

REGULAR MEETING OF THE MADERA PLANNING COMMISSION

205 W. 4th Street, Madera, California 93637

NOTICE AND AGENDA

Tuesday, December 12, 2023
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: 86138258558# followed by *9 on your phone when prompted to signal you would like to speak, or by computer at <https://www.zoom.us/j/86138258558>. 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 2022-04 & SPR 2022-05 – Townplace Suites (Report by Adi Rueda)

Subject: A continued public hearing to consider a conditional use permit and site plan review to allow for the development of a 53,313 sq. ft., 5-story Townplace Suites Hotel with 94 suites and 92 parking spaces on a 1.48-acre parcel approximately 400 feet southwest of the Avenue 17 / Airport Drive intersection. The site access will be via one driveway on the east side of the site connecting to an existing private drive with connectivity to Avenue 17 and Airport Drive. The site is zoned C2 (Heavy Commercial) with a General Plan land use designation of C (Commercial). APN: 013-012-020

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) Guidelines, Section 15332 (Infill Development). The project is consistent with the site’s General Plan and Zoning Ordinance and the site is served by public services and utilities. The site has no value as habitat for endangered, rare or threatened species. Nor would the project result in any significant effects related to traffic, noise, air quality or water quality.

Recommendation:

Conduct the public hearing and:

- a. Adopt a Resolution adopting a Finding of a Class 32 Categorical Exemption from CEQA pursuant to CEQA Guidelines Section 15332 In-Fill Development and approving Conditional Use Permit 2022-04 and Site Plan Review 2022-05, based on, and subject to, the findings and conditions of approval.

2. TSM 2022-03 & TSM 2022-04 – Ventana Subdivisions (Report by Robert Smith)

Subject: A continued public hearing to consider two Tentative Subdivision Maps. TSM 2022-03 will subdivide approximately 237.5 acres into 999 lots for the development of 855 single-family residences, 144 multi-family residential units, 3 park sites and a drainage basin consistent with the adopted 237.5-acre Ventana Specific Plan. The 237.5-acre site is bound by Pecan Avenue to the north, Road 28 ¼ to the east, Hazel Avenue to the south and an existing subdivision and Parkwood Elementary School to the west. TSM 2022-04 proposes to subdivide the 237.5-acre Ventana Specific Plan Area into 19 parcels.

The project site is zoned PD-3000 (one unit for every 3,000 sq. ft. of site area), PD-4500 (one unit for every 4,500 sq. ft. of site area), PD-6000 (one unit for every 6,000 sq. ft. of site area), CN (Neighborhood Commercial) and PF (Public Facilities) Zone Districts with an MD (Medium Density) General Plan land use designation. APN’s: 012-490-002, 004, 005 & 006.

An Environmental Impact Report (EIR) was previously prepared and certified for the Specific Plan, in March 2007. Pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent Environmental Impact Report, Negative Declaration or addendum is required for approval of the project.

Recommendation:

Conduct the public hearing and:

- a. Adopt a Resolution approving Tentative Subdivision Maps 2022-03 & 2022-04, as conditioned and determining the project was fully assessed in the Ventana Specific Plan Environmental Impact Report certified on March 7, 2007, and pursuant to CEQA Guidelines Section 15162, subsequent environmental review is not required for TSMs 2022-03 and 2022-04.

3. VAR 2023-04 & SGN 2023-30 – Ross Sign (Report by Adi Rueda)

Subject: A continued public hearing to consider a variance which would allow for an increase in on-building signage at the Ross, Dress for Less retail store (Ross) located at 2237 W. Cleveland Ave. in the Madera Marketplace Shopping Center. The site is located in the C1 (Light Commercial) Zone District with a C (Commercial) General Plan land use designation. The maximum allowable on-building signage for this tenant space is 165 sq. ft. Ross is proposing 303 sq. ft. of on-building signage. This is an approximate 83.63% increase over the allowable on-building signage.

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) Guidelines, Section 15311 Accessory Structures.

Recommendation:

Conduct the public hearing and:

- a. Adopt a Resolution denying Variance 2023-04 and Sign Permit 2023-30, based on, and subject to the findings presented.

4. TSM 2021-02 EXT – Links Ranch Subdivision Map Extension

Subject: A noticed public hearing to consider an application requesting a thirty-six month (3 year) extension of a previously approved Tentative Subdivision Map (TSM 2021-02) pursuant to California Govt. Code Section 66452.6(e). The map, first approved on November 3, 2021, is conditioned to expire on November 3, 2023. The proposed three-year extension would extend the life of TSM 2021-02 to November 3, 2026. The parcels are located at the south side of West Cleveland Avenue between Avenue 16 and Road 23 in the PD-4500 (Planned Development) Zone District with an LD (Low Density Residential), HD (High Density Residential), and OS (Open Space) General Plan land use designations.

The proposed subdivision was analyzed as part of a Mitigated Negative Declaration adopted for the original tentative subdivision map. No further analysis is required.

Recommendation:

Conduct the public hearing and:

- a. Adopt a Resolution approving a 3-year (36-month time extension to the Tentative Subdivision Map 2021-02.

ADMINISTRATIVE REPORTS:

1. 2024 Regularly Scheduled Planning Commission Calendar
2. League of California Cities – 2024 Planning Commissioners Academy

COMMISSIONER REPORTS:

ADJOURNMENT:

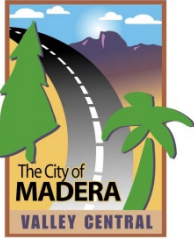
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- The meeting room is accessible to the physically disabled. Requests for accommodations for persons with disabilities such as signing services, assistive listening devices, or alternative format agendas and reports needed to assist participation in 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:

Adileni Rueda, Assistant Planner

Meeting of: December 12, 2023

Agenda Number: 1

SUBJECT

Conditional Use Permit 2022-04 and Site Plan Review 2022-05 Townplace Suites

RECOMMENDATION

Conduct a public hearing and:

1. Adopt a Resolution adopting a Finding of a Class 32 Categorical Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines 15332 (In-fill Development) and approving Conditional Use Permit 2022-04 and Site Plan Review SPR 2022-05, subject to the findings and conditions of approval.

PROPOSAL:

The applicant, Central Valley Hotels, Inc., is requesting a use permit (CUP 2022-04) and Site Plan Review (SPR 2022-05) approval to construct and operate a 53,313 square foot, 5 -story hotel near the Highway 99 / Avenue 17 Interchange. The hotel, Town Suites, would be built on a 1.48-acre parcel identified as Madera County Assessor's Parcel Number (APN) 013-012-020 in the general vicinity of the southwest corner of the Avenue 17 and Airport Drive / Golden State Boulevard intersection herein referenced as the "project site" or "proposed project site." The rectangular-shaped site is approximately 320 feet (ft) south of Avenue 17 and 200 ft west of Airport Drive (refer to Attachments 1 and 2). The proposed project site is directly south of an existing hotel, the Hampton Inn and Suites.

The project is located within the commercially designated area east of Madera Municipal Airport. The site is zoned C2 (Heavy Commercial) with a land use designation of C (Commercial).

The site is identified as "Parcel 2" of the Bratton Properties Subdivision (Subdivision No. 06-S-09) composed of 6 parcels recorded in 2009. Industrial uses are called for the properties to the south and west of the Bratton Properties Subdivision. The Bratton Properties Subdivision is subject to a "master" conditional use permit (CUP 2006-14). CUP 2006-14 defines the allowable uses and development pattern for each parcel within the Bratton Properties Subdivision. Furthermore, CUP 2006-14 establishes the overall infrastructure, public services and utilities, and interior circulation required to support the planned development of the Bratton Properties Subdivision.

As proposed, the hotel would provide 116 beds spread among 94 suites, and 92 parking spaces on the 1.48-acre site (refer to Attachment 3). Site access will be via a single driveway on the east side of the site connecting to an existing shared driveway designed and constructed to serve the Bratton Properties Subdivision with connectivity to Avenue 17 and Airport Drive.

Hotel

The hotel will consist of a wood frame structure with a stucco exterior finish. The hotel will be five stories with a maximum building height of 57 ft in which the height of the fifth-floor tops out at 37 ft – 9 inches (in). The building includes four 51 ft – 5 in high parapets positioned approximately midpoint of the north, east, south, and west building elevations. The building also includes two towers. The height of the two towers varies. The lower tower tops out at 55.5 ft, while the other tower tops out at 57 ft (refer to Attachment 4).

The hotel will provide 10 to 21 rooms per floor. The first floor will house 10 rooms composed of 6 studio units with a single king bed, 2 studio units with 2 queen beds, and 2 one-bedroom units with a queen bed for a total of 10 rooms. The second, third, fourth and fifth floors will each house 21 rooms composed of 14 studio units with a single king bed, 5 studio units with 2 queen beds, and 2 one-bedroom units with a queen bed. The first floor will also include fitness center, buffet and dining / community room, and two hub / meeting rooms for hotel guests. The buffet will be limited to breakfast services. The first floor will also include a reception center, offices, house and guest laundry rooms, storage rooms, buffet food preparation and busing facilities, mechanical and electrical rooms, and restrooms. An outdoor patio area composed of covered and uncovered seating areas and a fire pit will be provided for hotel guests. No indoor or outdoor pool, spa or sauna is proposed. The hotel's porte-cochere and entry to the hotel's reception center will be on the building's east elevation (refer to Attachment 5).

The hotel is expected to operate 7 days a week, 24 hours a day and is projected to employ an estimated 12 employees over an average day.

Lighting and Signage

As proposed, security lighting will be in the form of exterior lighting affixed to the building and ground mounted light fixtures. On-site light fixtures will be placed in the parking areas fronting the hotel structure.

The applicant is proposing on-building signs to be mounted on east and west building elevations. Signage would be reviewed under a separate sign permit.

Access and Parking

The project proposes a single point of access. The one driveway is located on the east side of hotel connecting the project site to the Bratton Subdivision's internal private drive isles connecting the subdivision to Avenue 17 to the north and Airport Drive to the east. The project driveway is designed for bilateral turning movements. Improvements to extend the north-south internal subdivision common driveway from Parcel 3 (Hampton Inn and Suites hotel site) of the Bratton Subdivision to the project were not provided.

As proposed, the site provides 92 parking spaces for passenger vehicles, 1 of which would be a handicap accessible space, 3 would be an electrical vehicle handicap accessible space and 6 spaces would be designated specifically for electrical vehicle parking.

An overview of the proposed project is provided in Table 1 below.

Table 1: Project Overview	
<i>Project Number:</i>	CUP 2022-04; SPR 2022-05
<i>Applicant:</i>	Central Valley Hotels, Inc
<i>Property Owner:</i>	Central Valley Hotels, Inc
<i>Location:</i>	Southwest lot of Avenue 17 intersection (APN: 013-012-020)
<i>Project Area:</i>	1.48 acres (64,608 sq ft)
<i>Plan Land Use:</i>	C (Commercial)
<i>Zoning District:</i>	C2 (Heavy Commercial)
<i>Site Characteristics</i>	The site is rectangular in shape and is generally level and disced for vegetation management. The existing biotic condition is ruderal, composed of herbaceous vegetation. No water features are present on or adjacent to the site. In the project site vicinity, Avenue 17, is a two-lane east-west Arterial and Golden State Boulevard / Airport Drive is a two-lane north-south Collector.

SURROUNDING LAND USES

The project site is directly south of the Hampton Inn and Suites, Madera, a 78-room hotel. Except for the Hampton Inn and Suites, the land immediately abutting the project site is composed of vacant parcels. Surrounding existing and approved commercial and industrial development in the immediate area, in addition to the Hampton hotel, include the 7-Eleven Travel Center recently approved for development on the northwest corner of Avenue 17 and Golden State Boulevard, and an existing Arco fueling station and am/pm convenience store on the northeast corner of Avenue 17 and Golden State Boulevard. A Chevron fueling station, convenience store and an undetermined drive-through business is proposed at the southwest corner of Avenue 17 and Airport Drive. The Chevron project application is currently under review by City staff. An almond processing plant, The Almond Company, is located west of the project site. To the east, across Airport Drive site, is the Madera County Mosquito & Vector Control District office and corporate yard.

Table 2 below summarizes the existing development/uses, and the City General Plan land use designations and zoning districts surrounding the proposed project site.

Table 2: Bordering Site Information			
<i>Direction</i>	<i>Existing Use</i>	<i>Land Use</i>	<i>Zone District</i>
<i>North</i>	Hampton Inn	C2 (Heavy Commercial)	C (Commercial)
<i>East</i>	Vacant	C2 (Heavy Commercial)	C (Commercial)
<i>South</i>	Vacant	C2 (Heavy Commercial)	C (Commercial)
<i>West</i>	Vacant	I (Industrial)	I (Industrial)

ANALYSIS

The project site is located west of Avenue 17 and Golden State Boulevard / Airport Drive intersection, approximately 700 ft southwest of the SR 99 / Avenue 17 Interchange southbound off-ramp (Exit 157), a primary gateway on the northern fringe of the City. Avenue 17 currently serves traffic to and from the airport, associated industrial park, Love's Travel Center, east of SR 99 and to other area wide uses. In the future, the interchange, Avenue 17 and the Avenue 17 and Golden State Boulevard / Airport Drive intersection will serve as a primary access to the planned development of The Villages of Almond Grove Specific Plan Area west of the project and possibly serve as a primary entrance to the approved North Fork Rancheria Resort & Casino gaming complex north of the project, as well as other potential commercial retail developments in the surrounding area. Issues discussed as part of this analysis include land uses and permitting requirements, site design standards, parking requirements, building architecture, landscaping requirements, and the relationship between the project site and the ultimate improvements which will eventually be made to the adjacent intersection and freeway interchange.

Site History

The site, previously part of an 8.66-acre parcel, was subdivided into six parcels (Bratton Properties Subdivision (Tentative Subdivision Map 2006-04) and recorded as Subdivision Map 06-S-09 in conjunction with the development of the Hampton Inn and Suites hotel pursuant the approval of CUP 2006-14, Tentative Subdivision Map 2006-04 (TSM 2006-04), and SPR 2006-02. The Hampton Inn and Suites, located adjacent to Avenue 17, represents the only approved development within the Bratton Properties Subdivision. The subdivision was conditioned to record a cross access agreement between the six parcels enabling all six parcels access to Avenue 17 via a shared driveway and two points of access to Airport Drive via shared driveways. All development within the Bratton Properties Subdivision is subject to the Bratton Development Master Design Guidelines in addition to the City of Madera's *Design and Development Guidelines for Commercial Development*, and the *Specific Plan Number 1* design guidelines and development standards. All on-building and free-standing signage improvements are subject to the Airport Master Sign Program and the City's Sign Ordinance.

Conditional Use Permit 2022-04

Madera Municipal Code (MMC), Section 10-3.902 allows hotels on property zoned C2 (Heavy Commercial) subject to a use permit. Approval of CUP 2022-04 would authorize the operation of the Townplace Suites hotel within the C2 zone district where such uses are subject to a use permit.

Site Plan Review 2022-05

Section 10-3.4 of the MMC 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 including projects subject to a use permit. The purpose of the site plan review is to ensure that the use and development is in conformity with the intent and provisions of the MMC, to ensure structures, parking areas, walks, landscaping, street improvements and other forms of development are properly related to the proposed site surrounding sites and structures and, to ensure the project development enhances the physical appearance and attractiveness of the City. If the Planning Commission cannot make the necessary findings, the development must be denied.

Approval of SPR 2022-025 would authorize the development of the proposed project on the project site. Conditions of approval are attached to ensure the project site plan is in conformity with the intent and provisions of the MMC and applicable policies, regulations, standards and guidelines, and to ensure the

project is compatible with its surroundings. Conditions of approval include project design alterations, and on- and off-site improvements in order to make the project compatible with nearby uses.

Section 10-3.1001 through 10-3.1004 of the MMC establishes standards specific to development within the C2 (Heavy Commercial) zoning districts. City requirements for off-street parking are provided in Section 10-3.1202 of the MMC. Table 3 below summarizes the development standards for the C2 (Heavy Commercial) zone district and off-street parking requirement for a hotel. The proposal is consistent with the C2 (Heavy Commercial) zone district standards.

Table 3: C2 (Heavy Commercial) Zone District Development Standards		
<i>Standard</i>	<i>Required</i>	<i>Proposed</i>
<i>Site Area (Minimum)</i>	2,000 sf for Each Main Building	±64,608 sf
<i>Front Yard Setback (Minimum)</i>	None	±66 ft (East Property Line)
<i>Interior Side Yard Setback (Minimum)</i>	None	±38 ft (North); ±53 ft (South Property Line)
<i>Exterior Side Yard Setback (Minimum)</i>	None	Not Applicable
<i>Rear Yard Setback</i>	None	±72 ft (West Property Line)
<i>Building Height (Maximum)</i>	65 ft	24 ½ ft
<i>Off-Street Parking</i>	1 Space / Every 3 Beds	1.3 Spaces / Every 3 Beds

C2 (Heavy Commercial) allows for hotels subject to a use permit. A site plan review is required for all projects which require a use permit, propose an expansion to the site, or if a change in use occurs. The project is subject to both the City’s Commercial Development Design Guidelines and the Bratton Development Master Design Guidelines. As stated in the Bratton Development Master Design Guidelines, the primary building colors throughout development shall be complementary to those shown in the design exhibits. The project will consist of wood frame and stucco exteriors and the project is conditioned to provide the appropriate landscaping and design consistent with the Bratton Development Master Design Guidelines.

Compatibility with Surrounding Uses

The proposed project would occupy a parcel designated C (Commercial) and zoned C2 (Heavy Commercial). The project is allowed within a C2 (Heavy Commercial) zone district subject to the Planning Commission making a finding that the proposed project is similar in character and not detrimental to the welfare of the neighborhood in which the project site is located.

The proposed project, which is expected to operate 7 days a week, 24 hours a day, would not place a use on-site that would be incompatible for the site or with other uses in the surrounding area. The proposed project would be compatible with the existing and proposed uses to the north and east of the project site, all of which are located on property designated C (Commercial). The project would support the surrounding Airport industrial businesses as well as automotive traffic on SR 99. Existing neighboring uses

the proposed project would be compatible with include the Hampton Inn and Suites, the ARCO fueling station, am / pm convenience store, Subway sandwich shop, all of which operates 7 days a week, 24 hours a day, and the recently approved 7-Eleven Travel Center also to the north of the proposed project.

The City is currently processing a development application for a new fueling station, convenience store and drive-through restaurant to the northeast of the proposed project. The new fuel station, convenience store and drive-through restaurant would be located at the southwest corner of Airport Dive and Avenue 17. The proposed project would be compatible with the proposed new fueling station, convenience store and drive-through restaurant project should the development proposal be approved and implemented.

Building Architecture and Elevations

Construction of the building proposed under SPR 2022-05 is conditioned to conform with the site plan and elevation drawings, including the color and materials scheduled as shown in Attachments 3 through 5. Construction would result in an approximately 53,313 sf building, which would be roughly centered on the property.

General Parking Requirements

Pursuant to MMC Section 10-3.1202, Parking Spaces Required, hotel uses shall provide 1 parking space per every 3 beds. The Townplace Suites Hotel proposes 116 beds. Therefore, the project will require, at a minimum, 39 parking spaces. As proposed, the project will provide 92 parking spaces (1.26 spaces per 3 beds). The proposed project provides sufficient off-street parking and is consistent with the parking requirements of MMC Section 10-3.1202.

ADA Parking Requirements

Pursuant to the Americans with Disabilities Act (ADA) requirements and based on the total number of proposed parking spaces, (92 spaces), 4 spaces must be handicap accessible of which 1 must be van accessible. The proposed project's site plan only provides one ADA handicap accessible space, and a van accessible space. The project has been conditioned to provide a minimum of 4 ADA accessible spaces of which 1 space must be van accessible. None of the four required ADA spaces are to be designated and EV parking space.

Electric Vehicle Parking Requirements

Pursuant to the California Building Code (CBC) Cal Green Standards and based on the total number of proposed parking spaces (92 spaces), a minimum of 17 spaces must be specifically designated for EVs. A minimum of 4 electric vehicle (EV) spaces must provide electric vehicle supply (charging) equipment (EVSE) for the purpose of charging an electric vehicle while the remaining 13 spaces must be EV capable (provisions for electric panel space, and empty conduit (no wire) and termination for a future 120 voltage, 40-amp circuit). Of the 4 EVSE spaces required, 1 space must comply with the CBC, Cal Green specifications for an ADA van accessibility space and 1 space must comply with the CBC Cal Green specifications for a standard ADA space. The two required EV ADA spaces are above and beyond the federal ADA parking requirements.

Of the 92 spaces proposed, the project site plan includes 9 EV capable spaces of which 3 are designated as van accessible. The project has been conditioned to provide a minimum of 17 EV capable spaces of which 4 must be EVSE spaces, including 1 van accessible and 1 standard disability accessible space. The 1 van accessible and 1 standard disability accessible EVSE spaces are in addition to the required non-EVSE

ADA spaces specified above under *ADA Parking Requirements*. All EV and EVSE capable spaces must meet the design specifications of the California Building Code.

Bicycle Parking Requirements

Pursuant to the California Building Code Cal Green Standards, 5 short-term and 5 long-term bicycle parking spaces must be provided. The proposed project site plan does not delineate provisions for bicycle parking. The project has been conditioned to provide adequate space and bicycle parking equipment to meet the requirements for a minimum of 5 short- and 5 long-term on-site bicycle parking spaces.

Site Access

The project proposes only one point of entry. That point of entry is located on the east side of the proposed hotel. The proposed ingress / egress driveway approach would connect the hotel to the planned and partially developed internal circulation network of the Bratton Subdivision affording access to Avenue 17 to the north and Airport Drive to the east.

As planned, the internal north-south street alignment paralleling the project site's eastern boundary between Parcel 2 and Parcel 5 of the Bratton Properties Subdivision No. 06-S-09 is off-set from the existing north-south street alignment paralleling the adjacent Hampton Inn and Suites hotel between Parcel 3 and Parcel 4. The project has been conditioned to align the center the proposed north-south street alignment paralleling the project site's eastern boundary with the existing north-south street alignment paralleling the adjacent Hampton Inn and Suites hotel to minimize unsafe traffic maneuvers.

Off-Site Circulation

The continuing project growth of Ave 17 and Golden State has required projects to complete traffic studies to contribute into the Caltrans payment plan. The Townplace Suites Hotel project was subject to a traffic study. The Traffic Study, dated February 03, 2023, analyzed the following intersections:

1. Golden State Boulevard, Airport Drive, and Avenue 17
2. State Route 99 Southbound Ramp and Avenue 17
3. State Route 99 Northbound Ramps and Avenue 17

As 7-Eleven, North Fork Rancheria Casino, and the Chevron fueling station are all expected to develop along Golden State Boulevard, north of Avenue 17, the traffic study has indicated that the construction of three roundabouts will be necessary to accommodate the traffic growth that is come with new development in the project area.

The traffic analysis assessed two types of trips that the proposed hotel will generate – work-based trips (employees) and hotel guests. The project proposes a total of 110 trips per day. If the total of trips exceeds 100 trips it can have a significant impact on traffic. However, the traffic study proposes that approximately 12 employees per day will account for the hotels traffic therefore reducing the 110 trips per day below 100 trips per day.

The project has been condition to pay the corresponding equitable shares for the following intersections:

Avenue 17 and Airport Drive/Golden State Boulevard: 1.45 Percent

SR 99 Southbound Off Ramp: 1.49 Percent

SR 99 Northbound Off Ramp: 0.81 Percent

The project has also been conditioned to enter into an agreement with Caltrans covering the payment of pro-rata shares towards cumulative traffic impacts to State Highway interchanges.

Madera Countywide Airport Land Use Compatibility Plan Conformance

The Madera Countywide Airport Land Use Compatibility Plan (ALUCP) contains a compatibility plan for the Madera Municipal Airport. The project site lies within Compatibility Zone D of the Madera Municipal Airport. Short- and long-term lodging such as hotels are considered normally acceptable in Zone D with the following restrictions: 1) objects greater than 150 are subject to review by the Federal Aviation Administration (FAA); and 2) use or improvement having the potential to cause an increase in the attraction of birds or other wildlife. For hotels allowing extended overnight stays of 31 or more days may require sound attenuation to the structure to ensure the interior noise levels of individual overnight guest rooms do not exceed 40 decibels.

The project, as proposed, does not include objects, individually or combined, that would exceed a height of 150 ft. The project, however, would increase the amount of stormwater discharged into the temporary stormwater basin located to the southeast of the project site that presently serves the Hampton Inn and Suites. The temporary stormwater basin also lies within Compatibility Zone D. The anticipated increased volume of stormwater to be discharged into the basin is not anticipated to attract additional birds to the area. As such, the basin improvements and increased stormwater discharge to the basin is not anticipated to have an effect on airport operations.

ENVIRONMENTAL REVIEW:

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) guidelines, Section 15332 (In-fill Development). The site has a zone of Heavy Commercial with a land use of Commercial. The project is consistent with the General Plan and Zoning Ordinance. The site is inside city limits and is served by public utilities. The project site is less than five acres totaling to 1.4 acres.

Project was subject to a traffic initial study to indicate any possible infrastructure improvements and any traffic growth with the development of the hotel (Refer to Attachment 4).

RECOMMENDATION:

It is recommended that the Planning Commission consider the information presented in this report, and other information presented or made available, in its determination as to whether approval of the use permit and site plan is appropriate given the required findings of approval. The information presented in this report supports conditional approval of CUP 2022-04 and SPR 2022-05. If the Commissioners feel the appropriate findings cannot be made, they should direct staff to return at a later meeting with findings in support of denial.

PLANNING COMMISSION ACTION:

The Commission will be acting on CUP 2022-04 and SPR 2022-05. Staff recommends that the Commission:

1. Adopt a Resolution of the Planning Commission adopting a Finding of Categorical Exemption from CEQA pursuant to CEQA Guidelines Section 15332 In-fill Development for the project and Conditional Use Permit 2022-04 (CUP 2022-04) and Site Plan Review (SPR 2022-05), based on, and subject to, the findings and conditions of approval as contained in Exhibit A.

ALTERNATIVES:

As an alternative, the Commission may elect to:

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

ATTACHMENTS:

1. Site Vicinity Map
2. Aerial Map
3. Site Plan
4. Elevations
5. Floor Plan
6. Traffic Study
7. California Department of Transportation (Caltrans) Letter
8. Planning Commission Resolution
 "Exhibit A" Conditions of Approval

ATTACHMENT 1
Vicinity Map



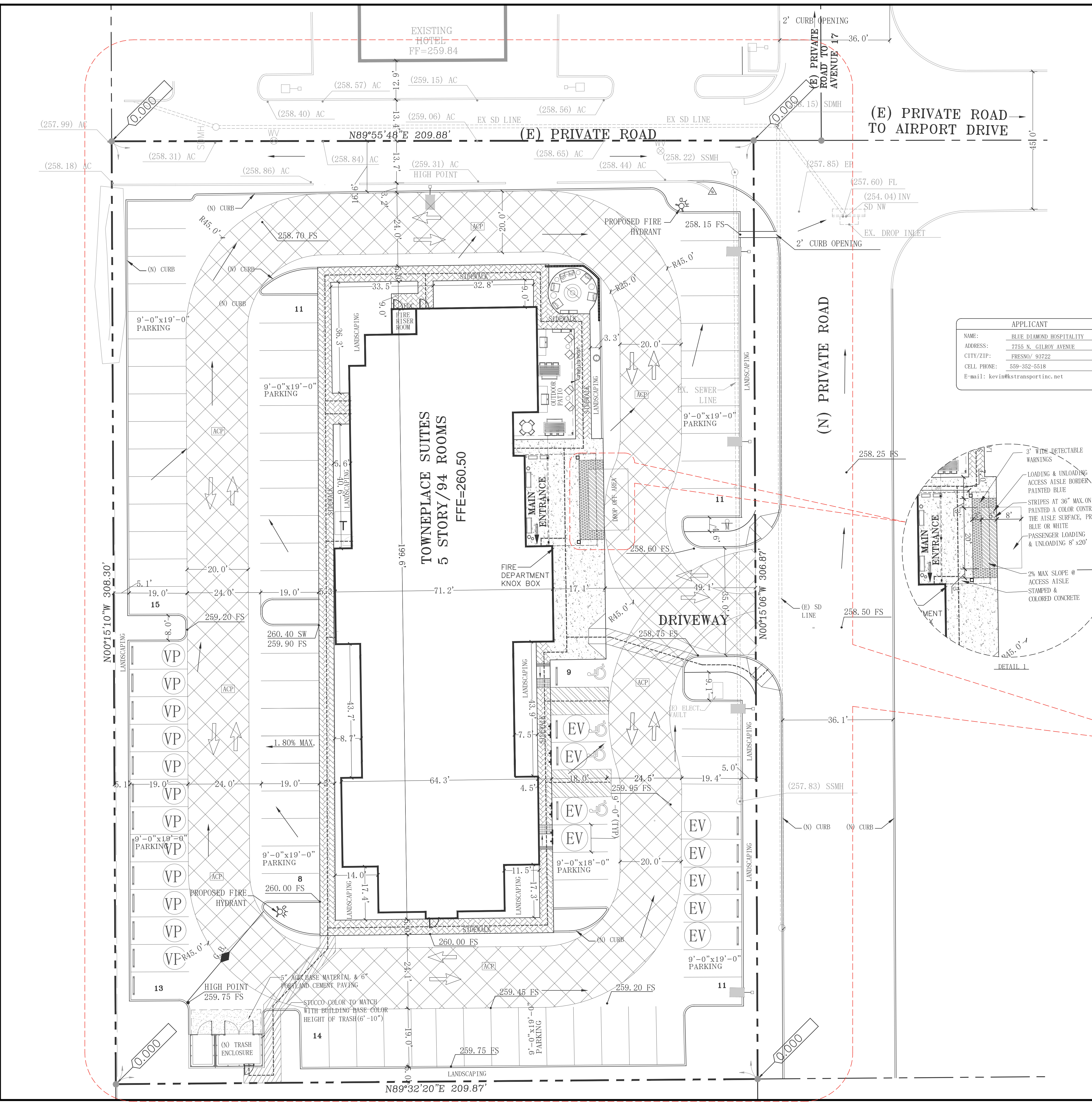
Proposed TownePlace Suites Hotel
 Madera, California

SITE VICINITY MAP

ATTACHMENT 2
Aerial Map



ATTACHMENT 3
Site Plan



LEGEND:

- 258.60 FF FINISHED FLOOR ELEVATION
- 258.60 FS FINISHED SURFACE ELEVATION
- (N) CURB (N) FIRE HYDRANT
- (258.60) AC (E) TOP OF ASPHALT CONC.
- (258.60) FL (E) FLOW LINE ELEVATION
- (258.60) EP (E) EDGE OF PAVEMENT ELEVATION
- (E) DRAIN INLET
- (E) STORM DRAIN/SEWER MANHOLE
- (E) FIRE HYDRANT
- ON-SITE (N) LIGHTS (LIGHT FIXTURES SHALL BE OF BRONZE SHOEBOX TYPE MOUNTED ON 12' FOOT HIGH SQUARE STEEL POLES. PROVIDE A 36" HIGH X 18" DIAMETER CONCRETE PEDESTAL BASE.)
- (E) STREET LIGHTS
- ON-SITE (E) LIGHTS
- ACCESSIBLE ROUTE
- 5'-0" / 8'-0" WIDE ACCESSIBLE AISLE
- MONUMENT SIGNAGE (35" HIGH)
- TRANSFORMER
- ASPHALT CONCRETE
- PATTERNED CONCRETE
- FIRE TRUCK ROUTE
- STAMPED & COLORED CONCRETE

PROJECT DATA

ASSESSOR'S PARCEL NUMBER: 013-010-013
 ADDRESS: TOWNEPLACE SUITES, AIRPORT DR., CITY OF MADERA, CA 93637

PROJECT DESCRIPTION: 94 ROOMS, 5 STORY HOTEL

ZONING: HEAVY COMMERCIAL

CODE ANALYSIS

OCCUPANCY CLASSIFICATION: R-1, B, A-2
 TYPE OF CONSTRUCTION: III-B
 FIRE SPRINKLERS: YES (NFPA 13 SECTION 903.3.1.1)
 FIRE ALARM: YES
 HEIGHT (MAXIMUM): 57'-0" (TOP OF TOWER), 51'-5" (TOP OF PARAPET)
 ALLOWABLE: 65'-0"

STORIES (MAXIMUM)

ACTUAL: 5
 ALLOWABLE: 5 STORIES R-1 (TABLE 504.4)

BUILDING AREA BREAKDOWN

SITE AREA: 64555 S.F. (1.48 AC)
 1ST FLOOR AREA: 11238 SQ. FT.
 PORT COCHERE: 699 SQ. FT.
 2ND FLOOR AREA: 10344 SQ. FT.
 3RD FLOOR AREA: 10344 SQ. FT.
 4TH FLOOR AREA: 10344 SQ. FT.
 5TH FLOOR AREA: 10344 SQ. FT.
 TOTAL BUILDING AREA: 53313 SQ. FT.

