/99 NB

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

**WARRANT 6 - Coordinated Signal System
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		Yes <input type="checkbox"/> No <input type="checkbox"/>

**WARRANT 7 - Crash Experience Warrant
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes <input type="checkbox"/> No <input type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	

**WARRANT 8 - Roadway Network
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>1442</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	✓	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		✓	✓
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		✓	
Appears as Major Route on an Official Plan		✓	
Any Major Route Characteristics Met, Both Streets			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

AVE 17/99 NB

Traffic Signal Operational Analyses

4: Airport Dr/Gld State Blvd & Ave 17
 HCM 6th Signalized Intersection Summary

Year 2032 With Project-AM
 03/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↗	↖
Traffic Volume (veh/h)	10	138	16	199	106	323	13	50	126	202	32	11
Future Volume (veh/h)	10	138	16	199	106	323	13	50	126	202	32	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	11	150	13	216	115	239	14	54	89	220	35	12
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	29	329	263	260	572	700	35	318	254	265	393	135
Arrive On Green	0.02	0.18	0.18	0.15	0.31	0.31	0.02	0.17	0.17	0.15	0.31	0.31
Sat Flow, veh/h	1739	1826	1459	1739	1826	1483	1739	1826	1457	1739	1284	440
Grp Volume(v), veh/h	11	150	13	216	115	239	14	54	89	220	0	47
Grp Sat Flow(s),veh/h/ln	1739	1826	1459	1739	1826	1483	1739	1826	1457	1739	0	1724
Q Serve(g_s), s	0.5	5.3	0.5	8.8	3.4	7.5	0.6	1.8	3.9	8.9	0.0	1.4
Cycle Q Clear(g_c), s	0.5	5.3	0.5	8.8	3.4	7.5	0.6	1.8	3.9	8.9	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	29	329	263	260	572	700	35	318	254	265	0	527
V/C Ratio(X)	0.38	0.46	0.05	0.83	0.20	0.34	0.40	0.17	0.35	0.83	0.00	0.09
Avail Cap(c_a), veh/h	239	879	703	376	1023	1066	239	839	670	380	0	932
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	0.00	1.00
Uniform Delay (d), s/veh	35.4	26.6	24.6	30.0	18.3	12.4	35.2	25.5	26.4	29.9	0.0	18.0
Incr Delay (d2), s/veh	8.3	1.0	0.1	10.0	0.2	0.3	7.0	0.3	0.8	10.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	4.0	0.3	7.3	2.3	3.8	0.5	1.4	2.3	7.6	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	27.6	24.7	40.0	18.5	12.7	42.2	25.8	27.2	40.0	0.0	18.1
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	A	B
Approach Vol, veh/h		174			570			157			267	
Approach Delay, s/veh		28.4			24.2			28.1			36.1	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	19.5	16.6	19.9	7.2	29.0	6.9	29.6				
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8				
Max Green Setting (Gmax), s	* 16	33.4	* 16	35.0	* 10	39.3	* 10	40.7				
Max Q Clear Time (g_c+I1), s	10.9	5.9	10.8	7.3	2.6	3.4	2.5	9.5				
Green Ext Time (p_c), s	0.3	0.5	0.2	0.8	0.0	0.2	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Ave 17 & SR-99 SB Off
 HCM 6th Signalized Intersection Summary

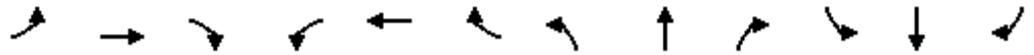
Year 2032 With Project-AM
 03/18/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔		↘	↗
Traffic Volume (veh/h)	0	456	563	556	125	68
Future Volume (veh/h)	0	456	563	556	125	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	0	496	612	332	136	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	5	5	5	5	5
Cap, veh/h	0	1160	707	384	295	262
Arrive On Green	0.00	0.64	0.64	0.64	0.17	0.17
Sat Flow, veh/h	0	1826	1113	604	1739	1547
Grp Volume(v), veh/h	0	496	0	944	136	57
Grp Sat Flow(s),veh/h/ln	0	1826	0	1717	1739	1547
Q Serve(g_s), s	0.0	8.0	0.0	26.2	4.2	1.9
Cycle Q Clear(g_c), s	0.0	8.0	0.0	26.2	4.2	1.9
Prop In Lane	0.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	0	1160	0	1091	295	262
V/C Ratio(X)	0.00	0.43	0.00	0.87	0.46	0.22
Avail Cap(c_a), veh/h	0	2562	0	2409	761	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.4	0.0	8.7	22.0	21.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	2.2	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.1	0.0	9.6	2.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	5.6	0.0	10.9	23.2	21.5
LnGrp LOS	A	A	A	B	C	C
Approach Vol, veh/h		496	944		193	
Approach Delay, s/veh		5.6	10.9		22.7	
Approach LOS		A	B		C	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				43.7	15.2	43.7
Change Period (Y+Rc), s				6.3	5.2	6.3
Max Green Setting (Gmax), s				82.7	25.8	82.7
Max Q Clear Time (g_c+I1), s				10.0	6.2	28.2
Green Ext Time (p_c), s				3.1	0.5	9.2
Intersection Summary						
HCM 6th Ctrl Delay			10.7			
HCM 6th LOS			B			

7: SR-99 NB Ramps & Ave 17
 HCM 6th Signalized Intersection Summary

Year 2032 With Project-AM
 03/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖		↗			
Traffic Volume (veh/h)	55	307	0	0	763	210	354	0	280	0	0	0
Future Volume (veh/h)	55	307	0	0	763	210	354	0	280	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1767	1767	0	0	1767	1767	1767	0	1767			
Adj Flow Rate, veh/h	61	341	0	0	848	145	393	0	160			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	9	9	0	0	9	9	9	0	9			
Cap, veh/h	81	1096	0	0	911	772	432	0	385			
Arrive On Green	0.05	0.62	0.00	0.00	0.52	0.52	0.26	0.00	0.26			
Sat Flow, veh/h	1682	1767	0	0	1767	1497	1682	0	1497			
Grp Volume(v), veh/h	61	341	0	0	848	145	393	0	160			
Grp Sat Flow(s),veh/h/ln	1682	1767	0	0	1767	1497	1682	0	1497			
Q Serve(g_s), s	3.6	9.3	0.0	0.0	45.5	5.3	23.1	0.0	9.1			
Cycle Q Clear(g_c), s	3.6	9.3	0.0	0.0	45.5	5.3	23.1	0.0	9.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	81	1096	0	0	911	772	432	0	385			
V/C Ratio(X)	0.75	0.31	0.00	0.00	0.93	0.19	0.91	0.00	0.42			
Avail Cap(c_a), veh/h	165	1316	0	0	1044	885	522	0	464			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.9	9.1	0.0	0.0	23.0	13.2	36.7	0.0	31.5			
Incr Delay (d2), s/veh	12.8	0.2	0.0	0.0	13.1	0.1	17.8	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	3.2	5.5	0.0	0.0	27.2	3.0	17.0	0.0	6.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	9.3	0.0	0.0	36.1	13.3	54.4	0.0	32.2			
LnGrp LOS	E	A	A	A	D	B	D	A	C			
Approach Vol, veh/h		402			993			553				
Approach Delay, s/veh		17.1			32.8			48.0				
Approach LOS		B			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		31.9		70.0			10.6	59.4				
Change Period (Y+Rc), s		* 5.7		6.8			* 5.7	6.8				
Max Green Setting (Gmax), s		* 32		75.9			* 10	60.2				
Max Q Clear Time (g_c+I1), s		25.1		11.3			5.6	47.5				
Green Ext Time (p_c), s		1.1		2.0			0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay				33.8								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: Airport Dr/Gld State Blvd & Ave 17
 HCM 6th Signalized Intersection Summary

Year 2032 With Project-PM
 03/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	223	21	163	163	413	29	53	219	423	60	11
Future Volume (veh/h)	19	223	21	163	163	413	29	53	219	423	60	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	21	251	3	183	183	377	33	60	75	475	67	5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	46	374	300	214	551	902	62	257	203	511	667	50
Arrive On Green	0.03	0.20	0.20	0.12	0.30	0.30	0.04	0.14	0.14	0.29	0.40	0.40
Sat Flow, veh/h	1753	1841	1477	1753	1841	1494	1753	1841	1454	1753	1686	126
Grp Volume(v), veh/h	21	251	3	183	183	377	33	60	75	475	0	72
Grp Sat Flow(s),veh/h/ln	1753	1841	1477	1753	1841	1494	1753	1841	1454	1753	0	1812
Q Serve(g_s), s	1.2	12.9	0.2	10.5	7.9	14.2	1.9	3.0	4.8	27.0	0.0	2.6
Cycle Q Clear(g_c), s	1.2	12.9	0.2	10.5	7.9	14.2	1.9	3.0	4.8	27.0	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	46	374	300	214	551	902	62	257	203	511	0	716
V/C Ratio(X)	0.45	0.67	0.01	0.85	0.33	0.42	0.53	0.23	0.37	0.93	0.00	0.10
Avail Cap(c_a), veh/h	171	627	503	261	722	1041	171	617	487	603	0	1054
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	0.00	1.00
Uniform Delay (d), s/veh	49.3	37.7	32.7	44.2	28.0	11.5	48.7	39.3	40.1	35.3	0.0	19.6
Incr Delay (d2), s/veh	6.8	2.1	0.0	19.9	0.4	0.3	6.8	0.5	1.1	19.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	9.7	0.1	9.4	6.1	7.5	1.7	2.4	3.1	20.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	39.8	32.7	64.1	28.3	11.8	55.4	39.8	41.2	54.6	0.0	19.6
LnGrp LOS	E	D	C	E	C	B	E	D	D	D	A	B
Approach Vol, veh/h		275			743			168			547	
Approach Delay, s/veh		41.0			28.8			43.5			50.0	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.6	21.1	18.3	27.7	9.4	47.4	8.4	37.5				
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8				
Max Green Setting (Gmax), s	* 35	34.4	* 15	35.0	* 10	59.7	* 10	40.3				
Max Q Clear Time (g_c+I1), s	29.0	6.8	12.5	14.9	3.9	4.6	3.2	16.2				
Green Ext Time (p_c), s	0.9	0.5	0.1	1.2	0.0	0.4	0.0	2.3				

Intersection Summary

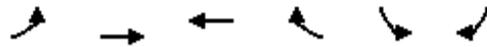
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Ave 17 & SR-99 SB Off
 HCM 6th Signalized Intersection Summary

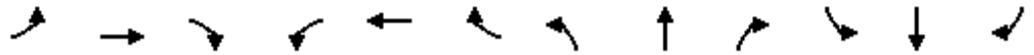
Year 2032 With Project-PM
 03/18/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔		↘	↗
Traffic Volume (veh/h)	0	858	663	424	257	77
Future Volume (veh/h)	0	858	663	424	257	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	0	923	713	241	276	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	7	7	7	7	7
Cap, veh/h	0	1132	810	274	336	299
Arrive On Green	0.00	0.63	0.63	0.63	0.20	0.20
Sat Flow, veh/h	0	1796	1284	434	1711	1522
Grp Volume(v), veh/h	0	923	0	954	276	51
Grp Sat Flow(s),veh/h/ln	0	1796	0	1718	1711	1522
Q Serve(g_s), s	0.0	26.0	0.0	30.7	10.3	1.9
Cycle Q Clear(g_c), s	0.0	26.0	0.0	30.7	10.3	1.9
Prop In Lane	0.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	0	1132	0	1083	336	299
V/C Ratio(X)	0.00	0.82	0.00	0.88	0.82	0.17
Avail Cap(c_a), veh/h	0	2290	0	2190	613	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.3	0.0	10.2	25.6	22.2
Incr Delay (d2), s/veh	0.0	1.5	0.0	2.5	5.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.9	0.0	12.3	7.8	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	10.8	0.0	12.7	30.6	22.5
LnGrp LOS	A	B	A	B	C	C
Approach Vol, veh/h		923	954		327	
Approach Delay, s/veh		10.8	12.7		29.3	
Approach LOS		B	B		C	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				48.2	18.3	48.2
Change Period (Y+Rc), s				6.3	5.2	6.3
Max Green Setting (Gmax), s				84.7	23.8	84.7
Max Q Clear Time (g_c+I1), s				28.0	12.3	32.7
Green Ext Time (p_c), s				8.3	0.8	9.2
Intersection Summary						
HCM 6th Ctrl Delay			14.4			
HCM 6th LOS			B			

7: SR-99 NB Ramps & Ave 17
 HCM 6th Signalized Intersection Summary

Year 2032 With Project-PM
 03/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	620	0	0	666	231	382	0	633	0	0	0
Future Volume (veh/h)	81	620	0	0	666	231	382	0	633	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1767	1767	0	0	1767	1767	1767	0	1767			
Adj Flow Rate, veh/h	84	646	0	0	694	156	398	0	458			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	9	9	0	0	9	9	9	0	9			
Cap, veh/h	105	959	0	0	748	634	559	0	497			
Arrive On Green	0.06	0.54	0.00	0.00	0.42	0.42	0.33	0.00	0.33			
Sat Flow, veh/h	1682	1767	0	0	1767	1497	1682	0	1497			
Grp Volume(v), veh/h	84	646	0	0	694	156	398	0	458			
Grp Sat Flow(s),veh/h/ln	1682	1767	0	0	1767	1497	1682	0	1497			
Q Serve(g_s), s	4.9	26.3	0.0	0.0	37.3	6.7	20.7	0.0	29.4			
Cycle Q Clear(g_c), s	4.9	26.3	0.0	0.0	37.3	6.7	20.7	0.0	29.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	105	959	0	0	748	634	559	0	497			
V/C Ratio(X)	0.80	0.67	0.00	0.00	0.93	0.25	0.71	0.00	0.92			
Avail Cap(c_a), veh/h	123	1064	0	0	834	707	628	0	559			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.2	16.5	0.0	0.0	27.4	18.6	29.2	0.0	32.1			
Incr Delay (d2), s/veh	26.3	1.5	0.0	0.0	15.5	0.2	3.3	0.0	19.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	5.0	14.8	0.0	0.0	24.3	4.0	13.5	0.0	19.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	17.9	0.0	0.0	42.9	18.8	32.5	0.0	51.7			
LnGrp LOS	E	B	A	A	D	B	C	A	D			
Approach Vol, veh/h		730			850			856				
Approach Delay, s/veh		24.2			38.4			42.8				
Approach LOS		C			D			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		38.9		61.1			12.0	49.1				
Change Period (Y+Rc), s		* 5.7		6.8			* 5.7	6.8				
Max Green Setting (Gmax), s		* 37		60.2			* 7.3	47.2				
Max Q Clear Time (g_c+I1), s		31.4		28.3			6.9	39.3				
Green Ext Time (p_c), s		1.8		4.4			0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay				35.7								
HCM 6th LOS				D								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Traffic Signal Cost Estimate

Cost Estimate: Avenue 17 and SR 99 SB Ramps, Madera, CA (Figure 4)

No.	Item Description	Quantity	Units	Unit Cost	Cost
1	Mobilization	1	LS	\$100,000.00	\$100,000
2	Water Pollution Control Program	1	LS	\$25,000.00	\$25,000
3	Traffic Control System	1	LS	\$100,000.00	\$100,000
4	Clearing and Grubbing	1	LS	\$25,000.00	\$25,000
5	Hot Mix Asphalt	1,000	TON	\$100.00	\$100,000
6	Class 2 Aggregate Base	3,450	TON	\$40.00	\$138,000
7	Concrete Curb	232	LF	\$35.00	\$8,120
8	Concrete Curb and Gutter	115	LF	\$35.00	\$4,025
9	Median Island Cap	2,215	SF	\$20.00	\$44,300
10	Roadway Excavation	2,072	CY	\$15.00	\$31,080
11	Dust Control	1	LS	\$10,000.00	\$10,000
12	Pavement Delineation & Signage	1	LS	\$25,000.00	\$25,000
13	Traffic Signals and Lighting	1	LS	\$650,000	\$650,000
Subtotal=					\$1,260,525
Contingency 10%=					\$126,053
SUBTOTAL:					\$1,386,578
Escalation Percentage:					3.5%
Years to Middle of Construction:					1.0
Total Amount =					\$1,435,108

Cost Estimate: Avenue 17 and SR 99 NB Ramps, Madera, CA (Figure 5)

No.	Item Description	Quantity	Units	Unit Cost	Cost
1	Mobilization	1	LS	\$100,000.00	\$100,000
2	Water Pollution Control Program	1	LS	\$25,000.00	\$25,000
3	Traffic Control System	1	LS	\$100,000.00	\$100,000
4	Clearing and Grubbing	1	LS	\$25,000.00	\$25,000
5	Hot Mix Asphalt	650	TON	\$100.00	\$65,000
6	Class 2 Aggregate Base	2,840	TON	\$40.00	\$113,600
5	Concrete Curb	250	LF	\$35.00	\$8,750
6	Concrete Curb and Gutter	115	LF	\$35.00	\$4,025
7	ADA Ramp	2	EA	\$10,000.00	\$20,000
8	Median Island Passageway	1	EA	\$3,500.00	\$3,500
9	Median Island Cap	640	SF	\$20.00	\$12,800
10	Roadway Excavation	1,840	CY	\$15.00	\$27,600
10	Dust Control	1	LS	\$10,000.00	\$10,000
11	Pavement Delineation & Signage	1	LS	\$25,000.00	\$25,000
12	Traffic Signals and Lighting	1	LS	\$650,000	\$650,000
Subtotal=					\$1,190,275
Contingency 10%=					\$119,028
SUBTOTAL:					\$1,309,303
Escalation Percentage:					3.5%
Years to Middle of Construction:					1.0
Total Amount =					\$1,355,128