LOT COVERAGE (HOTEL)

TOTAL BUILDING FOOTPRINT: 11238 + 699 = 11937 SQ. FT. (18.48%)
 PROVIDED LANDSCAPE AREA: 12148 SQ. FT. (18.81%)
 TOTAL PAVED AREA: 40470 SQ. FT. (64.71%)

PROPOSED BUILDING USE: HOTEL
HOURS OF OPERATION: 24 HOURS

APPLICANT

NAME: BLUE DIAMOND HOSPITALITY
 ADDRESS: 7755 N. GILROY AVENUE
 CITY/ZIP: FRESNO/ 93722
 CELL PHONE: 559-352-5518
 E-mail: kevin@ktransportinc.net

PROPERTY OWNER

NAME: BLUE DIAMOND HOSPITALITY
 ADDRESS: 7755 N. GILROY AVENUE
 CITY/ZIP: FRESNO/ 93722
 CELL PHONE: 559-352-5518
 E-mail: kevin@ktransportinc.net

CONTACT PERSON

CONTACT: ACE DESIGN LLC
 ADDRESS: 1024 IRON POINT ROAD, SUITE 1046
 CITY / ZIP: FOLSOM/ 95630
 PHONE: 916-518-1110
 CELL PHONE: 661-218-4949
 FAX: 916-209-8607
 E-mail: grace@aceconstructionlv.com

PARKING ANALYSIS

A) PARKING FOR 116 BEDS 5 STORY HOTEL (1 SPACE FOR EVERY 3 BEDS)

REQUIRED PARKING: 39 SPACES
 TOTAL PARKING PROVIDED: 92 SPACES

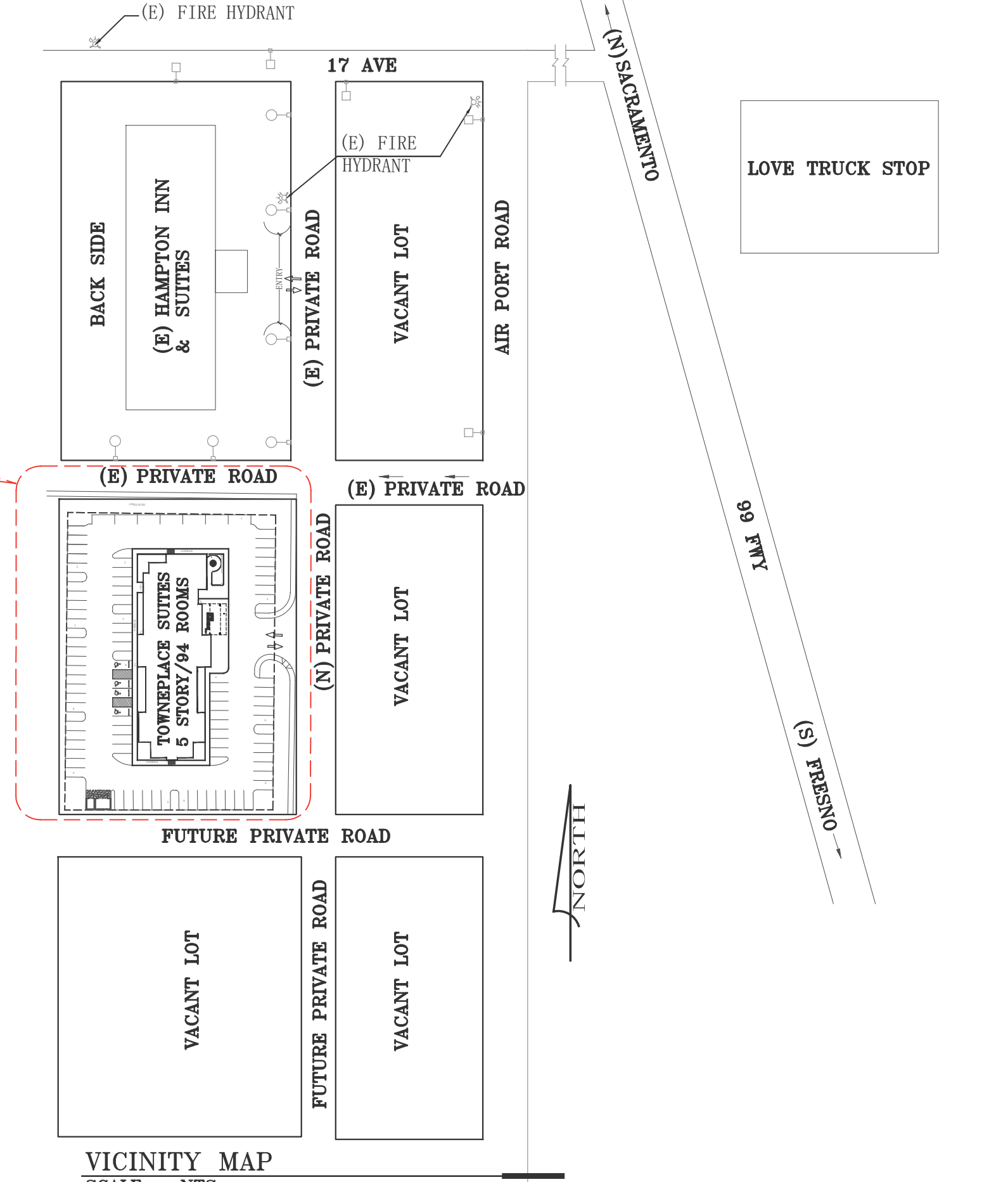
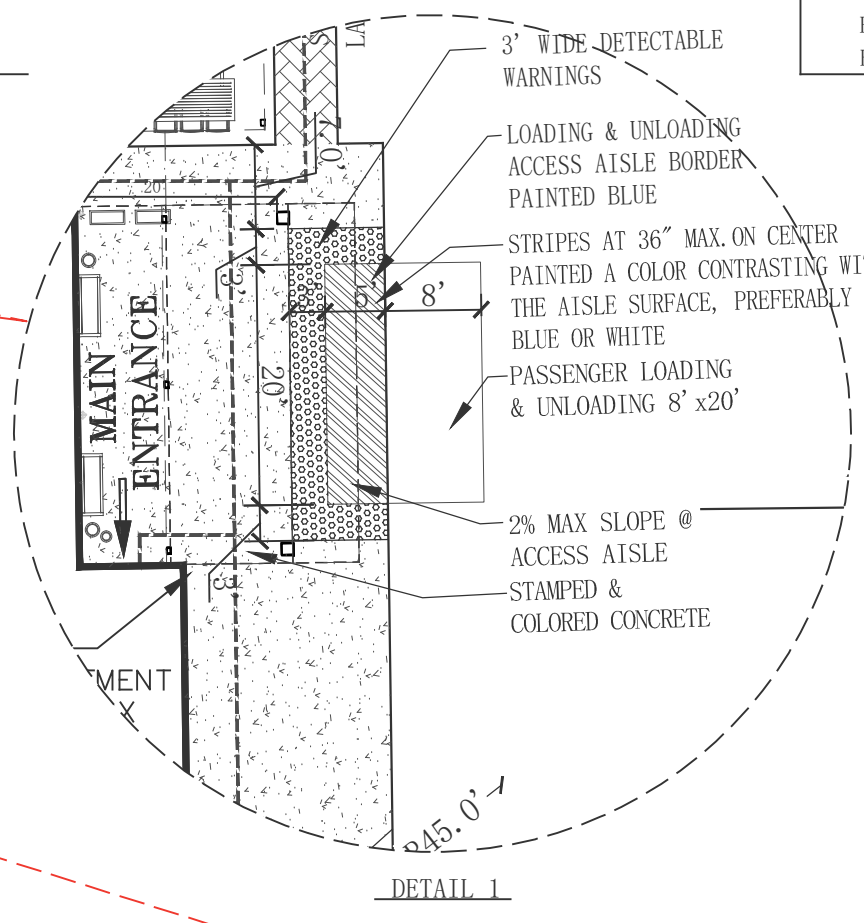
B) TOTAL STANDARD ACCESSIBLE PARKING REQUIRED: 4 SPACES (2019 CBC, TABLE 11B-208.2)
 TOTAL STANDARD ACCESSIBLE PARKING PROVIDED: 4 SPACES (INCLUDING VAN ACCESSIBLE)

C) TOTAL EV PARKING REQUIRED: 9 SPACES (2019 CBC, TABLE 11B-228.3.2.1)
 TOTAL EV PARKING PROVIDED: 9 SPACES (INCLUDING ONE VAN AND ONE STANDARD ACCESSIBLE PARKING)

D) TOTAL VP PARKING PROVIDED: 12 SPACES

UNIT BREAKDOWN

GUEST ROOM DISTRIBUTION	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL
STUDIO KING	6	14	14	14	14	62
STUDIO QUEEN/QUEEN	2	5	5	5	5	22
ONE BEDROOM QUEEN	2	2	2	2	2	10
TOTAL ROOMS	10	21	21	21	21	94



REVISIONS:

NO.	DATE	REVISION
1		

ACE Design LLC
 1024 Iron Point Road, Suite 1046
 Folsom, CA 95630
 Phone: (702) 396-5113, Fax: (702) 446-8155
 Land Planning • Civil Engineering • Architectural Design • Structural Engineering

SITE PLAN

TOWNEPLACE SUITES
 AIRPORT DR.,
 CITY OF MADERA, CA 93637

REGISTERED PROFESSIONAL ENGINEER
 LICENSE NO. 51747
 EXPIRES 06/30/2023
 CIVIL
 STATE OF CALIFORNIA

DATE: 1/10/2022
 JOB: 21-26
 DWG. BY: HS
 CHK. BY: MG

A1.0.0
 SHEET
 1 OF 3

ATTACHMENT 4
Elevations



1 3D ELEVATION

REVISIONS:	REVISION	ISSUE	DATED
1			

ACE Design LLC
 1024 Iron Point Road, Suite 1046
 Folsom, CA 95630
 Phone: (702) 396-5113, Fax: (702) 446-8155
 Land Planning • Civil Engineering • Architectural Design • Structural Engineering

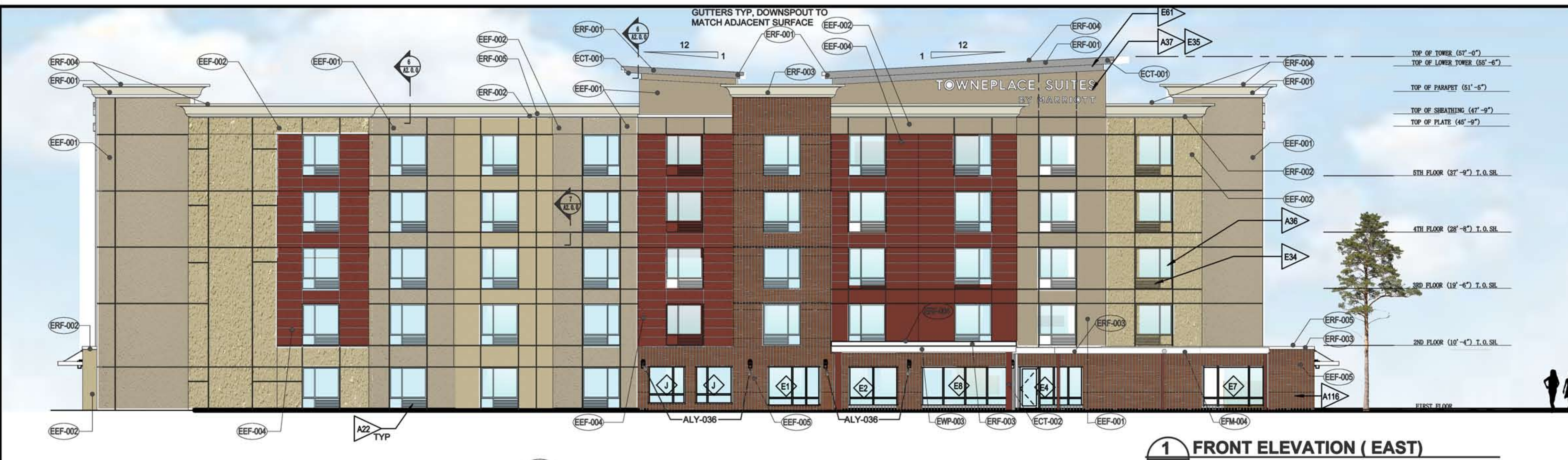
3D ELEVATION
 TOWNEPLACE SUITES
 AIRPORT DR.,
 CITY OF MADERA, CA 93637

TITLE
 PROJECT



DATE: 01/10/2022
 JOB : 21-26
 DWG. BY: HS
 CHK. BY: MG

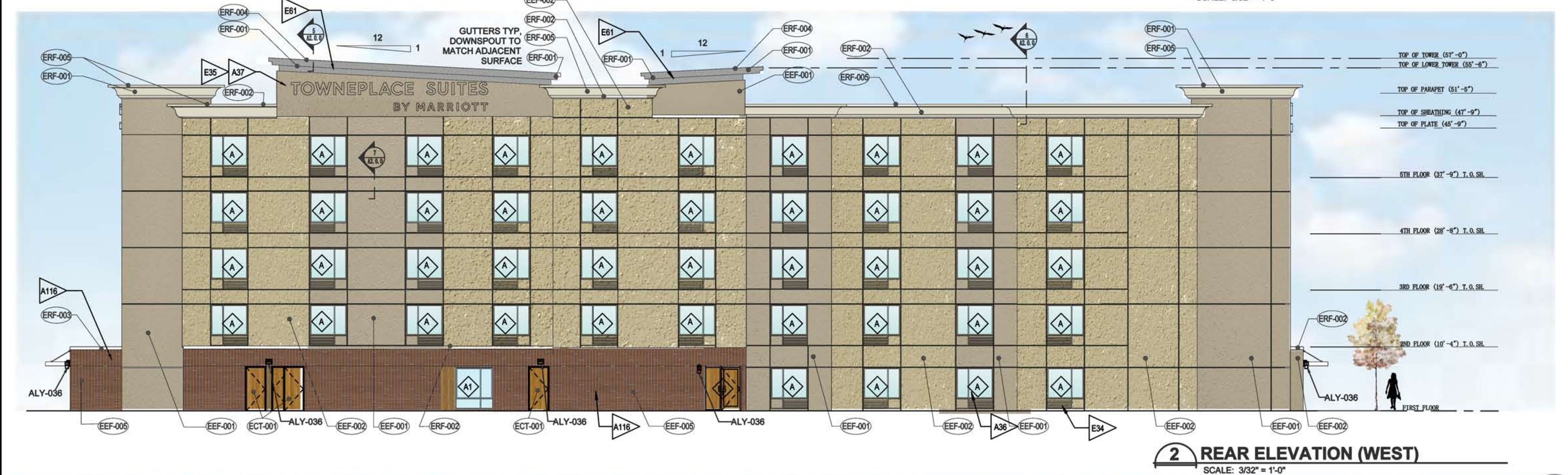
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 1 OF 1



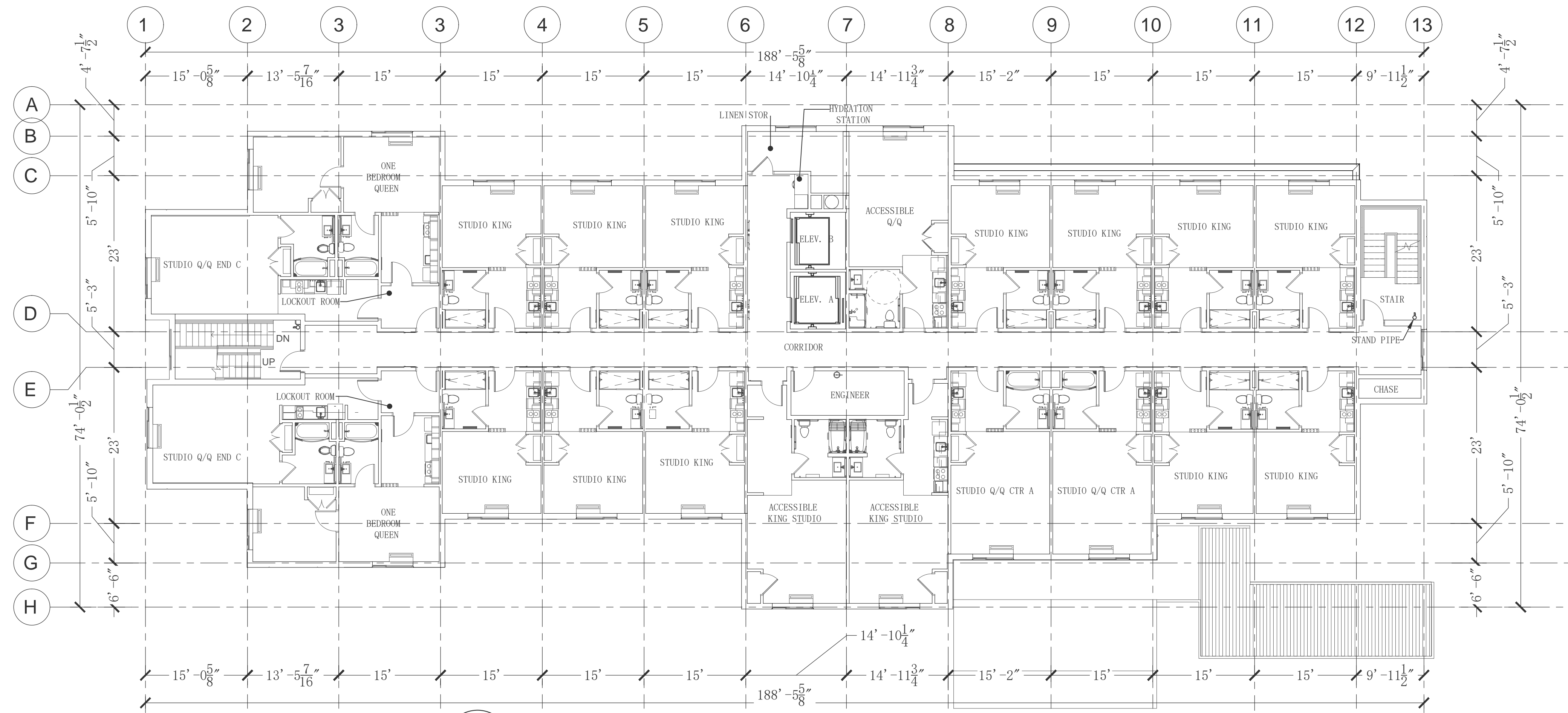
1 FRONT ELEVATION (EAST)
SCALE: 3/32" = 1'-0"

5 CORNICE DETAILS
SCALE: NTS

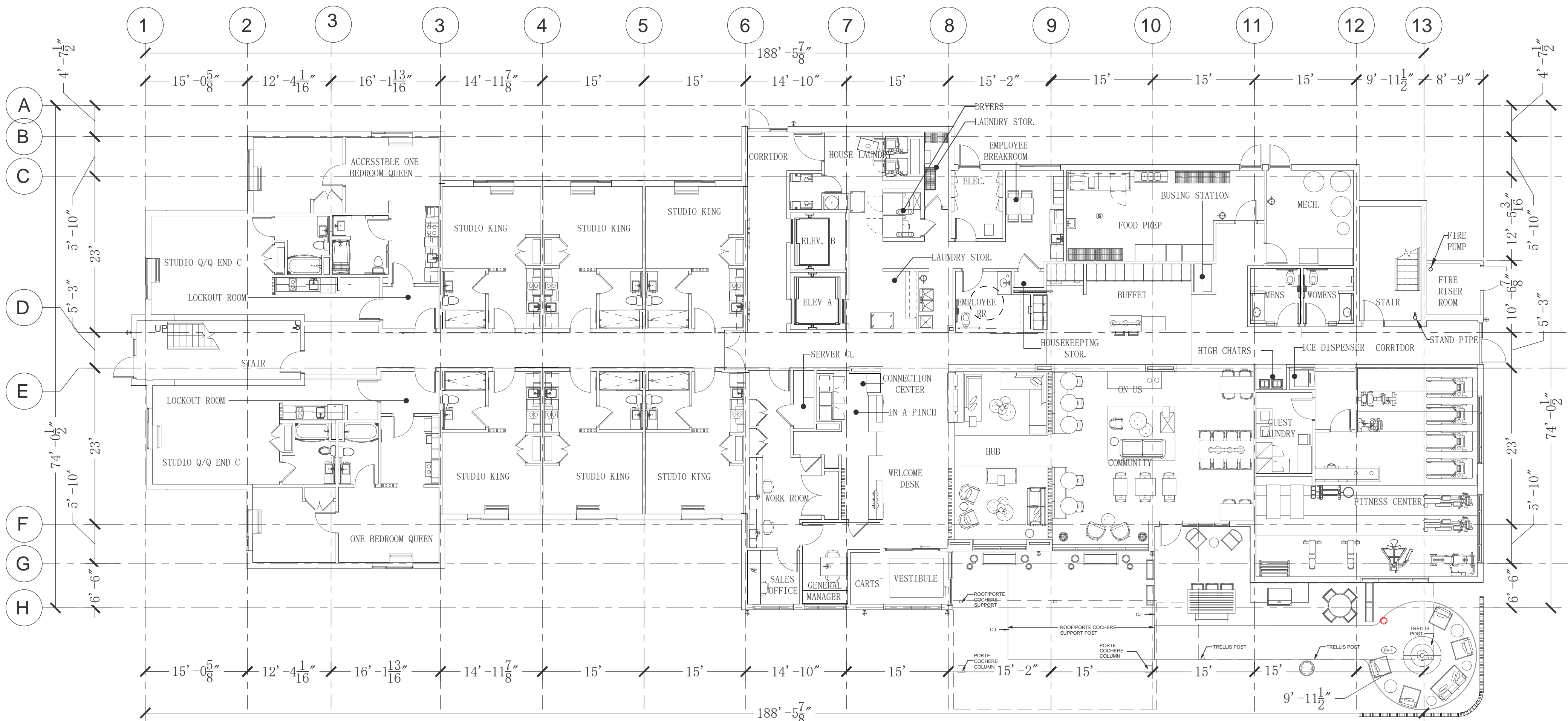
6 CORNICE DETAILS
SCALE: NTS



ATTACHMENT 5
Floor Plan



2 SECOND TO FIFTH FLOOR PLAN
SCALE: 3/32" = 1'-0"

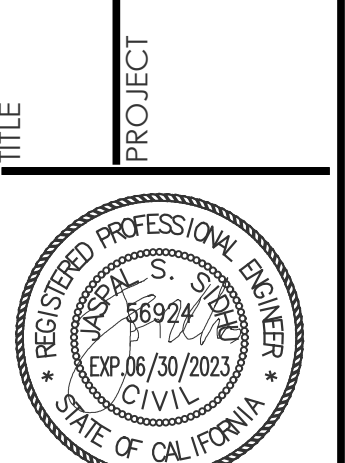


1 FIRST FLOOR PLAN
SCALE: 3/32" = 1'-0"

REVISIONS:	REVISION	ISSUE	DATED
1			

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702) 446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

FLOOR PLANS
TOWNEPLACE SUITES
AIRPORT DR.,
CITY OF MADERA, CA 93637



DATE: 01/10/2022
JOB: 21-26
DWG. BY: HS
CHK. BY: MG

A1.1.0
SHEET
2 OF 3

ATTACHMENT 6
Traffic Study

REVISED TRAFFIC STUDY

Proposed TownePlace Suites Hotel

***Southwest of the Intersection of Avenue 17 and Airport Drive
Madera, California***

Prepared For:

Central Valley Hotels Inc.
7755 North Gilroy Avenue
Fresno, California 93722

Date:

February 3, 2023

Job No.:

22-046.01



PETERS ENGINEERING GROUP

A CALIFORNIA CORPORATION



Ms. Grace Hill
Central Valley Hotels Inc.
7755 North Gilroy Avenue
Fresno, California 93722

February 3, 2023

Subject: Revised Traffic Study
Proposed TownePlace Suites Hotel
Southwest of the Intersection of Avenue 17 and Airport Drive
Madera, California

Dear Ms. Hill:

1.0 INTRODUCTION

This report presents the results of a traffic study for the subject project in Madera, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the project. The scope of work is based on requirements stated by the City of Madera in a letter dated October 11, 2022. This report supersedes a previous traffic study report for the Project dated December 28, 2022 and addresses comments received from the City of Madera in a letter dated January 25, 2023 and a letter from Caltrans dated January 24, 2023.

2.0 PROJECT DESCRIPTION

The proposed project is located on approximately 1.48 acres (APN 013-010-013) southwest of the intersection of Avenue 17 and Airport Drive in Madera, California. The project is a five-story hotel with 94 rooms. The hotel will have approximately 12 employees working during an average day. Site access will be via one driveway on the east side of the site connecting to an existing private road with connectivity to Avenue 17 and to Airport Drive.

A vicinity map is presented in the attached Figure 1, Site Vicinity Map, following the text of this report. A site plan is presented in Figure 2, Site Plan.

3.0 STUDY AREA AND TIME PERIOD

This report includes analyses of the following intersections:

- Golden State Boulevard / Airport Drive / Avenue 17
- State Route (SR) 99 Southbound Ramps / Avenue 17
- SR 99 Northbound Ramps / Avenue 17

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours were analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (includes pending and approved projects); and
- Cumulative (Year 2043) Conditions With Project.

4.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study intersections are presented in Figure 3, Existing Lane Configurations and Intersection Control. The lane configurations assumed for the near-term and year 2043 conditions are presented in Figure 4, Near-Term Lane Configurations and Intersection Control.

5.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were determined by performing manual turning movement counts at the study intersections between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a weekday. The traffic count data sheets are presented in Appendix A. The existing peak-hour turning movement volumes are presented in Figure 5, Existing Peak-Hour Traffic Volumes.

6.0 PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 1 presents the trip generation estimates for the Project.

Table 1
Trip Generation Estimate

Land Use	Rooms	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Hotel (310)	94	7.99	752	0.46	56:44	25	19	44	0.59	51:49	29	27	56

Reference: *Trip Generation Manual, 11th Edition, Institute of Transportation Engineers 2021*
 Rates are reported in trips per room.

7.0 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The regional distribution of Project trips was estimated using engineering judgment based on our knowledge of the area, available traffic counts, the location and configuration of site access points, and available travel routes. The estimated percentage distribution of Project trips is presented in Figure 6, Peak-Hour Project Traffic Distribution Percentages. The peak-hour Project trips presented in Table 1 were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 6. The peak-hour Project traffic volumes at the study intersections are presented in Figure 7, Peak-Hour Project Traffic Volumes.

8.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

Existing-plus-Project traffic volumes are presented in Figure 8 and were determined by adding the values in Figures 5 and 7.

9.0 NEAR-TERM WITH-PROJECT TRAFFIC VOLUMES

Projects that are pending but are not yet complete are included in the analyses to assess near-term cumulative impacts. The following projects are included as near-term projects:

- Gas station and convenience market northwest of the intersection of Avenue 17 and Airport Drive
- Gas station, convenience market, and fast-food restaurant southwest of the intersection of Avenue 17 and Airport Drive
- North Fork Rancheria Casino – Phase 1 (including roundabouts on Avenue 17 at the State Route 99 ramps and at Golden State Boulevard / Airport Drive)
- The Villages at Almond Grove (formerly Village D)

The roundabouts at the freeway ramps are the subject of an Intersection Control Evaluation that Caltrans has approved. A 10-year design life has been established to identify an interchange configuration that will accommodate traffic growth at the ramp intersections without widening the bridges over the freeway and the railroad tracks. The roundabouts are expected to have the following lane configurations:

Golden State Boulevard / Airport Drive / Avenue 17

West leg: one eastbound left-turn/through lane entering, one eastbound right-turn lane entering, one westbound lane exiting, and one circulatory lane.

East leg: one westbound left-turn/through lane entering, one westbound right-turn lane entering, one lane eastbound lane exiting, and one circulatory lane.

North leg: one southbound lane entering, one northbound lane exiting, and one circulatory lane.

South leg: one northbound lane entering, one southbound lane exiting, and one circulatory lane.

The lane configurations described above represent the minimum anticipated to be constructed. However, it should be noted that the actual construction is expected to accommodate widening to a larger roundabout, or may be constructed as a larger roundabout, on opening day. The City has indicated that the roundabout be constructed to its ultimate size, though initial striping may be placed as necessary for initial capacity needs.

State Route (SR) 99 Southbound Ramps / Avenue 17

West leg: one eastbound left-turn/through lane entering, one eastbound through lane entering, two westbound lanes exiting, and one circulatory lane.

East leg: two westbound through lanes entering with a shared right turn, two eastbound lanes exiting, and one circulatory lane.

North leg: one southbound left-turn lane entering, one southbound right-turn lane entering, one northbound lane exiting (SR 99 southbound loop on ramp), and two circulatory lanes.

South leg: no entries or exits, two circulatory lanes.

SR 99 Northbound Ramps / Avenue 17

West leg: one eastbound left-turn/through lane entering, two westbound lanes exiting, and one circulatory lane.

East leg: two westbound through lanes entering with a shared right turn, one eastbound lane exiting, and one circulatory lane.

North leg: one northbound lane exiting (SR 99 northbound on ramp), and two circulatory lanes.

South leg: one northbound left-turn/through lane entering, one northbound right-turn lane entering, and one circulatory lane.

Near-term with-Project traffic volumes are presented in Figure 9 and incorporate the Village D year 2029 traffic volumes.

10.0 CUMULATIVE YEAR 2043 TRAFFIC VOLUMES

Cumulative year 2043 traffic volumes were projected based on information obtained from the year Village D report with consideration also given to the cumulative near-term projects. The projected 2043 cumulative-with-Project traffic volumes are presented in Figure 10.

11.0 LEVEL OF SERVICE

The Transportation Research Board *Highway Capacity Manual, 6th Edition*, (HCM) defines level of service (LOS) as, “A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst.” Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 2 and 3.

Table 2
Level of Service Characteristics for Unsignalized Intersections

Level of Service	Average Vehicle Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Table 3
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is no greater than 1.0. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference for Tables 2 and 3: *Highway Capacity Manual, 6th Edition*, Transportation Research Board, 2016

Policy CI-22 of the City of Madera General Plan requires that LOS C or better be maintained in the vicinity of the Project site. For purposes of this study, a traffic issue may be recognized if:

- the Project will cause the LOS to decrease below C at a study intersection;
- the Project will cause the LOS to drop from D to E, from D to F, or from E to F at a study intersection; or
- the Project will exacerbate the delay at a study intersection already operating below the minimum acceptable LOS by increasing the average delay by 5.0 seconds or more.

12.0 INTERSECTION ANALYSES

The levels of service at the study intersections were determined using the computer program Synchro 11, which is based on the HCM procedures for calculating levels of service. The intersection analysis sheets are presented in Appendix B. The results of the intersection operational analyses are presented in Tables 4 through 7. Levels of service and delays worse than the target LOS are indicated in bold type and are underlined.

Table 4
Intersection LOS Summary – Existing Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Airport / Golden State / Ave 17	Two-way stop	20.6	C	20.5	C
SR 99 SB Off Ramp / Ave 17	One-way stop	13.6	B	17.7	C
SR 99 NB Ramps / Ave 17	One-way stop	<u>31.0</u>	<u>D</u>	24.0	C

Table 5
Intersection LOS Summary – Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Airport / Golden State / Ave 17	Two-way stop	24.7	C	<u>25.7</u>	<u>D</u>
SR 99 SB Off Ramp / Ave 17	One-way stop	14.1	B	18.9	C
SR 99 NB Ramps / Ave 17	One-way stop	<u>35.1</u>	<u>E</u>	<u>26.6</u>	<u>D</u>

Table 6
Intersection LOS Summary – Near-Term With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Airport / Golden State / Ave 17	Roundabout*	8.8	A	11.4	B
SR 99 SB Off Ramp / Ave 17	Roundabout*	4.9	A	5.3	A
SR 99 NB Ramps / Ave 17	Roundabout*	10.3	B	10.5	B

* Roundabouts configurations per 10-year design life identified in ICE report dated October 7, 2022 and Section 9.0 of this report.

Table 7
Intersection LOS Summary – Year 2043 Cumulative With-Project Conditions

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Airport / Golden State / Ave 17	Roundabout*	<u>123.6</u>	<u>F</u>	<u>377.1</u>	<u>F</u>
SR 99 SB Off Ramp / Ave 17	Roundabout*	7.9	A	<u>36.0</u>	<u>E</u>
SR 99 NB Ramps / Ave 17	Roundabout*	<u>99.9</u>	<u>F</u>	<u>472.0</u>	<u>F</u>

* Roundabouts configurations per 10-year design life identified in ICE report dated October 7, 2022 and Section 9.0 of this report.

The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths at the study intersection. The calculated 95th-percentile queue lengths are presented in Tables 8 and 9. Calculated 95th-percentile queue lengths that exceed the storage capacity or are judged to be excessive are indicated in bold type and are underlined.

Table 8
Queuing Summary – Existing and Existing-Plus-Project Conditions

Intersection Approach	Storage Capacity (feet)	95 th -Percentile Queue Length (feet)			
		Existing		Existing Plus Project	
		A.M.	P.M.	A.M.	P.M.
Golden St-Airport / Ave 17					
Eastbound L	120	0	0	0	0
Eastbound T	*	DNS	DNS	DNS	DNS
Eastbound R	130	DNS	DNS	DNS	DNS
Westbound L	75	8	5	10	8
Westbound T	365	DNS	DNS	DNS	DNS
Westbound R	120	DNS	DNS	DNS	DNS
Northbound L	60+	3	5	3	5
Northbound TR	*	15	23	18	25
Southbound	*	45	55	55	73
SR 99 SB Off Ramp / Ave 17					
Eastbound T	390	DNS	DNS	DNS	DNS
Westbound T	770	DNS	DNS	DNS	DNS
Southbound L	600	20	48	20	50
Southbound R	600	8	5	8	8
SR 99 NB Ramps / Ave 17					
Eastbound L	115	5	5	5	5
Eastbound T	840	DNS	DNS	DNS	DNS
Westbound T	*	DNS	DNS	DNS	DNS
Westbound R	50	DNS	DNS	DNS	DNS
Northbound L	550	55	33	68	40
Northbound R	550	30	138	30	140

L: Left-turn lane T: Through lane R: Right-turn lane
 Combinations of letters indicated a shared lane allowing the movements shown.
 + Left-turn lane connects to a two-way left-turn lane that provides additional storage capacity.
 * Storage capacity exceeds 1,000 feet.

Table 9
Intersection Queuing Summary – Near-Term and Year 2043 Conditions

Intersection Approach	Storage Capacity (feet)	95 th -Percentile Queue Length (feet)			
		Near-Term With Project		2043 With Project	
		A.M.	P.M.	A.M.	P.M.
Golden St-Airport / Ave 17					
Eastbound LT	*	52	85	>4,000	383
Eastbound R	275	6	9	125	40
Westbound LT	325	54	49	140	>1,000
Westbound R	325	90	91	99	138
Northbound LTR	*	59	144	>1,000	>3,000
Southbound LTR	*	136	245	355	>5,000
SR 99 SB Off Ramp / Ave 17					
Eastbound LT	300	43	77	328	>1,000
Eastbound T	300	43	78	333	>1,000
Westbound LT	750	70	55	196	524
Westbound TR	750	70	56	197	549
Southbound L	600	16	23	66	480
Southbound R	600	24	23	37	89
SR 99 NB Ramps / Ave 17					
Eastbound LT	830	0	0	0	0
Westbound T	950	140	90	>1,000	357
Westbound TR	160	149	95	>2,000	381
Northbound LT	650	74	146	>1,000	>6,000
Northbound R	650	41	110	638	>5,000

Storage capacities are estimated from preliminary drawings included in the ICE report.

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

Combinations of letters indicated a shared lane allowing the movements shown.

+ Left-turn lane connects to a two-way left-turn lane that provides additional storage capacity.

* Storage capacity exceeds 1,000 feet.

13.0 DISCUSSION

13.1 Existing Conditions

The results of the intersection analyses indicate that the study intersections are currently operating at acceptable LOS with calculated 95th-percentile queues contained within the available storage lanes, with the exception that the left-turn lane on the northbound approach at the intersection of Avenue 17 and the SR 99 northbound ramps operates at LOS D during the a.m. peak hour.

13.2 Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after construction of the Project in the absence of other pending projects and regional growth. This scenario isolates the specific effects of the Project. The existing-plus-Project conditions analyses indicate that the Project will cause the LOS to drop from C to D during the p.m. peak hour at the intersection of Avenue 17, Airport Drive, and Golden State Boulevard. The Project will also cause the LOS to drop from D to E during the a.m. peak hour and from C to D during the p.m. peak hour at the intersection of Avenue 17 and the SR 99 northbound ramps (specifically the northbound-to-westbound left turn). In order to operate at acceptable LOS, the intersections would require construction of roundabouts as discussed in Sections 9.0 and 13.3 of this report.

13.3 Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and other the pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects. The North Fork Rancheria Casino Project has begun design of roundabouts at the study intersections. The study intersections, improved as roundabouts, are expected to operate at acceptable levels of service with queues shorter than the available storage capacity.

13.4 Year 2043 With-Project Conditions

The year 2043 With-Project conditions analyses indicate the study intersections are expected to operate worse than the target LOS with very long queues.

The Avenue 17 interchange at SR 99 will require reconstruction to operate at acceptable LOS and to prevent queues from extending to the freeway mainline and into other intersections along Avenue 17. Roundabouts are not expected to accommodate the traffic volumes projected to occur in the long term. It is likely that a bridge widening over both the freeway and the railroad tracks will be required, along with signalization of the ramp intersections. A diverging diamond configuration should be one of the options considered. It is our opinion that it is beyond the scope of this traffic study to specify the future configuration of the interchange, as detailed studies and coordination with Caltrans are required. The Village D traffic study presents a reasonable projection that Avenue 17 will require widening to six lanes and that the ramp intersections will require signalization.

The intersection of Avenue 17, Airport Drive, and Golden State Boulevard is expected to operate at acceptable LOS as a roundabout with the following lane configurations (assuming that interchange reconstruction can efficiently prevent eastbound vehicles from backing up into the intersection):

West leg: two lanes entering (one shared left-turn/through lane and one shared through/right-turn lane) and two circulatory lanes.

East leg: three lanes entering (one shared left-turn/through lane, one shared through/right-turn lane, and one right-turn bypass lane) and one circulatory lane.

North leg: two lanes entering (one dedicated left-turn lane and one shared left-turn/through/right-turn lane) and two circulatory lanes.

South leg: two lanes entering (one shared left-turn/through lane and one dedicated right-turn lane) and two circulatory lanes.

The improved conditions at the intersection of Avenue 17, Airport Drive, and Golden State Boulevard are summarized in Tables 10 and 11. The intersection analysis sheets for the improved conditions are presented in Appendix C.

Table 10
Improved Conditions LOS Summary – Year 2043
Intersection of Avenue 17, Airport Drive, and Golden State Boulevard

Scenario	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Year 2043 With Project	Roundabout	12.4	B	7.9	B

* Roundabout configuration as described in Section 13.4 of this report.

Table 11
Improved Conditions Queuing Summary – Year 2043
Intersection of Avenue 17, Airport Drive, and Golden State Boulevard

Approach	95 th -Percentile Queue Length (feet)	
	A.M. Peak Hour	P.M. Peak Hour
Eastbound LT	311	191
Eastbound TR	328	204
Westbound LT	54	196
Westbound TR	56	203
Westbound R	0	0
Northbound LT	71	126
Northbound R	57	124
Southbound L	33	161
Southbound TR	35	189

L: Left-turn lane T: Through lane R: Right-turn lane
 Combinations of letters indicated a shared lane allowing the movements shown.

14.0 EQUITABLE SHARE CALCULATIONS

It is our understanding that equitable share (pro rata) fees may have been paid to the City and/or Caltrans for the Project site during previous phases of the development. However, as required by the City of Madera letter dated October 11, 2022, the calculation of equitable share percentages is included herein.

Where required future improvements are not included in established development fees and are not the sole responsibility of a particular project, but rather a cumulative result of regional growth, the responsibility for the improvement may be determined based on equitable share calculations such as those presented in the Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002. The following equation was used to determine the project’s equitable share percentage at the study intersections:

$$P = \frac{T}{T_B - T_E}$$

where:

- P = The equitable share of the project’s traffic responsibility;
- T = The project trips generated during the peak hour of the adjacent facility;
- T_B = The forecasted (year 2043 with project) traffic volume on the affected facility;
- T_E = The existing traffic on the State Highway facility.

Table 12 presents equitable share responsibility calculations for the hotel. Any equitable share payments previously made shall be credited against the Project’s requirements, with the appropriate consideration given to the time value of money.

Table 12
Equitable Share Responsibility Calculations – P.M. Peak Hour

Location	T	T _E	T _B	P
Airport / Golden State / Ave 17	50	708	4,152	1.45%
SR 99 SB Off Ramp / Ave 17	48	770	3,994	1.49%
SR 99 NB Ramps / Ave 17	27	1,428	4,757	0.81%

15.0 CEQA TRANSPORTATION IMPACT ANALYSIS

The State of California Governor’s Office of Planning and Research document entitled *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 (Technical Advisory) provides guidance for determining a project’s transportation impacts. Transportation impacts are identified based on vehicle miles traveled (VMT).

The Technical Advisory does not address the subject of hotels, vacations, recreational activities, and the types of trips associated with the activities of a hotel.

For small projects, the Technical Advisory states: *“Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.”*

The proposed project will primarily generate two types of trips: 1) work-based trips (primarily employees), 2) guests of the hotel.

With respect to the employees that will work at the proposed hotel, the number of employee trips per day will be far less than 110 (there will be 12 employees per day), so it can be concluded that the Project’s VMT impact with respect to employee trips will be less than significant because the total is below the 110-trip-per-day threshold.

Although the Project is not a retail project, it is important to note that the Technical Advisory states: *“By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant*

impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.”

With respect to VMT generated by guests, the Project provides an additional opportunity in the existing urban fabric to reduce trip lengths in a manner similar to that suggested by the Technical Advisory for retail projects. The Project will provide lodging for local attractions, businesses, and events, offering a local-serving lodging opportunity that can reduce the number of miles visitors must travel between the lodging and the attraction or event. In addition, a lodging opportunity is provided near the freeway for travelers and truck drivers. It should be noted that the Project is essentially an alternate residence for visitors during their stay, so the VMT that would have occurred at the visitor’s primary residence will not occur at the primary residence during their stay at the Project. If it is presumed that business and vacation travel is a given for all residences, as may be inferred by the lack of reference to vacationing and tourism in the Technical Advisory, then the VMT generated while guests stay at the Project may be assumed to be offset by the lack of trips occurring at the primary residence. Therefore, with respect to trips generated by guests of the hotel, the Project’s VMT impact may be presumed to be less than significant.

16.0 CONCLUSIONS AND RECOMMENDATIONS

Generally-accepted traffic engineering principles and methods were employed to estimate the number of trips expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The study intersections are currently operating at acceptable LOS with calculated 95th-percentile queues contained within the available storage lanes, with the exception that the left-turn lane on the northbound approach at the intersection of Avenue 17 and the SR 99 northbound ramps operates at LOS D during the a.m. peak hour.

If the Project alone were constructed without any other of the pending projects, the Project would cause the LOS to drop from C to D during the p.m. peak hour at the intersection of Avenue 17, Airport Drive, and Golden State Boulevard. The Project would also cause the LOS to drop from D to E during the a.m. peak hour and from C to D during the p.m. peak hour at the intersection of Avenue 17 and the SR 99 northbound ramps (specifically the northbound-to-westbound left turn). In order to operate at acceptable LOS, the intersections would require construction of roundabouts as discussed in Section 9.0 of this report.

The near-term with-Project conditions analyses represent conditions that are expected after construction of the Project and other the pending and approved projects. The North Fork Rancheria Casino Project has begun design of roundabouts at the study intersections. The study intersections, improved as roundabouts, are expected to operate at acceptable levels of service with queues shorter than the available storage capacity.

Regional growth projected over the next 20 years will eventually cause the roundabouts at the study intersections to operate below the target LOS with very long queues along Avenue 17 and extending to the freeway mainline.

It is likely that a bridge widening over both the freeway and the railroad tracks will be required, along with signalization of the ramp intersections. A diverging diamond configuration should be one of the options considered. The Village D traffic study presents a

reasonable projection that Avenue 17 will require widening to six lanes and that the ramp intersections will require signalization. The specific configuration will require substantial coordination with Caltrans and design studies.

The intersection of Avenue 17, Airport Drive, and Golden State Boulevard is expected to operate at acceptable LOS as a roundabout with the following lane configurations (assuming that interchange reconstruction can efficiently prevent eastbound vehicles from backing up into the intersection):

West leg: two lanes entering (one shared left-turn/through lane and one shared through/right-turn lane) and two circulatory lanes.

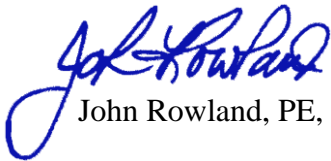
East leg: three lanes entering (one shared left-turn/through lane, one shared through/right-turn lane, and one right-turn bypass lane) and one circulatory lane.

North leg: two lanes entering (one dedicated left-turn lane and one shared left-turn/through/right-turn lane) and two circulatory lanes.

South leg: two lanes entering (one shared left-turn/through lane and one dedicated right-turn lane) and two circulatory lanes.

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

PETERS ENGINEERING GROUP

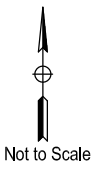


John Rowland, PE, TE



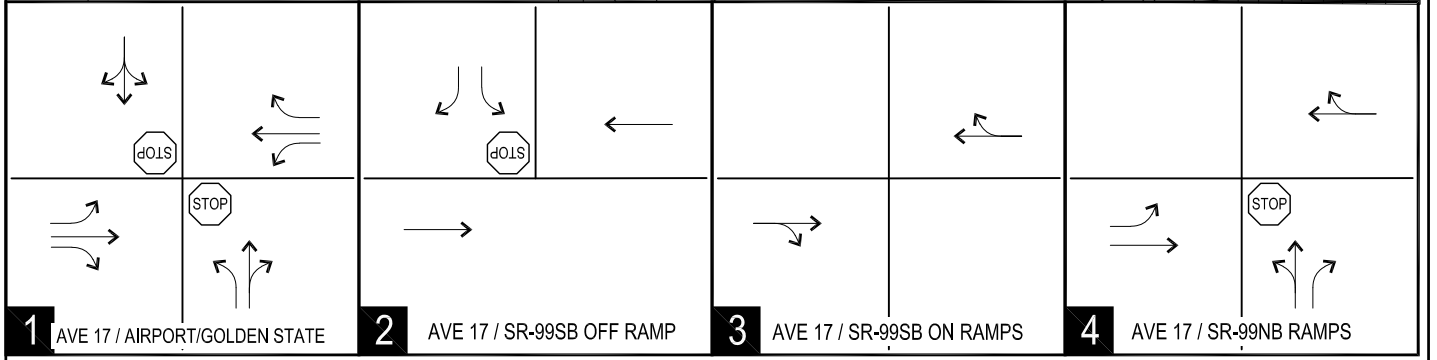
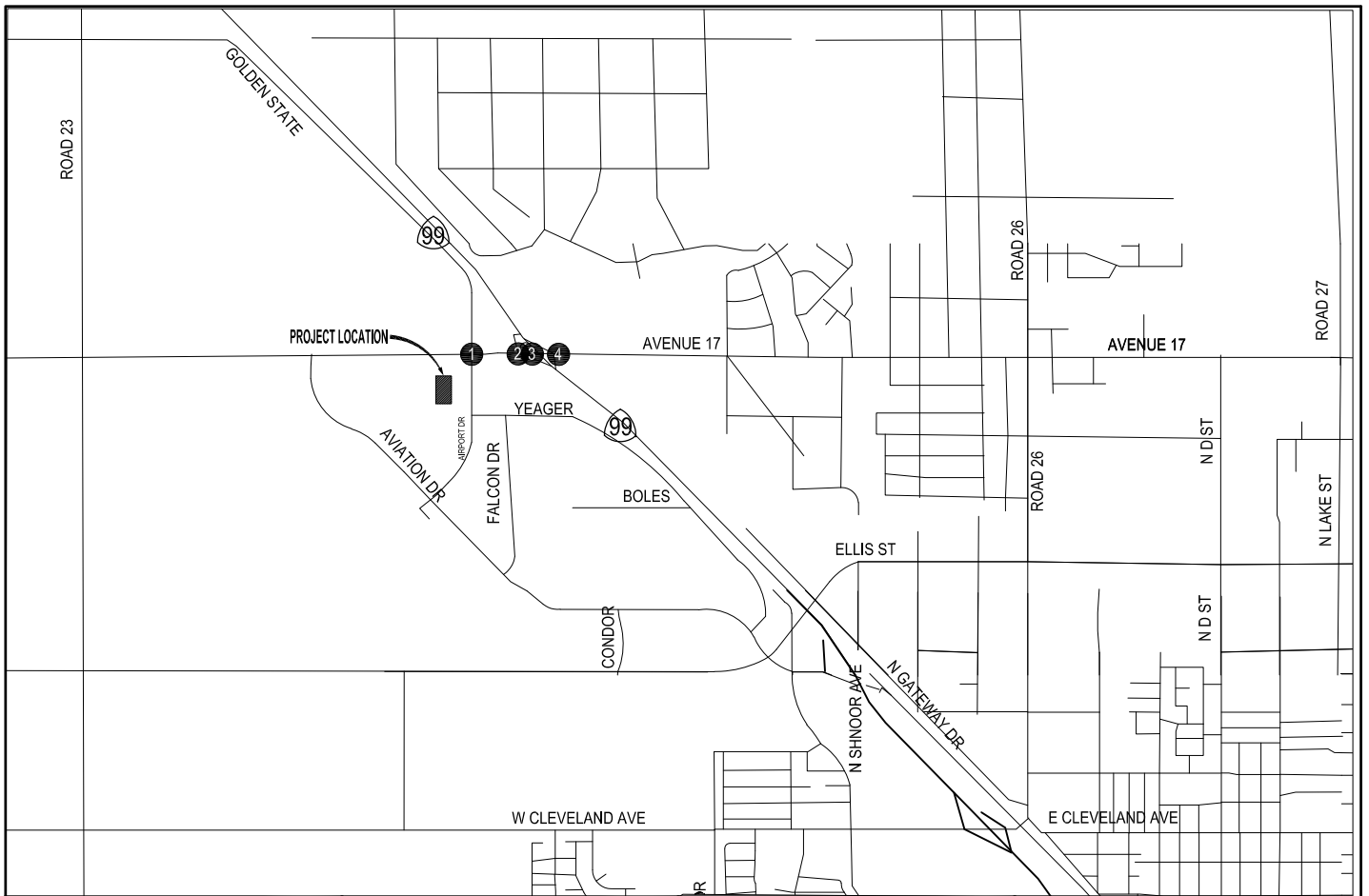
- Attachments: Figures 1 through 10
Appendix A – Traffic Count Data Sheets
Appendix B – Intersection Analyses
Appendix C – Improved Intersection Analyses

FIGURES



Proposed TownePlace Suites Hotel
Madera, California

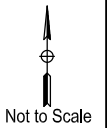
SITE VICINITY MAP

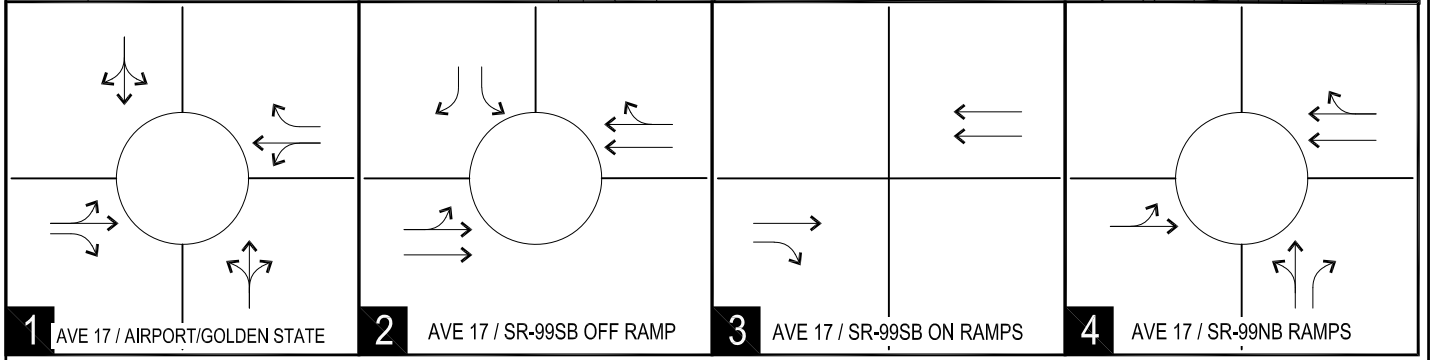
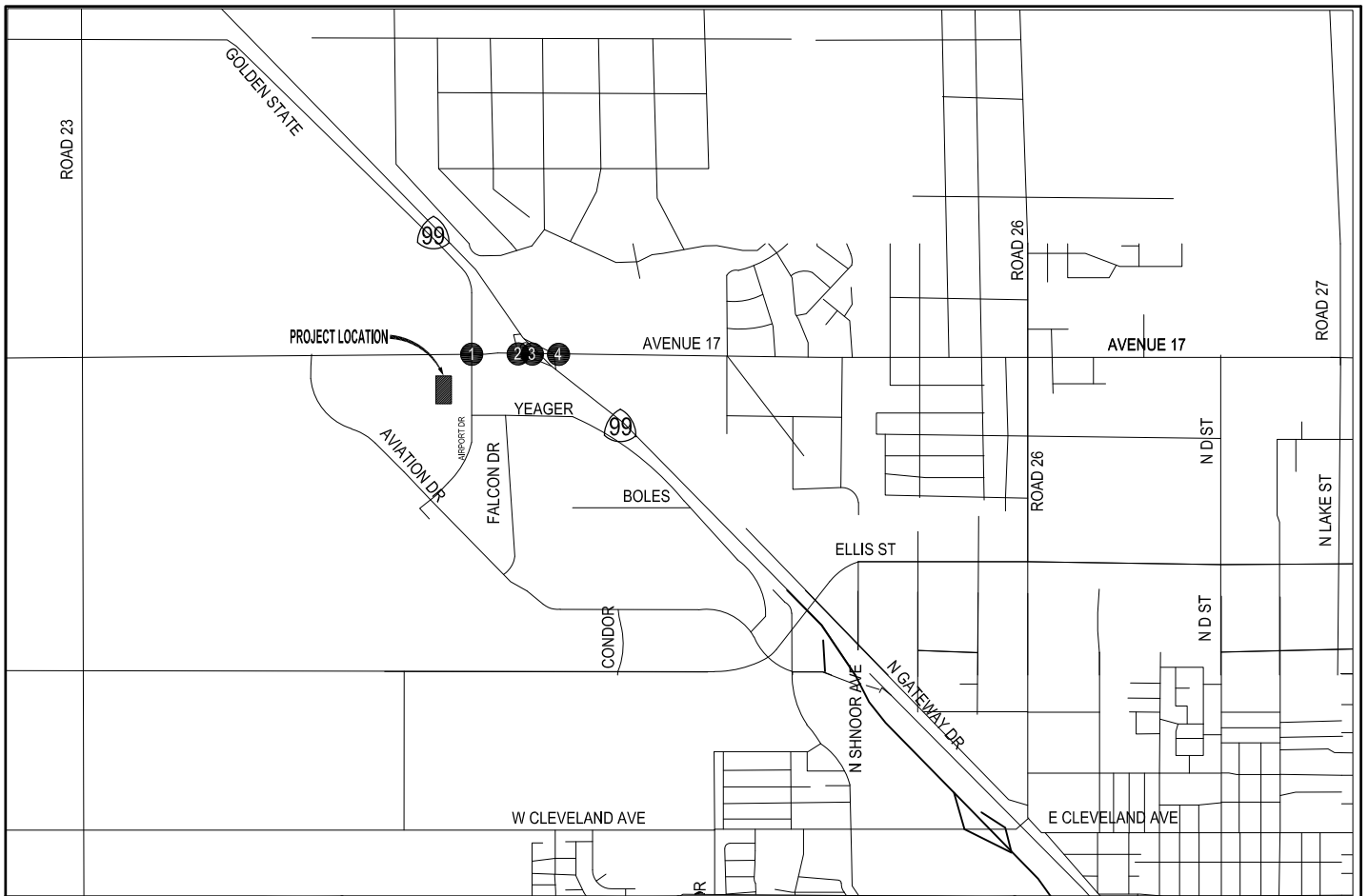