APPENDIX C

ROUNABOUT ANALYSES



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

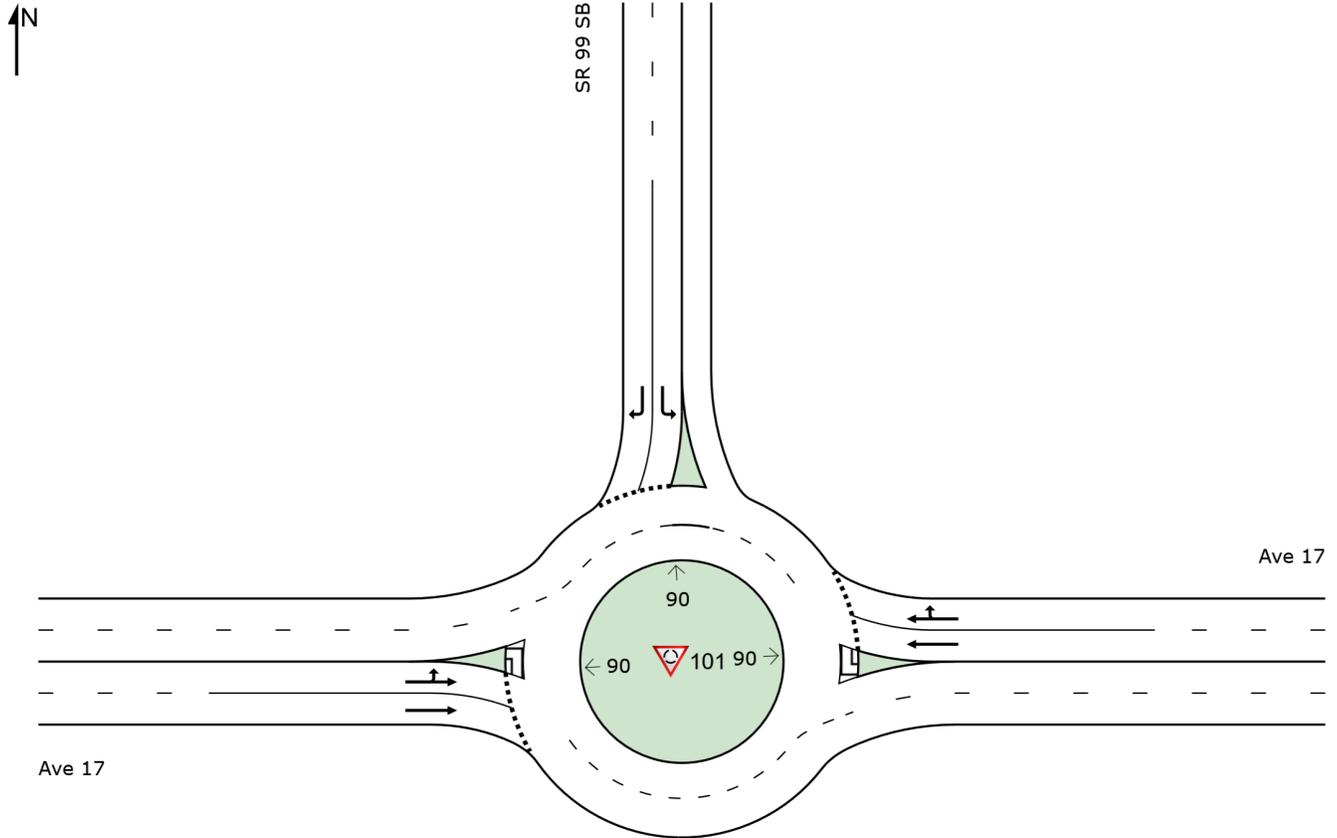
Roundabout Operational Analyses

SITE LAYOUT

 Site: 101 [Ave 17 SR 99 SB (AM) (Site Folder: General)]

Ave 17 - SR 99 SB 10-Year AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [Ave 17 SR 99 SB (AM) (Site Folder: General)]

Ave 17 - SR 99 SB 10-Year AM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh	Dist] ft				
East: Ave 17													
Lane 1	600	5.0	1465	0.410	100	4.2	LOS A	3.0	78.1	Full	650	0.0	0.0
Lane 2 ^d	701	5.0	1710	0.410	100	4.2	LOS A	3.0	78.2	Full	650	0.0	0.0
Approach	1301	5.0		0.410		4.2	LOS A	3.0	78.2				
North: SR 99 SB													
Lane 1 ^d	145	5.0	874	0.166	100	12.5	LOS B	0.7	18.7	Full	1600	0.0	0.0
Lane 2	79	5.0	699	0.113	100	7.7	LOS A	0.5	11.8	Full	1600	0.0	0.0
Approach	224	5.0		0.166		10.8	LOS B	0.7	18.7				
West: Ave 17													
Lane 1	252	5.0	1180	0.214	100	4.4	LOS A	1.2	32.0	Full	300	0.0	0.0
Lane 2 ^d	279	5.0	1305	0.214	100	4.2	LOS A	1.3	32.6	Full	300	0.0	0.0
Approach	531	5.0		0.214		4.3	LOS A	1.3	32.6				
Intersection	2057	5.0		0.410		5.0	LOS A	3.0	78.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
East: Ave 17										
Mov.	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From E					veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N				v/c	%	%	%	No.
Lane 1	600	-	600	5.0	1465	0.410	100	NA	NA	
Lane 2	54	647	701	5.0	1710	0.410	100	NA	NA	
Approach	655	647	1301	5.0		0.410				
North: SR 99 SB										
Mov.	L2	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From N					veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	E	W				v/c	%	%	%	No.
Lane 1	145	-	145	5.0	874	0.166	100	NA	NA	
Lane 2	-	79	79	5.0	699	0.113	100	NA	NA	

Approach	145	79	224	5.0		0.166				
West: Ave 17										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From W To Exit:	N	E			Cap. veh/h	v/c	%	%		
Lane 1	1	251	252	5.0	1180	0.214	100	NA	NA	
Lane 2	-	279	279	5.0	1305	0.214	100	NA	NA	
Approach	1	530	531	5.0		0.214				
	Total	%HV	Deg. Satn	(v/c)						
Intersection	2057	5.0		0.410						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

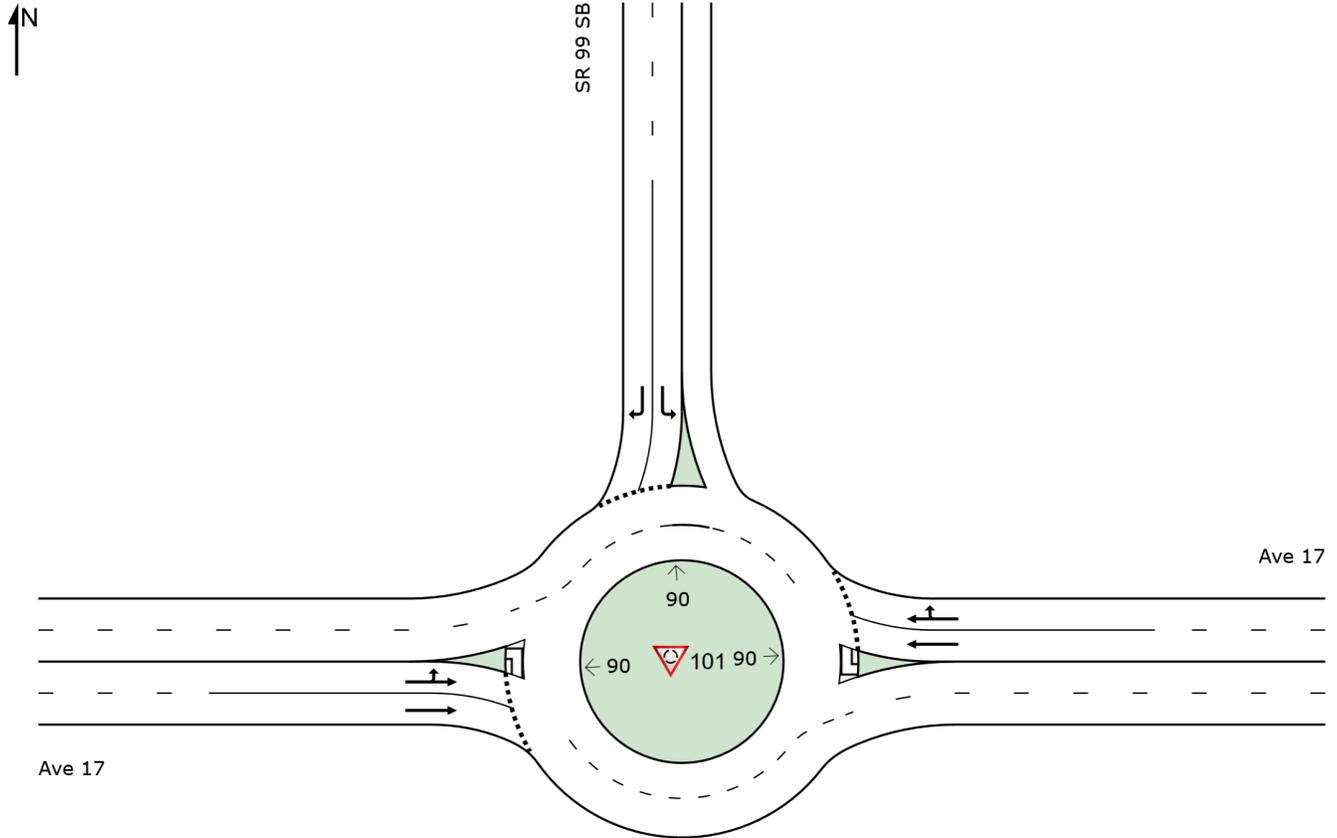
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
Full Length Lane	2											Merge Analysis not applied.
North Exit: SR 99 SB												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
West Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
Full Length Lane	2											Merge Analysis not applied.

SITE LAYOUT

 Site: 101 [Ave 17 SR 99 SB (PM) (Site Folder: General)]

Ave 17 - SR 99 SB 10-Year PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [Ave 17 SR 99 SB (PM) (Site Folder: General)]

Ave 17 - SR 99 SB 10-Year PM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	[HV] %						[Veh	[Dist] ft				
East: Ave 17													
Lane 1	539	7.0	1435	0.375	100	4.2	LOS A	2.8	74.8	Full	650	0.0	0.0
Lane 2 ^d	630	7.0	1678	0.375	100	4.3	LOS A	2.9	76.1	Full	650	0.0	0.0
Approach	1169	7.0		0.375		4.2	LOS A	2.9	76.1				
North: SR 99 SB													
Lane 1 ^d	276	7.0	853	0.324	100	12.9	LOS B	1.4	38.2	Full	1600	0.0	0.0
Lane 2	83	7.0	526	0.157	100	9.2	LOS A	0.6	15.5	Full	1600	0.0	0.0
Approach	359	7.0		0.324		12.1	LOS B	1.4	38.2				
West: Ave 17													
Lane 1	433	7.0	1002	0.432	100	5.6	LOS A	3.0	78.6	Full	300	0.0	0.0
Lane 2 ^d	491	7.0	1136	0.432	100	5.2	LOS A	3.1	81.1	Full	300	0.0	0.0
Approach	924	7.0		0.432		5.4	LOS A	3.1	81.1				
Intersection	2452	7.0		0.432		5.8	LOS A	3.1	81.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
East: Ave 17										
Mov.	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From E To Exit:	W	N								
Lane 1	539	-	539	7.0	1435	0.375	100	NA	NA	
Lane 2	174	456	630	7.0	1678	0.375	100	NA	NA	
Approach	713	456	1169	7.0		0.375				
North: SR 99 SB										
Mov.	L2	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
From N To Exit:	E	W								
Lane 1	276	-	276	7.0	853	0.324	100	NA	NA	
Lane 2	-	83	83	7.0	526	0.157	100	NA	NA	

Approach	276	83	359	7.0	0.324				
West: Ave 17									
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.
From W To Exit:	N	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	1	432	433	7.0	1002	0.432	100	NA	NA
Lane 2	-	491	491	7.0	1136	0.432	100	NA	NA
Approach	1	923	924	7.0	0.432				
Total %HV Deg.Satn (v/c)									
Intersection	2452	7.0	0.432						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

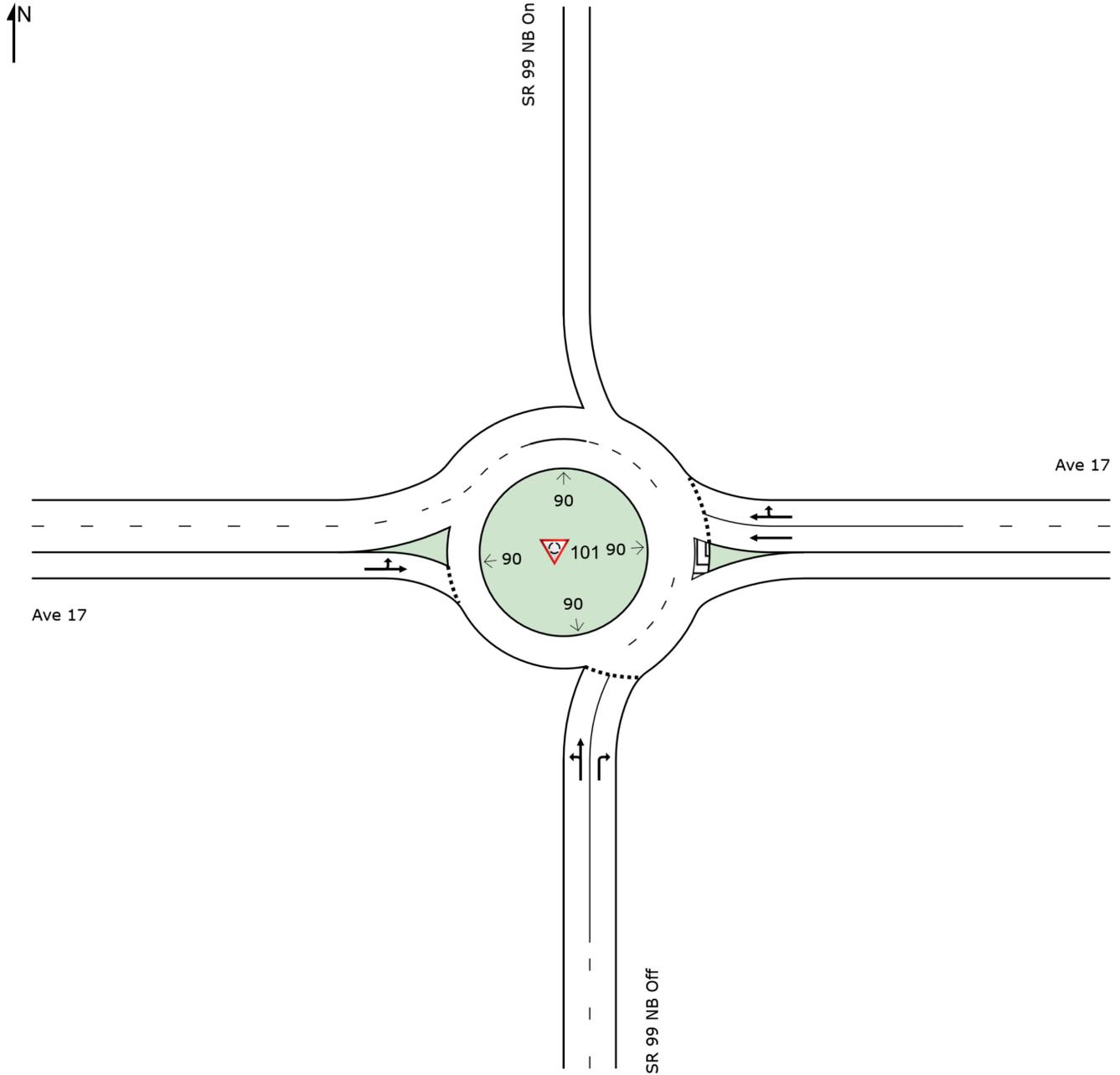
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 99 SB												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

 Site: 101 [Ave 17 SR 99 NB (AM) (Site Folder: General)]

Ave 17 - SR 99 NB 10-Year AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 Site: 101 [Ave 17 SR 99 NB (AM) (Site Folder: General)]

Ave 17 - SR 99 NB 10-Year AM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %]						[Veh	Dist] ft				
South: SR 99 NB Off													
Lane 1 ^d	394	9.0	1078	0.366	100	12.2	LOS B	2.2	57.8	Full	1600	0.0	0.0
Lane 2	311	9.0	907	0.343	100	7.0	LOS A	1.9	51.2	Full	1600	0.0	0.0
Approach	706	9.0		0.366		9.9	LOS A	2.2	57.8				
East: Ave 17													
Lane 1	499	9.0	810	0.616	100	10.5	LOS B	5.8	154.5	Full	1600	0.0	0.0
Lane 2 ^d	582	9.0	946	0.616	100	9.5	LOS A	6.0	160.3	Full	1600	0.0	0.0
Approach	1081	9.0		0.616		9.9	LOS A	6.0	160.3				
West: Ave 17													
Lane 1 ^d	402	9.0	1562	0.258	100	4.8	LOS A	0.0	0.0	Full	650	0.0	0.0
Approach	402	9.0		0.258		4.8	LOS A	0.0	0.0				
Intersection	2189	9.0		0.616		9.0	LOS A	6.0	160.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: SR 99 NB Off											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From S						veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N	E				v/c	%	%	%	No.
Lane 1	393	1	-	394	9.0	1078	0.366	100	NA	NA	
Lane 2	-	-	311	311	9.0	907	0.343	100	NA	NA	
Approach	393	1	311	706	9.0		0.366				
East: Ave 17											
Mov.	T1	R2	Total	%HV		Cap.	Deg.	Lane	Prob.	Ov.	
From E						veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N					v/c	%	%	%	No.
Lane 1	499	-	499	9.0		810	0.616	100	NA	NA	
Lane 2	349	233	582	9.0		946	0.616	100	NA	NA	
Approach	848	233	1081	9.0			0.616				

West: Ave 17										
Mov.	L2	T1	Total	%HV						
From W To Exit:	N	E			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	61	341	402	9.0	1562	0.258	100	NA	NA	
Approach	61	341	402	9.0		0.258				
Total		%HV	Deg.Satn	(v/c)						
Intersection	2189	9.0		0.616						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

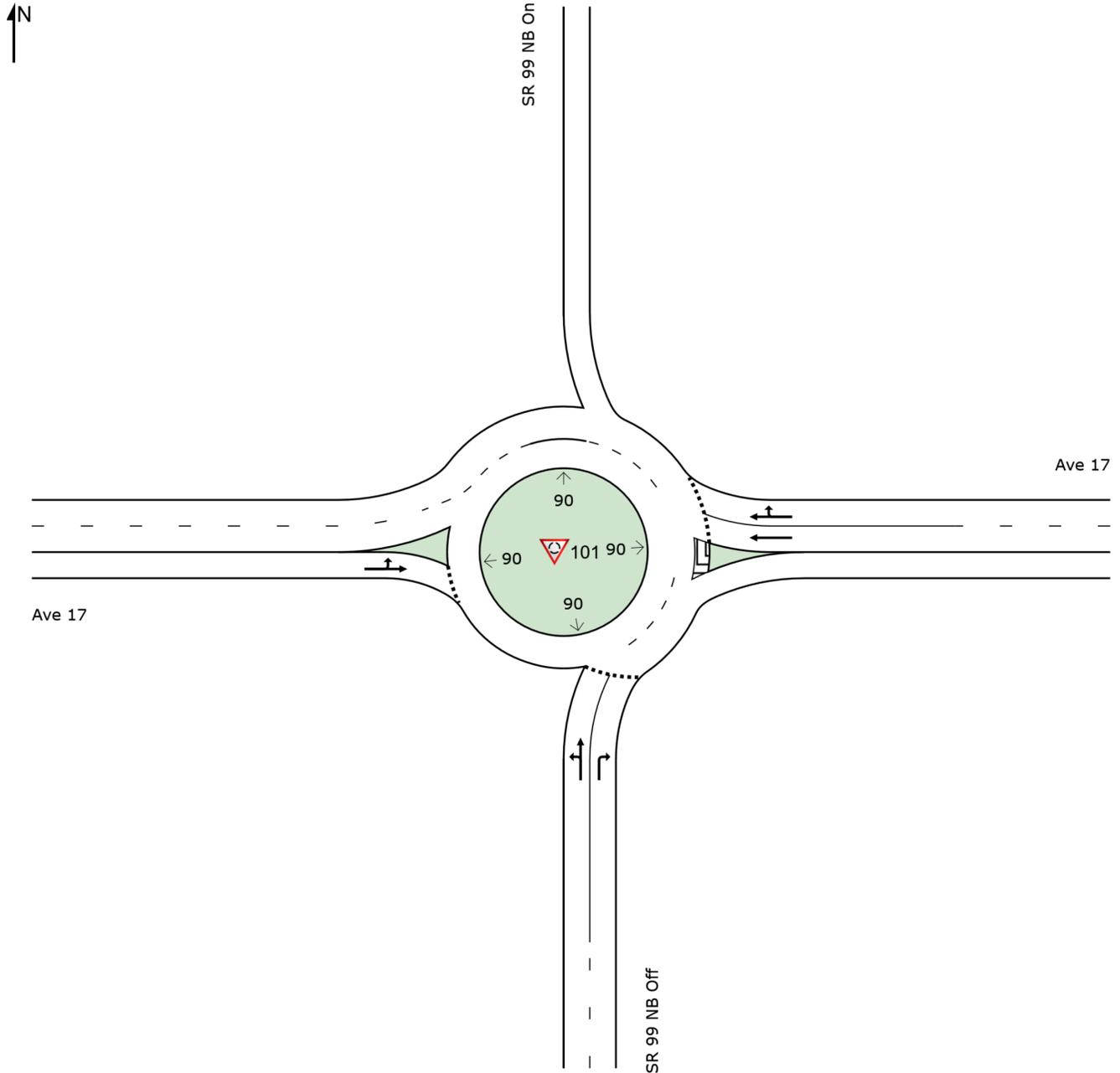
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1		Merge Analysis not applied.									
North Exit: SR 99 NB On												
Merge Type: Not Applied												
Full Length Lane	1		Merge Analysis not applied.									
West Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1		Merge Analysis not applied.									
Full Length Lane	2		Merge Analysis not applied.									