- LEGEND**
- STUDY AREA INTERSECTIONS
 - PROJECT SITE
 - SIGNALIZED INTERSECTION
 - STOP SIGN
 - DIRECTION OF TRAVEL

Proposed TownePlace Suites Hotel
Madera, California

EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL





- LEGEND**
- STUDY AREA INTERSECTIONS
 - PROJECT SITE
 - ROUNDABOUT
 - DIRECTION OF TRAVEL

Proposed TownePlace Suites Hotel
Madera, California

NEAR-TERM LANE CONFIGURATIONS AND INTERSECTION CONTROL

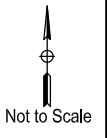
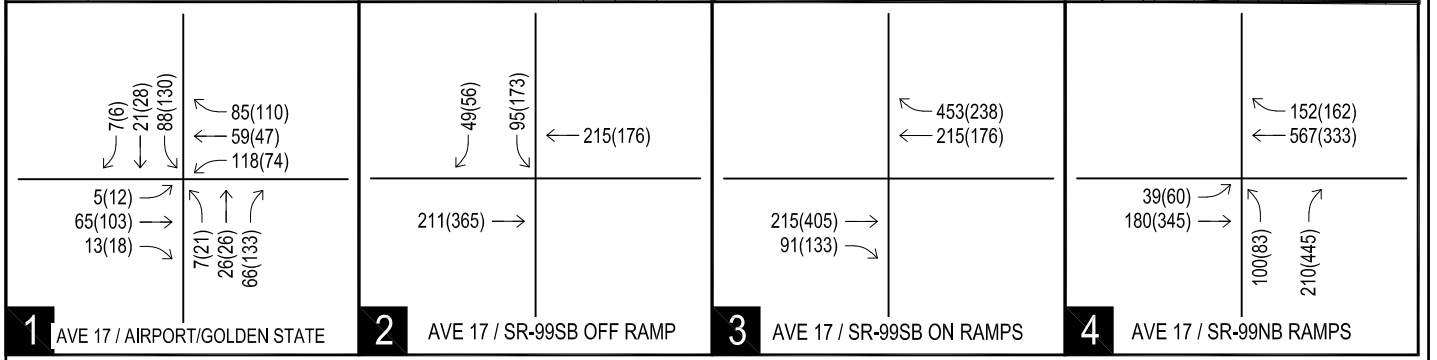
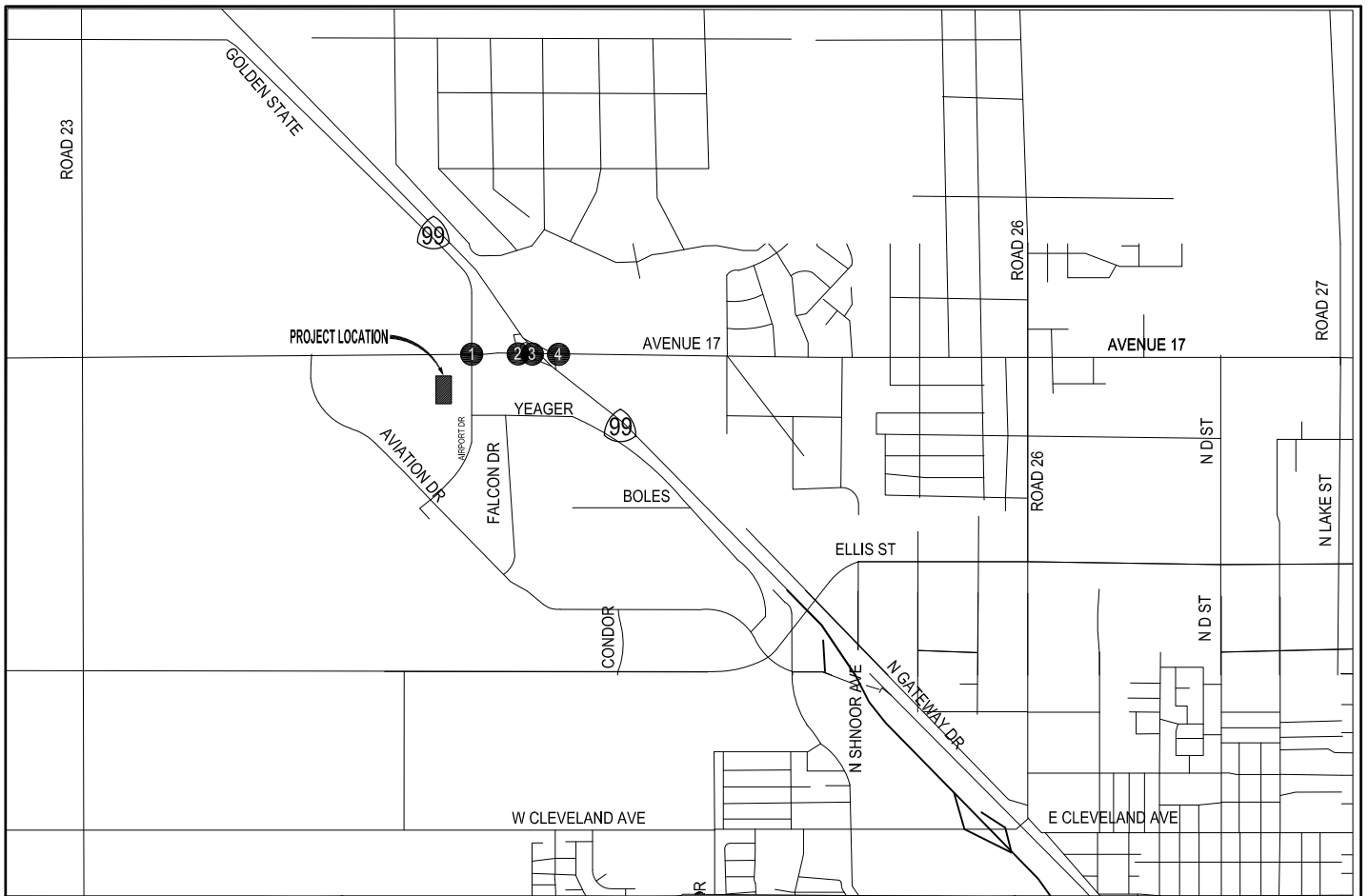




Figure 4



LEGEND

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

Proposed TownePlace Suites Hotel
Madera, California

EXISTING PEAK-HOUR TRAFFIC VOLUMES

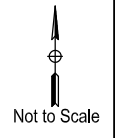
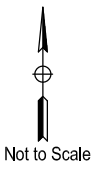
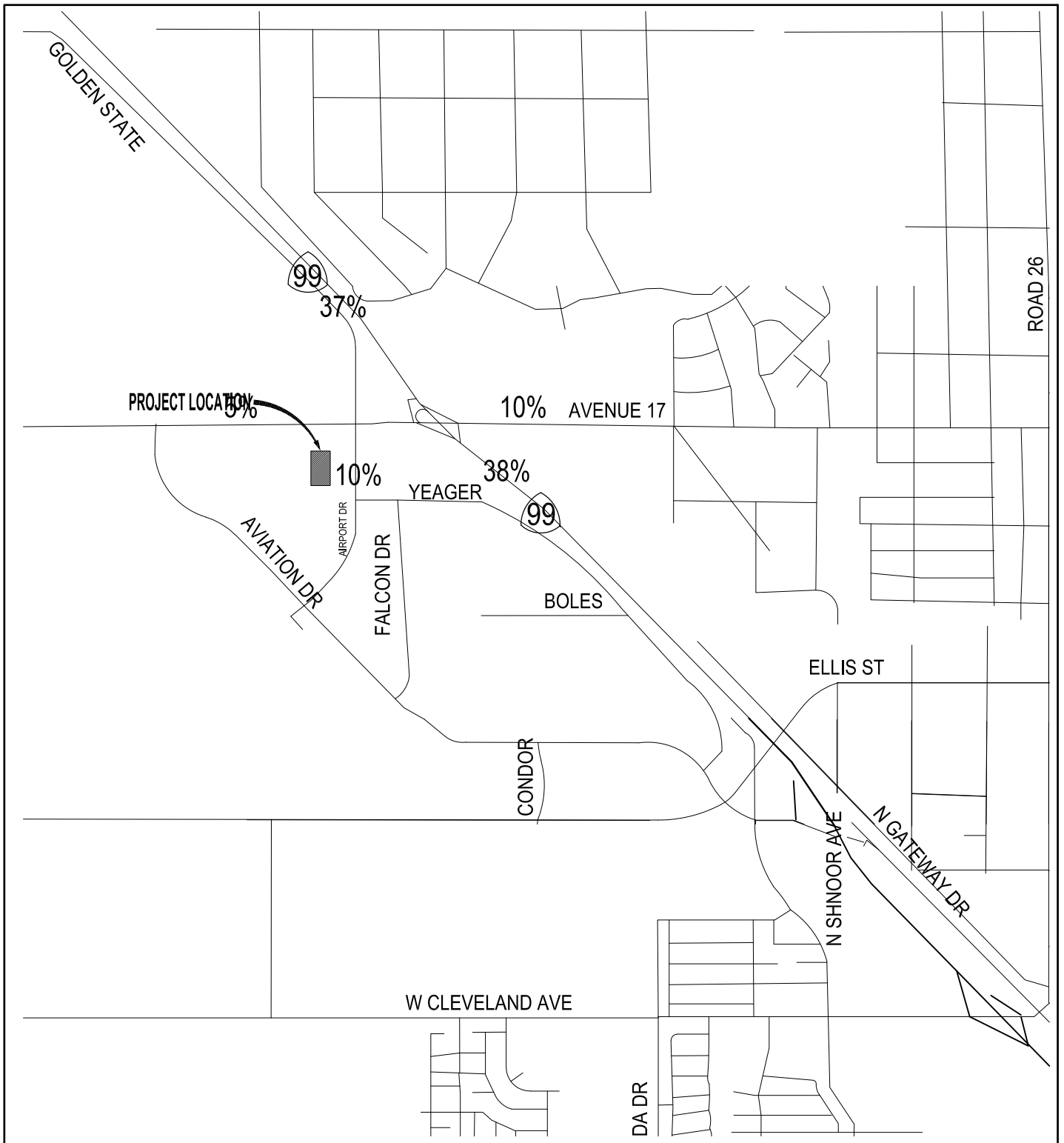
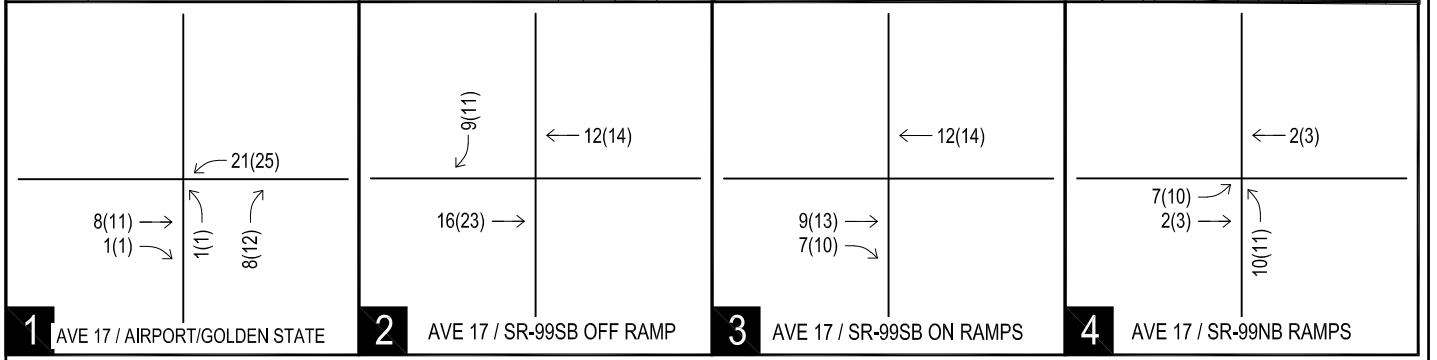
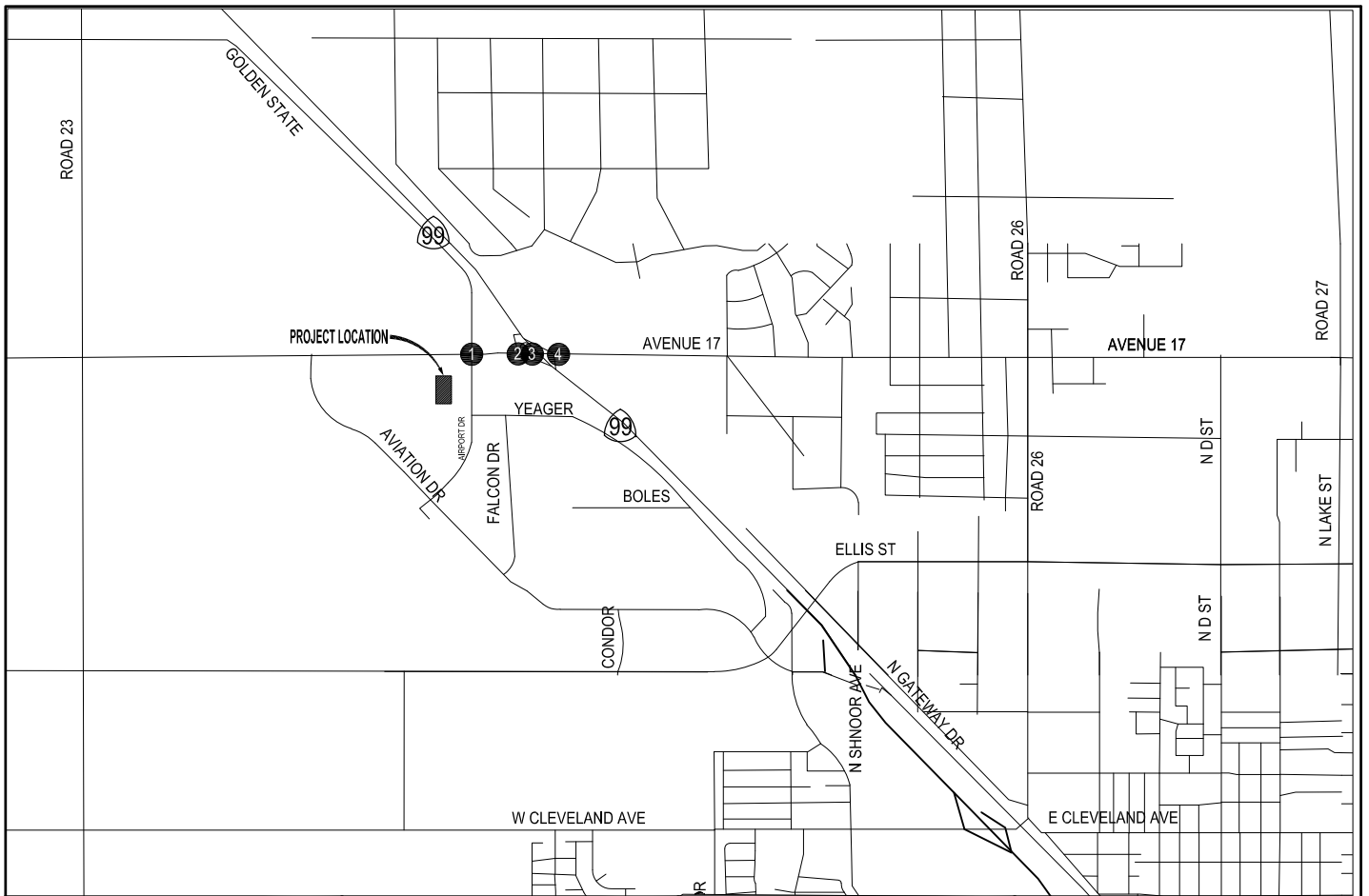


Figure 5



Proposed TownePlace Suites Hotel
Madera, California

PROJECT TRIP DISTRIBUTION PERCENTAGES

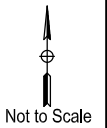


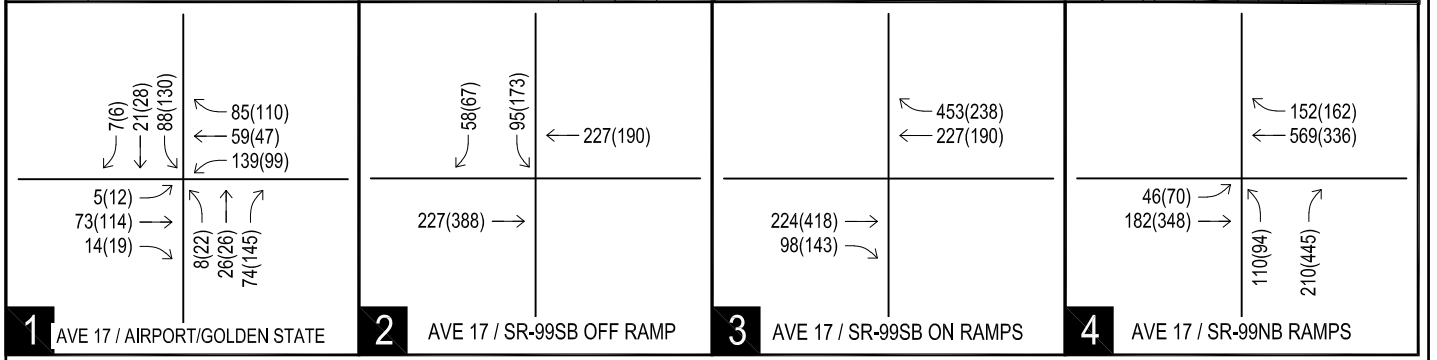
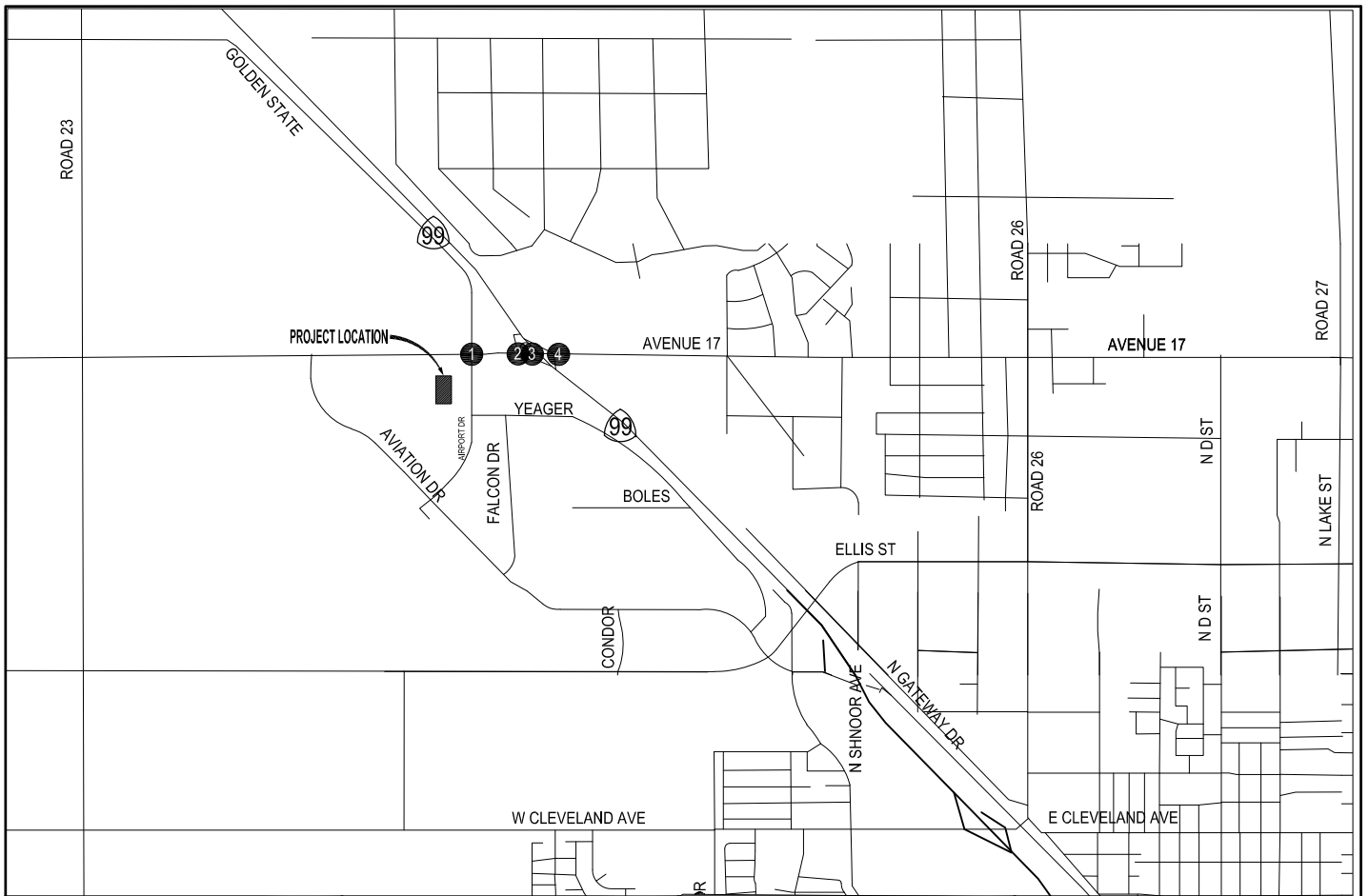
LEGEND

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



Proposed TownePlace Suites Hotel
Madera, California

PROJECT PRIMARY PEAK-HOUR TRAFFIC VOLUMES



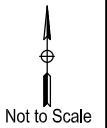


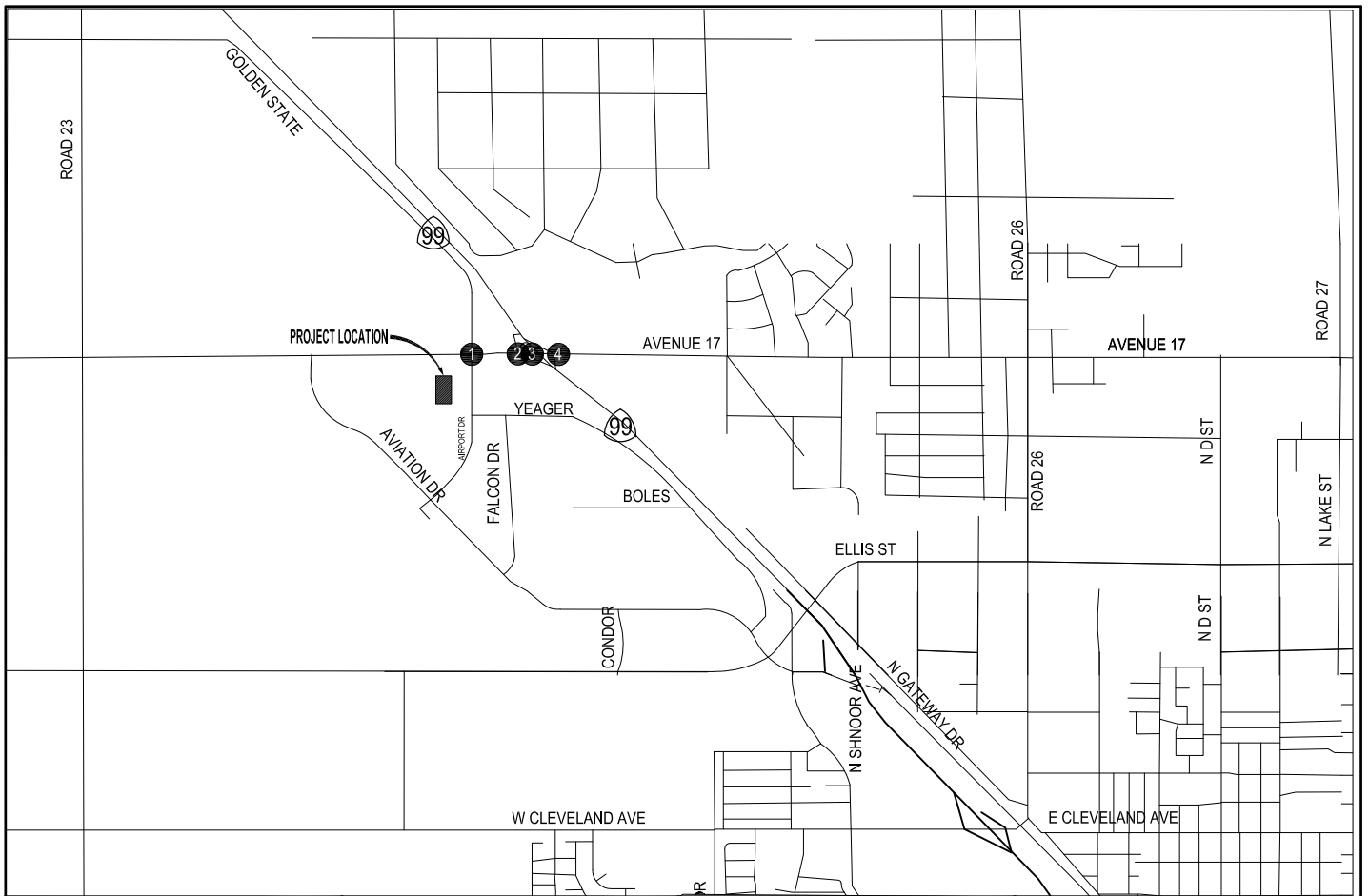
LEGEND

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

Proposed TownePlace Suites Hotel
Madera, California



EXISTING PLUS PROJECT PEAK-HOUR TRAFFIC VOLUMES





<p>1 AVE 17 / AIRPORT/GOLDEN STATE</p> <p> 10(10) → 39(58) ↓ 350(641) ↓ 472(534) ↑ 81(127) ← 195(157) ← 19(25) → 147(206) → 15(20) ↓ 11(26) ↑ 56(57) ↑ 102(173) ↑ </p>	<p>2 AVE 17 / SR-99SB OFF RAMP</p> <p> 158(159) ↓ 95(173) ↓ 592(660) ← 591(914) → </p>	<p>3 AVE 17 / SR-99SB ON RAMPS</p> <p> 453(238) ↖ 592(660) ← 406(635) → 281(451) ↘ </p>	<p>4 AVE 17 / SR-99NB RAMPS</p> <p> 152(162) ↖ 637(471) ← 146(162) ↗ 263(473) → 407(429) ↗ 210(445) ↗ </p>
--	--	---	--

LEGEND

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

Proposed TownePlace Suites Hotel
Madera, California

NEAR-TERM WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

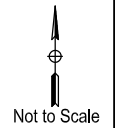
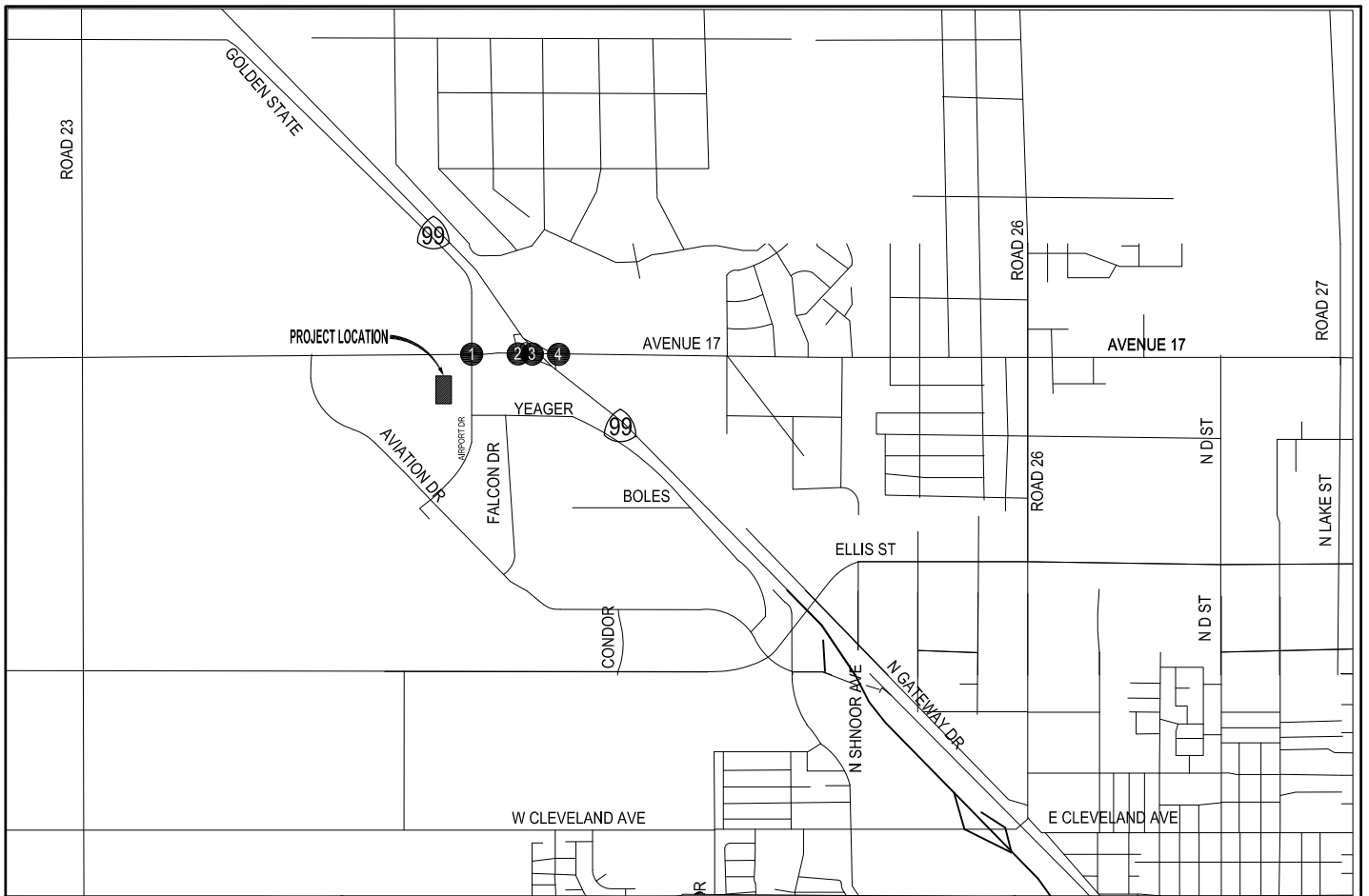




Figure 9



<p>1 AVE 17 / AIRPORT/GOLDEN STATE</p> <p>18(23) 44(77) 350(641)</p> <p>472(534) 372(1059) 302(250)</p> <p>24(44) 1054(775) 241(160)</p> <p>101(248) 75(61) 180(380)</p>	<p>2 AVE 17 / SR-99SB OFF RAMP</p> <p>158(179) 289(455)</p> <p>988(1664)</p> <p>1584(1696)</p>	<p>3 AVE 17 / SR-99SB ON RAMPS</p> <p>777(700) 988(1664)</p> <p>1015(1367) 858(784)</p>	<p>4 AVE 17 / SR-99NB RAMPS</p> <p>253(351) 1141(1445)</p> <p>147(180) 868(1187)</p> <p>624(919) 389(675)</p>
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LEGEND

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

Proposed TownePlace Suites Hotel
Madera, California

CUMULATIVE YEAR 2043 WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

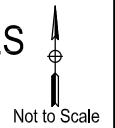


Figure 10

APPENDIX A

TRAFFIC COUNT DATA SHEETS



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficonline.com

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

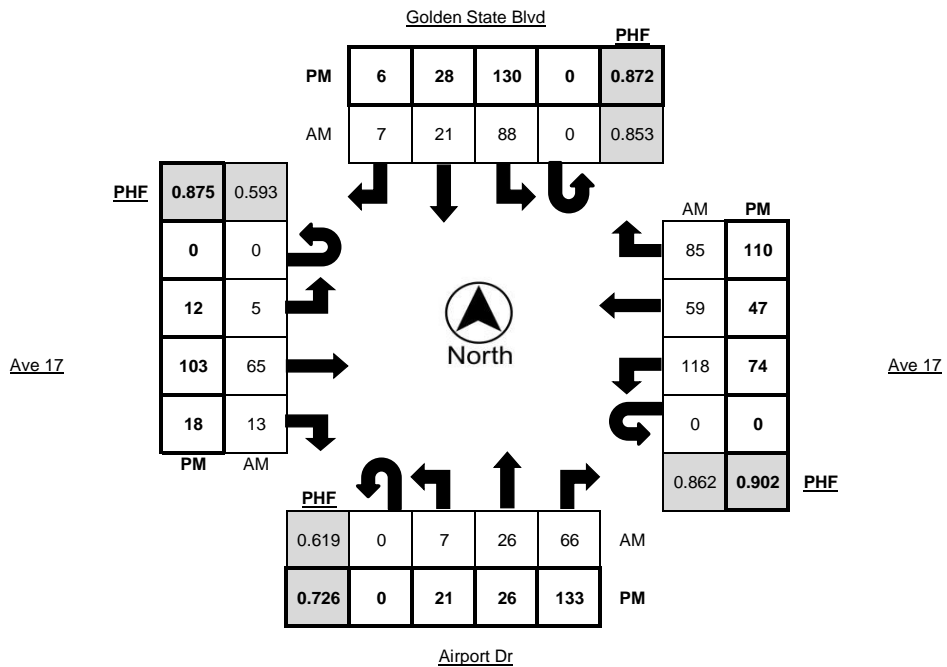
WEATHER Clear

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%





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:

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

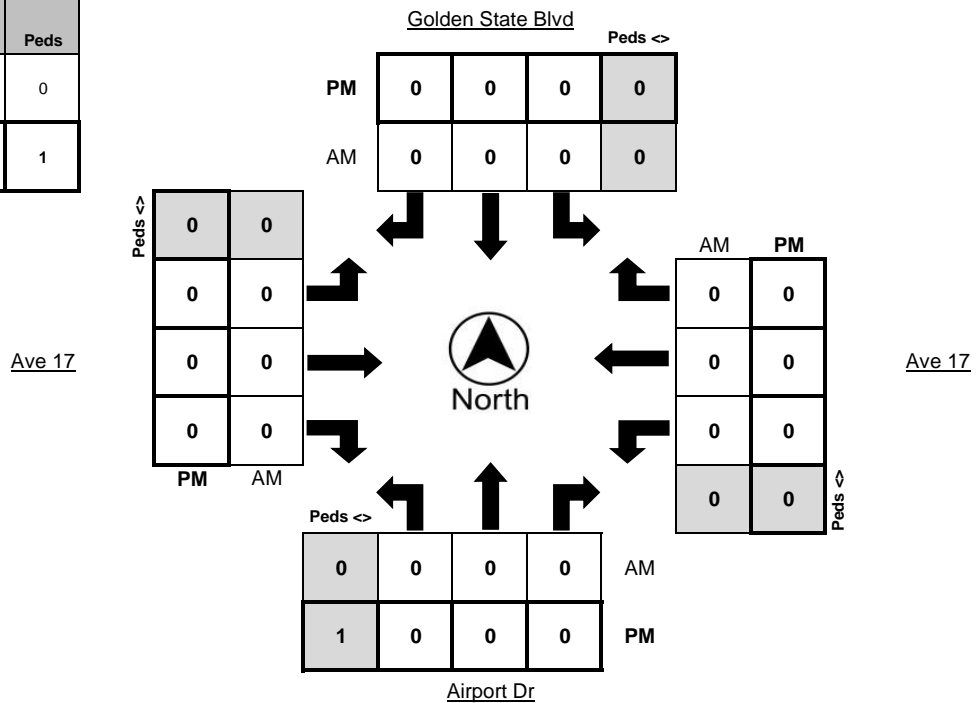
WEATHER Clear

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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 Hanford, CA 93230
 800-975-6938 Phone/Fax
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Turning Movement Report

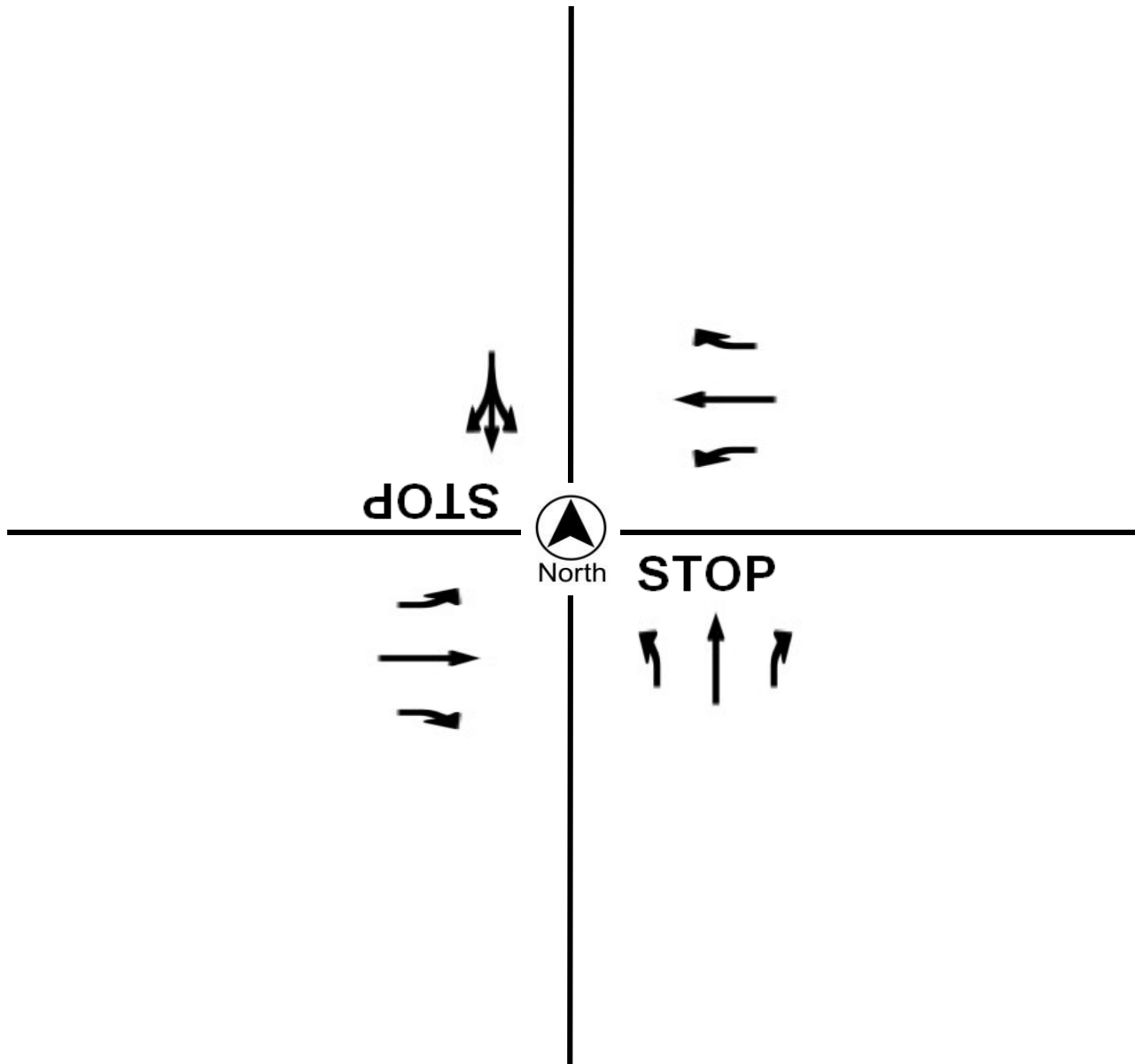
Prepared For:

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





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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

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1046

COLLECTION DATE Wednesday, February 16, 2022

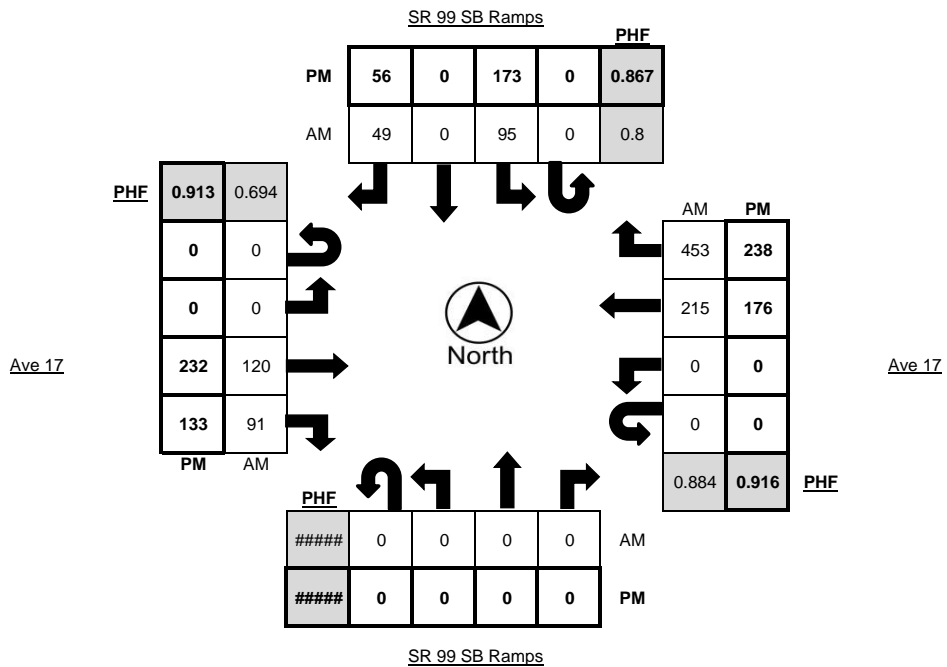
WEATHER Clear

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%





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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

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1046

COLLECTION DATE Wednesday, February 16, 2022

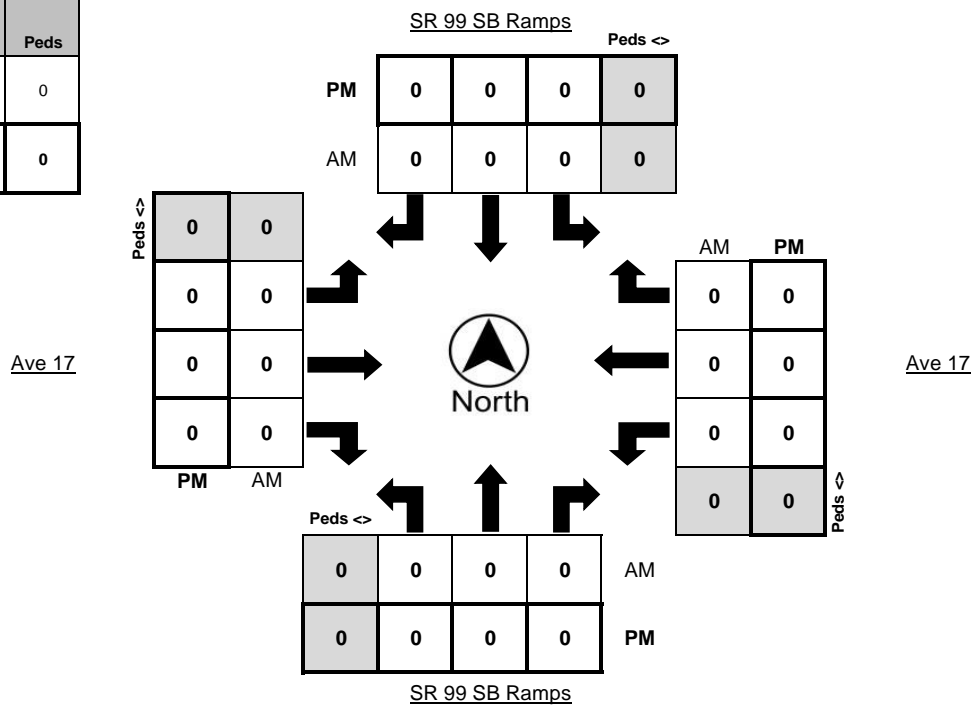
WEATHER Clear

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

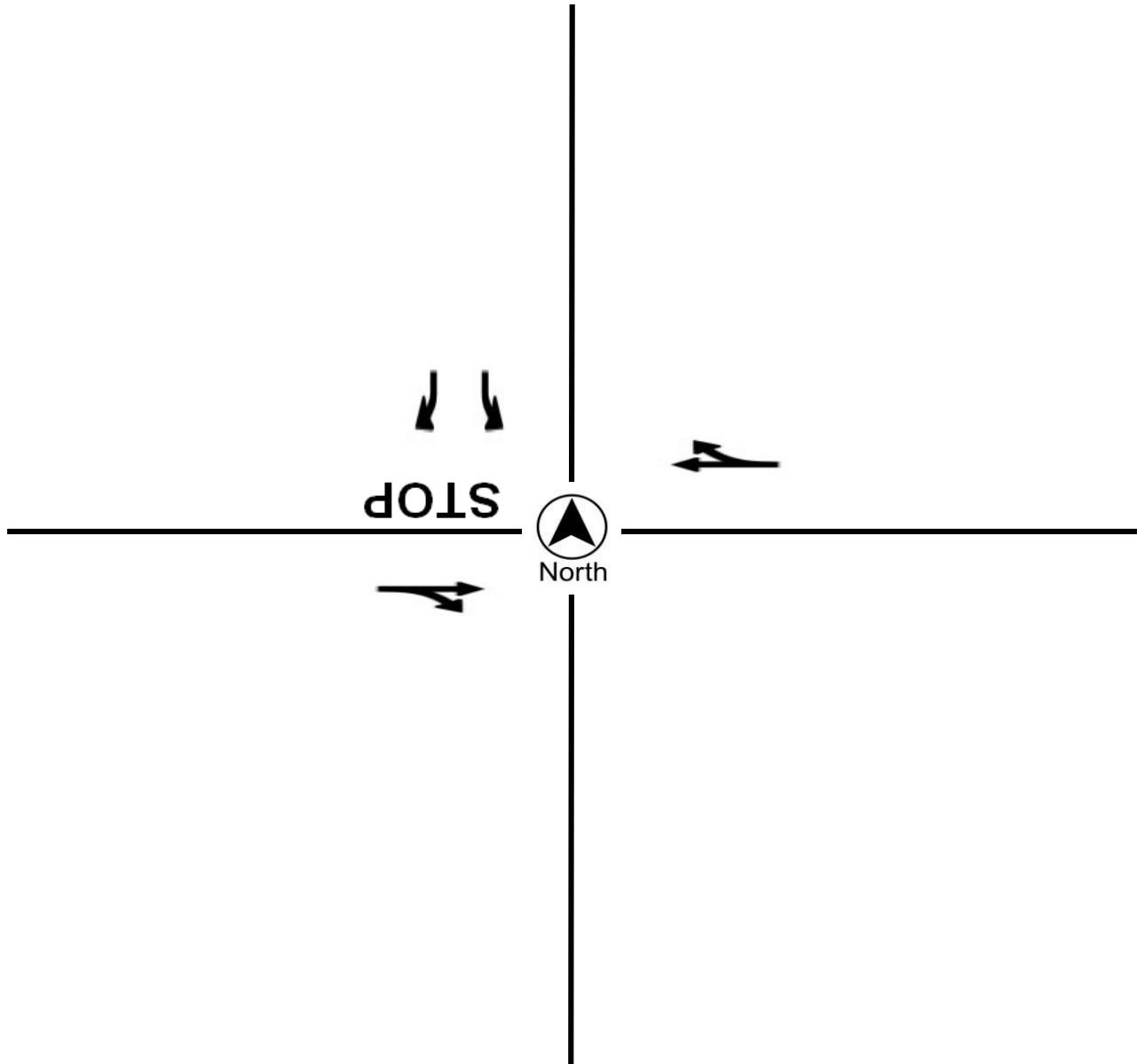
Prepared For:

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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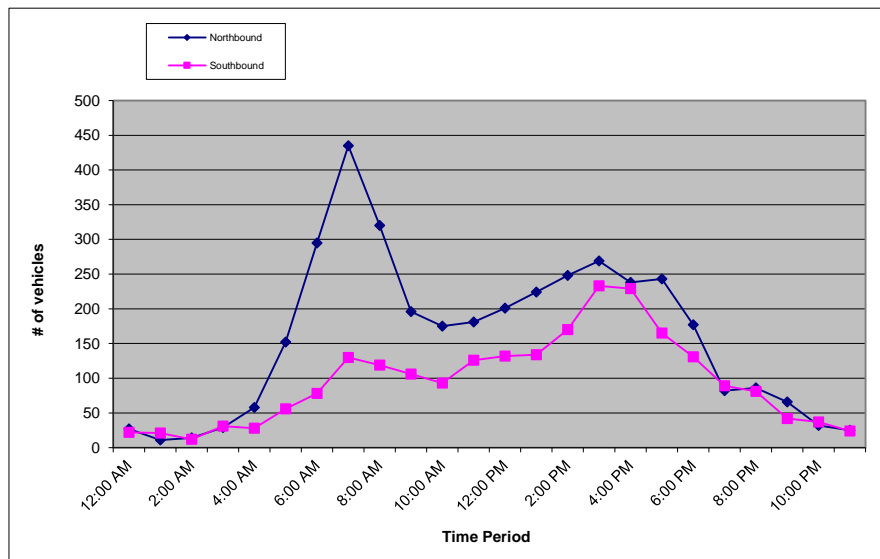
24 Hour Count Report

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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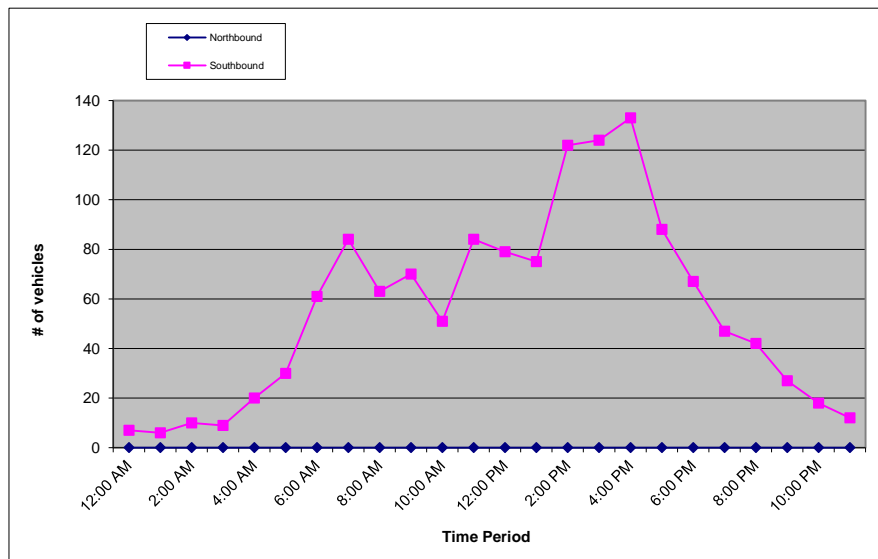
24 Hour Count Report

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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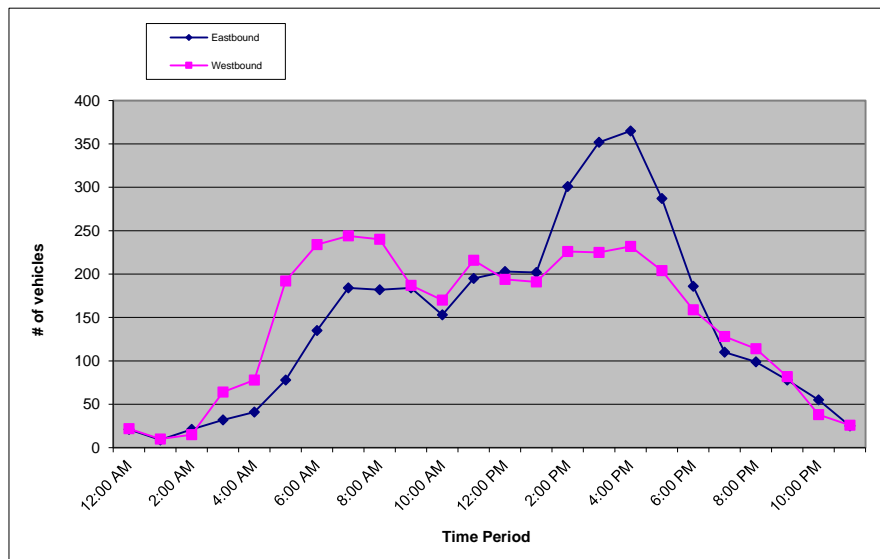
24 Hour Count Report

Prepared For: **Peters Engineering Group**
 862 Pollasky Avenue
 Clovis, CA 93612

STREET Ave 17 **LATITUDE** 36.9964405
SEGMENT West of SR 99 SB Ramps **LONGITUDE** -120.1054081
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	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

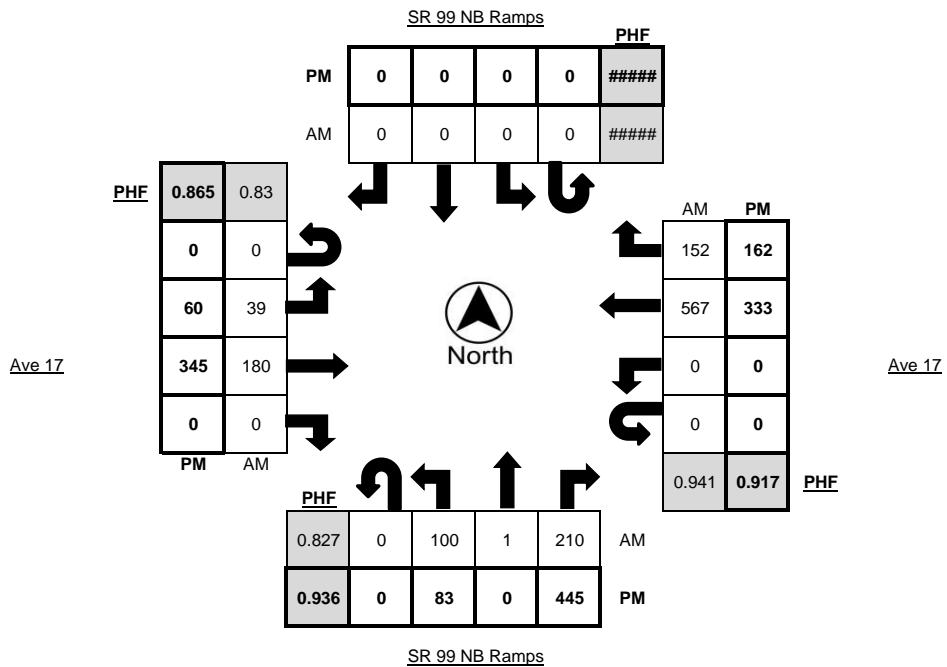
WEATHER Clear

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

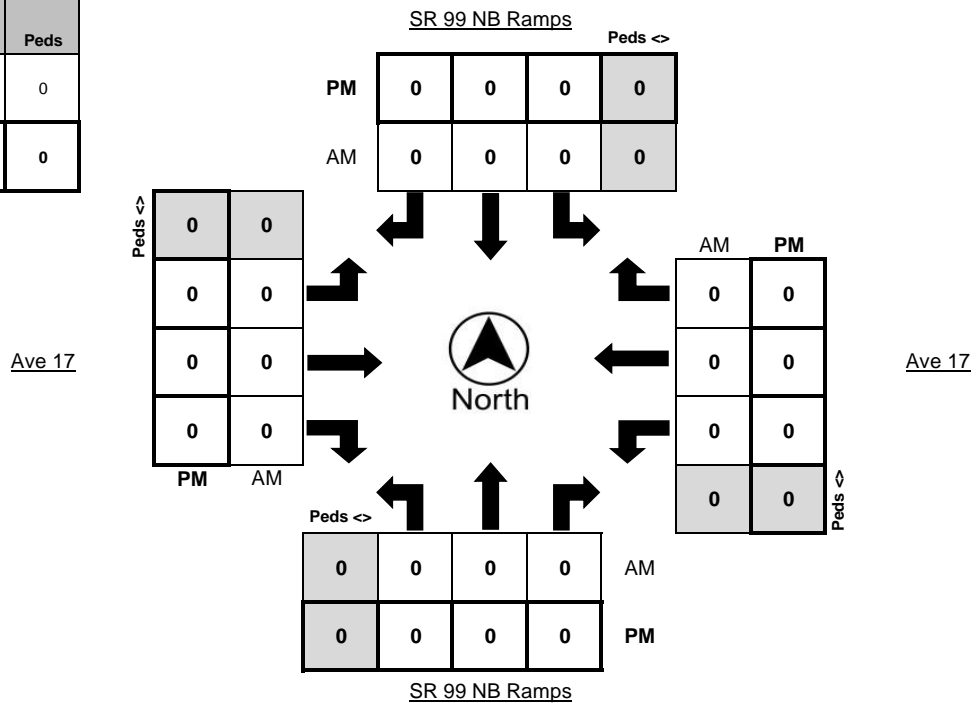
WEATHER Clear

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

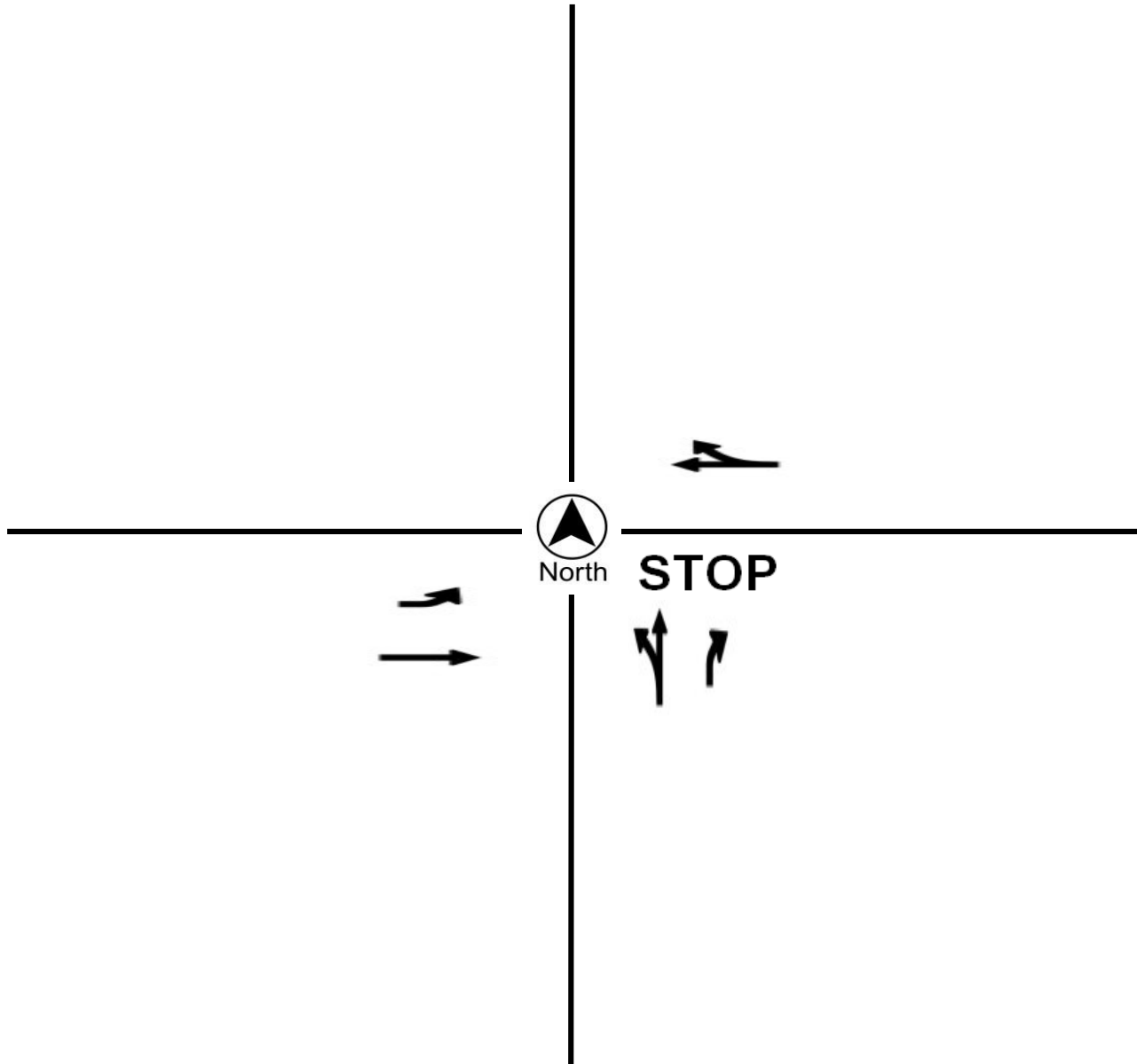
Prepared For:

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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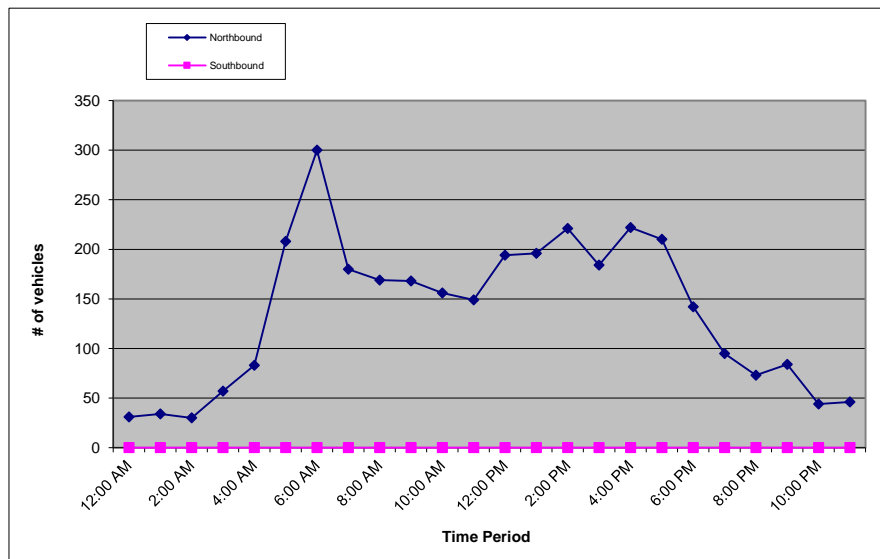
24 Hour Count Report

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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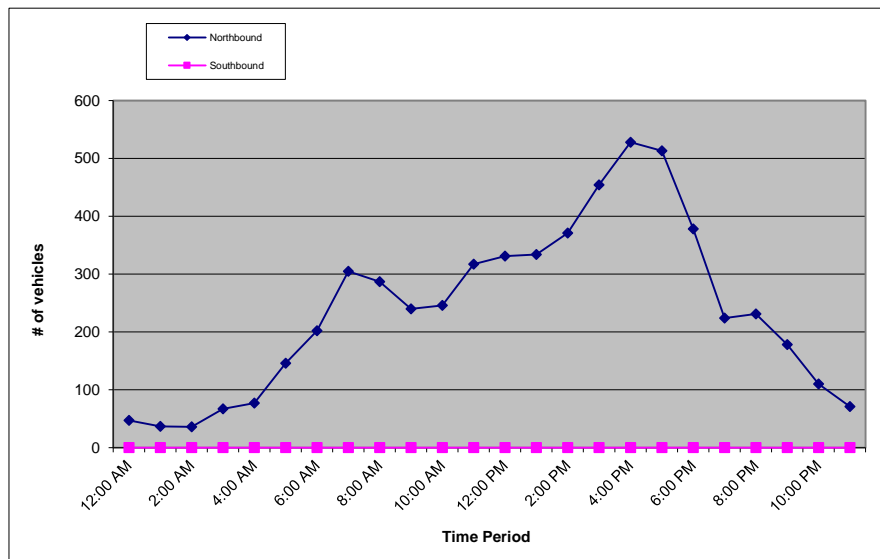
24 Hour Count Report

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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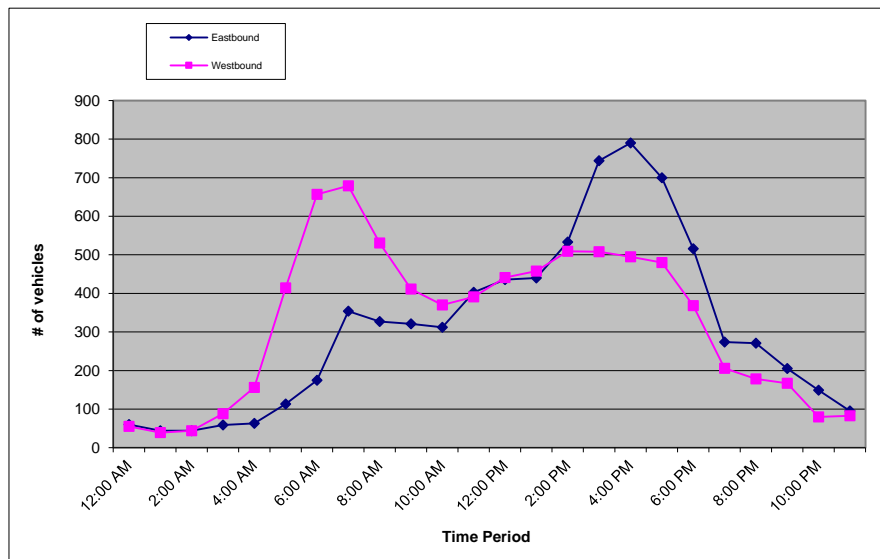
24 Hour Count Report

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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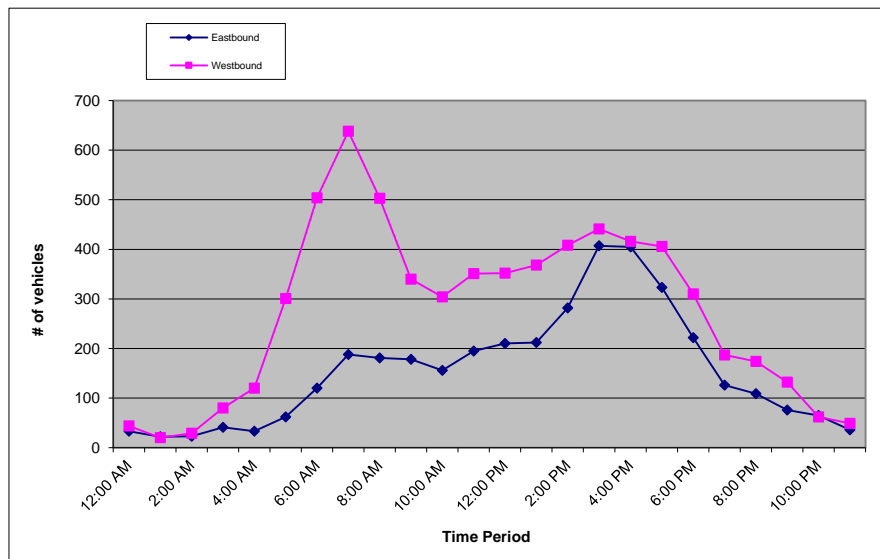
24 Hour Count Report

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**



APPENDIX B

INTERSECTION ANALYSIS SHEETS



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	65	13	118	59	85	7	26	66	88	21	7
Future Vol, veh/h	5	65	13	118	59	85	7	26	66	88	21	7
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	120	-	130	75	-	120	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	80	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	6	83	17	151	76	106	9	33	85	113	27	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	100	0	0	544	579	83	541	490	76
Stage 1	-	-	-	-	-	-	95	95	-	378	378	-
Stage 2	-	-	-	-	-	-	449	484	-	163	112	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1375	-	-	1474	-	-	445	422	968	447	475	977
Stage 1	-	-	-	-	-	-	904	810	-	638	610	-
Stage 2	-	-	-	-	-	-	584	547	-	832	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1474	-	-	386	377	968	350	425	977
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	377	-	350	425	-
Stage 1	-	-	-	-	-	-	900	807	-	635	548	-
Stage 2	-	-	-	-	-	-	494	491	-	725	794	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			3.5			11.7			20.6		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	671	1375	-	-	1474	-	-	377
HCM Lane V/C Ratio	0.023	0.176	0.005	-	-	0.103	-	-	0.394
HCM Control Delay (s)	14.5	11.5	7.6	-	-	7.7	-	-	20.6
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.6	0	-	-	0.3	-	-	1.8

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	211	215	0	95	49
Future Vol, veh/h	0	211	215	0	95	49
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	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	245	250	0	110	57

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	495 250
Stage 1	-	-	-	-	250 -
Stage 2	-	-	-	-	245 -
Critical Hdwy	-	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	0	-	-	0	529 781
Stage 1	0	-	-	0	785 -
Stage 2	0	-	-	0	789 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	529 781
Mov Cap-2 Maneuver	-	-	-	-	529 -
Stage 1	-	-	-	-	785 -
Stage 2	-	-	-	-	789 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	529	781
HCM Lane V/C Ratio	-	-	0.209	0.073
HCM Control Delay (s)	-	-	13.6	10
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.8	0.2

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↘		↘		↘			
Traffic Vol, veh/h	39	180	0	0	567	152	100	0	210	0	0	0
Future Vol, veh/h	39	180	0	0	567	152	100	0	210	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	-	-	-	-	-	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	43	200	0	0	630	169	111	0	233	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	799	0	0
Stage 1	-	-	286
Stage 2	-	-	715
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	794	0	823
Stage 1	-	0	747
Stage 2	-	0	472
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	794	-	823
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	707
Stage 2	-	-	472

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	247	823	794	-	-	-
HCM Lane V/C Ratio	0.45	0.284	0.055	-	-	-
HCM Control Delay (s)	31	11.1	9.8	-	-	-
HCM Lane LOS	D	B	A	-	-	-
HCM 95th %tile Q(veh)	2.2	1.2	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	12	103	18	74	47	110	21	26	133	130	26	6
Future Vol, veh/h	12	103	18	74	47	110	21	26	133	130	26	6
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	120	-	130	75	-	120	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	13	116	20	83	53	124	24	29	149	146	29	7

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	177	0	0	136	0	0	441	485	116	460	381	53
Stage 1	-	-	-	-	-	-	142	142	-	219	219	-
Stage 2	-	-	-	-	-	-	299	343	-	241	162	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1387	-	-	1436	-	-	523	479	931	508	549	1009
Stage 1	-	-	-	-	-	-	856	775	-	779	718	-
Stage 2	-	-	-	-	-	-	706	634	-	758	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1387	-	-	1436	-	-	472	447	931	385	513	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	447	-	385	513	-
Stage 1	-	-	-	-	-	-	848	768	-	772	676	-
Stage 2	-	-	-	-	-	-	632	597	-	606	753	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.7		2.5		11.1		20.5	
HCM LOS					B		C	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	472	791	1387	-	-	1436	-	-	411
HCM Lane V/C Ratio	0.05	0.226	0.01	-	-	0.058	-	-	0.443
HCM Control Delay (s)	13	10.9	7.6	-	-	7.7	-	-	20.5
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.2	-	-	2.2

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	-	-	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	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	-	0
Mov Cap-2 Maneuver	-	-	0
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	-	-	-

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	73	14	139	59	85	8	26	74	88	21	7
Future Vol, veh/h	5	73	14	139	59	85	8	26	74	88	21	7
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	120	-	130	75	-	120	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	80	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	6	94	18	178	76	106	10	33	95	113	27	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	112	0	0	609	644	94	611	556	76
Stage 1	-	-	-	-	-	-	106	106	-	432	432	-
Stage 2	-	-	-	-	-	-	503	538	-	179	124	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1375	-	-	1459	-	-	403	387	955	402	435	977
Stage 1	-	-	-	-	-	-	892	802	-	596	577	-
Stage 2	-	-	-	-	-	-	545	517	-	816	788	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	1459	-	-	342	338	955	303	380	977
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	338	-	303	380	-
Stage 1	-	-	-	-	-	-	888	799	-	594	507	-
Stage 2	-	-	-	-	-	-	449	454	-	701	785	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			3.9			12.2			24.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	648	1375	-	-	1459	-	-	329
HCM Lane V/C Ratio	0.03	0.198	0.005	-	-	0.122	-	-	0.452
HCM Control Delay (s)	15.9	11.9	7.6	-	-	7.8	-	-	24.7
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.7	0	-	-	0.4	-	-	2.2

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	227	227	0	95	58
Future Vol, veh/h	0	227	227	0	95	58
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	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	264	264	0	110	67

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	528 264
Stage 1	-	-	-	-	264 -
Stage 2	-	-	-	-	264 -
Critical Hdwy	-	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	0	-	-	0	506 767
Stage 1	0	-	-	0	773 -
Stage 2	0	-	-	0	773 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	506 767
Mov Cap-2 Maneuver	-	-	-	-	506 -
Stage 1	-	-	-	-	773 -
Stage 2	-	-	-	-	773 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	506	767
HCM Lane V/C Ratio	-	-	0.218	0.088
HCM Control Delay (s)	-	-	14.1	10.1
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.8	0.3

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑			↘		↙		↘			
Traffic Vol, veh/h	46	182	0	0	569	152	110	0	210	0	0	0
Future Vol, veh/h	46	182	0	0	569	152	110	0	210	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	-	-	-	-	-	550	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	51	202	0	0	632	169	122	0	233	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	801	0	0
Stage 1	-	-	304
Stage 2	-	-	717
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	792	0	0
Stage 1	-	0	733
Stage 2	-	0	471
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	792	-	238
Mov Cap-2 Maneuver	-	-	238
Stage 1	-	-	686
Stage 2	-	-	471

Approach	EB	WB	NB
HCM Control Delay, s	2	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	238	821	792	-	-	-
HCM Lane V/C Ratio	0.514	0.284	0.065	-	-	-
HCM Control Delay (s)	35.1	11.1	9.9	-	-	-
HCM Lane LOS	E	B	A	-	-	-
HCM 95th %tile Q(veh)	2.7	1.2	0.2	-	-	-

Intersection												
Int Delay, s/veh	9.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	114	19	99	47	110	22	26	145	130	28	6
Future Vol, veh/h	12	114	19	99	47	110	22	26	145	130	28	6
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	120	-	130	75	-	120	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	13	128	21	111	53	124	25	29	163	146	31	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	149	0	0	510	553	128	536	450	53
Stage 1	-	-	-	-	-	-	154	154	-	275	275	-
Stage 2	-	-	-	-	-	-	356	399	-	261	175	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1387	-	-	1420	-	-	471	438	917	452	501	1009
Stage 1	-	-	-	-	-	-	844	766	-	727	679	-
Stage 2	-	-	-	-	-	-	657	599	-	740	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1387	-	-	1420	-	-	414	400	917	328	458	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	400	-	328	458	-
Stage 1	-	-	-	-	-	-	836	759	-	720	626	-
Stage 2	-	-	-	-	-	-	571	552	-	580	743	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			3			11.6			25.7		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	766	1387	-	-	1420	-	-	354
HCM Lane V/C Ratio	0.06	0.251	0.01	-	-	0.078	-	-	0.521
HCM Control Delay (s)	14.2	11.3	7.6	-	-	7.8	-	-	25.7
HCM Lane LOS	B	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	1	0	-	-	0.3	-	-	2.9

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	388	190	0	173	67
Future Vol, veh/h	0	388	190	0	173	67
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	417	204	0	186	72

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	621 204
Stage 1	-	-	-	-	204 -
Stage 2	-	-	-	-	417 -
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	443 824
Stage 1	0	-	-	0	818 -
Stage 2	0	-	-	0	654 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	443 824
Mov Cap-2 Maneuver	-	-	-	-	443 -
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	654 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	443	824
HCM Lane V/C Ratio	-	-	0.42	0.087
HCM Control Delay (s)	-	-	18.9	9.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2	0.3

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗			↗	↘	↘		↗			
Traffic Vol, veh/h	70	348	0	0	336	162	94	0	445	0	0	0
Future Vol, veh/h	70	348	0	0	336	162	94	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	-	-	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	73	363	0	0	350	169	98	0	464	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	519	0	0
Stage 1	-	-	509
Stage 2	-	-	435
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	1012	0	283
Stage 1	-	0	590
Stage 2	-	0	638
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1012	-	263
Mov Cap-2 Maneuver	-	-	263
Stage 1	-	-	548
Stage 2	-	-	638

Approach	EB	WB	NB
HCM Control Delay, s	1.5	0	22.6
HCM LOS			C

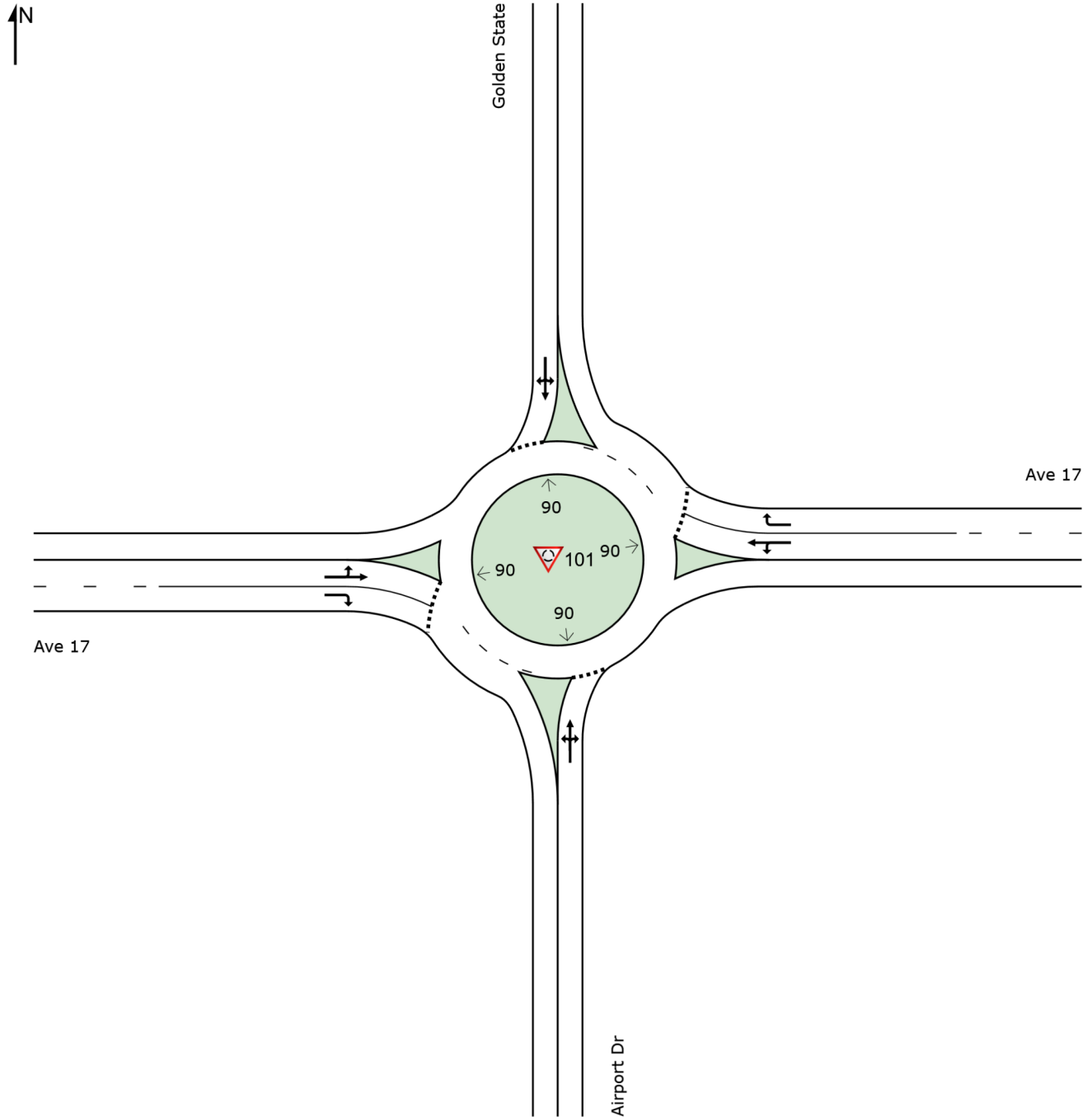
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	263	666	1012	-	-	-
HCM Lane V/C Ratio	0.372	0.696	0.072	-	-	-
HCM Control Delay (s)	26.6	21.8	8.8	-	-	-
HCM Lane LOS	D	C	A	-	-	-
HCM 95th %tile Q(veh)	1.6	5.6	0.2	-	-	-

SITE LAYOUT

Site: 101 [Ave 17-Golden St (AM Near Term) (Site Folder: General)]

Ave 17 - Golden St - Airport Near Term AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane 1	250	104	-	354	5.0	1135	0.312	100	NA	NA
Lane 2	-	-	605	605	5.0	1384	0.437	100	NA	NA
Approach	250	104	605	959	5.0		0.437			
North: Golden State										
Mov.	L2	T1	R2	Total	%HV					
From N						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	E	S	W			veh/h	Satn	Util.	SL	Lane
							v/c	%	%	No.
Lane 1	449	50	13	512	5.0	875	0.585	100	NA	NA
Approach	449	50	13	512	5.0		0.585			
West: Ave 17										
Mov.	L2	T1	R2	Total	%HV					
From W						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	N	E	S			veh/h	Satn	Util.	SL	Lane
							v/c	%	%	No.
Lane 1	24	188	-	213	5.0	751	0.284	100	NA	NA
Lane 2	-	-	19	19	5.0	462	0.042	100	NA	NA
Approach	24	188	19	232	5.0		0.284			
	Total	%HV	Deg.	Satn	(v/c)					
Intersection	1919	5.0		0.585						

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 1	176	143	-	319	4.0	1102	0.290	100	NA	NA
Lane 2	-	-	600	600	4.0	1374	0.437	100	NA	NA
Approach	176	143	600	919	4.0		0.437			
North: Golden State										
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From N To Exit:	E	S	W			Cap. veh/h	v/c	%	%	
Lane 1	608	65	11	684	4.0	926	0.739	100	NA	NA
Approach	608	65	11	684	4.0		0.739			
West: Ave 17										
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From W To Exit:	N	E	S			Cap. veh/h	v/c	%	%	
Lane 1	28	231	-	260	4.0	638	0.407	100	NA	NA
Lane 2	-	-	22	22	4.0	396	0.057	100	NA	NA
Approach	28	231	22	282	4.0		0.407			
Total %HV Deg.Satn (v/c)										
Intersection	2173	4.0		0.739						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

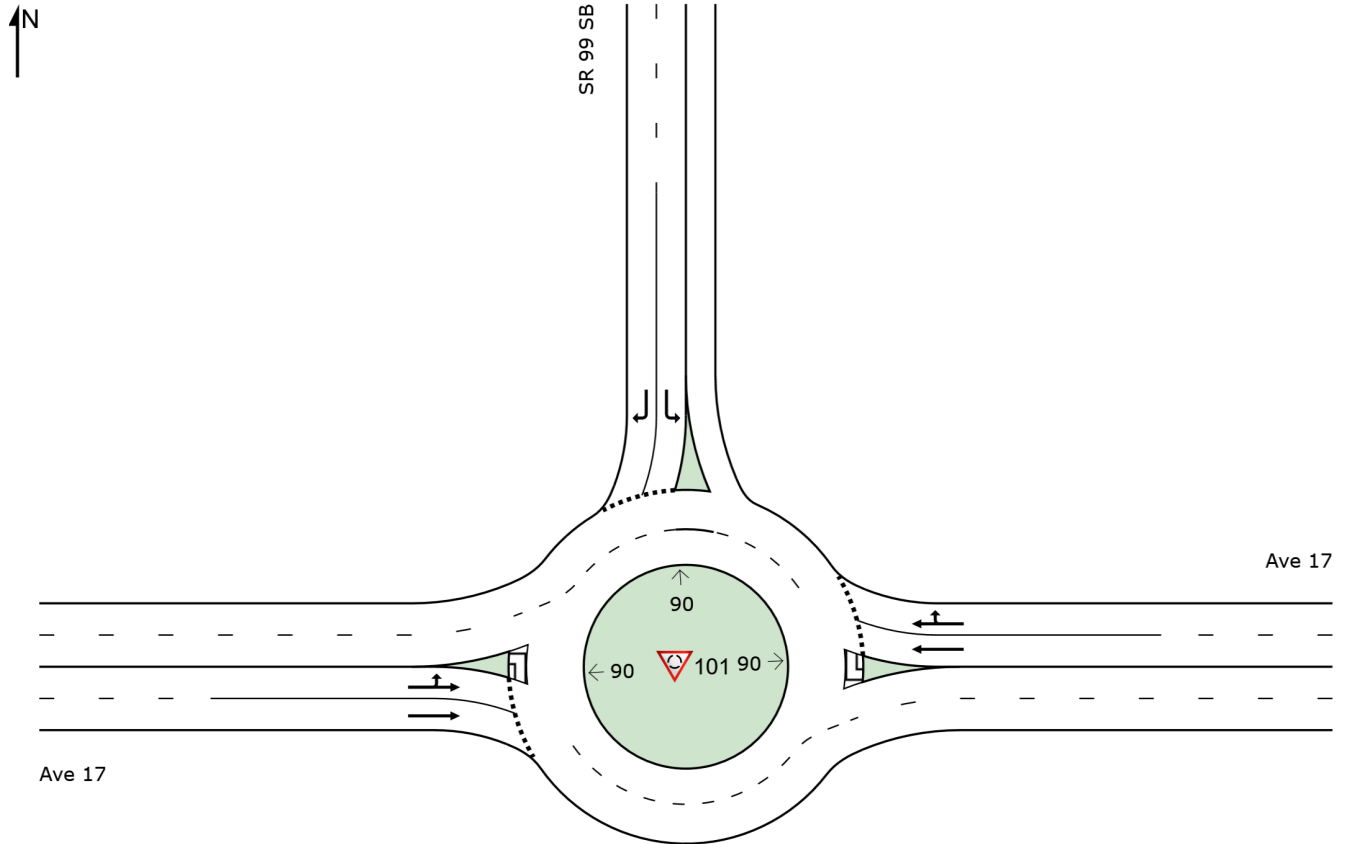
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Airport Dr Merge Type: Not Applied												
Full Length 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.	

SITE LAYOUT

Site: 101 [Ave 17 SR 99 SB (Near Term AM) (Site Folder: General)]

Ave 17 - SR 99 SB Near Term 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 (Near Term AM) (Site Folder: General)]

Ave 17 - SR 99 SB Near Term 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	561	5.0	1465	0.383	100	4.2	LOS A	2.7	69.4	Full	650	0.0	0.0
Lane 2 ^d	654	5.0	1710	0.383	100	4.2	LOS A	2.7	69.5	Full	650	0.0	0.0
Approach	1215	5.0		0.383		4.2	LOS A	2.7	69.5				
North: SR 99 SB													
Lane 1	110	5.0	722	0.153	100	13.1	LOS B	0.6	15.8	Full	1600	0.0	0.0
Lane 2 ^d	184	5.0	882	0.208	100	7.0	LOS A	0.9	23.1	Full	1600	0.0	0.0
Approach	294	5.0		0.208		9.3	LOS A	0.9	23.1				
West: Ave 17													
Lane 1	326	5.0	1232	0.265	100	4.2	LOS A	1.6	42.1	Full	300	0.0	0.0
Lane 2 ^d	362	5.0	1370	0.265	100	4.1	LOS A	1.6	42.7	Full	300	0.0	0.0
Approach	688	5.0		0.265		4.1	LOS A	1.6	42.7				
Intersection	2198	5.0		0.383		4.9	LOS A	2.7	69.5				

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.

^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					Satn	Satn	Util.	SL	SL	Lane
To Exit:	W	N			veh/h	v/c	%	%	%	No.
Lane 1	561	-	561	5.0	1465	0.383	100	NA	NA	
Lane 2	128	527	654	5.0	1710	0.383	100	NA	NA	
Approach	688	527	1215	5.0		0.383				
North: SR 99 SB										
Mov.	L2	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From N					Satn	Satn	Util.	SL	SL	Lane
To Exit:	E	W			veh/h	v/c	%	%	%	No.
Lane 1	110	-	110	5.0	722	0.153	100	NA	NA	
Lane 2	-	184	184	5.0	882	0.208	100	NA	NA	

Approach	110	184	294	5.0	0.208				
West: Ave 17									
Mov. From W To Exit:	L2	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
	N	E							
Lane 1	1	325	326	5.0	1232	0.265	100	NA	NA
Lane 2	-	362	362	5.0	1370	0.265	100	NA	NA
Approach	1	687	688	5.0	0.265				
Total %HV Deg.Satn (v/c)									
Intersection	2198	5.0	0.383						

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	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.										
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.										

LANE SUMMARY

Site: 101 [Ave 17 SR 99 SB (Near Term PM) (Site Folder: General)]

Ave 17 - SR 99 SB Near Term 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	446	7.0	1437	0.310	100	4.2	LOS A	2.1	54.9	Full	650	0.0	0.0
Lane 2 ^d	520	7.0	1677	0.310	100	4.2	LOS A	2.1	55.7	Full	650	0.0	0.0
Approach	966	7.0		0.310		4.2	LOS A	2.1	55.7				
North: SR 99 SB													
Lane 1 ^d	186	7.0	868	0.214	100	12.4	LOS B	0.9	22.5	Full	1600	0.0	0.0
Lane 2	171	7.0	784	0.218	100	7.3	LOS A	0.9	22.6	Full	1600	0.0	0.0
Approach	357	7.0		0.218		10.0	LOS A	0.9	22.6				
West: Ave 17													
Lane 1	463	7.0	1114	0.416	100	4.9	LOS A	2.9	76.2	Full	300	0.0	0.0
Lane 2 ^d	521	7.0	1252	0.416	100	4.7	LOS A	2.9	77.6	Full	300	0.0	0.0
Approach	984	7.0		0.416		4.8	LOS A	2.9	77.6				
Intersection	2306	7.0		0.416		5.3	LOS A	2.9	77.6				

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					Satn	Satn	Util.	SL	SL	Lane
To Exit:	W	N			veh/h	v/c	%	OV	OV	No.
Lane 1	446	-	446	7.0	1437	0.310	100	NA	NA	
Lane 2	264	256	520	7.0	1677	0.310	100	NA	NA	
Approach	710	256	966	7.0		0.310				
North: SR 99 SB										
Mov.	L2	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From N					Satn	Satn	Util.	SL	SL	Lane
To Exit:	E	W			veh/h	v/c	%	OV	OV	No.
Lane 1	186	-	186	7.0	868	0.214	100	NA	NA	
Lane 2	-	171	171	7.0	784	0.218	100	NA	NA	

Approach	186	171	357	7.0	0.218				
West: Ave 17									
Mov.	L2	T1	Total	%HV	Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From W To Exit:	N	E			veh/h	v/c	%	%	
Lane 1	1	462	463	7.0	1114	0.416	100	NA	NA
Lane 2	-	521	521	7.0	1252	0.416	100	NA	NA
Approach	1	983	984	7.0	0.416				
Total %HV Deg.Satn (v/c)									
Intersection	2306	7.0	0.416						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

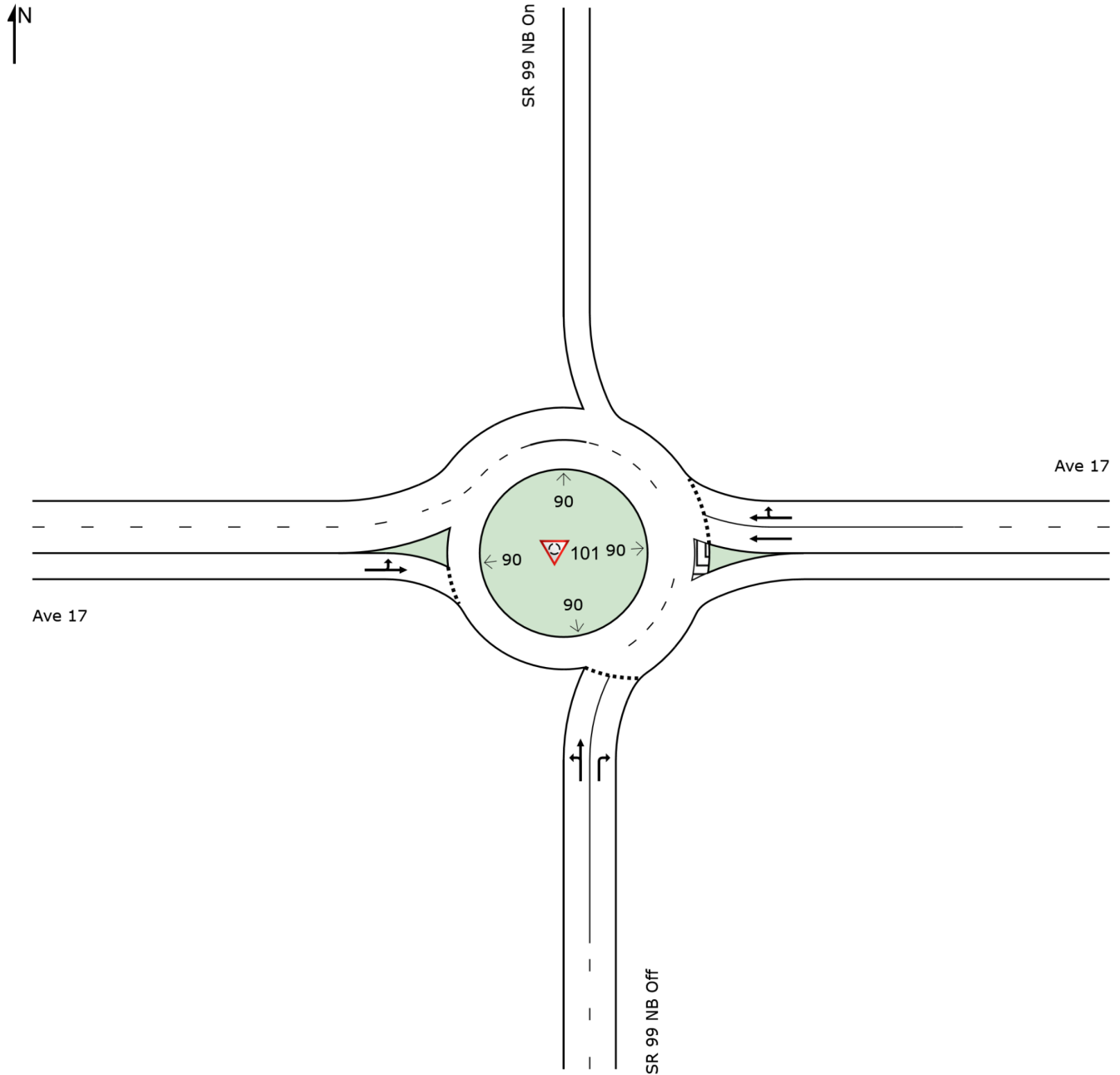
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
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 (Near Term AM) (Site Folder: General)]

Ave 17 - SR 99 NB Near Term 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 (Near Term AM) (Site Folder: General)]

Ave 17 - SR 99 NB Near Term 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	453	9.0	1043	0.435	100	12.7	LOS B	2.7	73.1	Full	1600	0.0	0.0
Lane 2	233	9.0	806	0.289	100	7.6	LOS A	1.5	41.0	Full	1600	0.0	0.0
Approach	687	9.0		0.435		11.0	LOS B	2.7	73.1				
East: Ave 17													
Lane 1	398	9.0	681	0.584	100	12.7	LOS B	5.2	139.7	Full	1600	0.0	0.0
Lane 2 ^d	479	9.0	820	0.584	100	11.2	LOS B	5.6	148.7	Full	1600	0.0	0.0
Approach	877	9.0		0.584		11.9	LOS B	5.6	148.7				
West: Ave 17													
Lane 1 ^d	454	9.0	1562	0.291	100	6.0	LOS A	0.0	0.0	Full	650	0.0	0.0
Approach	454	9.0		0.291		6.0	LOS A	0.0	0.0				
Intersection	2018	9.0		0.584		10.3	LOS B	5.6	148.7				

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	452	1	-	453	9.0	1043	0.435	100	NA	NA
Lane 2	-	-	233	233	9.0	806	0.289	100	NA	NA
Approach	452	1	233	687	9.0		0.435			
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	398	-	398	9.0		681	0.584	100	NA	NA
Lane 2	310	169	479	9.0		820	0.584	100	NA	NA

Approach	708	169	877	9.0						0.584	
West: Ave 17											
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.		
From W					Cap.	Satn	Util.	SL Ov.	Lane		
To Exit:	N	E			veh/h	v/c	%	%	No.		
Lane 1	162	292	454	9.0	1562	0.291	100	NA	NA		
Approach	162	292	454	9.0						0.291	
Total %HV Deg.Satn (v/c)											
Intersection	2018	9.0						0.584			

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.										