SITE LAYOUT

 Site: 101 [Ave 17 SR 99 NB (PM) (Site Folder: General)]

Ave 17 - SR 99 NB 10-Year PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [Ave 17 SR 99 NB (PM) (Site Folder: General)]

Ave 17 - SR 99 NB 10-Year PM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh	Dist] ft				
South: SR 99 NB Off													
Lane 1	399	9.0	661	0.603	100	21.3	LOS C	5.4	145.6	Full	1600	0.0	0.0
Lane 2 ^d	659	9.0	860	0.767	100	19.0	LOS C	11.1	297.8	Full	1600	0.0	0.0
Approach	1058	9.0		0.767		19.8	LOS C	11.1	297.8				
East: Ave 17													
Lane 1	430	9.0	762	0.564	100	10.0	LOS B	4.9	131.8	Full	1600	0.0	0.0
Lane 2 ^d	504	9.0	894	0.564	100	9.0	LOS A	5.1	137.4	Full	1600	0.0	0.0
Approach	934	9.0		0.564		9.5	LOS A	5.1	137.4				
West: Ave 17													
Lane 1 ^d	730	9.0	1562	0.468	100	4.6	LOS A	0.0	0.0	Full	650	0.0	0.0
Approach	730	9.0		0.468		4.6	LOS A	0.0	0.0				
Intersection	2723	9.0		0.767		12.2	LOS B	11.1	297.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: SR 99 NB Off											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From S						veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N	E				v/c	%	%	%	No.
Lane 1	398	1	-	399	9.0	661	0.603	100	NA	NA	
Lane 2	-	-	659	659	9.0	860	0.767	100	NA	NA	
Approach	398	1	659	1058	9.0		0.767				
East: Ave 17											
Mov.	T1	R2	Total	%HV		Cap.	Deg.	Lane	Prob.	Ov.	
From E						veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N					v/c	%	%	%	No.
Lane 1	430	-	430	9.0		762	0.564	100	NA	NA	
Lane 2	264	241	504	9.0		894	0.564	100	NA	NA	
Approach	694	241	934	9.0			0.564				

West: Ave 17										
Mov.	L2	T1	Total	%HV						
From W To Exit:	N	E			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	84	646	730	9.0	1562	0.468	100	NA	NA	
Approach	84	646	730	9.0		0.468				
Total		%HV	Deg.Satn	(v/c)						
Intersection	2723	9.0		0.767						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 99 NB On												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

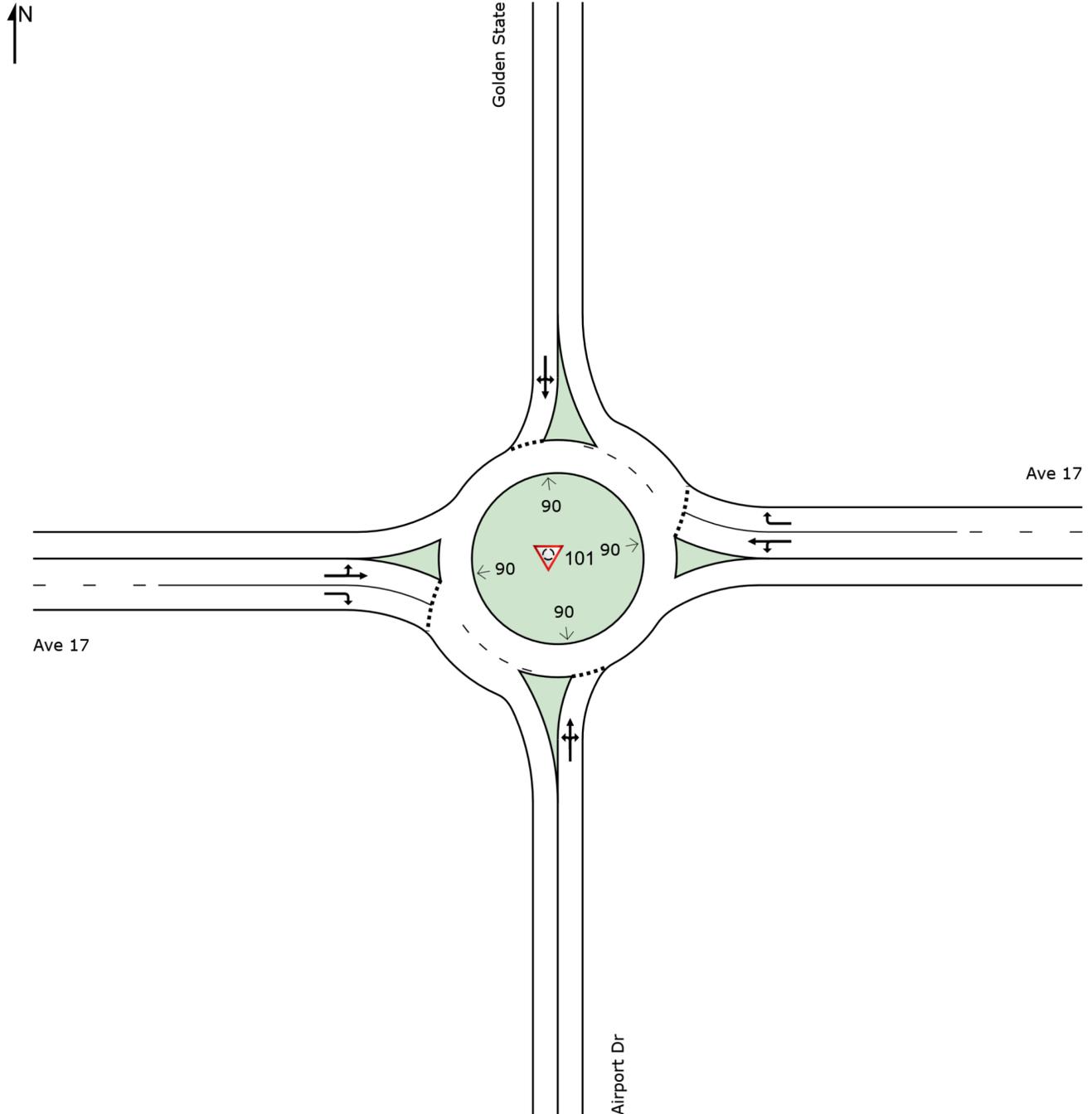
Site: 101 [Ave 17-Golden St (AM) (Site Folder: General)]

Ave 17 - Golden St - Airport 10-Year AM

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 Site: 101 [Ave 17-Golden St (AM) (Site Folder: General)]

Ave 17 - Golden St - Airport 10-Year AM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh	Dist] ft				
South: Airport Dr													
Lane 1 ^d	242	5.0	807	0.300	100	7.8	LOS A	1.8	47.7	Full	1600	0.0	0.0
Approach	242	5.0		0.300		7.8	LOS A	1.8	47.7				
East: Ave 17													
Lane 1	391	5.0	1256	0.311	100	7.8	LOS A	2.1	53.7	Full	300	0.0	0.0
Lane 2 ^d	414	5.0	1398	0.296	100	4.2	LOS A	2.0	51.2	Full	300	0.0	0.0
Approach	805	5.0		0.311		5.9	LOS A	2.1	53.7				
North: Golden State													
Lane 1 ^d	314	5.0	843	0.373	100	12.0	LOS B	2.4	61.4	Full	1600	0.0	0.0
Approach	314	5.0		0.373		12.0	LOS B	2.4	61.4				
West: Ave 17													
Lane 1 ^d	190	5.0	940	0.202	100	7.4	LOS A	1.2	32.2	Full	1600	0.0	0.0
Lane 2	21	5.0	576	0.036	100	8.7	LOS A	0.2	4.5	Full	1600	0.0	0.0
Approach	210	5.0		0.202		7.5	LOS A	1.2	32.2				
Intersection	1572	5.0		0.373		7.6	LOS A	2.4	61.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Airport Dr											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S						Cap. veh/h	v/c	%	%		
To Exit:	W	N	E								
Lane 1	17	64	162	242	5.0	807	0.300	100	NA	NA	
Approach	17	64	162	242	5.0		0.300				
East: Ave 17											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E						Cap. veh/h	v/c	%	%		
To Exit:	S	W	N								
Lane 1	255	136	-	391	5.0	1256	0.311	100	NA	NA	

Lane 2	-	-	414	414	5.0	1398	0.296	100	NA	NA
Approach	255	136	414	805	5.0		0.311			
North: Golden State										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	259	41	14	314	5.0	843	0.373	100	NA	NA
Approach	259	41	14	314	5.0		0.373			
West: Ave 17										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	13	177	-	190	5.0	940	0.202	100	NA	NA
Lane 2	-	-	21	21	5.0	576	0.036	100	NA	NA
Approach	13	177	21	210	5.0		0.202			
Total %HV Deg.Satn (v/c)										
Intersection	1572	5.0		0.373						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Airport Dr Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
East Exit: Ave 17 Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
North Exit: Golden State Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
West Exit: Ave 17 Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	

LANE SUMMARY

Site: 101 [Ave 17-Golden St (PM) (Site Folder: General)]

Ave 17 - Golden St - Airport 10-Year PM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	[HV] %						[Veh	Dist] ft				
South: Airport Dr													
Lane 1 ^d	338	4.0	584	0.579	100	15.4	LOS C	5.3	136.6	Full	1600	0.0	0.0
Approach	338	4.0		0.579		15.4	LOS C	5.3	136.6				
East: Ave 17													
Lane 1	366	4.0	1199	0.305	100	7.1	LOS A	2.1	53.5	Full	300	0.0	0.0
Lane 2 ^d	464	4.0	1374	0.338	100	4.3	LOS A	2.4	62.9	Full	300	0.0	0.0
Approach	830	4.0		0.338		5.5	LOS A	2.4	62.9				
North: Golden State													
Lane 1 ^d	555	4.0	866	0.641	100	14.9	LOS B	6.5	166.8	Full	1600	0.0	0.0
Approach	555	4.0		0.641		14.9	LOS B	6.5	166.8				
West: Ave 17													
Lane 1 ^d	272	4.0	763	0.357	100	9.1	LOS A	2.6	68.0	Full	1600	0.0	0.0
Lane 2	24	4.0	470	0.050	100	10.3	LOS B	0.3	7.0	Full	1600	0.0	0.0
Approach	296	4.0		0.357		9.2	LOS A	2.6	68.0				
Intersection	2019	4.0		0.641		10.3	LOS B	6.5	166.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Airport Dr											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From S						veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N	E				v/c	%	%	%	No.
Lane 1	33	60	246	338	4.0	584	0.579	100	NA	NA	
Approach	33	60	246	338	4.0		0.579				
East: Ave 17											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From E						veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	S	W	N				v/c	%	%	%	No.
Lane 1	183	183	-	366	4.0	1199	0.305	100	NA	NA	

Lane 2	-	-	464	464	4.0	1374	0.338	100	NA	NA
Approach	183	183	464	830	4.0		0.338			
North: Golden State										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	475	67	12	555	4.0	866	0.641	100	NA	NA
Approach	475	67	12	555	4.0		0.641			
West: Ave 17										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	21	251	-	272	4.0	763	0.357	100	NA	NA
Lane 2	-	-	24	24	4.0	470	0.050	100	NA	NA
Approach	21	251	24	296	4.0		0.357			
Total %HV Deg.Satn (v/c)										
Intersection	2019	4.0		0.641						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Airport Dr Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
East Exit: Ave 17 Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
North Exit: Golden State Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
West Exit: Ave 17 Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	

Roundabout Cost Estimate

Cost Estimate: Avenue 17 & SR 99 SB, Madera, CA

No.	Item Description	Quantity	Units	Unit Cost	Cost
1	Mobilization	1	LS	\$100,000.00	\$100,000
2	Water Pollution Control Program	1	LS	\$25,000.00	\$25,000
3	Traffic Control System	1	LS	\$200,000.00	\$200,000
4	Clearing and Grubbing	1	LS	\$25,000.00	\$25,000
5	Dust Control	1	LS	\$10,000.00	\$10,000
6	Roadway Excavation (F)	37,929	CY	\$15.00	\$568,931
7	Hot Mix Asphalt Concrete	1,141	TON	\$100	\$114,120
8	Class 2 Aggregate Base	2,656	TON	\$40	\$106,236
9	Mountable Curb at Truck Apron	327	LF	\$15	\$4,905
10	Concrete Curb and Gutter	1,510	LF	\$35	\$52,834
11	6-Inch Concrete Curb - Center Island	228	LF	\$35	\$7,980
12	Concrete Median Curb	1,139	LF	\$35	\$39,848
13	Concrete Truck Apron	4,127	SF	\$30	\$123,810
14	Center Island Treatment	1	LS	\$15,000	\$15,000
15	Median Island Concrete Cap	6,719	SF	\$10	\$67,185
16	Pavement Delineation & Signage	1	LS	\$35,000	\$35,000
17	Remove Street Light	1	EA	\$3,500	\$3,500
18	Center Island Lighting	1	LS	\$30,000	\$30,000
19	Roundabout lighting	1	LS	\$60,000	\$60,000
20	Right of Way Acquisition	1	LS	\$25,000	\$25,000
Subtotal for Roundabout=					\$1,614,349
Contingency 10%=					\$161,435
SUBTOTAL:					\$1,775,784
Escalation Percentage:					3.5%
Years to Middle of Construction:					1.0
Total Amount =					\$1,837,936

Cost Estimate: Avenue 17 & SR 99 NB, Madera, CA

No.	Item Description	Quantity	Units	Unit Cost	Cost
1	Mobilization	1	LS	\$150,000.00	\$150,000
2	Water Pollution Control Program	1	LS	\$25,000.00	\$25,000
3	Traffic Control System	1	LS	\$250,000.00	\$250,000
4	Clearing and Grubbing	1	LS	\$25,000.00	\$25,000
5	Dust Control	1	LS	\$10,000.00	\$10,000
6	Roadway Excavation (F)	30,794	CY	\$15.00	\$461,904
7	Engineer Fill	12,475	CY	\$15.00	\$187,120
8	Hot Mix Asphalt Concrete	971	TON	\$100	\$97,100
9	Class 2 Aggregate Base	2,455	TON	\$40	\$98,200
10	Concrete Sidewalk	1,835	SF	\$7	\$12,845
11	Concrete Curb Ramp	2	EA	\$4,500	\$9,000
12	Island Passage Way	60	SF	\$15	\$900
13	Mountable Curb at Truck Apron	339	LF	\$15	\$5,085
14	Concrete Curb and Gutter	1,294	LF	\$35	\$45,297
15	6-Inch Concrete Curb - Center Island	241	LF	\$35	\$8,435
16	Mountable Concrete Median Curb	868	LF	\$35	\$30,380
17	Concrete Truck Apron	5,402	SF	\$30	\$162,060
18	Center Island Treatment	1	LS	\$15,000	\$15,000
19	Median Island Concrete Cap	2,235	SF	\$10	\$22,347
20	Pavement Delineation & Signage	1	LS	\$35,000	\$35,000
21	Center Island Lighting	1	LS	\$30,000	\$30,000
22	Roundabout lighting	1	LS	\$60,000	\$60,000
23	Remove Street Light	3	EA	\$3,500	\$10,500
24	Right of way Acquisition	1	LS	\$75,000	\$75,000
25	Retaining Walls	1	LS	\$185,000	\$185,000
Subtotal for Roundabout=					\$2,011,173
Contingency 10%=					\$201,117
SUBTOTAL:					\$2,212,291
Escalation Percentage:					3.5%
Years to Middle of Construction:					1.0
Total Amount =					\$2,289,721

APPENDIX D

SWITRS CRASH RECORDS



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Primary Rd AVENUE 17 Distance (ft) 0.00 Direction Secondary Rd MELBA DR NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 020 Type 3 CalTrans Badge 018554 Collision Date 20150411 Time 1815 Day SAT											
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20150502														Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0											
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	F	W	HNBD		LFT TURN	S	D	2200	CHEVR	2005	- 3	N	-	M	G								
2	DRVR	50	M	W	HNBD		PROC ST	W	D	2200	TOYOT	1996	- 3	N	-	M	G	PASS	COMP PN 49	F	3	0	M	G	
Primary Rd AVENUE 17 Distance (ft) 15.0 Direction E Secondary Rd MENLO DRIVE NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 020 Type 3 CalTrans Badge 017868 Collision Date 20151230 Time 1830 Day WED											
Primary Collision Factor DRVR ALCDRG Violation 23152A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160105														Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0											
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	M	W	HBD-UI		PASSING	W	C	0200	HOND	2015	- 3	A	21460	N	- W	DRVR	OTH VIS	34	M	1	1	P	W
2	DRVR	23	M	H	HNBD		LFT TURN	W	A	0100	STRN	2007	- 3	N	-	M	G								
Primary Rd AVENUE 17 Distance (ft) 0.00 Direction Secondary Rd RT 99 NCIC 2002 State Hwy? Y Route 99 Postmile Prefix - Postmile 14.416 Side of Hwy N														City Madera County Madera Population 4 Rpt Dist Beat 003 Type 0 CalTrans 6 Badge 3277 Collision Date 20150221 Time 1620 Day SAT											
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160916														Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0											
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type R Ramp/Int 4																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	E	A	0100	FORD		- -	N	-	-	-								
2	DRVR	57	M	W	HNBD		PROC ST	W	A	0100	PONTI	2001	- 3	N	-	M	G	PASS		55	F	3	0	M	G
Primary Rd AVENUE 18 Distance (ft) 300. Direction W Secondary Rd COUNTY ROAD 20 NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 010 Type 3 CalTrans Badge 16486 Collision Date 20150402 Time 1525 Day THU											
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20150922														Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0											
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	M	H	HNBD		RAN OFF RD	E	A	0100	TOYOT	1990	- 3	N	-	P	G								
Primary Rd AVENUE 18 Distance (ft) 1584 Direction W Secondary Rd COUNTY ROAD 23 NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 010 Type 3 CalTrans Badge 016486 Collision Date 20150914 Time 1155 Day MON											
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20151019														Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0											
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	H	HNBD		RAN OFF RD	E	D	2200	NISS	2004	- 3	N	-	M	G								