LANE SUMMARY

Site: 101 [Ave 17 SR 99 NB (Near Term PM) (Site Folder: General)]

Ave 17 - SR 99 NB Near Term 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	448	9.0	746	0.601	100	19.2	LOS C	5.4	145.3	Full	1600	0.0	0.0
Lane 2 ^d	464	9.0	906	0.512	100	10.4	LOS B	4.1	110.0	Full	1600	0.0	0.0
Approach	911	9.0		0.601		14.7	LOS B	5.4	145.3				
East: Ave 17													
Lane 1	299	9.0	656	0.456	100	10.4	LOS B	3.3	89.7	Full	1600	0.0	0.0
Lane 2 ^d	360	9.0	791	0.456	100	9.1	LOS A	3.5	94.4	Full	1600	0.0	0.0
Approach	659	9.0		0.456		9.7	LOS A	3.5	94.4				
West: Ave 17													
Lane 1 ^d	661	9.0	1562	0.423	100	5.4	LOS A	0.0	0.0	Full	650	0.0	0.0
Approach	661	9.0		0.423		5.4	LOS A	0.0	0.0				
Intersection	2232	9.0		0.601		10.5	LOS B	5.4	145.3				

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	447	1	-	448	9.0	746	0.601	100	NA	NA
Lane 2	-	-	464	464	9.0	906	0.512	100	NA	NA
Approach	447	1	464	911	9.0		0.601			
East: Ave 17										
Mov.	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	Ov.
From E					veh/h	Satn	Util.	SL Ov.	%	Lane
To Exit:	W	N				v/c	%	%		No.
Lane 1	299	-	299	9.0	656	0.456	100	NA	NA	NA
Lane 2	192	169	360	9.0	791	0.456	100	NA	NA	NA

Approach	491	169	659	9.0		0.456				
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	169	493	661	9.0	1562	0.423	100	NA	NA	
Approach	169	493	661	9.0		0.423				
	Total	%HV	Deg.Satn	(v/c)						
Intersection	2232	9.0		0.601						

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.	

SITE LAYOUT

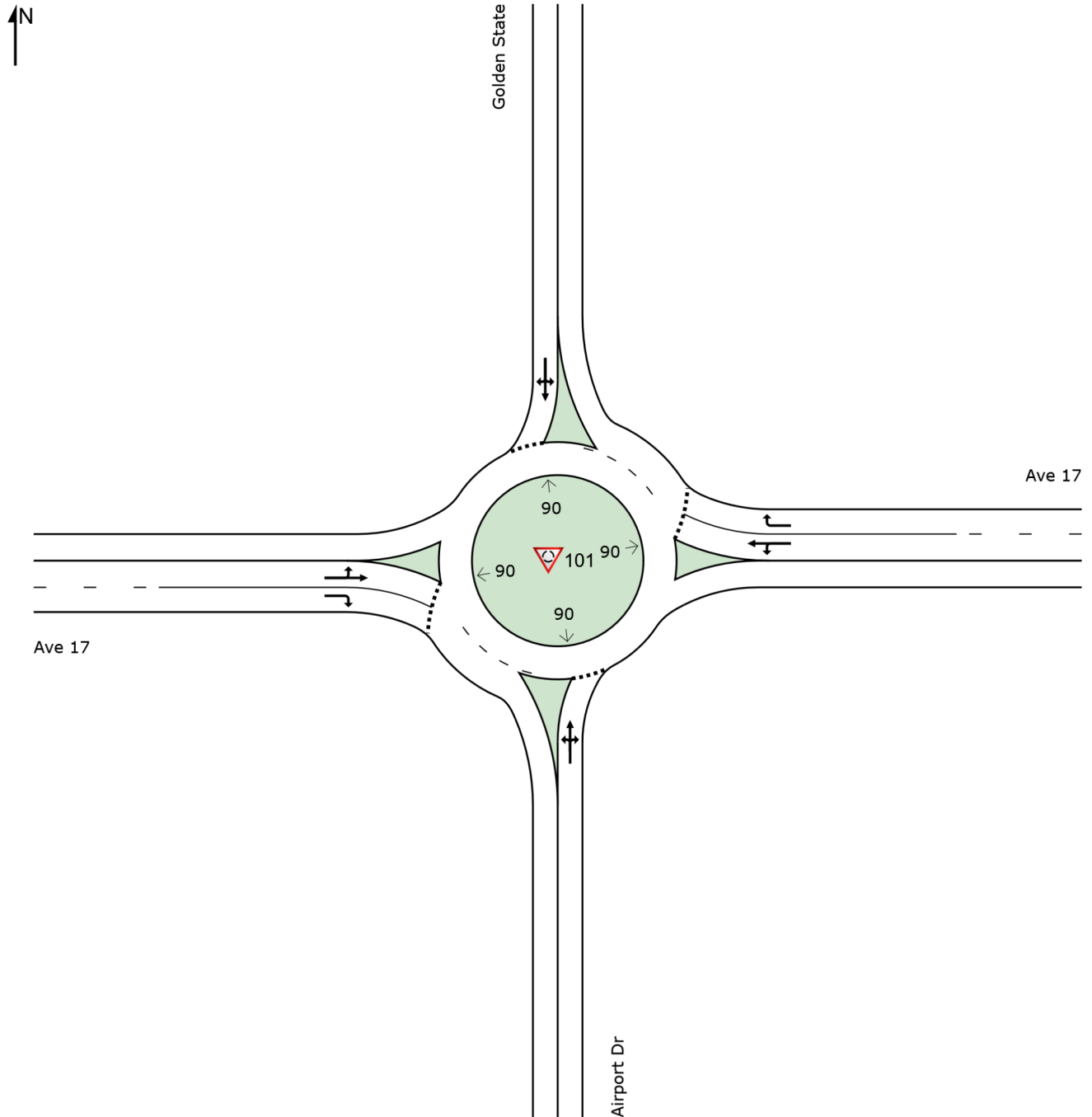
 Site: 101 [Ave 17-Golden St (AM 2043) (Site Folder: General)]

Ave 17 - Golden St - Airport 2043 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 2043) (Site Folder: General)]

Ave 17 - Golden St - Airport 2043 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	387	5.0	312	1.239	100	164.0	LOS F	39.5	1026.7	Full	1600	0.0	0.0
Approach	387	5.0		1.239		164.0	LOS F	39.5	1026.7				
East: Ave 17													
Lane 1 ^d	733	5.0	1289	0.568	100	7.3	LOS A	5.4	140.0	Full	300	0.0	0.0
Lane 2	513	5.0	1090	0.471	100	5.1	LOS A	3.8	98.6	Full	300	0.0	0.0
Approach	1246	5.0		0.568		6.4	LOS A	5.4	140.0				
North: Golden State													
Lane 1 ^d	448	5.0	519	0.862	100	38.7	LOS E	13.6	354.5	Full	1600	0.0	0.0
Approach	448	5.0		0.862		38.7	LOS E	13.6	354.5				
West: Ave 17													
Lane 1 ^d	1172	5.0	727	1.611	100	291.0	LOS F	160.4	4170.9	Full	1600	0.0	56.4
Lane 2	262	5.0	448	0.585	100	17.7	LOS C	4.8	124.7	Full	1600	0.0	0.0
Approach	1434	5.0		1.611		241.1	LOS F	160.4	4170.9				
Intersection	3514	5.0		1.611		123.6	LOS F	160.4	4170.9				

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	110	82	196	387	5.0	312	1.239	100	NA	NA	
Approach	110	82	196	387	5.0		1.239				
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	328	404	-	733	5.0	1289	0.568	100	NA	NA	

Lane 2	-	-	513	513	5.0	1090	0.471	100	NA	NA
Approach	328	404	513	1246	5.0		0.568			
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	380	48	20	448	5.0	519	0.862	100	NA	NA
Approach	380	48	20	448	5.0		0.862			
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	26	1146	-	1172	5.0	727	1.611	100	NA	NA
Lane 2	-	-	262	262	5.0	448	0.585	100	NA	NA
Approach	26	1146	262	1434	5.0		1.611			
Total %HV Deg.Satn (v/c)										
Intersection	3514	5.0		1.611						

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 2043) (Site Folder: General)]

Ave 17 - Golden St - Airport 2043 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	749	4.0	330	2.268	100	593.8	LOS F	152.3	3928.6	Full	1600	0.0	48.6
Approach	749	4.0		2.268		593.8	LOS F	152.3	3928.6				
East: Ave 17													
Lane 1 ^d	1423	4.0	1304	1.091	100	55.0	LOS F	73.1	1887.0	Full	300	0.0	100.0
Lane 2	580	4.0	960	0.605	100	5.9	LOS A	5.3	137.1	Full	300	0.0	0.0
Approach	2003	4.0		1.091		40.8	LOS E	73.1	1887.0				
North: Golden State													
Lane 1 ^d	697	4.0	151	4.618	100	1667.7	LOS F	206.2	5320.2	Full	1600	0.0	100.0
Approach	697	4.0		4.618		1667.7	LOS F	206.2	5320.2				
West: Ave 17													
Lane 1 ^d	890	4.0	1056	0.843	100	13.6	LOS B	14.8	382.1	Full	1600	0.0	0.0
Lane 2	174	4.0	640	0.272	100	7.9	LOS A	1.5	39.1	Full	1600	0.0	0.0
Approach	1064	4.0		0.843		12.7	LOS B	14.8	382.1				
Intersection	4513	4.0		4.618		377.1	LOS F	206.2	5320.2				

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)											
South: Airport Dr											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From S	W	N	E			veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:							v/c	%	%	%	No.
Lane 1	270	66	413	749	4.0	330	2.268	100	NA	NA	
Approach	270	66	413	749	4.0		2.268				
East: Ave 17											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From E	S	W	N			veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:							v/c	%	%	%	No.
Lane 1	272	1151	-	1423	4.0	1304	1.091	100	NA	NA	

Lane 2	-	-	580	580	4.0	960	0.605	100	NA	NA
Approach	272	1151	580	2003	4.0		1.091			
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	588	84	25	697	4.0	151	4.618	100	NA	NA
Approach	588	84	25	697	4.0		4.618			
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	48	842	-	890	4.0	1056	0.843	100	NA	NA
Lane 2	-	-	174	174	4.0	640	0.272	100	NA	NA
Approach	48	842	174	1064	4.0		0.843			
Total %HV Deg.Satn (v/c)										
Intersection	4513	4.0		4.618						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

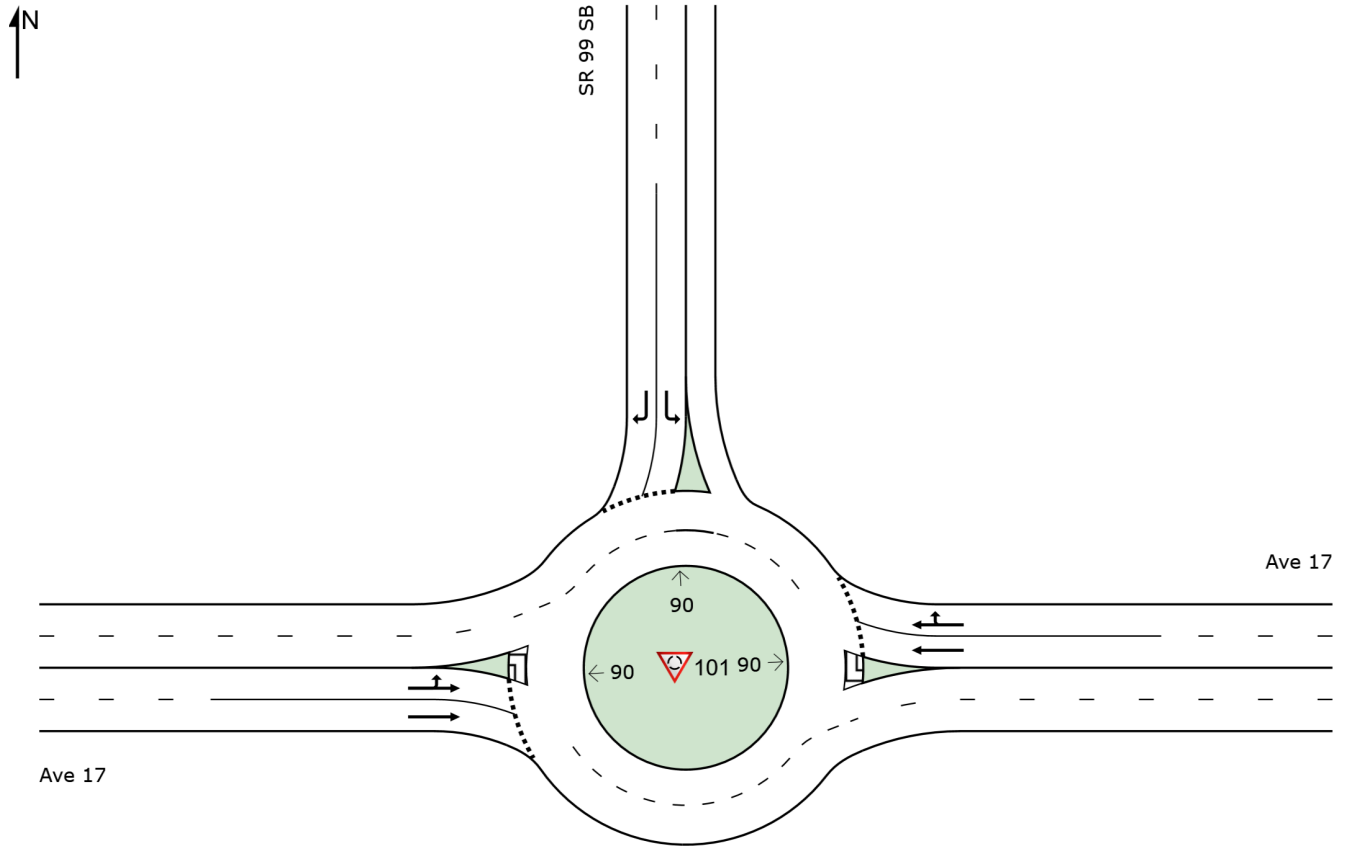
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Airport Dr Merge Type: Not Applied												
Full Length 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.	

SITE LAYOUT

Site: 101 [Ave 17 SR 99 SB (2043 AM) (Site Folder: General)]

Ave 17 - SR 99 SB 2043 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 (2043 AM) (Site Folder: General)]

Ave 17 - SR 99 SB 2043 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	884	5.0	1463	0.605	100	4.2	LOS A	7.5	195.6	Full	650	0.0	0.0
Lane 2 ^d	1034	5.0	1710	0.605	100	4.2	LOS A	7.6	196.8	Full	650	0.0	0.0
Approach	1918	5.0		0.605		4.2	LOS A	7.6	196.8				
North: SR 99 SB													
Lane 1 ^d	314	5.0	725	0.433	100	16.2	LOS C	2.5	65.2	Full	1600	0.0	0.0
Lane 2	172	5.0	557	0.308	100	10.9	LOS B	1.4	36.2	Full	1600	0.0	0.0
Approach	486	5.0		0.433		14.4	LOS B	2.5	65.2				
West: Ave 17													
Lane 1	801	5.0	990	0.809	100	10.9	LOS B	12.6	328.0	Full	300	0.0	7.7
Lane 2 ^d	922	5.0	1140	0.809	100	9.7	LOS A	12.8	333.8	Full	300	0.0	8.2
Approach	1723	5.0		0.809		10.3	LOS B	12.8	333.8				
Intersection	4127	5.0		0.809		7.9	LOS A	12.8	333.8				

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)										
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	884	-	884	5.0	1463	0.605	100	NA	NA	
Lane 2	189	845	1034	5.0	1710	0.605	100	NA	NA	
Approach	1074	845	1918	5.0		0.605				
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	314	-	314	5.0	725	0.433	100	NA	NA	
Lane 2	-	172	172	5.0	557	0.308	100	NA	NA	

Approach	314	172	486	5.0	0.433				
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	800	801	5.0	990	0.809	100	NA	NA
Lane 2	-	922	922	5.0	1140	0.809	100	NA	NA
Approach	1	1722	1723	5.0	0.809				
Total %HV Deg.Satn (v/c)									
Intersection	4127	5.0	0.809						

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.										

LANE SUMMARY

 Site: 101 [Ave 17 SR 99 SB (2043 PM) (Site Folder: General)]

Ave 17 - SR 99 SB 2043 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	1171	7.0	1434	0.817	100	4.2	LOS A	19.9	524.0	Full	650	0.0	0.0
Lane 2 ^d	1371	7.0	1678	0.817	100	4.3	LOS A	20.8	549.0	Full	650	0.0	0.2
Approach	2542	7.0		0.817		4.2	LOS A	20.8	549.0				
North: SR 99 SB													
Lane 1 ^d	489	7.0	498	0.982	100	63.6	LOS F	18.2	480.0	Full	1600	0.0	0.0
Lane 2	192	7.0	336	0.572	100	25.7	LOS D	3.4	88.9	Full	1600	0.0	0.0
Approach	682	7.0		0.982		52.9	LOS F	18.2	480.0				
West: Ave 17													
Lane 1	835	7.0	749	1.115	100	75.2	LOS F	49.7	1311.0	Full	300	0.0	100.0
Lane 2 ^d	989	7.0	887	1.115	100	72.7	LOS F	56.6	1493.5	Full	300	0.0	100.0
Approach	1825	7.0		1.115		73.8	LOS F	56.6	1493.5				
Intersection	5048	7.0		1.115		36.0	LOS E	56.6	1493.5				

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.

^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	SL	Lane
To Exit:	W	N				v/c	%	OV	OV	No.
Lane 1	1171	-	1171	7.0	1434	0.817	100	NA	NA	
Lane 2	618	753	1371	7.0	1678	0.817	100	NA	NA	
Approach	1789	753	2542	7.0		0.817				
North: SR 99 SB										
Mov.	L2	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From N					veh/h	Satn	Util.	SL	SL	Lane
To Exit:	E	W				v/c	%	OV	OV	No.
Lane 1	489	-	489	7.0	498	0.982	100	NA	NA	
Lane 2	-	192	192	7.0	336	0.572	100	NA	NA	

Approach	489	192	682	7.0		0.982				
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	834	835	7.0	749	1.115	100	NA	NA	
Lane 2	-	989	989	7.0	887	1.115	100	NA	NA	
Approach	1	1824	1825	7.0		1.115				
Total %HV Deg.Satn (v/c)										
Intersection	5048	7.0		1.115						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

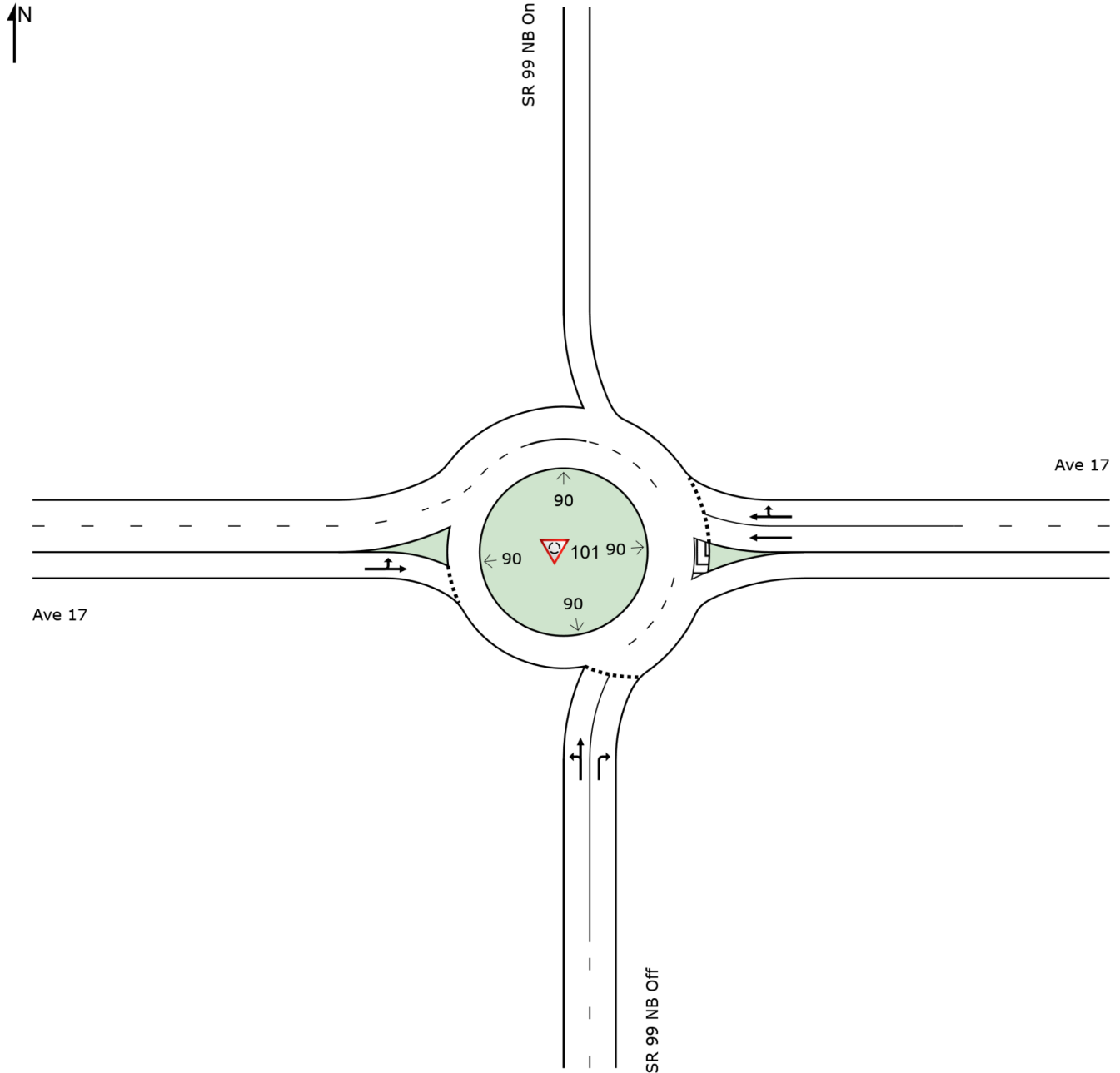
Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Ave 17												
Merge Type: Not Applied												
Full Length Lane	1											
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 (2043 AM) (Site Folder: General)]

Ave 17 - SR 99 NB 2043 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 (2043 AM) (Site Folder: General)]

Ave 17 - SR 99 NB 2043 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	679	9.0	578	1.176	100	138.7	LOS F	56.6	1517.2	Full	1600	0.0	3.5
Lane 2	423	9.0	425	0.995	100	84.6	LOS F	23.8	636.7	Full	1600	0.0	0.0
Approach	1102	9.0		1.176		117.9	LOS F	56.6	1517.2				
East: Ave 17													
Lane 1	678	9.0	524	1.294	100	157.5	LOS F	65.7	1760.6	Full	1600	0.0	7.9
Lane 2 ^d	837	9.0	647	1.294	100	154.9	LOS F	79.3	2126.0	Full	1600	0.0	14.1
Approach	1515	9.0		1.294		156.1	LOS F	79.3	2126.0				
West: Ave 17													
Lane 1 ^d	1103	9.0	1562	0.706	100	4.8	LOS A	0.0	0.0	Full	650	0.0	0.0
Approach	1103	9.0		0.706		4.8	LOS A	0.0	0.0				
Intersection	3721	9.0		1.294		99.9	LOS F	79.3	2126.0				

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	678	1	-	679	9.0	578	1.176	100	NA	NA
Lane 2	-	-	423	423	9.0	425	0.995	100	NA	NA
Approach	678	1	423	1102	9.0		1.176			
East: Ave 17										
Mov.	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	Ov.
From E					veh/h	Satn	Util.	SL Ov.	Lane	Lane
To Exit:	W	N				v/c	%	%	No.	No.
Lane 1	678	-	678	9.0	524	1.294	100	NA	NA	NA
Lane 2	562	275	837	9.0	647	1.294	100	NA	NA	NA
Approach	1240	275	1515	9.0		1.294				

West: Ave 17										
Mov.	L2	T1	Total	%HV		Cap.	Deg.	Lane	Prob.	Ov.
From W To Exit:	N	E				veh/h	Satn v/c	Util. %	SL %	Lane No.
Lane 1	160	943	1103	9.0		1562	0.706	100	NA	NA
Approach	160	943	1103	9.0			0.706			
Total		%HV	Deg.Satn	(v/c)						
Intersection	3721	9.0		1.294						

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.										

LANE SUMMARY

Site: 101 [Ave 17 SR 99 NB (2043 PM) (Site Folder: General)]

Ave 17 - SR 99 NB 2043 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 ^d	958	9.0	267	3.586	100	1200.0	LOS F	241.9	6483.9	Full	1600	0.0	100.0
Lane 2	703	9.0	178	3.961	100	1366.5	LOS F	187.8	5032.0	Full	1600	0.0	100.0
Approach	1661	9.0		3.961		1270.5	LOS F	241.9	6483.9				
East: Ave 17													
Lane 1	665	9.0	788	0.844	100	17.8	LOS C	13.3	356.5	Full	1600	0.0	0.0
Lane 2 ^d	787	9.0	932	0.844	100	15.8	LOS C	14.2	380.9	Full	1600	0.0	0.0
Approach	1452	9.0		0.844		16.7	LOS C	14.2	380.9				
West: Ave 17													
Lane 1 ^d	1424	9.0	1562	0.912	100	4.7	LOS A	0.0	0.0	Full	650	0.0	0.0
Approach	1424	9.0		0.912		4.7	LOS A	0.0	0.0				
Intersection	4538	9.0		3.961		472.0	LOS F	241.9	6483.9				

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	Lane
To Exit:	W	N	E				v/c	%	%	No.
Lane 1	957	1	-	958	9.0	267	3.586	100	NA	NA
Lane 2	-	-	703	703	9.0	178	3.961	100	NA	NA
Approach	957	1	703	1661	9.0		3.961			
East: Ave 17										
Mov.	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	Ov.
From E					veh/h	Satn	Util.	SL	%	Lane
To Exit:	W	N				v/c	%	%		No.
Lane 1	665	-	665	9.0	788	0.844	100	NA	NA	NA
Lane 2	523	264	787	9.0	932	0.844	100	NA	NA	NA
Approach	1189	264	1452	9.0		0.844				

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	188	1236	1424	9.0	1562	0.912	100	NA	NA	
Approach	188	1236	1424	9.0		0.912				
Total		%HV	Deg.Satn	(v/c)						
Intersection	4538	9.0		3.961						

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.										