Primary Rd SR 99 Distance (ft) 2640 Direction N Secondary Rd 4TH STREET NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City Madera SOUTHBOUND County Madera Population 4 Rpt Dist Beat 031 Type 1 CalTrans Badge 016938 Collision Date 20160802 Time 1400 Day TUE Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160808 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	69	F	W	HNBD		CHANG LN	S	A	0100	CHEV	2016	- 3	N	-	M	G	DRVR	COMP PN	69	F	1	0	M	G
																		PASS		16	M	3	0	M	G
																		PASS		15	M	6	0	P	G
2	DRVR	51	M	H	HNBD		PROC ST	S	G	2533	FRHT	2007	- 3	N	-	P	G								
Primary Rd SR 99 Distance (ft) 3960 Direction N Secondary Rd AVENUE 12 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City UNINC SOUTHBOUND County Madera Population 9 Rpt Dist Beat 031 Type 1 CalTrans Badge 016938 Collision Date 20160530 Time 1320 Day MON Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160608 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	H	HNBD		PROC ST	S	A	0100	JEEP	2016	- 3	N	-	M	G								
2	DRVR	38	M	H	HNBD		SLOWING	S	D	2200	GMC	2000	- 3	N	-	M	G	PASS		37	F	3	0	M	G
																		PASS		11	F	6	0	P	G
																		PASS		9	M	4	0	P	G
																		PASS		5	F	5	0	P	Q
3	DRVR	30	F	H	HNBD		SLOWING	S	A	0100	KIA	2015	- 3	N	-	M	G	PASS		48	F	3	0	M	G
Primary Rd SR 99 Distance (ft) 250. Direction S Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City UNINC SOUTHBOUND County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 016938 Collision Date 20160212 Time 0425 Day FRI Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160218 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	W		FATG	PROC ST	S	A	0100	MERC	2011	- 3	N	-	M	G	PASS		19	M	3	0	M	G
2	DRVR	63	M	W	HNBD		PROC ST	S	G	2533	FREI	2016	- 3	N	-	P	G								
Primary Rd SR 99 Distance (ft) 0.00 Direction Secondary Rd AVENUE 18 1/2 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City UNINC SOUTHBOUND County Madera Population 9 Rpt Dist Beat 010 Type 3 CalTrans Badge 016938 Collision Date 20160520 Time 0655 Day FRI Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160525 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	W	HNBD		STOPPED	S	A	0100	TOYO	2016	- 3	N	-	M	G								
2	DRVR	23	M	W	HNBD		PROC ST	W	A	0100	FORD	1996	- 3	N	-	M	G								

PASS	23	M	6	0	P	G
PASS	39	M	7	0	P	G

Primary Rd SR-99 S/B Distance (ft) 500. Direction S Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
 City Madera County Madera Population 4 Rpt Dist Beat 011 Type 1 CalTrans Badge 017496 Collision Date 20160715 Time 1630 Day FRI
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160801
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	49	M	H	HNBD		SLOWING	S	D	2200	CHEV 2001	-	3	N	-	M G	PASS		55	F	3	0	M	G
2	DRVR	41	F	H	HNBD		STOPPED	S	A	0100	FORD 2007	-	3	N	-	M G	DRVR	COMP PN 41		F	1	0	M	G

Primary Rd SR-99 S/B Distance (ft) 1000 Direction N Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
 City UNINCORP. County Madera Population 9 Rpt Dist Beat 020 Type 3 CalTrans Badge 017475 Collision Date 20160817 Time 1840 Day WED
 Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160901
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	H	HNBD		RAN OFF RD	S	A	0100	ACUR 2005	-	3	H	N	L G								

Primary Rd SR-99 S/B Distance (ft) 2112 Direction N Secondary Rd AVENUE 18 1/2 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
 City UNINCORP. County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 016341 Collision Date 20160204 Time 2135 Day THU
 Primary Collision Factor NOT DRIVER Violation Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160209
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	59	M	W	HNBD		PROC ST	S	M	4707	MONA 2005	-	3	N	-	M G	DRVR	COMP PN 59		M	1	0	M	G

Primary Rd SR-99 S/B Distance (ft) 1584 Direction S Secondary Rd AVENUE 18 1/2 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
 City UNINCORP. County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 019818 Collision Date 20160225 Time 0820 Day THU
 Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 5 Tow Away? Y Process Date 20160229
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	M	H	HNBD		PROC ST	S	A	0100	CHEV 2014	-	3	L	-	L H	DRVR	OTH VIS 24		M	1	0	L	H
2	DRVR	48	M	W	HNBD		PROC ST	S	D	2200	CHE 2012	-	3	L	-	M G	DRVR	COMP PN 48		M	1	0	M	G
3	DRVR	67	M	H	HNBD		PROC ST	S	A	0100	HYUN 2005	-	3	A	21703	L M G	DRVR	COMP PN 67		M	1	0	M	G
																	PASS	COMP PN 48		M	3	0	M	G

Primary Rd SR-99 S/B Distance (ft) 1725 Direction N Secondary Rd AVENUE 18 1/2 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
 City UNINCORP. County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 014354 Collision Date 20160625 Time 1325 Day SAT
 Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160715
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	M	W	IMP UNK	IMP UNK	PROC ST	S	A	0700	CHEV 1985	-	3	G	-	B B								
2	DRVR	22	M	O	HNBD		STOPPED	S	A	0700	HOND 2015	-	3	N	-	M G	PASS		52	F	3	0	M	G

Primary Rd		SR-99 S/B		Distance (ft)	1292	Direction	S	Secondary Rd	SR-233	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Chowchilla		County	Madera	Population	3	Rpt Dist	Beat	012	Type	1	CalTrans	Badge	016341	Collision Date	20160519	Time	2335	Day	THU					
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20160531									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	F	W	HNBD		OTHER	S	A	0100	HYUN	2009	-	3	N	-	L	G	DRVR	OTH VIS	18	F	1	0	B	G
2	PRKD	998	-				PARKED	W	D	2200	GMC	2006	-	-	-	-	-									

Primary Rd		SR-99 S/B FROM		Distance (ft)	45.0	Direction	W	Secondary Rd	RT 99	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Madera		County	Madera	Population	4	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	016938	Collision Date	20160304	Time	2140	Day	FRI					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	OVERTURNED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20160307									
Weather1		CLOUDY		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	NON-CLSN	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	57	F		HNBD		RAN OFF RD	W	A	0100	JEEP	2005	-	3	N	-	M	G	DRVR	COMP PN	57	F	1	0	M	G

Primary Rd		SR-99 S/B FROM		Distance (ft)	395.	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		UNINCORPORATED		County	Madera	Population	9	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	012316	Collision Date	20161231	Time	1055	Day	SAT					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	SIDESWIPE	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	Y	Process Date	20170105									
Weather1		CLOUDY		Weather2	RAINING	Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	M	H	HNBD		ENT TRAF	S	D	2200	DODG	1992	-	3	N	-	P	G	DRVR	COMP PN	23	M	1	0	P	G
2	DRVR	36	M	H	HNBD		PROC ST	S	A	0100	BMW	2004	-	3	N	-	L	G	PASS	COMP PN	28	M	3	0	P	G
3	DRVR	22	M	H	HNBD		PROC ST	S	A	0100	FORD	2000	-	3	N	-	M	G								

Primary Rd		SR-99 S/B FROM		Distance (ft)	1202	Direction	S	Secondary Rd	AVE. 20	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		UNINCORPORATED		County	Madera	Population	9	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	012316	Collision Date	20160927	Time	1435	Day	TUE					
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20160930									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	48	F	H	HNBD		ENT TRAF	S	A	0700	LAND	2000	-	3	H	-	M	G								

Primary Rd		SR-99 S/B FROM		Distance (ft)	870.	Direction	S	Secondary Rd	CLEVELAND	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Madera		County	Madera	Population	4	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	012316	Collision Date	20161005	Time	0625	Day	WED					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20161017									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int										
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	25	M	H	HNBD		MERGING	S	A	0100	HYUN	2013	-	3	H	-	M	G								
2	DRVR	66	M	H	HNBD		MERGING	S	A	0100	HOND	1997	-	3	H	-	M	G	PASS		62	F	3	0	M	G

Primary Rd AVENUE 17 Distance (ft) 15.0 Direction W Secondary Rd RODEO DRIVE NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City UNINCORP. County Madera Population 9 Rpt Dist Beat 020 Type 3 CalTrans Badge 017868 Collision Date 20171212 Time 1720 Day TUE																								
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20171219																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	W	HNBD		UNS TURN	W	A	0100	TOYT	2017	- 3	N	-	M G								
2	DRVR	27	M	H	HNBD		STOPPED	E	A	0100	HYUN	2003	- 3	N	-	M G								
Primary Rd AVENUE 17 Distance (ft) 30.0 Direction W Secondary Rd RT 99 NCIC 2002 State Hwy? Y Route 99 Postmile Prefix R Postmile 14.087 Side of Hwy S																								
City Madera County Madera Population 4 Rpt Dist Beat 003 Type 0 CalTrans 6 Badge 4407 Collision Date 20170329 Time 1835 Day WED																								
Primary Collision Factor IMPROP PASS Violation 21755A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170628																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type R Ramp/Int 4																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-	-	-	N	-	-								
2	DRVR	24	F	B	HNBD		PROC ST	E	-	0000	TOYOT	2000	- 3	N	-	G -								
Primary Rd AVENUE 17 Distance (ft) 200. Direction E Secondary Rd STATE ROUTE 99 NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City UNINCORP. County Madera Population 9 Rpt Dist Beat 020 Type 3 CalTrans Badge 020253 Collision Date 20170720 Time 0333 Day THU																								
Primary Collision Factor DRVR ALC DRG Violation 23152A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170726																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	43	M	H	HNBD		PROC ST	W	A	0100	HOND	2000	- 3	N	-	M G								
2F	DRVR	23	F	A	HBD-UI		LFT TURN	N	A	0100	TOYO	2004	- 3	A	21802	- M G								
Primary Rd AVENUE 18 Distance (ft) 673. Direction E Secondary Rd COUNTY ROAD 19 NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City UNINCORP. County Madera Population 9 Rpt Dist Beat 010 Type 3 CalTrans Badge 018551 Collision Date 20170131 Time 1655 Day TUE																								
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20170209																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	47	M	H	HNBD		PASSING	W	A	0700	JEEP	2004	- 3	N	-	M G								
2F	DRVR	74	M	O	HNBD		LFT TURN	W	M	4600	JOHN	2007	- 3	N	-	P V	DRVR	OTH VIS	74	M	1	1	P	V
Primary Rd AVENUE 18 Distance (ft) 1320 Direction E Secondary Rd COUNTY ROAD 22 NCIC 9450 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City UNINCORP. County Madera Population 9 Rpt Dist Beat 010 Type 3 CalTrans Badge 020882 Collision Date 20170108 Time 1150 Day SUN																								
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170110																								
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	M	H	HNBD		PROC ST	E	A	0100	HONDA	1999	- 3	N	-	M G	DRVR	COMP PN	36	M	1	0	M	G

Primary Rd		SR-99 N/B TO		Distance (ft)	5.00	Direction	S	Secondary Rd	AVENUE 17		NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Madera		AVENUE 17		County	Madera	Population	4	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	000002	Collision Date	20171114	Time	1600	Day	TUE				
Primary Collision Factor		STRTNG BCKNG		Violation	22106	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20171213										
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntnl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	50	M	O	HNBD			PROC ST	N	D	2200	FORD	2017	-	3	N	-	M	G								
2	DRVR	36	F	W	HNBD			STOPPED	N	A	0100	TOYOT	2011	-	3	N	-	M	G								
Primary Rd		SR-99 N/B TO		Distance (ft)	250.	Direction	S	Secondary Rd	AVENUE 17		NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Madera		AVENUE 17		County	Madera	Population	4	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	017868	Collision Date	20171218	Time	0220	Day	MON				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	OVERTURNED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20171222										
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		NON-CLSN		Lighting		DARK - ST		Ped Action		Cntnl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	33	F	H	HNBD			RAN OFF RD	N	A	0100	HOND	2012	-	3	N	-	L	G	PASS	MINOR	38	F	3	0	L	G
Primary Rd		SR-99 N/B TO		Distance (ft)	8.00	Direction	S	Secondary Rd	AVENUE 20 1/2		NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		UNINCORP		AVENUE 20 1/2		County	Madera	Population	9	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	019105	Collision Date	20171018	Time	0844	Day	WED				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20171024										
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DARK - ST		Ped Action		Cntnl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	31	M	H	HNBD			PROC ST	N	D	2200	CHEV	2007	-	3	N	-	M	G								
2	DRVR	51	F	H	HNBD			STOPPED	N	A	0100	CHEV	2007	-	3	N	-	M	G								
Primary Rd		SR-99 N/B TO		Distance (ft)	0.00	Direction	S	Secondary Rd	AVENUE 20 1/2		NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		UNINCORP		AVENUE 20 1/2		County	Madera	Population	9	Rpt Dist	Beat	010	Type	3	CalTrans	Badge	018676	Collision Date	20171230	Time	1410	Day	SAT				
Primary Collision Factor		R-O-W AUTO		Violation	21802A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180102										
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntnl Dev		FNCTNG		Loc Type		Ramp/Int									
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	34	F	H	HNBD			ENT TRAF	N	A	0100	TOYO	2007	-	3	N	-	M	G								
2	DRVR	40	M	H	HNBD			PROC ST	W	D	2200	FORD	1999	-	3	N	-	M	G								
Primary Rd		SR-99 N/B TO		Distance (ft)	596.	Direction	S	Secondary Rd	AVENUE 24		NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		UNINCORP		AVENUE 24		County	Madera	Population	9	Rpt Dist	Beat	010	Type	3	CalTrans	Badge	019070	Collision Date	20170217	Time	1455	Day	FRI				
Primary Collision Factor		NOT DRIVER		Violation		Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20170220										
Weather1		RAINING		Weather2		WIND		Rdwy Surface		WET		Rdwy Cond1		OBSTR ON RD		Rdwy Cond2		Spec Cond		0							
Hit and Run		Motor Vehicle Involved With		OTHER OBJ		Lighting		DAYLIGHT		Ped Action		Cntnl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1	DRVR	57	M	W	HNBD			PROC ST	N	G	2531	FREI	2017	-	3	N	-	P	G	DRVR	SEVERE	57	M	1	0	P	G

Primary Rd SR-99 N/B	Distance (ft) 600.	Direction N	Secondary Rd AVENUE 16	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City Madera	County Madera	Population 4	Rpt Dist Beat 011	Type 1	CalTrans	Badge 016764	Collision Date 20181128	Time 0608	Day WED											
Primary Collision Factor IMPROP TURN	Violation 22107	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20181210													
Weather1 CLOUDY	Weather2 RAINING	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With FIXED OBJ	Lighting DARK - ST	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected												
1F DRVR 34 M H HNBD	OTHER	N	A	0100	TOYT 2006	-	3	N	-	M	G									
Primary Rd SR-99 N/B	Distance (ft) 1584	Direction S	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.	County Madera	Population 9	Rpt Dist Beat 011	Type 1	CalTrans	Badge 017899	Collision Date 20180222	Time 0300	Day THU											
Primary Collision Factor IMPROP TURN	Violation 22107	Collision Type HIT OBJECT	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20180301													
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With FIXED OBJ	Lighting DARK - NO	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected												
1F DRVR 62 M H	FATG	OTHER	N	G	2633	PETE 2013	-	3	F	-	M	G	DRVR	POSSIBL	62	M	1	0	M	G
Primary Rd SR-99 N/B	Distance (ft) 100.	Direction N	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.	County Madera	Population 9	Rpt Dist Beat 011	Type 1	CalTrans	Badge 018551	Collision Date 20180630	Time 1135	Day SAT											
Primary Collision Factor UNSAFE SPEED	Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180705													
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected												
1 DRVR 46 F W HNBD	PROC ST	N	A	0100	TOYO 2016	-	3	A	22350	-	M	G								
2F DRVR 71 F B HNBD	PROC ST	N	A	0100	JAGU 2000	-	3	N	-	-	M	G								
3 DRVR 32 F W HNBD	STOPPED	N	D	2200	CHEV 2018	-	3	N	-	-	M	G								
4 DRVR 998 M W HNBD	PROC ST	N	A	0100	CHEV 2004	-	3	A	22350	-	-	-								
Primary Rd SR-99 N/B	Distance (ft) 2112	Direction S	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.	County Madera	Population 9	Rpt Dist Beat 011	Type 1	CalTrans	Badge 015905	Collision Date 20181104	Time 0310	Day SUN											
Primary Collision Factor LANE CHANGE	Violation 21658A	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20181108													
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DARK - NO	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected												
1F DRVR 25 F B HBD-NUI	CHANG LN	N	A	0100	TOYOT 2012	-	3	N	-	L	G	PASS	POSSIBL	46	F	5	0	M	H	
2 DRVR 52 M W HNBD	PROC ST	N	D	2200	CHEV 1990	-	3	N	-	P	G									
Primary Rd SR-99 N/B	Distance (ft) 1584	Direction N	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City UNINCORP.	County Madera	Population 9	Rpt Dist Beat 011	Type 1	CalTrans	Badge 019159	Collision Date 20181113	Time 0450	Day TUE											
Primary Collision Factor IMPROP PASS	Violation 21755	Collision Type SIDESWIPE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20181126													
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0															
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DARK - NO	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected												
1F DRVR 21 M H HNBD	MERGING	N	A	0100	KIA 2013	-	3	N	-	M	G	DRVR	POSSIBL	21	M	1	0	M	G	
2 DRVR 55 M O HNBD	PROC ST	N	G	2532	KENW 2010	-	3	N	-	M	G									

Primary Rd	SR-99 N/B	Distance (ft)	36.0	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	018923	Collision Date	20181224	Time	1947 Day MON										
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20181231											
Weather1	RAINING	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntl Dev	NT PRS/FCTR	Loc Type		Ramp/Int		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	22	M	H	HNBD		PROC ST	N	A	0100	HONDA	2006	-	3	N	-	L	G								
Primary Rd	SR-99 N/B	Distance (ft)	5808	Direction	S	Secondary Rd	AVENUE 18 1/2	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	017899	Collision Date	20180106	Time	0105 Day SAT										
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180112											
Weather1	CLEAR	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntl Dev	NT PRS/FCTR	Loc Type		Ramp/Int		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	52	M	H	HNBD		OTHER	N	D	2200	CHEV	2006	-	3	F	-	M	G								
Primary Rd	SR-99 N/B	Distance (ft)	4224	Direction	S	Secondary Rd	AVENUE 18 1/2	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	019159	Collision Date	20180524	Time	0314 Day THU										
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180531											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntl Dev	NT PRS/FCTR	Loc Type		Ramp/Int		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	998	-	IMP UNK	IMP UNK	RAN OFF RD	N	A	0100	MAZDA	2015	-	3	O	-	L	B									
Primary Rd	SR-99 N/B	Distance (ft)	2640	Direction	S	Secondary Rd	AVENUE 18 1/2	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	015905	Collision Date	20180731	Time	0550 Day TUE										
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180807											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntl Dev	NT PRS/FCTR	Loc Type		Ramp/Int		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	26	M	H	HNBD		SLOWING	N	D	2200	NISSA	2017	-	3	N	-	L	G								
2	DRVR	52	M	B	HNBD		SLOWING	N	A	0100	BUICK	1999	-	3	N	-	M	G								
Primary Rd	SR-99 N/B	Distance (ft)	2005	Direction	N	Secondary Rd	AVENUE 18 1/2	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	016425	Collision Date	20180911	Time	1020 Day TUE										
Primary Collision Factor	NOT DRIVER	Violation		Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180918											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntl Dev	NT PRS/FCTR	Loc Type		Ramp/Int		
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1	DRVR	20	M	H	HNBD		PROC ST	N	G	2531	INTL	2014	-	3	N	-	P	G								
2	DRVR	58	F	W	HNBD		PROC ST	N	A	0100	LEXU	2012	-	3	N	-	M	G								

Primary Rd	SR-99	Distance (ft)	8.00	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPORATED	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	017032	Collision Date	20180527	Time	1227	Day	SUN	
Primary Coll Factor	FROM AVENUE 17	Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20180611				
Weather1	WET	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int							

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	22	M	W	IMP UNK	IMP UNK	RAN OFF RD	N	A	0100	TOYT	2005	- 3	A	22350	N	L	G	DRVR	MINOR	22	M	1	0	L	G

Primary Rd	SR-99	Distance (ft)	875.	Direction	N	Secondary Rd	MADERA AVENUE	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	017032	Collision Date	20180912	Time	1515	Day	WED	
Primary Coll Factor	FROM MADERA AVENUE	Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20180918				
Weather1	WET W/B	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	60	F	W	HNBD		MERGING	N	A	0800	DODG	2015	- 3	N	-	M	G	DRVR	POSSIBL	52	F	1	0	M	G
2	DRVR	52	F	H	HNBD		MERGING	N	A	0100	TOYT	2017	- 3	N	-	M	G	DRVR	POSSIBL	52	F	1	0	M	G

Primary Rd	SR-99	Distance (ft)	82.0	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPORATED	County	Madera	Population	9	Rpt Dist	Beat 020	Type	3	CalTrans	Badge	017868	Collision Date	20180616	Time	0110	Day	SAT	
Primary Coll Factor	DRVR ALC/DRG	Violation	23152A	Collision Type	OVERTURNED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20180625				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	NON-CLSN	Lighting	DARK - ST	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int							

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	23	M	H	HBD-UI		RAN OFF RD	N	A	0100	MERB	2002	- 3	A	22450	H	L	G	DRVR	SERIOUS	23	M	1	0	L	G

Primary Rd	SR-99	Distance (ft)	604.	Direction	S	Secondary Rd	AVENUE 26	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	CHOWCHILLA	County	Madera	Population	3	Rpt Dist	Beat 012	Type	1	CalTrans	Badge	017032	Collision Date	20180217	Time	1445	Day	SAT	
Primary Coll Factor	DRVR ALC/DRG	Violation	23152A	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180226				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	B	HBD-UI		RAN OFF RD	N	A	0100	CHEV	2009	- 3	A	22107	-	M	G							

Primary Rd SR-99 S/B Distance (ft) 10.0 Direction S Secondary Rd W. 4 TH STREET NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																										
City Madera County Madera Population 4 Rpt Dist Beat 031 Type 1 CalTrans Badge 018823 Collision Date 20181111 Time 1748 Day SUN																										
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20181119																										
Weather1 CLOUDY Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0																										
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	M	H	HNBD		RAN OFF RD	S	A	0100	HOND	1997	-	3	M	-	L	G								
Party Info																										
Victim Info																										
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																										
1F DRVR 22 M H HNBD RAN OFF RD S A 0100 HOND 1997 - 3 M - L G																										
Primary Rd SR-99 S/B Distance (ft) 1584 Direction N Secondary Rd YOSEMITE AVE NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																										
City Madera County Madera Population 4 Rpt Dist Beat 031 Type 1 CalTrans Badge 018823 Collision Date 20180614 Time 1725 Day THU																										
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180625																										
Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0																										
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																										
Party Info																										
Victim Info																										
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																										
1F DRVR 71 M W HNBD PROC ST S D 2200 FORD 1966 - 3 N - M G																										
2 DRVR 44 F W HNBD SLOWING S A 0100 FORD 2018 - 3 N - M G																										
Primary Rd SR-99 S/B FROM Distance (ft) 200. Direction N Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																										
City UNINCORP AVENUE 17 County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 018551 Collision Date 20180106 Time 0820 Day SAT																										
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20180112																										
Weather1 CLOUDY Weather2 RAINING Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0																										
Hit and Run Motor Vehicle Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																										
Party Info																										
Victim Info																										
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																										
1F DRVR 23 M H HNBD PROC ST S A 0700 MITS 1999 - 3 N - M G																										
Primary Rd SR-99 S/B FROM Distance (ft) 830. Direction S Secondary Rd CLEVELAND AVE. NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																										
City Madera CLEVELAND County Madera Population 4 Rpt Dist Beat 011 Type 1 CalTrans Badge 016425 Collision Date 20180816 Time 0735 Day THU																										
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180823																										
Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0																										
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																										
Party Info																										
Victim Info																										
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																										
1F DRVR 30 M H HNBD PROC ST S A 0100 MINI 2004 - 3 H - M G																										
2 DRVR 27 M H HNBD PROC ST S A 0100 SATU 2007 - 3 H - M G																										
Primary Rd SR-99 S/B TO Distance (ft) 0.00 Direction Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																										
City UNINCORP AVENUE 17 County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 016425 Collision Date 20180722 Time 0805 Day SUN																										
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20180727																										
Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0																										
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																										
Party Info																										
Victim Info																										
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected																										
1F DRVR 21 M H HBD-NUI FATG PROC ST S A 0100 HOND 2009 - 3 N - L G																										
PASS POSSIBL 20 F 3 0 L G																										

Primary Rd	SR-99	Distance (ft)	0.00	Direction		Secondary Rd	AVENUE 17 OC	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPATED	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	017032	Collision Date	20180125	Time	0730	Day	THU	
Primary Collision Factor	FROM AVENUE 17	Violation	22107	Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180130				
Weather1	CLOUDY	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	16	M	H	HNBD		MERGING	S	D		2200	MAZD	1999	-	3	N	-	M	G						

Primary Rd	STADIUM RD	Distance (ft)	0.00	Direction		Secondary Rd	ALMOND AV	NCIC	2002	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat 004	Type	0	CalTrans	Badge	4125	Collision Date	20180824	Time	1736	Day	FRI	
Primary Collision Factor	STOP SGN SIG	Violation	22450A	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	5	Tow Away?	Y	Process Date	20180928				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int					

Party Info														Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	50	M	O	HNBD		PROC ST	N	F		2500	FREIG	2012	-	3	N	-	G	-	DRVR	OTH VIS	49	M	1	0	G	-
2	DRVR	54	F	H	HNBD		LFT TURN	W	I		2000	OTHER	2013	-	3	N	-	G	-	DRVR	COMP PN	53	F	1	0	G	-
																				PASS	COMP PN	36	F	0	0	H	-
																				PASS	OTH VIS	34	F	0	0	H	-
																				PASS	OTH VIS	16	F	0	0	H	-

Primary Rd	STADIUM RD	Distance (ft)	150.	Direction	N	Secondary Rd	MAPLE ST	NCIC	2002	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat 004	Type	0	CalTrans	Badge	4224	Collision Date	20180205	Time	1238	Day	MON	
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180321				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run	MSDMNR	Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	A		0700	CHEVR	1995	-	3	N	-	B	-						
2	DRVR	50	F	H	HNBD		PROC ST	S	A		0100	DODGE	2010	-	3	N	-	M	G						

Primary Rd	STADIUM RD	Distance (ft)	284.	Direction	S	Secondary Rd	MAPLE ST	NCIC	2002	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat 004	Type	0	CalTrans	Badge	4497	Collision Date	20180707	Time	2114	Day	SAT	
Primary Collision Factor	DRVR ALC DRG	Violation	23152	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180727				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run	MSDMNR	Motor Vehicle Involved With	PKD MV	Lighting	DUSK/DAWN	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	F	H	HBD-UI		PROC ST	N	A		0100	LEXUS	2008	-	3	N	-	B	-						
2	PRKD	998	-				PARKED	N	D		2200	GMC	2003	-	3	N	-	-	-						

Primary Rd STATE ROUTE 99 Distance (ft) 1056 Direction N Secondary Rd AVENUE 12 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City UNINCORP. County Madera Population 9 Rpt Dist Beat 031 Type 1 CalTrans Badge 020882 Collision Date 20181109 Time 1735 Day FRI Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20181120 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int													
Party Info Victim Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected 1F DRVR 33 F B HNBD PROC ST S A 0800 DODGE 2018 - 3 N - M G DRVR POSSIBL 70 M 1 0 M G 2 DRVR 25 M H HNBD SLOWING S A 0100 DODGE 2016 - 3 N - M G													
Primary Rd STATE ROUTE 99 Distance (ft) 10.0 Direction S Secondary Rd AVENUE 16 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City Madera/S/B County Madera Population 4 Rpt Dist Beat 011 Type 1 CalTrans Badge 020882 Collision Date 20180531 Time 2115 Day THU Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20180607 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int													
Party Info Victim Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected 1F DRVR 70 M W HNBD FATG CHANG LN S A 0100 HYUN 2017 - 3 N - M G DRVR POSSIBL 70 M 1 0 M G 2 DRVR 48 M H HNBD PROC ST S G 2533 FREI 2010 - 3 N - M G 3 DRVR 25 M H HNBD PROC ST S A 0100 TOYT 2004 - 3 N - M G													
Primary Rd STATE ROUTE 99 Distance (ft) 200. Direction N Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City UNINCORP. County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 020882 Collision Date 20180531 Time 1505 Day THU Primary Collision Factor NOT DRIVER Violation Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180607 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int													
Party Info Victim Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected 1 DRVR 21 F B HNBD PROC ST S A 0100 LEXS 2002 - 3 N - M G 2 DRVR 61 M W HNBD PROC ST S A 0700 TOYT 2013 - 3 N - M G													
Primary Rd STATE ROUTE 99 Distance (ft) 200. Direction S Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City Madera/S/B County Madera Population 4 Rpt Dist Beat 011 Type 1 CalTrans Badge 020882 Collision Date 20180607 Time 1650 Day THU Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180613 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int													
Party Info Victim Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected 1F DRVR 35 F O HNBD PROC ST S A 0100 MAZD 2018 - 3 N - M G 2 DRVR 28 M H HNBD SLOWING S D 2200 FORD 2005 - 3 N - M G													
Primary Rd STATE ROUTE 99 Distance (ft) 900. Direction S Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City Madera/S/B County Madera Population 4 Rpt Dist Beat 011 Type 1 CalTrans Badge 020253 Collision Date 20180615 Time 1535 Day FRI Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180625 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int													
Party Info Victim Info Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected 1F DRVR 48 F O HNBD PROC ST S A 0100 VOLV 2005 - 3 N - M G 2 DRVR 36 M W HNBD STOPPED S D 2200 CHEV 2012 - 3 N - M G													

Primary Rd	STATE ROUTE 99	Distance (ft)	15.0	Direction	S	Secondary Rd	STATE ROUTE 152	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 012	Type	1	CalTrans	Badge	020882	Collision Date	20180505	Time	0315	Day	SAT	
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180511				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	O	HNBD		RAN OFF RD	S	G		2531	FREI	2015	-	3	N	-	M	G							

Primary Rd	STATE ROUTE 99	Distance (ft)	528.	Direction	N	Secondary Rd	STATE ROUTE 233	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Chowchilla	County	Madera	Population	3	Rpt Dist	Beat 012	Type	1	CalTrans	Badge	020882	Collision Date	20181226	Time	1130	Day	WED	
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190102				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	F	W	HNBD		PROC ST	S	A		0100	TOY	2009	-	3	N	-	M	G							
2	DRVR	42	F	H	HNBD		SLOWING	S	A		0800	VOLK	2014	-	3	N	-	M	G							

Primary Rd	STATE ROUTE 99	Distance (ft)	100.	Direction	S	Secondary Rd	AVENUE 12	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORP FROM AVENUE	County	Madera	Population	9	Rpt Dist	Beat 031	Type	1	CalTrans	Badge	020253	Collision Date	20180524	Time	1930	Day	THU	
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	OVERTURNED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20180601				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	NON-CLSN	Lighting	DUSK/DAWN	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	60	M	H	HNBD		OTHER	S	C		0200	KAWA	2016	-	3	N	-	-	W	DRVR	POSSIBL	60	M	1	1	P	W

Primary Rd	STATE ROUTE 99	Distance (ft)	60.0	Direction	S	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	020882	Collision Date	20180715	Time	0300	Day	SUN	
Primary Collision Factor	DRVR ALC/DRG	Violation	23152A	Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180720				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	NON-CLSN	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	41	M	H	HBD-UI		RAN OFF RD	S	D		2200	CHEV	1999	-	3	A	22107	-	M	G						

Primary Rd	STATE ROUTE 99	Distance (ft)	300.	Direction	S	Secondary Rd	CLEVELAND	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	016764	Collision Date	20181017	Time	0610	Day	WED	
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20181025				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	M	H	HNBD		MERGING	S	A		0100	CHEV	2013	-	3	H	-	L	G							
2	DRVR	47	M	H	HNBD		MERGING	S	A		0800	CHEV	2000	-	3	H	-	M	G							

Primary Rd AVENUE 17		Distance (ft) 0.00	Direction	Secondary Rd MELBA DR	NCIC 9450	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City UNINCORP.	County Madera	Population 9	Rpt Dist	Beat 020	Type 3	CalTrans	Badge 018923	Collision Date 20190123	Time 1604	Day WED															
Primary Collision Factor R-O-W AUTO		Violation 21801A	Collision Type HEAD-ON	Severity INJURY	#Killed 0	#Injured 2	Tow Away? Y	Process Date 20190201																	
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run																	
Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	73	M	H	HNBD		LFT TURN	E	D	2200	GMC	2000	- 3	N	-	L	G	DRVR	MINOR	22	F	1	0	L	G
2	DRVR	22	F	H	HNBD		PROC ST	W	A	0100	BMW	2001	- 3	N	-	L	G	DRVR	MINOR	22	F	1	0	L	G
																		PASS	POSSIBL	29	F	3	0	L	G

Primary Rd AVENUE 17		Distance (ft) 0.00	Direction	Secondary Rd MELBA DRIVE	NCIC 9450	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City UNINCORP.	County Madera	Population 9	Rpt Dist	Beat 020	Type 3	CalTrans	Badge 019105	Collision Date 20191210	Time 1432	Day TUE															
Primary Collision Factor R-O-W AUTO		Violation 21802A	Collision Type BROADSIDE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20191217																	
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run																	
Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int																		
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	F	W	HNBD		ENT TRAF	S	A	0700	JEEP	2004	- 3	N	-	M	G	DRVR	POSSIBL	31	F	1	0	M	G
2	DRVR	70	M	H	HNBD		PROC ST	W	B	0735	CHE	2011	- 3	N	-	M	G	DRVR	POSSIBL	31	F	1	0	M	G

Primary Rd AVENUE 17		Distance (ft) 15.0	Direction E	Secondary Rd PROSPECT DRIVE	NCIC 9450	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City Madera	County Madera	Population 4	Rpt Dist	Beat 020	Type 3	CalTrans	Badge 018612	Collision Date 20190311	Time 1920	Day MON															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20190318																	
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run																	
Motor Vehicle Involved With FIXED OBJ		Lighting DUSK/DAWN	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	60	M	O	HNBD		RAN OFF RD	E	D	2200	DODG	2001	- 3	N	-	L	G	DRVR	POSSIBL	31	F	1	0	M	G

Primary Rd AVENUE 17		Distance (ft) 1000	Direction W	Secondary Rd WALDEN DR	NCIC 2002	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City Madera	County Madera	Population 4	Rpt Dist CITY	Beat 002	Type 0	CalTrans	Badge 2791	Collision Date 20191005	Time 0830	Day SAT															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 2	Tow Away? N	Process Date 20191125																	
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1 CONS ZONE	Rdwy Cond2	Spec Cond 0	Hit and Run																	
Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int																		
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	F	H	HNBD		PROC ST	W	A	0700	CADIL		- 3	G	-	G	-	DRVR	COMP PN	26	F	1	0	G	-
																		PASS		20	F	3	3	G	-
2	DRVR	27	F	H	HNBD		PROC ST	W	A	0100	OTHER		- 3	G	-	G	-	PASS	COMP PN	53	F	3	0	G	-
																		PASS		1	M	6	0	Q	-

Primary Rd AVENUE 17 TO N/B		Distance (ft) 22.0	Direction N	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy															
City UNINCORP	County Madera	Population 9	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 015905	Collision Date 20190719	Time 2245	Day FRI															
Primary Collision Factor DRVR ALC DRG		Violation 23152A	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20190726																	
Weather1 CLEAR		Weather2		Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run																	
Motor Vehicle Involved With FIXED OBJ		Lighting DARK - NO	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	71	M	B	HBD-UI		RGT TURN	N	D	2200	FORD	1995	- 3	A	22107	H	L	G							

Primary Rd	AVENUE 17 W/B	Distance (ft)	2640	Direction	W	Secondary Rd	GOLDEN STATE	NCIC	9450	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 010	Type	3	CalTrans	Badge	020253	Collision Date	20190817	Time 2220 Day SAT												
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	AUTO/PED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20190827												
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	PED												
Lighting	DARK - NO	Ped Action	NOT IN RD	Cntl Dev		NT PRS/FCTR		Loc Type		Ramp/Int		Party Info		Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	30	M	H	HNBD		OTHER	W	D	2200	TOYO	2005	-	3	N	-	M	G									
2	PED	16	M	H	HNBD			W	N	6000	-	-	-	3	N	-	-	-	PED	POSSIBL	16	M	0	0	-	P	
Primary Rd	AVENUE 17 W/B TO	Distance (ft)	240.	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy												
City	UNINCORP S/B	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	019159	Collision Date	20190319	Time 2140 Day TUE												
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20190325												
Weather1	RAINING	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	NON-CLSN												
Lighting	DARK - NO	Ped Action		Cntl Dev		NT PRS/FCTR		Loc Type		Ramp/Int		Party Info		Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	30	F	H	HNBD		PROC ST	W	A	0700	FORD	2003	-	3	N	-	L	G									
Primary Rd	AVENUE 18	Distance (ft)	0.00	Direction		Secondary Rd	BEDFORD DR	NCIC	9450	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 020	Type	3	CalTrans	Badge	018823	Collision Date	20190818	Time 1810 Day SUN												
Primary Collision Factor	STRTNG BCKNG	Violation	22106	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190822												
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	OTHER MV												
Lighting	DAYLIGHT	Ped Action		Cntl Dev		NT PRS/FCTR		Loc Type		Ramp/Int		Party Info		Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	998	M		IMP UNK	IMP UNK	BACKING	E	D	2200	-	-	3	N	-	-	-										
2	DRVR	60	F	H	HNBD		STOPPED	E	A	0100	HYUN	2015	-	3	N	-	M	G									
Primary Rd	AVENUE 18	Distance (ft)	548.	Direction	E	Secondary Rd	COUNTY ROAD 19	NCIC	9450	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 010	Type	3	CalTrans	Badge	016425	Collision Date	20190522	Time 0915 Day WED												
Primary Collision Factor	UNKNOWN	Violation		Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190528												
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	OTHER MV												
Lighting	DAYLIGHT	Ped Action		Cntl Dev		NT PRS/FCTR		Loc Type		Ramp/Int		Party Info		Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1	DRVR	21	M	H	HNBD		STOPPED	N	A	0700	HUMM	2004	-	3	N	-	M	G									
2	DRVR	26	F	H	HNBD		PROC ST	E	A	0100	TOYO	2015	-	3	N	-	M	G									
Primary Rd	AVENUE 18	Distance (ft)	0.00	Direction		Secondary Rd	DALEY ROAD	NCIC	9450	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 020	Type	3	CalTrans	Badge	017032	Collision Date	20190517	Time 1225 Day FRI												
Primary Collision Factor	STOP SGN SIG	Violation	22450A	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	3	Tow Away?	Y	Process Date	20190530												
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	OTHER MV												
Lighting	DAYLIGHT	Ped Action		Cntl Dev		FNCTNG		Loc Type		Ramp/Int		Party Info		Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	63	M	W	HNBD		ENT TRAF	E	D	2200	CHEV	2002	-	1	N	-	M	G	DRVR	POSSIBL	63	M	1	0	M	G	
2	DRVR	61	F	W	HNBD		PROC ST	S	A	0700	CHEV	1994	-	1	N	-	M	G	PASS	POSSIBL	16	M	3	0	M	G	
																			DRVR	POSSIBL	61	F	1	0	M	G	

Primary Rd RT 145 Distance (ft) 0.00 Direction Secondary Rd W OLIVE AV NCIC 2002 State Hwy? Y Route 145 Postmile Prefix - Postmile 3.664 Side of Hwy N																								
City Madera County Madera Population 4 Rpt Dist MADER Beat 004 Type 0 CalTrans 6 Badge 4498 Collision Date 20190721 Time 1157 Day SUN																								
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20200206																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	H	HNBD		RGT TURN	N	A	0100	TOYOT	2008	- 3	N	-	M G								
2	DRVR	28	F	W	HNBD		RGT TURN	N	A	0100	FORD	2000	- 3	N	-	M G								
Primary Rd RT 145 Distance (ft) 43.0 Direction S Secondary Rd WEST PECAN AV NCIC 2002 State Hwy? Y Route 145 Postmile Prefix - Postmile 8.050 Side of Hwy N																								
City Madera County Madera Population 4 Rpt Dist MSC Beat 004 Type 0 CalTrans 6 Badge 4498 Collision Date 20191026 Time 1330 Day SAT																								
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20200311																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	0000	-	-	- 3	N	-	-								
2	DRVR	64	F	B	HNBD		STOPPED	N	A	0100	HYUND	2003	- 3	N	-	M G								
Primary Rd RT 99 Distance (ft) 0.00 Direction Secondary Rd AVE 27 NCIC 2001 State Hwy? N Route Postmile Prefix Postmile Side of Hwy																								
City Chowchilla County Madera Population 3 Rpt Dist Beat Type 0 CalTrans Badge 039 Collision Date 20190908 Time 0339 Day SUN																								
Primary Collision Factor NOT STATED Violation Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20191126																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	H	HNBD		PROC ST	N	A	0100	TOYOT	2014	- 3	N	-	M G	PASS		20	F	3	0	M	G
																	PASS		19	F	6	0	M	G
Primary Rd RT 99 Distance (ft) 0.00 Direction Secondary Rd AVENUE 17 NCIC 2002 State Hwy? Y Route 99 Postmile Prefix R Postmile 14.018 Side of Hwy N																								
City Madera County Madera Population 4 Rpt Dist Beat 002 Type 0 CalTrans 6 Badge 4262 Collision Date 20190508 Time 1550 Day WED																								
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20200701																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type R Ramp/Int 4																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	65	M	W	HNBD		LFT TURN	W	A	0100	CHEVR	2005	- 3	N	-	M G								
2	DRVR	20	M	H	HNBD		PROC ST	W	A	0100	MITSU	2001	- 3	A	22350	- L G								
Primary Rd RT 99 Distance (ft) 40.0 Direction S Secondary Rd CLEVELAND AV NCIC 2002 State Hwy? Y Route 145 Postmile Prefix - Postmile 11.942 Side of Hwy N																								
City Madera County Madera Population 4 Rpt Dist Beat 003 Type 0 CalTrans 6 Badge 4262 Collision Date 20191213 Time 1551 Day FRI																								
Primary Collision Factor IMPROP PASS Violation 21755A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20200311																								
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																								
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type R Ramp/Int 1																								
Party Info Victim Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HNBD		PASSING	N	-	9900	-	-	- 3	N	-	-								
2	DRVR	37	M	H	HNBD		RGT TURN	N	A	0100	TOYOT	2012	- 3	N	-	M G								

Primary Rd	SR-49 E/B	Distance (ft)	250.	Direction	W	Secondary Rd	JUNCTION DR	NCIC	9456	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy										
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 056	Type	1	CalTrans	Badge	021130	Collision Date	20190521	Time 0700 Day TUE										
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	AUTO/PED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20190808										
Weather1	CLOUDY	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	PED										
Lighting	DAYLIGHT	Ped Action	IN RD,	Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	38	F	A	HNBD	PROC ST	E	A	0100	SUBA	1997	-	3	F	-	M	G								
2	PED	54	F	W	HNBD		E	N	6000	-	-	-	3	N	-	-	-	PED	MINOR	54	F	9	-	-	-
Primary Rd	SR-49 N/B	Distance (ft)	75.0	Direction	N	Secondary Rd	COUNTRY VIEW	NCIC	9456	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy										
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 056	Type	1	CalTrans	Badge	020635	Collision Date	20190729	Time 1550 Day MON										
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190731										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	OTHER MV										
Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	51	F	W	HNBD	PROC ST	N	A	0100	FORD	1984	-	3	N	-	P	G								
2	DRVR	48	M	A	HNBD	STOPPED	N	A	0800	DODGE	2019	-	3	N	-	M	G								
Primary Rd	SR-99	Distance (ft)	2112	Direction	N	Secondary Rd	AVENUE 20 1/2	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy										
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	019648	Collision Date	20190919	Time 0343 Day THU										
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	Y	Process Date	20190926										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	OTHER MV										
Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	20	M	H	HNBD	PROC ST	S	A	0100	FORD	2016	-	3	N	-	M	G								
2	DRVR	32	F	H	HNBD	PROC ST	S	A	0100	NISS	2019	-	3	N	-	M	G	DRVR	POSSIBL	32	F	1	0	M	G
																		PASS	POSSIBL	48	M	3	0	M	G
Primary Rd	SR-99 (N/B)	Distance (ft)	2640	Direction	S	Secondary Rd	AVENUE 7	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy										
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 031	Type	1	CalTrans	Badge	018075	Collision Date	20191025	Time 1316 Day FRI										
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20191105										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	OTHER MV										
Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	51	M	W	HNBD	PROC ST	N	F	2700	MCKT	2014	-	3	N	-	M	G								
2	DRVR	42	M	H	HNBD	STOPPED	N	G	2531	FRHT	2015	-	3	N	-	M	G								
Primary Rd	SR-99 (N/B) FROM AVENUE 17 (E/B)	Distance (ft)	100.	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy										
City	UNINCORP.	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	018075	Collision Date	20191203	Time 1314 Day TUE										
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191212										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0	Hit and Run		Motor Vehicle Involved With	NON-CLSN										
Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	47	M	H	HNBD	OTHER	N	E	2236	FORD	2017	-	3	N	-	L	G								

Primary Rd SR-99 N/B Distance (ft) 2450 Direction N Secondary Rd 4TH STREET NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County Madera Population 9 Rpt Dist Beat 031 Type 1 CalTrans Badge 018551 Collision Date 20191112 Time 2044 Day TUE																									
Primary Collision Factor DRVR ALC DRG Violation 23152A Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20191119																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 CONS_ZONE Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER OBJ Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	M	H	HBD-UI		OTHER	N	A	0100	HOND	2018	- 3	A	22107	-	L G								
Primary Rd SR-99 N/B Distance (ft) 350. Direction N Secondary Rd ALMOND AVE NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																									
City Madera County Madera Population 4 Rpt Dist Beat 031 Type 1 CalTrans Badge 019210 Collision Date 20190127 Time 1300 Day SUN																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20190131																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	F	W	HNBD		PROC ST	N	A	0700	FORD	2018	- 3	N	-	M G									
2	DRVR	27	F	B	HNBD		SLOWING	N	A	0100	ACUR	2000	- 3	N	-	M G									
Primary Rd SR-99 N/B Distance (ft) 528. Direction S Secondary Rd AVE 12 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County Madera Population 9 Rpt Dist Beat 031 Type 1 CalTrans Badge 016764 Collision Date 20190122 Time 0800 Day TUE																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190131																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	21	M	H	HNBD		PROC ST	N	D	2200	CHEV	2004	- 3	A	22350	-	M G								
2F	DRVR	62	M	H	HNBD		PROC ST	N	A	0800	NISS	2013	- 3	N	-	M G									
3	DRVR	66	F	W	HNBD		SLOWING	N	A	0800	TOYT	1998	- 3	N	-	M G									
Primary Rd SR-99 N/B Distance (ft) 300. Direction S Secondary Rd AVE 13 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																									
City UNINCORP. County Madera Population 9 Rpt Dist Beat 031 Type 1 CalTrans Badge 019210 Collision Date 20190126 Time 1230 Day SAT																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20190131																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	H	HNBD		PROC ST	N	E	2231	FORD	2018	- 3	N	-	L G									
2	DRVR	67	M	O	HNBD		SLOWING	N	G	2531	VOLV	2015	- 3	N	-	M G									
Primary Rd SR-99 N/B Distance (ft) 500. Direction S Secondary Rd AVE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy																									
City Madera County Madera Population 4 Rpt Dist Beat 011 Type 1 CalTrans Badge 021387 Collision Date 20190507 Time 1700 Day TUE																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190514																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	74	M	W	HNBD		SLOWING	N	A	0100	KIA	2018	- 3	N	-	M G									
2	DRVR	46	M	H	HNBD		STOPPED	N	A	0100	SUBA	2015	- 3	N	-	M G									
3	DRVR	71	M	W	HNBD		STOPPED	N	A	0700	JEEP	2014	- 3	N	-	M G									

Primary Rd	SR-99	Distance (ft)	350	Direction	N	Secondary Rd	SR-152	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPORATED	County	Madera	Population	9	Rpt Dist	Beat 012	Type	1	CalTrans	Badge	018676	Collision Date	20190101	Time	1743	Day	TUE	
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20190111				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	H	HNBD		OTHER	N	A	0100	TOYO	2006	- 3	N	-	M	G	DRVR	SERIOUS	20	M	1	0	M	G

Primary Rd	SR-99	Distance (ft)	2260	Direction	S	Secondary Rd	SR-152	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPORATED	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	019210	Collision Date	20190505	Time	2114	Day	SUN	
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	Y	Process Date	20190514				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	59	M	A	HNBD		PROC ST	N	D	2200	TOYT	2010	- 3	N	-	L	G								
2	DRVR	41	M	H	HNBD		SLOWING	N	A	0700	FORD	2011	- 3	N	-	M	G	DRVR	MINOR	41	M	1	0	M	G
																		PASS	SERIOUS	45	F	3	0	M	G

Primary Rd	SR-99	Distance (ft)	2112	Direction	N	Secondary Rd	SR-152	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPORATED	County	Madera	Population	9	Rpt Dist	Beat 012	Type	1	CalTrans	Badge	017032	Collision Date	20191121	Time	1650	Day	THU	
Primary Collision Factor	NOT DRIVER	Violation		Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191202				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER OBJ	Lighting	DUSK/DAWN	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	77	M	W	HNBD		PROC ST	N	A	0100	FORD	2019	- 3	N	-	M	G								
2	DRVR	30	M	H	HNBD		PROC ST	N	D	2200	DODGE	2006	- 3	N	-	M	G								

Primary Rd	SR-99	Distance (ft)	15.0	Direction	S	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPORATED	County	Madera	Population	9	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	018676	Collision Date	20190108	Time	1555	Day	TUE	
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190114				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		FUNCTNG		Loc Type		Ramp/Int					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HNBD		PROC ST	N	D	2200	CHEV	2000	- 3	N	-	M	G								
2	DRVR	60	F	H	HNBD		STOPPED	N	A	0100	NISS	2016	- 3	N	-	M	G								

Primary Rd	SR-99	Distance (ft)	15.0	Direction	S	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat 020	Type	3	CalTrans	Badge	018612	Collision Date	20190827	Time	1500	Day	TUE	
Primary Collision Factor	AVENUE 17 IMPROP TURN	Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190903				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		FUNCTNG		Loc Type		Ramp/Int					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	74	M	W	HNBD		RGT TURN	N	D	2200	FORD	2012	- 3	N	-	M	G								
2	DRVR	35	F	H	HNBD		STOPPED	N	A	0100	NISS	2011	- 3	N	-	M	G								

Primary Rd SR-99 S/B Distance (ft) 528. Direction N Secondary Rd AVENUE 13 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 031 Type 1 CalTrans Badge 019648 Collision Date 20190102 Time 1705 Day WED	
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190107														Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0	
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int														Party Info	
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip														Victim Info	
1F DRVR 32 F H HNBD PROC ST S A 0700 CHEV 2013 - 3 N - M G														ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected	
2 DRVR 63 F W HNBD SLOWING S A 0100 VOLK 2017 - 3 N - M G															
Primary Rd SR-99 S/B Distance (ft) 1000 Direction N Secondary Rd AVENUE 16 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 018551 Collision Date 20191004 Time 1750 Day FRI	
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20191015														Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0	
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int														Party Info	
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip														Victim Info	
1F DRVR 998 M B IMP UNK IMP UNK PROC ST S A 0100 HOND 2005 - 3 N - B B														ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected	
2 DRVR 39 M W HNBD STOPPED S A 0700 SUBA 2018 - 3 N - M G															
Primary Rd SR-99 S/B Distance (ft) 150. Direction N Secondary Rd AVENUE 16 O/C NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy														City Madera County Madera Population 4 Rpt Dist Beat 011 Type 1 CalTrans Badge 018551 Collision Date 20190517 Time 1840 Day FRI	
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190520														Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0	
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int														Party Info	
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip														Victim Info	
1F DRVR 27 F O HNBD PROC ST S A 0100 CHEV 2014 - 3 N - M G														ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected	
2 DRVR 50 M H HNBD PROC ST S G 2531 KW 2020 - 3 N - M G															
Primary Rd SR-99 S/B Distance (ft) 500. Direction N Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 018823 Collision Date 20190303 Time 1833 Day SUN	
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190311														Weather1 CLOUDY Weather2 RAINING Rdry Surface WET Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0	
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int														Party Info	
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip														Victim Info	
1F DRVR 34 M H HNBD PROC ST N D 2200 FORD 2017 - 3 N - M G														ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected	
2 DRVR 40 M H HNBD SLOWING N A 0100 NISSA 2015 - 3 N - M G															
Primary Rd SR-99 S/B Distance (ft) 3580 Direction N Secondary Rd AVENUE 17 NCIC 9450 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy														City UNINCORP. County Madera Population 9 Rpt Dist Beat 011 Type 1 CalTrans Badge 016425 Collision Date 20190426 Time 1308 Day FRI	
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190503														Weather1 CLEAR Weather2 Rdry Surface DRY Rdry Cond1 NO UNUSL CND Rdry Cond2 Spec Cond 0	
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int														Party Info	
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip														Victim Info	
1F DRVR 998 M O IMP UNK IMP UNK CHANG LN S A 0100 TOYO - 3 N - B B														ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected	
2 DRVR 48 M H HNBD PROC ST S G 2531 FREI 2019 - 3 N - P G															

Primary Rd		SR-99 S/B FROM		Distance (ft)	370.	Direction	S	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City		UNINCORPORATED		County	Madera	Population	9	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	017868	Collision Date	20191127	Time	0428	Day	WED							
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191203											
Weather1		CLOUDY		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run				Motor Vehicle Involved With		NON-CLSN		Lighting	DARK - NO	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	26	M	H	HNBD			RAN OFF RD	S	D		2200	GMC	2006	-	3	N	-	M	A								
Primary Rd		SR-99 S/B FROM		Distance (ft)	150.	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City		Madera		County	Madera	Population	4	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	019159	Collision Date	20191130	Time	1428	Day	SAT							
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191205											
Weather1		RAINING		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run				Motor Vehicle Involved With		NON-CLSN		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	19	M	H	HNBD			PROC ST	S	A		0700	TOYO	1999	-	3	N	-	M	G								
Primary Rd		SR-99 S/B FROM		Distance (ft)	100.	Direction	N	Secondary Rd	AVENUE 7	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City		UNINCORPORATED		County	Madera	Population	9	Rpt Dist	Beat	031	Type	1	CalTrans	Badge	018551	Collision Date	20191201	Time	1358	Day	SUN							
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191204											
Weather1		CLOUDY		Weather2	RAINING	Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run				Motor Vehicle Involved With		FIXED OBJ		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	30	M	H	HNBD			RAN OFF RD	S	A		0700	FORD	2002	-	3	N	-	L	G								
Primary Rd		SR-99 S/B OFF-RAMP TO AVENUE 18 1/2		Distance (ft)	95.0	Direction	N	Secondary Rd	AVENUE 18 1/2	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City		UNINCORPORATED		County	Madera	Population	9	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	016425	Collision Date	20190528	Time	0945	Day	TUE							
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190530											
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1	DRVR	59	M	A	HNBD			PROC ST	S	G		2531	INTE	2018	-	3	N	-	P	G								
2F	DRVR	39	M	W	HNBD			STOPPED	S	G		2531	FREI	2019	-	3	N	-	P	G								
Primary Rd		SR-99 S/B TO AVENUE 17 OFF-RAMP		Distance (ft)	528.	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy											
City		UNINCORPORATED		County	Madera	Population	9	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	017868	Collision Date	20190115	Time	1840	Day	TUE							
Primary Collision Factor		WRONG SIDE		Violation	21651A	Collision Type	SIDESWIPE	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	Y	Process Date	20190123											
Weather1		CLOUDY		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int												
Party		Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	66	M	W	HNBD			CHANG LN	S	A		0700	CADI	2012	-	3	N	-	M	G	PASS	MINOR	54	F	3	0	M	G
2	DRVR	20	F	H	HNBD			PROC ST	S	A		0100	MAZD	2017	-	3	N	-	L	G	DRVR	POSSIBL	20	F	1	0	L	G

Primary Rd	WB AVENUE 17 TO	Distance (ft)	125.	Direction	N	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORPORATED	County	Madera	Population	9	Rpt Dist	Beat	011	Type	1	CalTrans	Badge	016425	Collision Date	20190611	Time	1205	Day	TUE
Primary Collision Factor	NOT DRIVER	Violation		Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20190617				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	OTHER	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	17	M	H	HNBD		RGT TURN	N	A		0100	NISS	2001	-	3	H	-	L	G						

Primary Rd	WEST 4TH ST	Distance (ft)	172.	Direction	E	Secondary Rd	NORTH GATEWAY	NCIC	2002	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat	003	Type	0	CalTrans	Badge	4461	Collision Date	20190209	Time	2214	Day	SAT
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20190402				
Weather1	RAINING	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev	FUNCTNG	Loc Type		Ramp/Int							

Party Info														Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	19	M	H	HNBD		PROC ST	E	D		2200	CHEVR	2015	-	3	F	-	G	M								
2	DRVR	18	M	H	HNBD		STOPPED	E	A		0100	TOYOT	2012	-	3	N	-	G	M	PASS	COMP PN	16	M	3	0	G	M

Primary Rd	WEST CLEVELAND AV	Distance (ft)	0.00	Direction		Secondary Rd	GRANADA AV	NCIC	2002	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat		Type	0	CalTrans	Badge	4473	Collision Date	20191217	Time	1701	Day	TUE
Primary Collision Factor	R-O-W AUTO	Violation	21800A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200224				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	58	M	H			PROC ST	E	A		0100	CHEVR	1999	-	3	N	-	M	G						
2	DRVR	60	M	H			LFT TURN	S	D		2200	FORD	2011	-	3	N	-	L	G						

Primary Rd	WEST OLIVE AVE	Distance (ft)	87.0	Direction	E	Secondary Rd	1ST	NCIC	2002	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	Madera	County	Madera	Population	4	Rpt Dist	Beat	004	Type	0	CalTrans	Badge	4498	Collision Date	20190823	Time	1658	Day	FRI
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190930				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run	MSDMNR	Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FUNCTNG	Loc Type		Ramp/Int							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	CHANG LN	E	-		0000	-	-	3	N	-	M	G							
2	DRVR	31	F	H	HNBD		PROC ST	E	A		0100	HONDA	2004	-	3	N	-	M	G						

Primary Rd	WEST ROBERTSON	Distance (ft)	0.00	Direction		Secondary Rd	3RD ST	NCIC	2001	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy		
City	Chowchilla	County	Madera	Population	3	Rpt Dist	A	Beat		Type	0	CalTrans	Badge	069	Collision Date	20190324	Time	1757	Day	SUN
Primary Collision Factor	R-O-W AUTO	Violation	21802A	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20190520					
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0									
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int								

Party Info														Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected				
1F	DRVR	15	M	W	HNBD		STOPPED	S	A		0100	HONDA	2004	-	-	A	21802	-	M	G	PASS		32	M	3	0	M	G
2	DRVR	37	M	W	HNBD		PROC ST	W	A		0100	FORD	2019	-	-	-	-	L	G	PASS	COMP PN	35	F	3	0	M	G	

Primary Rd N/B SR-99		Distance (ft) 540.	Direction N	Secondary Rd AVENUE 13	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy																	
City UNINCORP.		County Madera	Population 9	Rpt Dist	Beat 031	Type 1	CalTrans	Badge 019105	Collision Date 20201030	Time 1035 Day FRI																	
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 3	Tow Away? N	Process Date 20201102																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 CONS_ZONE	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int																			
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	59	M	H	HNBD		PROC ST	N	D	2200	CHEV	2002	-	3	N	-	M	G	PASS	POSSIBL	53	F	3	0	M	G	
2	DRVR	27	M	O	HNBD		PROC ST	N	A	0700	INFI	2020	-	3	A	22350	-	M	G	DRVR	POSSIBL	27	M	1	0	M	G
																			PASS	POSSIBL	59	F	3	0	M	G	
Primary Rd N/B SR-99											Distance (ft) 106.	Direction S	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy								
City UNINCORP.		County Madera	Population 9	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 019105	Collision Date 20200506	Time 1520 Day WED																	
Primary Collision Factor OTHER HAZ		Violation 23114A	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20200511																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL_CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With OTHER OBJ	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	37	M	H	HNBD		PROC ST	N	D	2200	GMC	2016	-	3	N	-	M	G									
2	DRVR	36	M	W	HNBD		STOPPED	N	D	2200	CHEV	2017	-	2	N	-	M	G									
Primary Rd N/B SR-99											Distance (ft) 2640	Direction S	Secondary Rd AVENUE 18 1/2	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy								
City UNINCORP.		County Madera	Population 9	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 019105	Collision Date 20200215	Time 0140 Day SAT																	
Primary Collision Factor LANE CHANGE		Violation 21658A	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20200224																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL_CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DARK - NO	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	28	M	H	HNBD		UNS TURN	N	A	0100	NISS	2004	-	3	N	-	M	G									
2	DRVR	35	M	W	HNBD		PROC ST	N	G	2532	FRHI	2008	-	3	N	-	M	G									
Primary Rd N/B SR-99											Distance (ft) 500.	Direction S	Secondary Rd AVENUE 21 1/2	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy								
City UNINCORP.		County Madera	Population 9	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 019105	Collision Date 20201001	Time 0800 Day THU																	
Primary Collision Factor LANE CHANGE		Violation 21658A	Collision Type SIDESWIPE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20201002																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 CONS_ZONE	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int																			
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	21	M	B	HNBD		CHANG LN	N	A	0100	INFI	2019	-	3	N	-	L	G	PASS	POSSIBL	22	M	3	0	L	G	
2	DRVR	32	F	H	HNBD		PROC ST	N	G	2531	FRHT	2013	-	3	N	-	P	G									
Primary Rd N/B SR-99											Distance (ft) 2640	Direction S	Secondary Rd GATEWAY DRIVE	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy								
City UNINCORP.		County Madera	Population 9	Rpt Dist	Beat 031	Type 1	CalTrans	Badge 019105	Collision Date 20200426	Time 0335 Day SUN																	
Primary Collision Factor DRVR ALC DRG		Violation 23152A	Collision Type HIT OBJECT	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20200504																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL_CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With FIXED OBJ	Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	20	F	H	HBD-UI		OTHER	N	A	0100	MAZDA	2006	-	3	A	22107	-	L	G	DRVR	POSSIBL	20	F	1	0	L	G

Primary Rd SR-99 S/B		Distance (ft) 3450	Direction S	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy																
City Madera		County Madera	Population 4	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 016425	Collision Date 20200526	Time 1150 Day TUE																
Primary Collision Factor LANE CHANGE		Violation 21658A	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20200601																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 CONS_ZONE	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	72	M	W	HNBD		CHANG LN	S	E	2229	CHEV	2020	-	3	N	-	M	G								
2	DRVR	62	M	H	HNBD		PROC ST	S	A	0100	HOND	2019	-	3	N	-	M	G								
Primary Rd SR-99 S/B		Distance (ft) 40.0	Direction S	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy																
City Madera		County Madera	Population 4	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 020759	Collision Date 20201002	Time 1600 Day FRI																
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20201006																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL_CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	19	M	W	HNBD		PROC ST	S	A	0700	TOYO	1998	-	3	N	-	L	G								
2	DRVR	77	F	W	HNBD		PROC ST	S	D	2200	FORD	2002	-	3	N	-	M	G								
Primary Rd SR-99 S/B		Distance (ft) 1000	Direction N	Secondary Rd AVENUE 17	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy																
City UNINCORP.		County Madera	Population 9	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 018551	Collision Date 20201120	Time 1511 Day FRI																
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20201202																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL_CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run MSDMNR		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	M	H	IMP_UNK	IMP_UNK	PROC ST	S	A	0700	MITA		-	3	N	-	B	B								
2	DRVR	32	F	W	HNBD		STOPPED	S	A	0700	CHEV	2020	-	3	N	-	M	G	DRVR	POSSIBL	32	F	1	0	M	G
Primary Rd SR-99 S/B		Distance (ft) 15.0	Direction S	Secondary Rd AVENUE 17 (O/C)	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy																
City Madera		County Madera	Population 4	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 016425	Collision Date 20200925	Time 0650 Day FRI																
Primary Collision Factor IMPROV TURN		Violation 22107	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20200929																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 CONS_ZONE	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	38	F	W	HNBD		OTHER	S	A	0100	HOND	2011	-	3	N	-	L	G								
2	DRVR	28	M	W	HNBD		PROC ST	S	D	2200	TOYO	2019	-	3	N	-	M	G								
Primary Rd SR-99 S/B		Distance (ft) 1475	Direction S	Secondary Rd AVENUE 18 1/2	NCIC 9450	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy																
City UNINCORP.		County Madera	Population 9	Rpt Dist	Beat 011	Type 1	CalTrans	Badge 016425	Collision Date 20200228	Time 1030 Day FRI																
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type OVERTURNED	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20200303																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL_CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With NON-CLSN	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	15	M	W	HNBD		SLOWING	S	C	0200	YAMA	2002	-	3	N	-	-	W	DRVR	MINOR	15	M	1	1	P	W

Primary Rd	STATE ROUTE 99	Distance (ft)	466.	Direction	N	Secondary Rd	4TH STREET	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Madera	N/B TO 4TH STREET	Madera	Population	4	Rpt Dist	Beat 031	Type	1	CalTrans	Badge	020253	Collision Date	20200314	Time	0320	Day	SAT							
Primary Collision Factor	DRVR ALC DRG	Violation	23152	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20200316										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int											
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	F	H	HBD-UI		UNS TURN	N	A	0100	DODGE	2008	-	3	A	22350	-	L	H						

Primary Rd	STATE ROUTE 99	Distance (ft)	15.0	Direction	S	Secondary Rd	AVENUE 17	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Madera	N/B TO AVENUE 17	Madera	Population	4	Rpt Dist	Beat 011	Type	1	CalTrans	Badge	020253	Collision Date	20200723	Time	2220	Day	THU							
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200728										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - NO	Ped Action		Cntrl Dev	FUNCTNG	Loc Type		Ramp/Int													
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-	-	3	N	-	B	B								
2	DRVR	24	M	H	HNBD		STOPPED	N	A	0100	TOYO	2014	-	3	N	-	M	G							

Primary Rd	STATE ROUTE 99	Distance (ft)	200.	Direction	W	Secondary Rd	STATE ROUTE 99	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy								
City	UNINCORP STATE	UNINCORP STATE	Madera	Population	9	Rpt Dist	Beat 012	Type	1	CalTrans	Badge	019385	Collision Date	20200820	Time	0030	Day	THU								
Primary Collision Factor	ROUTE 152 WB IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	4	Tow Away?	Y	Process Date	20200828											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - ST	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	20	M	W	HNBD		OTHER	N	A	0100	HOND	2008	-	3	N	-	L	G	DRVR	POSSIBL	20	M	1	0	L	G
																			PASS	POSSIBL	19	F	3	0	L	G
																			PASS	POSSIBL	19	F	4	0	P	G
																			PASS	POSSIBL	20	F	6	0	P	G

Primary Rd	STATE ROUTE 99	Distance (ft)	50.0	Direction	W	Secondary Rd	STATE ROUTE 99	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy							
City	UNINCORP STATE	UNINCORP STATE	Madera	Population	9	Rpt Dist	Beat 012	Type	1	CalTrans	Badge	019385	Collision Date	20201113	Time	2153	Day	FRI							
Primary Collision Factor	ROUTE 152 WB IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20201117										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int											
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	H	HNBD		OTHER	N	A	0100	TOYO	2004	-	3	N	-	L	G							

Primary Rd	STATE ROUTE 99	Distance (ft)	297.	Direction	S	Secondary Rd	4TH STREET	NCIC	9450	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Madera	NORTHBOUND	Madera	Population	4	Rpt Dist	Beat 031	Type	1	CalTrans	Badge	016946	Collision Date	20201019	Time	1002	Day	MON							
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20201020										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int											
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	F	H	HNBD		PROC ST	N	A	0700	DODG	2000	-	3	N	-	M	G							
2	DRVR	998	-		IMP UNK	IMP UNK	STOPPED	N	-	9900	-	-	3	N	-	B	B								

APPENDIX E

BENEFIT / COST ANALYSES



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

SR 99 SB Ramps / Avenue 17

10/8/2021

Cost of Delay in veh/hr (cars) = \$ 14.38
 Cost of Delay in veh/hr (Trucks) = \$ 28.70
 Percent Truck = 7%
 Avg Cost of Delay per veh-hr = \$ 15.38

10 Year Delay cost Calculation (PM Peak Hour)

	Exist. Intersection		Signalize		Roundabout	
	Existing Volume	10-Year volume	Existing Volume	10-Year volume	Existing Volume	10-Year volume
(A)Average Intersection Delay* (sec/veh)	4.7	110.2	10.1	14.4	5.5	5.8
(B)Peak Hour Volume Entering Intesection (veh)	1,008	1,855	1,008	2,279	1,008	2,279
(C)Peak Hour Delay (hrs/day) = $A \times B \times 2 / 3600$	2.6	113.6	5.7	18.2	3.1	7.3
(D) Peak Hour Delay (hrs/yr) = 250 days x C	658	28,392	1,414	4,558	770	1,836
(E)Total Delay (hours) = 10 years x (D1+D2)/2	145,249		29,860		13,029	
Total Delay Cost (10-yr) = (E) x Avg Cost of Delay per veh-hr	\$ 2,234,279		\$ 459,318		\$ 200,422	
TOTAL 10-YEAR SAVINGS	\$ -		\$ 1,774,960		\$ 2,033,857	
Estimated Project Cost	\$ -		\$ 1,435,107		\$ 1,837,936	
Operational Benefit/Cost (B/C) Ratio	-		1.24		1.11	
Safety Benefit/Cost (B/C) Ratio	-		0.65		1.36	
Total Benefit/Cost (B/C) Ratio			1.89		2.47	

Intersection Control Evaluation Collision Cost Analysis and B/C

-- Fill in tan boxes along with 'Area' --

County	Rte	Postmile	Location Description		
Mad	99	R14.213	SR 99 SB ramps & Ave 17		
Existing Condition			# of Years for Analysis	Rate Group	
Stop Control (Minor Leg), Type T, Y or Z			10	I17	
Existing ADT (x1000)		Future ADT (x1000)			
Mainline	Cross St	Mainline	Cross St	Average ADT	VCF
6.9	1.5	19.5	4.0	16.0	1.90

Area

Rural

Suburban

Urban

Intersection Types:

F - Four-Legged

M - Multi-Legged

S - Offset -Tee

Y - "Y" Wye

Z - Others

Est. Capital Cost (x1000) for Desired Improvement				Existing Collision Data			
Desired Improvement	Const	R/W	Total	Number of Years	5	Total Collisions	3
Yield Control (Roundabout 1-Lane)	\$ 1,838	\$ -	\$ 1,838	Injury	2	PDO	1
Yield Control (Roundabout 2-Lane)	\$ -	\$ -	\$ -	Fatal	0	Fat + Inj	2
Traffic Signal, Type F, M or S	\$ 1,435	\$ -	\$ 1,435				
All Way Stop, Type F, M or S	\$ -	\$ -	\$ -				

	Collision Cost (x1000)			B/C	
	Existing Condition	Desired Improvement	Projected Savings		
1	Stop Control (Minor Leg), Type T, Y or Z	\$2,971	Yield Control (Roundabout 1-Lane) \$465	\$2,506	1.36
2	Stop Control (Minor Leg), Type T, Y or Z	\$2,971	Yield Control (Roundabout 2-Lane) \$1,146	\$1,826	0.00
3	Stop Control (Minor Leg), Type T, Y or Z	\$2,971	Traffic Signal, Type T, Y or Z \$2,036	\$935	0.65
4	Stop Control (Minor Leg), Type T, Y or Z	\$2,971	All Way Stop, Type T, Y or Z \$11,696	(\$8,725)	0.00

NOTE: Only average collision costs are used for calculation purposes.

SR 99 NB Ramps / Avenue 17

10/8/2021

Cost of Delay in veh/hr (cars) = \$ 14.38
 Cost of Delay in veh/hr (Trucks) = \$ 28.70
 Percent Truck = 9%
 Avg Cost of Delay per veh-hr = \$ 15.67

10 Year Delay cost Calculation (PM Peak Hour)

	Exist. Intersection		Signalize		Roundabout	
	Existing Volume	10-Year volume	Existing Volume	10-Year volume	Existing Volume	10-Year volume
(A)Average Intersection Delay* (sec/veh)	8.5	279.7	14.1	35.7	6.1	12.2
(B)Peak Hour Volume Entering Intesection (veh)	770	2,613	1,428	2,613	1,428	2,613
(C)Peak Hour Delay (hrs/day) = $A \times B \times 2 / 3600$	3.6	406.0	11.2	51.8	4.8	17.7
(D) Peak Hour Delay (hrs/yr) = 250 days x C	909	101,508	2,797	12,956	1,210	4,428
(E)Total Delay (hours) = 10 years x (D1+D2)/2	512,084		78,763		28,187	
Total Delay Cost (10-yr) = (E) x Avg Cost of Delay per veh-hr	\$ 8,023,743		\$ 1,234,124		\$ 441,658	
TOTAL 10-YEAR SAVINGS	\$ -		\$ 6,789,620		\$ 7,582,086	
Estimated Project Cost	\$ -		\$ 1,355,128		\$ 2,289,721	
Operational Benefit/Cost (B/C) Ratio	-		5.01		3.31	
Safety Benefit/Cost (B/C) Ratio	-		6.16		6.70	
Total Benefit/Cost (B/C) Ratio			11.17		10.01	

Intersection Control Evaluation Collision Cost Analysis and B/C

-- Fill in tan boxes along with 'Area' --

County	Rte	Postmile	Location Description		
Mad	99	R14.213	SR 99 NB ramps & Ave 17		
Existing Condition			# of Years for Analysis	Rate Group	
Stop Control (Minor Leg), Type F, M or S			10	I2	
Existing ADT (x1000)		Future ADT (x1000)			
Mainline	Cross St	Mainline	Cross St	Average ADT	VCF
7.0	4.0	19.7	10.1	20.4	1.85

Area

Rural

Suburban

Urban

Intersection Types:

F - Four-Legged

M - Multi-Legged

S - Offsett -Tee

Y - "Y" Wye

Z - Others

Est. Capital Cost (x1000) for Desired Improvement				Existing Collision Data			
Desired Improvement	Const	R/W	Total	Number of Years		Total Collisions	
Yield Control (Roundabout 1-Lane)	\$ 2,290	\$ -	\$ 2,290	Injury	5	PDO	12
Yield Control (Roundabout 2-Lane)	\$ -	\$ -	\$ -	Fatal	3	Fat + Inj	8
Traffic Signal, Type F, M or S	\$ 1,355	\$ -	\$ 1,355		1		
All Way Stop, Type F, M or S	\$ -	\$ -	\$ -				

	Collision Cost (x1000)				B/C	
	Existing Condition		Desired Improvement	Projected Savings		
1	Stop Control (Minor Leg), Type F, M or S	\$15,912	Yield Control (Roundabout 1-Lane)	\$573	\$15,339	6.70
2	Stop Control (Minor Leg), Type F, M or S	\$15,912	Yield Control (Roundabout 2-Lane)	\$1,468	\$14,444	0.00
3	Stop Control (Minor Leg), Type F, M or S	\$15,912	Traffic Signal, Type F, M or S	\$7,568	\$8,344	6.16
4	Stop Control (Minor Leg), Type F, M or S	\$15,912	All Way Stop, Type F, M or S	\$6,039	\$9,873	0.00

NOTE: Only average collision costs are used for calculation purposes.

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	365	176	0	173	56
Future Vol, veh/h	0	365	176	0	173	56
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	392	189	0	186	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	581 189
Stage 1	-	-	-	-	189 -
Stage 2	-	-	-	-	392 -
Critical Hdwy	-	-	-	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	-	-	3.563 3.363
Pot Cap-1 Maneuver	0	-	-	0	468 840
Stage 1	0	-	-	0	831 -
Stage 2	0	-	-	0	672 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	468 840
Mov Cap-2 Maneuver	-	-	-	-	468 -
Stage 1	-	-	-	-	831 -
Stage 2	-	-	-	-	672 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	468	840
HCM Lane V/C Ratio	-	-	0.397	0.072
HCM Control Delay (s)	-	-	17.7	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.9	0.2

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗			↗	↘	↘		↗			
Traffic Vol, veh/h	60	345	0	0	333	162	83	0	445	0	0	0
Future Vol, veh/h	60	345	0	0	333	162	83	0	445	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	115	-	-	-	-	85	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	63	359	0	0	347	169	86	0	464	0	0	0

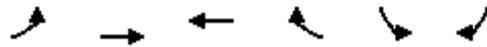
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	516	0	0
Stage 1	-	-	485
Stage 2	-	-	432
Critical Hdwy	4.19	-	6.49
Critical Hdwy Stg 1	-	-	5.49
Critical Hdwy Stg 2	-	-	5.49
Follow-up Hdwy	2.281	-	3.581
Pot Cap-1 Maneuver	1015	0	0
Stage 1	-	0	605
Stage 2	-	0	640
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1015	-	275
Mov Cap-2 Maneuver	-	-	275
Stage 1	-	-	567
Stage 2	-	-	640

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	275	670	1015	-	-	-
HCM Lane V/C Ratio	0.314	0.692	0.062	-	-	-
HCM Control Delay (s)	24	21.5	8.8	-	-	-
HCM Lane LOS	C	C	A	-	-	-
HCM 95th %tile Q(veh)	1.3	5.5	0.2	-	-	-

5: Ave 17 & SR-99 SB Off
 HCM 6th Signalized Intersection Summary

Existing-PM-Signal
 03/18/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔		↘	↙
Traffic Volume (veh/h)	0	365	176	238	173	56
Future Volume (veh/h)	0	365	176	238	173	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	0	392	189	148	186	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	7	7	7	7	7
Cap, veh/h	0	583	303	237	537	478
Arrive On Green	0.00	0.32	0.32	0.32	0.31	0.31
Sat Flow, veh/h	0	1796	934	731	1711	1522
Grp Volume(v), veh/h	0	392	0	337	186	28
Grp Sat Flow(s),veh/h/ln	0	1796	0	1665	1711	1522
Q Serve(g_s), s	0.0	6.0	0.0	5.5	2.7	0.4
Cycle Q Clear(g_c), s	0.0	6.0	0.0	5.5	2.7	0.4
Prop In Lane	0.00			0.44	1.00	1.00
Lane Grp Cap(c), veh/h	0	583	0	541	537	478
V/C Ratio(X)	0.00	0.67	0.00	0.62	0.35	0.06
Avail Cap(c_a), veh/h	0	3989	0	3697	2031	1807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.3	0.0	9.1	8.4	7.6
Incr Delay (d2), s/veh	0.0	1.4	0.0	1.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.6	0.0	2.1	1.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	10.6	0.0	10.3	8.8	7.7
LnGrp LOS	A	B	A	B	A	A
Approach Vol, veh/h		392	337		214	
Approach Delay, s/veh		10.6	10.3		8.6	
Approach LOS		B	B		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				16.6	15.2	16.6
Change Period (Y+Rc), s				6.3	5.2	6.3
Max Green Setting (Gmax), s				70.7	37.8	70.7
Max Q Clear Time (g_c+I1), s				8.0	4.7	7.5
Green Ext Time (p_c), s				2.4	0.6	2.1
Intersection Summary						
HCM 6th Ctrl Delay			10.1			
HCM 6th LOS			B			

7: SR-99 NB Ramps & Ave 17
 HCM 6th Signalized Intersection Summary

Existing-PM-Signal
 03/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	345	0	0	333	162	83	0	445	0	0	0
Future Volume (veh/h)	60	345	0	0	333	162	83	0	445	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1767	1767	0	0	1767	1767	1767	0	1767			
Adj Flow Rate, veh/h	62	359	0	0	347	84	86	0	263			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	9	9	0	0	9	9	9	0	9			
Cap, veh/h	122	845	0	0	484	410	393	0	350			
Arrive On Green	0.07	0.48	0.00	0.00	0.27	0.27	0.23	0.00	0.23			
Sat Flow, veh/h	1682	1767	0	0	1767	1497	1682	0	1497			
Grp Volume(v), veh/h	62	359	0	0	347	84	86	0	263			
Grp Sat Flow(s),veh/h/ln	1682	1767	0	0	1767	1497	1682	0	1497			
Q Serve(g_s), s	1.5	5.8	0.0	0.0	7.7	1.9	1.8	0.0	7.1			
Cycle Q Clear(g_c), s	1.5	5.8	0.0	0.0	7.7	1.9	1.8	0.0	7.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	122	845	0	0	484	410	393	0	350			
V/C Ratio(X)	0.51	0.42	0.00	0.00	0.72	0.20	0.22	0.00	0.75			
Avail Cap(c_a), veh/h	438	2207	0	0	1515	1284	1680	0	1494			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	19.4	7.4	0.0	0.0	14.2	12.1	13.4	0.0	15.5			
Incr Delay (d2), s/veh	3.2	0.3	0.0	0.0	2.0	0.2	0.3	0.0	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.1	2.4	0.0	0.0	4.5	0.9	1.1	0.0	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	7.7	0.0	0.0	16.2	12.4	13.7	0.0	18.7			
LnGrp LOS	C	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		421			431			349				
Approach Delay, s/veh		9.9			15.5			17.5				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.8		27.5			8.9	18.7				
Change Period (Y+Rc), s		* 5.7		6.8			* 5.7	6.8				
Max Green Setting (Gmax), s		* 43		54.2			* 11	37.2				
Max Q Clear Time (g_c+I1), s		9.1		7.8			3.5	9.7				
Green Ext Time (p_c), s		1.2		2.1			0.1	2.2				

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 110.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	858	663	0	257	77
Future Vol, veh/h	0	858	663	0	257	77
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	923	713	0	276	83

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 1636 713
Stage 1	-	-	- 713 -
Stage 2	-	-	- 923 -
Critical Hdwy	-	-	- 6.47 6.27
Critical Hdwy Stg 1	-	-	- 5.47 -
Critical Hdwy Stg 2	-	-	- 5.47 -
Follow-up Hdwy	-	-	- 3.563 3.363
Pot Cap-1 Maneuver	0	-	0 ~ 108 424
Stage 1	0	-	0 477 -
Stage 2	0	-	0 379 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- ~ 108 424
Mov Cap-2 Maneuver	-	-	- ~ 108 -
Stage 1	-	-	- 477 -
Stage 2	-	-	- 379 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 612.1
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	108	424
HCM Lane V/C Ratio	-	-	2.559	0.195
HCM Control Delay (s)	-	-	\$ 790.8	15.5
HCM Lane LOS	-	-	F	C
HCM 95th %tile Q(veh)	-	-	25.2	0.7

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	279.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗			↗	↘	↘		↗			
Traffic Vol, veh/h	81	620	0	0	666	231	382	0	633	0	0	0
Future Vol, veh/h	81	620	0	0	666	231	382	0	633	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	-	-	85	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	84	646	0	0	694	241	398	0	659	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	935	0	1629
Stage 1	-	-	814
Stage 2	-	-	815
Critical Hdwy	4.19	-	6.49
Critical Hdwy Stg 1	-	-	5.49
Critical Hdwy Stg 2	-	-	5.49
Follow-up Hdwy	2.281	-	3.581
Pot Cap-1 Maneuver	704	0	~ 108
Stage 1	-	0	424
Stage 2	-	0	423
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	704	-	~ 95
Mov Cap-2 Maneuver	-	-	~ 95
Stage 1	-	-	~ 374
Stage 2	-	-	423

Approach	EB	WB	NB
HCM Control Delay, s	1.2	0	\$ 719.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	95	459	704	-	-	-
HCM Lane V/C Ratio	4.189	1.437	0.12	-	-	-
HCM Control Delay (s)	\$ 1525.9	232.4	10.8	-	-	-
HCM Lane LOS	F	F	B	-	-	-
HCM 95th %tile Q(veh)	41.5	32.6	0.4	-	-	-

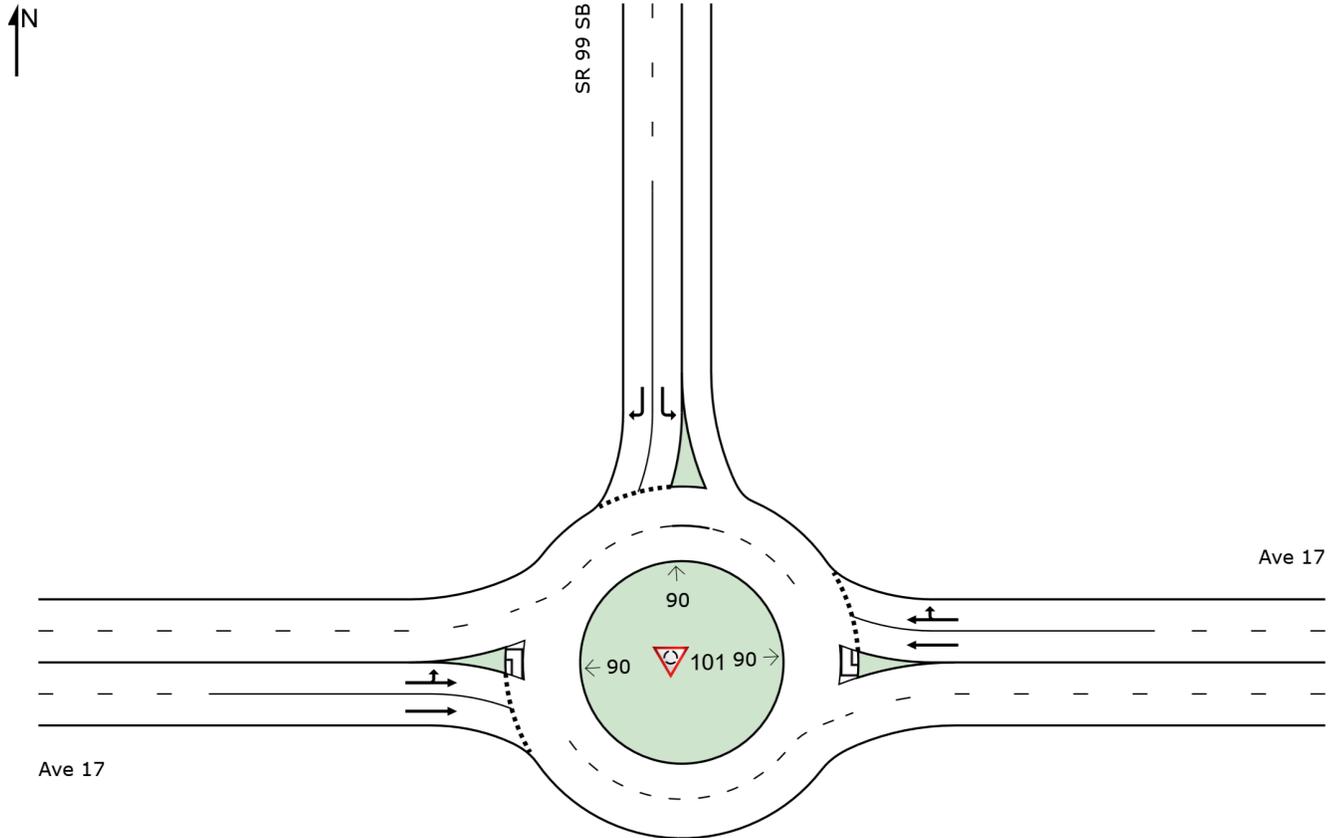
Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SITE LAYOUT

Site: 101 [Ave 17 SR 99 SB (Existing PM volumes (Site Folder: General))]

Ave 17 - SR 99 SB Existing PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [Ave 17 SR 99 SB (Existing PM volumes (Site Folder: General))]

Ave 17 - SR 99 SB Existing PM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	[HV] %						[Veh	[Dist] ft				
East: Ave 17													
Lane 1	189	7.0	1413	0.134	88 ⁵	4.2	LOS A	0.7	18.6	Full	650	0.0	0.0
Lane 2 ^d	256	7.0	1673	0.153	100	4.3	LOS A	0.8	22.1	Full	650	0.0	0.0
Approach	445	7.0		0.153		4.2	LOS A	0.8	22.1				
North: SR 99 SB													
Lane 1 ^d	186	7.0	1104	0.169	100	10.6	LOS B	0.7	19.1	Full	1600	0.0	0.0
Lane 2	60	7.0	761	0.079	100	5.7	LOS A	0.3	8.0	Full	1600	0.0	0.0
Approach	246	7.0		0.169		9.4	LOS A	0.7	19.1				
West: Ave 17													
Lane 1	187	7.0	1109	0.169	100	4.6	LOS A	0.9	23.2	Full	300	0.0	0.0
Lane 2 ^d	206	7.0	1223	0.169	100	4.4	LOS A	0.9	23.5	Full	300	0.0	0.0
Approach	394	7.0		0.169		4.5	LOS A	0.9	23.5				
Intersection	1085	7.0		0.169		5.5	LOS A	0.9	23.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

⁵ Lane under-utilisation found by the program

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
East: Ave 17										
Mov.	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From E					veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N				v/c	%	%		No.
Lane 1	189	-	189	7.0	1413	0.134	88 ⁵	NA	NA	
Lane 2	-	256	256	7.0	1673	0.153	100	NA	NA	
Approach	189	256	445	7.0		0.153				
North: SR 99 SB										
Mov.	L2	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From N					veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	E	W				v/c	%	%		No.
Lane 1	186	-	186	7.0	1104	0.169	100	NA	NA	

Lane 2	-	60	60	7.0	761	0.079	100	NA	NA
Approach	186	60	246	7.0		0.169			
West: Ave 17									
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From W To Exit:	N	E			Cap. veh/h	v/c	%	%	
Lane 1	1	186	187	7.0	1109	0.169	100	NA	NA
Lane 2	-	206	206	7.0	1223	0.169	100	NA	NA
Approach	1	392	394	7.0		0.169			
	Total	%HV	Deg. Satn	(v/c)					
Intersection	1085	7.0		0.169					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

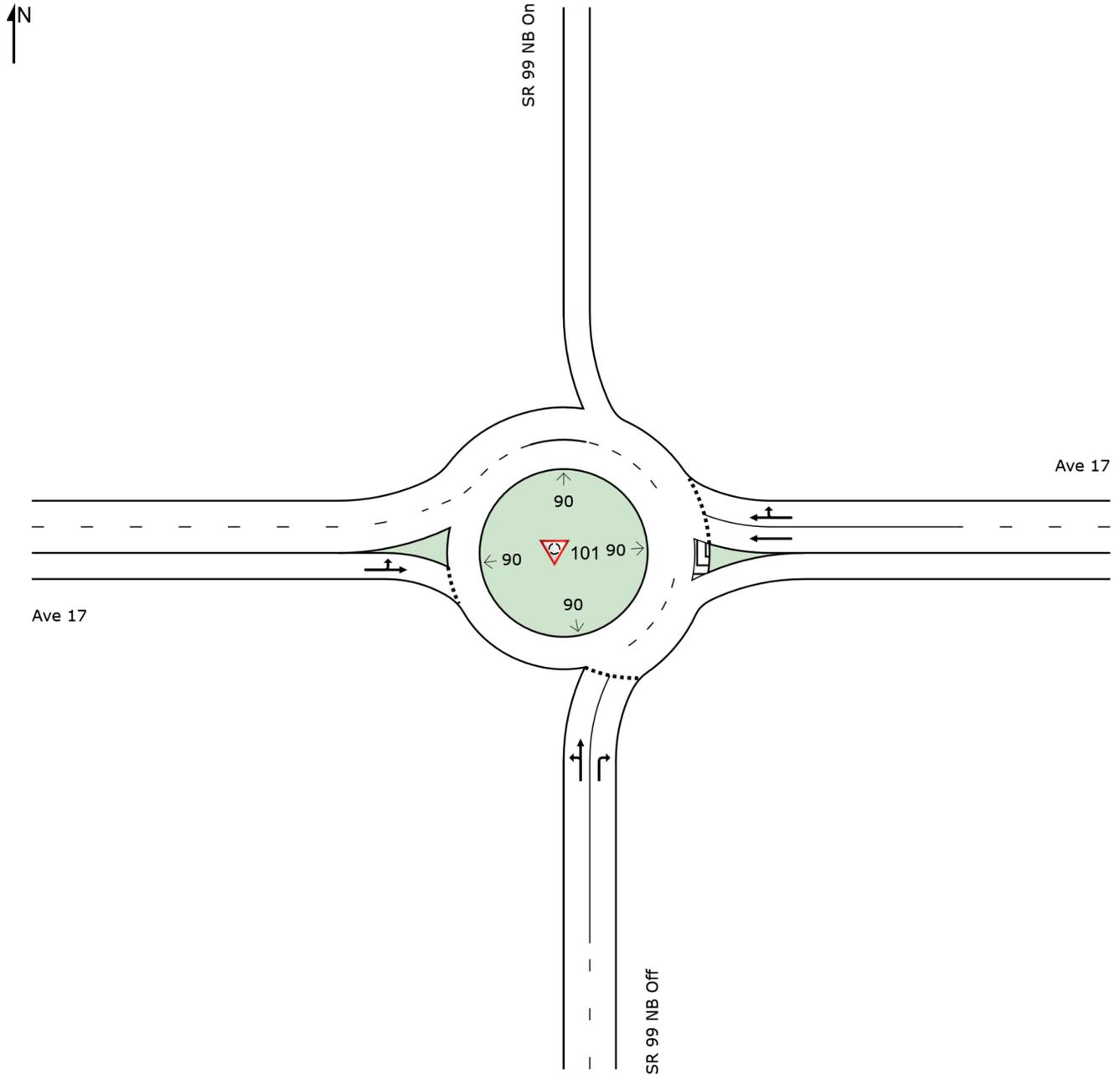
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											
North Exit: SR 99 SB												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											

SITE LAYOUT

Site: 101 [Ave 17 SR 99 NB (Existing PM volume (Site Folder: General))]

Ave 17 - SR 99 NB Existing PM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [Ave 17 SR 99 NB (Existing PM volume (Site Folder: General))]

Ave 17 - SR 99 NB Existing PM
 Site Category: (None)
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh	Dist] ft				
South: SR 99 NB Off													
Lane 1	90	9.0	661	0.137	100	13.4	LOS B	0.6	16.8	Full	1600	0.0	0.0
Lane 2 ^d	478	9.0	1055	0.453	100	7.0	LOS A	2.9	77.3	Full	1600	0.0	0.0
Approach	569	9.0		0.453		8.0	LOS A	2.9	77.3				
East: Ave 17													
Lane 1	252	9.0	1121	0.225	100	5.3	LOS A	1.2	33.0	Full	1600	0.0	0.0
Lane 2 ^d	280	9.0	1243	0.225	100	5.1	LOS A	1.2	33.4	Full	1600	0.0	0.0
Approach	532	9.0		0.225		5.2	LOS A	1.2	33.4				
West: Ave 17													
Lane 1 ^d	435	9.0	1562	0.279	100	4.8	LOS A	0.0	0.0	Full	650	0.0	0.0
Approach	435	9.0		0.279		4.8	LOS A	0.0	0.0				
Intersection	1537	9.0		0.453		6.1	LOS A	2.9	77.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: SR 99 NB Off										
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.
From S	W	N	E			veh/h	Satn	Util.	SL	Lane
To Exit:							v/c	%	%	No.
Lane 1	89	1	-	90	9.0	661	0.137	100	NA	NA
Lane 2	-	-	478	478	9.0	1055	0.453	100	NA	NA
Approach	89	1	478	569	9.0		0.453			
East: Ave 17										
Mov.	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	Ov.
From E	W	N			veh/h	Satn	Util.	SL	%	Lane
To Exit:						v/c	%	%		No.
Lane 1	252	-	252	9.0	1121	0.225	100	NA	NA	NA
Lane 2	106	174	280	9.0	1243	0.225	100	NA	NA	NA

Approach	358	174	532	9.0		0.225				
West: Ave 17										
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W						Satn	Util.	SL	Ov.	Lane
To Exit:	N	E				v/c	%	%	%	No.
Lane 1	65	371	435	9.0		1562	0.279	100	NA	NA
Approach	65	371	435	9.0			0.279			
	Total	%HV	Deg.	Satn	(v/c)					
Intersection	1537	9.0		0.453						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
North Exit: SR 99 NB On												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
West Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
Full Length Lane	2											Merge Analysis not applied.

TPM 2020-01 EXT, PPL 2020-03 EXT and VAR 2020-02 EXT

Grove Garden Apartments

**This item is being continued to the March 12, 2024
Planning Commission Meeting**

GPA 2022-08, SPA 2022-04 and REZ 2022-09

**This item is being continued to the March 12, 2024
Planning Commission Meeting**