APPENDIX C

IMPROVED INTERSECTION ANALYSIS SHEETS



PETERS ENGINEERING GROUP

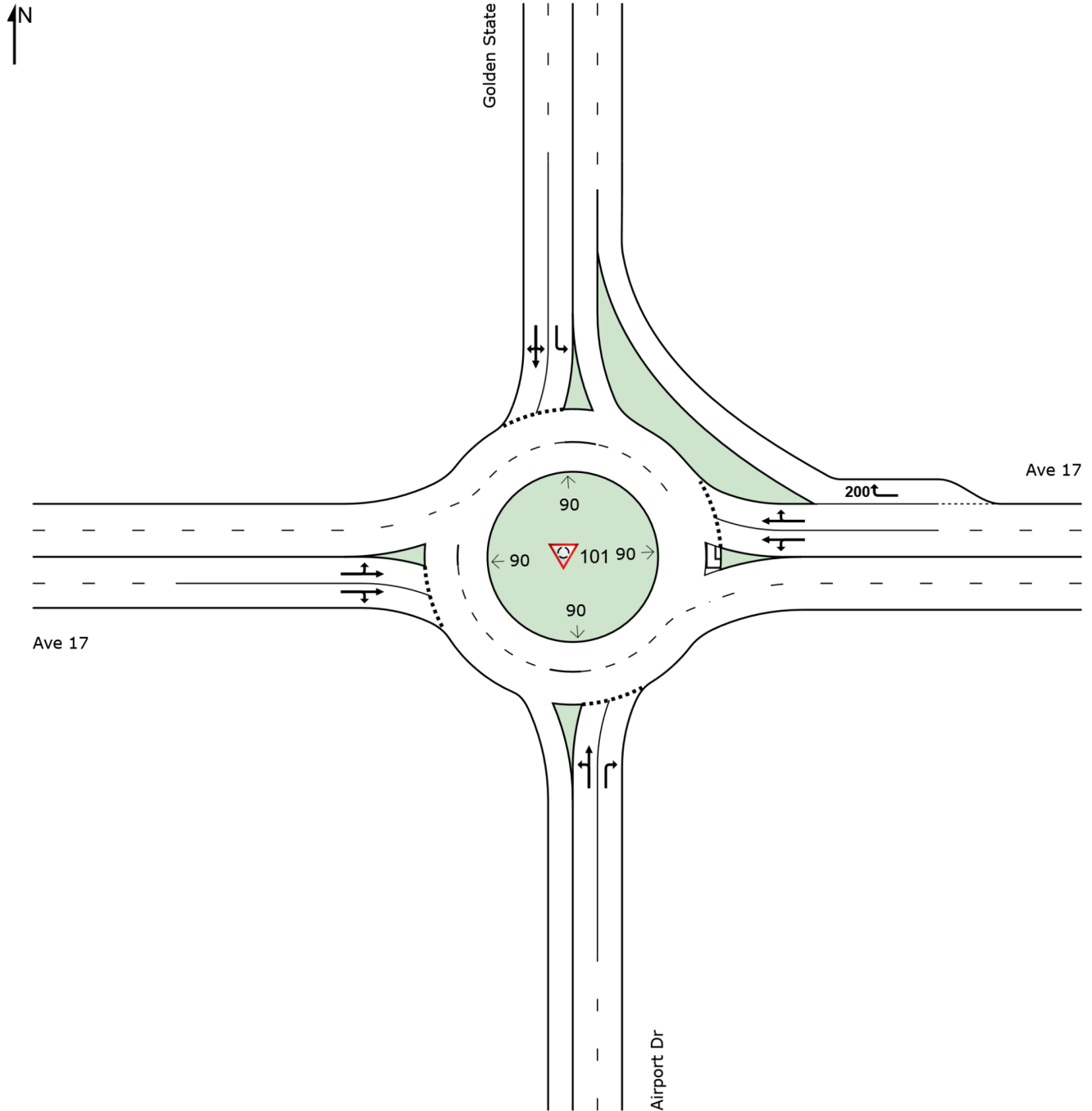
A CALIFORNIA CORPORATION

SITE LAYOUT

Site: 101 [Ave 17-Golden St (AM 2043) - 2 Lane (Site Folder: General)]

Ave 17 - Golden St - Airport 2043 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-Golden St (AM 2043) - 2 Lane (Site Folder: General)]

Ave 17 - Golden St - Airport 2043 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	191	5.0	390	0.491	100	16.5	LOS C	2.7	70.9	Full	1600	0.0	0.0
Lane 2 ^d	196	5.0	515	0.380	100	10.0	LOS A	2.2	56.1	Full	1600	0.0	0.0
Approach	387	5.0		0.491		13.2	LOS B	2.7	70.9				
East: Ave 17													
Lane 1	345	5.0	1108	0.311	100	10.3	LOS B	2.0	53.2	Full	300	0.0	0.0
Lane 2 ^d	405	5.0	1301	0.311	100	4.6	LOS A	2.1	55.5	Full	300	0.0	0.0
Lane 3	496	5.0	1595	0.311	100	3.3	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	1246	5.0		0.311		5.6	LOS A	2.1	55.5				
North: Golden State													
Lane 1	205	5.0	716	0.286	100	12.9	LOS B	1.3	32.7	Full	1600	0.0	0.0
Lane 2 ^d	243	5.0	849	0.286	100	10.8	LOS B	1.3	34.1	Full	1600	0.0	0.0
Approach	448	5.0		0.286		11.8	LOS B	1.3	34.1				
West: Ave 17													
Lane 1	670	5.0	750	0.893	100	19.1	LOS C	11.9	310.5	Full	1600	0.0	0.0
Lane 2 ^d	764	5.0	856	0.893	100	17.3	LOS C	12.6	327.8	Full	1600	0.0	0.0
Approach	1434	5.0		0.893		18.1	LOS C	12.6	327.8				
Intersection	3514	5.0		0.893		12.4	LOS B	12.6	327.8				

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. From S To Exit:	Lanes			Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Lane No.	
	W	N	E								
Lane 1	110	82	-	191	5.0	390	0.491	100	NA	NA	
Lane 2	-	-	196	196	5.0	515	0.380	100	NA	NA	
Approach	110	82	196	387	5.0		0.491				

East: Ave 17											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From E						Cap.	Satn	Util.	SL	Ov.	Ov.
To Exit:	S	W	N			veh/h	v/c	%	%	%	Lane
											No.
Lane 1	328	16	-	345	5.0	1108	0.311	100	NA	NA	
Lane 2	-	388	17	405	5.0	1301	0.311	100	NA	NA	
Lane 3	-	-	496	496	5.0	1595	0.311	100	0.0	2	
Approach	328	404	513	1246	5.0		0.311				
North: Golden State											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N						Cap.	Satn	Util.	SL	Ov.	Ov.
To Exit:	E	S	W			veh/h	v/c	%	%	%	Lane
											No.
Lane 1	205	-	-	205	5.0	716	0.286	100	NA	NA	
Lane 2	175	48	20	243	5.0	849	0.286	100	NA	NA	
Approach	380	48	20	448	5.0		0.286				
West: Ave 17											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W						Cap.	Satn	Util.	SL	Ov.	Ov.
To Exit:	N	E	S			veh/h	v/c	%	%	%	Lane
											No.
Lane 1	26	643	-	670	5.0	750	0.893	100	NA	NA	
Lane 2	-	502	262	764	5.0	856	0.893	100	NA	NA	
Approach	26	1146	262	1434	5.0		0.893				
Total %HV Deg.Satn (v/c)											
Intersection	3514	5.0		0.893							

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											
East Exit: Ave 17 Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											
North Exit: Golden State Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											
West Exit: Ave 17 Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											

LANE SUMMARY

Site: 101 [Ave 17-Golden St (PM 2043) - 2 Lane (Site Folder: General)]

Ave 17 - Golden St - Airport 2043 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	336	4.0	469	0.716	100	20.8	LOS C	4.9	126.0	Full	1600	0.0	0.0
Lane 2 ^d	413	4.0	620	0.667	100	12.7	LOS B	4.8	123.3	Full	1600	0.0	0.0
Approach	749	4.0		0.716		16.4	LOS C	4.9	126.0				
East: Ave 17													
Lane 1	643	4.0	949	0.678	100	11.2	LOS B	7.6	195.2	Full	300	0.0	0.0
Lane 2 ^d	780	4.0	1150	0.678	100	7.6	LOS A	7.8	202.1	Full	300	0.0	0.0
Lane 3	580	4.0	1610	0.360	53 ⁵	3.3	LOS A	0.0	0.0	Short	200	0.0	NA
Approach	2003	4.0		0.678		7.5	LOS A	7.8	202.1				
North: Golden State													
Lane 1	293	4.0	358	0.818	100	30.4	LOS D	6.2	160.5	Full	1600	0.0	0.0
Lane 2 ^d	404	4.0	494	0.818	100	24.7	LOS C	7.3	188.1	Full	1600	0.0	0.0
Approach	697	4.0		0.818		27.1	LOS D	7.3	188.1				
West: Ave 17													
Lane 1	489	4.0	614	0.797	100	15.9	LOS C	7.4	190.3	Full	1600	0.0	0.0
Lane 2 ^d	575	4.0	722	0.797	100	13.9	LOS B	7.9	204.0	Full	1600	0.0	0.0
Approach	1064	4.0		0.797		14.8	LOS B	7.9	204.0				
Intersection	4513	4.0		0.818		13.7	LOS B	7.9	204.0				

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)											
South: Airport Dr											
Mov. From S To Exit:	L2			Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
	W	N	E								
Lane 1	270	66	-	336	4.0	469	0.716	100	NA	NA	
Lane 2	-	-	413	413	4.0	620	0.667	100	NA	NA	

Approach	270	66	413	749	4.0		0.716				
East: Ave 17											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From E						Cap.	Satn	Util.	SL	Ov.	Lane
To Exit:	S	W	N			veh/h	v/c	%	%	%	No.
Lane 1	272	371	-	643	4.0	949	0.678	100	NA	NA	
Lane 2	-	780	-	780	4.0	1150	0.678	100	NA	NA	
Lane 3	-	-	580	580	4.0	1610	0.360	53 ⁵	0.0	2	
Approach	272	1151	580	2003	4.0		0.678				
North: Golden State											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N						Cap.	Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	%	No.
Lane 1	293	-	-	293	4.0	358	0.818	100	NA	NA	
Lane 2	295	84	25	404	4.0	494	0.818	100	NA	NA	
Approach	588	84	25	697	4.0		0.818				
West: Ave 17											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W						Cap.	Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	%	No.
Lane 1	48	441	-	489	4.0	614	0.797	100	NA	NA	
Lane 2	-	401	174	575	4.0	722	0.797	100	NA	NA	
Approach	48	842	174	1064	4.0		0.797				
Total %HV Deg.Satn (v/c)											
Intersection	4513	4.0		0.818							

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	
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.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Golden State Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	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.										

ATTACHMENT 7
Caltrans Letter

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov



February 21, 2023

MAD-99-R14.303
CUP 2022-04 and SPR 2022-05, Hotel
<https://ld-igr-gts.dot.ca.gov/district/6/report/26586>

SENT VIA EMAIL

John Rowland, PE, TE
Peters Engineering Group
862 Pollasky Avenue
Clovis, California 93612
(559) 299-1544 Ext. 112

Dear Mr. Rowland:

Thank you for the opportunity to review the revised traffic impact study (TIS) for a proposed five-story hotel with 94 rooms. The project is located on the southwest quadrant of the Avenue 17/Airport Drive intersection, approximately 900 feet west of the State Route (SR) 99/Avenue 17 intersection.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. For the existing plus project (opening day) condition, the TIS indicated that construction of a roundabout at the intersection of Avenue 17 and the SR 99 northbound ramp would be required for the intersection to operate at acceptable level of service. The TIS further assumes that this roundabout will be built by others. Therefore, the level of service will be satisfactory.
2. However, the TIS should also address opening day mitigations by this project if the roundabout is not built by others for any reason.
3. Under the "no roundabout scenario," the project proponent(s) shall be responsible for opening day impacts. These opening day mitigations are required to be built by the project proponent prior to project opening.

4. If the roundabout is to be built, at minimum, the project proponent(s) should contribute their fair share for the roundabouts recommended. It is recommended that the project proponent(s) coordinate with the North Fork Rancheria Casino.

If you have any other questions, please call or email Edgar Hernandez at (559) 981-7436 or edgar.hernandez@dot.ca.gov.

Sincerely,



David Padilla, Branch Chief
Transportation Planning – North

ATTACHMENT 8
Planning Commission Resolution

RESOLUTION NO. 1972

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA APPROVING
CONDITIONAL USE PERMIT 2022-04, SITE PLAN REVIEW 2022-05 &
CEQA SECTION 15332 (IN-FILL DEVELOPMENT)
(TOWNPLACE SUITES HOTEL)**

WHEREAS, Central Valley Hotels Inc (“Owner”) own APN 013-010-020, an undeveloped parcel located on the southwest interior lot of Avenue 17 and Airport Drive; and

WHEREAS, APN 013-010-020 is a vacant lot composed of approximately 1.48 acres (64,608 square feet) zoned Heavy Commercial (C2) with a land use designation of Commercial (C); and

WHEREAS, the applicant is seeking a Conditional Use Permit (CUP 2022-04) and Site Plan Review (SPR 2022-05) to permit the development of a five-story Towneplace Suites Hotel composed of approximately 53,313 square feet to be developed on a C2 zone; and

WHEREAS, the development of a hotel is consistent with the surrounding uses and zone requirements; and

WHEREAS, the project was conditioned to meet the Bratton Master Design Guidelines, landscaping and structural exterior design requirements, and provide sufficient parking; and

WHEREAS, the City performed a preliminary environmental assessment and determined the project to meet Exemption Section 15332 (In-Fill Development) under the California Environmental Quality Act (CEQA) Guidelines; and

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

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

WHEREAS, the Commission received CUP 2022-04 and SPR 2022-05 at a duly noticed meeting on September 12, 2023 and continued the item to the October 10, 2023 Planning Commission meeting; and

WHEREAS, the Commission at its September 12, 2023, meeting continued the item to the November 14, 2023 Commission meeting; and

WHEREAS, the Commission at its November 14, 2023, Commission meeting continued the item to the December 12, 2023 Commission meeting; and

WHEREAS, the Commission received CUP 2022-04 and SPR 2022-05 at a duly noticed meeting on December 12, 2023; and

WHEREAS, the Commission now desires to adopt a Section 15332 Categorical Exemption pursuant to CEQA for the project and conditionally approve CUP 2022-04 and SPR 2022-05.

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 in accordance with the California Environmental Quality Act. The Planning Commission adopts findings of Categorical Exemption under CEQA Guidelines, Section 15332 (In-fill Development). The project can be categorically exempt as a Class 32 because the proposed development is within city limits, is of no more than five acres substantially surrounded by urban uses and is served by all required utilities and public services. Furthermore, none of the exceptions under CEQA Guidelines section 15300.2 are applicable to this project.

3. Findings for CUP 2022-04: The Commission finds and determines that there is substantial evidence in the administrative record to support the approval of CUP 2022-04, 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 and Zoning Ordinance.

Basis for Finding: The site is zoned Heavy Commercial (C2) and has a land use designation of Commercial (C), which makes the proposed use consistent with both the General Plan and Zoning Ordinance. The development of a hotel use is consistent with the intent and purpose of the Madera Municipal Code's Heavy Commercial uses.

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

Basis for Finding: The proposed project is surrounded by other compatible commercial uses. A site immediately north of the project is of a similar use. The surrounding area is zoned Heavy Commercial in which it ensures similar development to be allowed as a by-right use or the proper entitlements.

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.

Basis of Finding: The proposed use will not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons or property in the surrounding area. Staff has reviewed and conditioned the project to ensure that the project is compatible with its surrounding area and that all proposed development was to be properly developed under state and local code.

4. Findings for SPR 2022-05: The Commission finds and determines that there is substantial evidence in the administrative record to support the approval of SPR 2022-05, 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 and Zoning Ordinance.

Basis for Finding: The site is zoned Heavy Commercial (C2) and has a land use designation of Commercial (C), which makes the proposed use consistent with both the General Plan and

Zoning Ordinance. The development of a mixed-use development is consistent with the intent and purpose of the Madera Municipal Code's Heavy Commercial uses.

Finding b: The proposed use is consistent with any applicable specific plans.

Basis for Finding: The property is not subject to any specific plans although it does abut towards development that are subject to Specific Plan 1. However, the site is subject to the Bratton Master Design Guidelines and has been reviewed and conditioned to meet such design guidelines.

Finding 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.

Basis for Finding: The property site will be developed along Golden State and Avenue 17. With the proposed development, the site was subject to a traffic study that determined the proper measurements to maintain circulation among the adjoining properties.

5. Approval CUP 2022-04 and SPR 2022-05: Given that all the findings can be made, the Commission hereby approves CUP 2022-04 and SPR 2022-05 as conditioned as set forth in the Conditions of Approval attached as Exhibit "A."
6. Effective Date: the resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 12th day of December 2023 by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Gary Conte, Planning Manager

“Exhibit A” Conditions of Approval

Exhibit "A"
CUP 2022-04 & SPR 2022-05
Townplace Suites
Conditions of Approval
December 12, 2023

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 2022-04 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 SPR 2022-05 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, lessee, operator, or any other person or entity making use of this permit.

CONDITIONS OF APPROVAL

1. Approval of this conditional use permit and site plan review shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or the designer to disclose and delineate all facts and information relating to the subject property and the proposed development.
2. 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.
3. 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 2022-04 and SPR 2022-05.**
4. CUP 2022-04 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 (MMC Section 10-3.1311, Termination and Revocation).
5. SPR 2022-05 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 (MMC Section 10-3.4.0114, Lapse of Site Plan Approval).
6. 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.
7. 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.

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.

Engineering Department

General

1. Nuisance onsite lighting shall be redirected as requested by City Engineer within 48 hours of notification.
2. Impact fees shall be paid at the time of building permit issuance.
3. The developer shall pay all required fees for completion of the project. Fees due may include but shall not be limited to the following: plan review, easement acceptance, encroachment permit processing and improvement inspection fees.
4. Improvement plans signed and sealed by an engineer shall be submitted to the Engineering Division in accordance with the Civil Improvements Submittal Checklist.
5. The improvement plans for the project shall include the most recent version of the City's General Notes.
6. 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.
7. Improvements extending beyond established parcel lines will require written approval from adjacent property owner(s).
8. Improvements within the City right-of-way will require an Encroachment Permit from the Engineering Division.
9. All off-site improvements shall be completed prior to issuance of final occupancy.

Water

10. Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise noted.
11. 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.

12. A separate water meter and backflow prevention device will be required for existing or proposed landscape areas.
13. 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.
14. Existing water service connections that will not be used for the project shall be abandoned at the mains per City standards.
15. 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

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

Storm Drain

21. Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise noted.
22. 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.
23. 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.

24. The existing temporary basin shall either be relocated to the parcel included on the original Avenue 17 and Airport Drive construction plans dated July 5, 2007, and referenced in the Statement of Covenants Affecting Land Development – Temporary Drainage Facilities (Covenant) or the Covenant shall be revised to address its current location.
25. 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

26. Conditions within this section supersede conditions previously set for Bratton Properties Subdivision, TSM 2006-04 and CUP 2006-14, unless otherwise noted.
27. The developer shall prepare a lot line adjustment to center the proposed private street between Parcel 2 and Parcel 5 of the Bratton Properties Subdivision No. 06-S-09 or construct the private street centered on existing property line. If centered on existing property line, the on-site intersection adjoining parcels 2, 3, 4 and 5 shall be designed to minimize unsafe traffic maneuvers.
28. The developer shall construct street improvements along the property frontages consistent with the improvement drawings for the Bratton Properties Subdivision. Improvements shall include curb, gutter, sidewalk, curb ramps and a minimum of 24 feet of asphalt paving sufficient to accommodate 2-way traffic.
29. Curb access ramps shall be constructed at all curb returns in accordance with current City and ADA standards.
30. In accordance with the revised traffic study dated February 3, 2023, the developer shall pay this project's Equitable Share of 1.45% for a roundabout at the intersection of Avenue 17 and Airport Drive/Golden State Boulevard in the amount of \$25,375.00 prior to issuance of a Building Permit.
31. The applicant shall enter into a mitigation agreement with Caltrans covering the payment of pro-rata shares towards cumulative traffic impacts to State Highway interchanges.
32. In accordance with the revised traffic study dated February 3, 2023, the developer shall pay the corresponding equitable shares for the following intersections:
 - a. Equitable Share of 1.49% for the SR 99 SB Off Ramp and Avenue 17
 - b. Equitable Share of 0.81% for the SR 99 NB Ramps and Avenue 17

Dry Utilities

33. 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.

Planning Department

34. Any proposed future modifications to the site, including, but not limited to, the building structural exteriors, parking/loading areas, shall require an amendment to SPR 2022-05
35. CUP 2022-04 shall only be for the approval of a hotel use to be located on a commercial zone. CUP 2022-04 is not for the approval of alcohol and tobacco sales, or for any other use subject to a use permit.
36. Vandalism and graffiti shall be corrected per the Madera Municipal Code
37. CUP 2022-04 and Site Plan Review 2022-05 shall be subject to previous conditions as stated in CUP 2006-14 and TSM 2006-04.

Design

38. SPR 2023-05 shall be subject to the Bratton Development Design standards and Specific Plan 1 development standards. This shall apply to all design, landscaping, and on-site amenities.

Streets

39. The northwest corner of the site shall develop and continue the drive approach that is directly west of the Hampton Inn Hotel.

Landscaping

40. Project site landscape improvements shall comply with the Specific Plan 1 Development Standards, Bratton Development Master Design Guidelines and the City of Madera's Design and Development Guidelines for Commercial Development. A minimum of 5% of all parking areas shall be landscaped and trees shall be provided in areas at a minimum of 1 tree per 6 spaces.
41. Landscape shall be provided at each entry drive, walkways, and along the Bratton Properties Subdivision's internal circulation network street frontages.
42. Detailed landscaping and irrigation plans shall be submitted prior to the issuance of building permits. All landscaping plans shall be designed and stamped by a California Landscape Architect.
43. Property owner(s) shall maintain the appearance of all landscaping.
44. Trees shall be planted along the Bratton Properties Subdivision's internal street frontages at a minimum of 1 tree per 30 feet of frontage.

Parking

45. SPR 2022-05 shall provide a minimum of 39 parking spaces per MMC § 10-3.1202. Any change to the parking lot such as a change in ingress and egress, or a decrease in required parking spaces will require a SPR modification.
46. Project shall provide the required 10% of total number of Electric Vehicle (EV) capable parking spaces as well as the 25% EV Ready parking spaces required by the California Green Building Code standards.

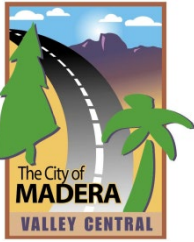
Trash Enclosure

47. Trash enclosure shall meet City standards. The trash enclosure shall be sized to accommodate three (3) bins for a waste bin, recycle bin, and an organics bin.
48. Trash enclosure shall be screened with landscaping and if necessary, fencing. If any fencing is to be proposed, the material shall be of wrought iron and shall not exceed 6 feet in height.

Lighting

49. The site shall provide bronze shoebox type light fixtures on 12-foot-high steel poles along the south and west sides of the site. Plans currently only display light fixtures on the north and east side.

END OF CONDITIONS



REPORT TO THE PLANNING COMMISSION

Prepared by:

Robert Smith, Senior Planner

Meeting of: December 12, 2023

Agenda Number: 2

SUBJECT:

Tentative Subdivision Map 2022-03 – Ventana I and Tentative Subdivision Map 2022-04 - Ventana II. (Continued from November 14, 2023).

RECOMMENDATION:

Conduct a public hearing and:

1. Adopt a Resolution of the Planning Commission of the City of Madera approving TSM 2022-03 and TSM 2022-04, as conditioned and determining the project was fully assessed in the Ventana Specific Plan Environmental Impact Report certified on March 7, 2007, and that pursuant to CEQA Guidelines Section 15162, subsequent environmental review is not required for TSMs 2022-03 and 2022-04.

PROPOSAL:

The applicant, Lak Brar / Brar Construction, is requesting the approval of two tentative subdivision maps (Tentative Subdivision Map 2022-03 (TSM 2022-03) (Ventana I) and Tentative Subdivision Map 2022-04 (TSM 2022-04)) (Ventana II) for the purpose of subdividing four parcels encompassing approximately 237.5 acres (Accessor's Parcel Numbers (APN's) 012-490-002, 012-490-004, 012-490-005, and 012-490-006). Both maps are being processed concurrently.

The irregular-shaped parcels, located on the southern edge of the City, west of Highway 99, are collectively bound by Pecan Avenue to the north, Road 28 ¼ to the east, Hazel Avenue to the south, and an existing subdivision and Parkwood Elementary School to the west herein refer to as the "project site" or "proposed project site" (refer to Attachments 1 and 2). The City limits form the project site's eastern and southern boundaries. With the exception of the northwest corner, the project site boundaries align with the Ventana Specific Plan Area boundaries (refer to Attachment 3) adopted in March 2007.

The project site, in compliance with the Specific Plan, is zoned PD 3000 (Planned Development, one unit per 3,000 square feet of site area), PD 4500 (Planned Development, one unit per 4,500 square feet of site area), PD 6000 (Planned Development, one unit per 6,000 square feet of site area), PF (Public Facilities), and CN (Neighborhood Commercial) (refer to Attachments 3 and 4). The site is planned for LD (Low Density Residential), MD (Medium Density Residential), P&SP (Other Public & Semi-Public Uses), and C (Commercial) uses within the City's Specific Plan and General Plan (refer to Attachment 5). The project site lies at the City limits with the proposed uses consistent with the land uses designated in the adjoining County Planning area (refer to Attachment 6).

This item was continued from October 10, 2023, and November 12, 2023, Planning Commission hearings. The continuance was requested by the applicant in order to have additional time to review the Project conditions of approval with Staff. The Planning Commission (Commission) continued its consideration on the proposal from October 10, 2023, to a specified future Commission hearing of November 12, 2023. The Commission continued its consideration on the proposal from November 12, 2023, to a specified future Commission hearing of December 12, 2023, at staff's request. With the exception of staff requesting a continuance on this item and the Commission approving a motion to continue the item to the November 12, 2023, and December 12, 2023, Commission hearing, this item was not presented to the Commission.

Tentative Subdivision Map 2022-03

TSM 2022-03 (Ventana I) proposes the creation of an 855-lot residential subdivision with lots ranging from a minimum of 3,000 square feet (ft) to more than 6,000 sf in size. In addition to the residential lots, the tentative subdivision map proposes to create 2 lots totaling 13.27 acres for future multi-family uses, 3 outlots totaling 20.11 acres to be used for parks, and one 8.63-acre outlot to be used as a storm drain basin as well as a 5.24-acre remainder (refer to Exhibit "B" of Attachment 8). All interior streets of the subdivision will be public streets. Street connections will provide vehicular and pedestrian access to East Pecan Avenue to the north, and to Road 28 ¼ to the east. Hazel Avenue and Bruno Avenue serving the existing residential subdivision to the west will be extended through the project. The map identifies the street right-of-way improvements to support the development of the subdivision map and connections to existing streets abutting the project site.

Tentative Subdivision Map 2022-04

TSM 2022-04 (Ventana II) proposes the creation of 19 lots ranging from 0.75 acres (Lot 5) to 22.7 acres (Lot 15) and a remainder. Similar to TSM 2022-03, the remainder is 5.24 acres. In addition to the 19 lots and remainder, the proposed subdivision map identifies the park and storm basin outlots as well as individual sections of the streets identified in TSM 2022-03 as Lots A through W. The purpose of this map is to allow sections of the Ventana Specific Plan Area to be sold to and developed by one or more home builders (refer to Exhibit "C" of Attachment 7).

As part of the adoption of the Ventana Specific Plan (refer to Attachment 8), an Environmental Impact Report (EIR) was previously prepared and certified for the Specific Plan on March 7, 2007 (Ventana Specific Plan EIR, SCH No. 2005091149) (refer to Attachment 9).

The Specific Plan and its EIR fully evaluated the project's impact on City streets surrounding the project site. A large number of conditions of approval address any deficiencies created by the proposal and require a number of 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. The inclusion of conditions #84 through #123 detail all the required street enhancements required for the project to be approved and developed to avoid unnecessary impacts on the City and the project site's streets.

SITE CHARACTERISTICS:

The project site consists of an active nut orchard with a rural single-family home and several agricultural buildings located at the southeastern corner of the site. As a site with a long history of agricultural disturbance, the site is devoid of most native and non-native species naturally occurring in this area. The built areas consist of structures, roads and parking areas. The plant diversity in this habitat is low and is composed primarily of non-native grasses and other ruderal plants.

The majority of the site is located within a 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 tends to pool in this floodplain.

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 2022-03, TSM 2022-04
<i>Applicant:</i>	Lak Brar / Brar Construction
<i>Property Owner:</i>	Lak Brar
<i>Location:</i>	Southwest corner of Pecan Avenue and State Route (SR) 99 (APNs 012-490-002, 004, 005, and 006); Bounded by Pecan Avenue to the north, Road 28 ¼ to the east, Hazel Avenue to the south, and an existing subdivision and Parkwood Elementary School to the west.
<i>Project Area:</i>	237.5-acres; Ventana Specific Plan Area.
<i>Planned Land Use:</i>	LD (Low Density Residential), MD (Medium Density Residential), P&SP (Other Public & Semi-Public Uses), and C (Commercial)
<i>Zoning District:</i>	PD 3000 (Planned Development, one unit per 3,000 square feet of site area), PD 4500 (Planned Development, one unit per 4,500 square feet of site area), PD 6000 (Planned Development, one unit per 6,000 square feet of site area), PF (Public Facilities), and CN (Neighborhood Commercial)
<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 and Other Public & Semi-Public land uses to the west, Village Reserve to the south and east, and Very Low Density Residential to the north.

SUMMARY:

The applicant is proposing two Tentative Subdivision Maps in order to subdivide and develop approximately 237.5 acres of land within the Ventana Specific Plan Area consistent with the framework and development standards of the Specific Plan. The lotting scheme, parkland space, storm drainage basin and circulation improvements depicted in both TSM 2022-03 and TSM 2022-04 are consistent with the conceptual lotting scheme and circulation improvements illustrated in the approved Ventana Specific Plan (refer to Attachment 6). The proposal retains the appropriate density for Neighborhood #8, however; differ slightly in the lotting scheme. The specific plan notes that Neighborhood #8 can accommodate 258 units in compliance with the approved land use density for this area. TSM 2022-03 denotes Neighborhood #8 as Multifamily Property #1 and #2.” The combined proposed total is 144 units in this neighborhood in addition to the retained 60 PD 3000 lots is still compliant with the Specific Plan.

PRIOR ACTION:

The Ventana Residential Subdivision project has undergone previous project review, including prior approval of the Ventana Specific Plan and Ventana Specific Plan Final EIR, which was certified by the City Council on March 7, 2007. On April 10 of 2007, the project was approved which included the annexation of land, a General Plan Amendment, a Specific Plan, Rezoning, Precise Plan, and two tentative subdivision maps. The two tentative maps and the precise plans were extended for several years, until they expired on April 10, 2016.

On June 12, 2018, TSM 2018-01 and 2018-02 were approved, once again initiating the intention to subdivide the Ventana Specific Plan Area. After a lack of development action on the two maps, the two TSMs expired. TSM 2022-03 and 2022-04 are generally consistent with the approvals for TSM 2018-01 and

2018-02. All other entitlements that have been previously approved for the Ventana project remain in effect.

SURROUNDING LAND USES:

The site is bordered to the north by Pecan Avenue with single family residences beyond, on land that is planned for Very Low-Density Residential use. The site is bordered by Road 28 ¼ to the east on land that is planned for Village Reserve that is currently being used for agriculture and an Ag-Right Enterprises facility. The site is bordered by Hazel Avenue to the south, with land beyond containing agriculture and Madera Irrigation District facilities on land that is planned for Village Reserve. The site is bordered to the west by a single-family residential subdivision and Parkwood Elementary School. Land to the west is planned for Low Density Residential and Other Public & Semi-Public uses (refer to Attachment 5). To the north of the project site, land is zoned RA (One unit per 12,000 square feet). Land to the east is zoned CRG (Commercial, Rural, General District - County) and AR-5 (Agricultural, Rural, (Five Acre) District - County), land to the south is zoned ARE-20 (Agricultural, Rural, Exclusive (20 acre) District - County) and ARE-40 (Agricultural, Rural, Exclusive (40 acre) District - County), and land to the west is zoned PD 4500 (Planned Development (One unit per each 4,500 square feet) currently developed as single family homes, and PF (Public Facilities)(refer to Attachment 6) currently developed as the Parkwood Elementary School.

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>	Single-Family Residences	Very Low Density	RA (City)
<i>East</i>	Ag-Right Enterprises, Agriculture	Village Reserve	CRG (County), AR-5 (County)
<i>South</i>	Madera Irrigation District, Agriculture	Village Reserve	ARE-20 (County), ARE-40 (County)
<i>West</i>	Single-Family Residential Subdivision, Parkwood Elementary School	Low Density Residential, Other Public & Semi-Public	PD 4500 (City), PF (City)
RA – One unit per each 12,000 square feet (City) CRG – Commercial, Rural, General District (County) AR-5 – Agricultural, Rural, (Five Acre) District (County) ARE-20 – Agricultural, Rural, Exclusive (20 acre) District (County) ARE-40 – Agricultural, Rural, Exclusive (40 acre) District (County) PD 4500 – Planned Development (One unit per each 4,500 square feet) (City) PF – Public Facilities (City)			

ANALYSIS:

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 2022-03 proposes the creation of 855 single family residential lots, plus the potential of 144 multi—family residential units on the 237.5-acre project site. Additionally, the project would provide 20.11 acres for parks, and an 8.63-acre storm drain basin.

The project is part of the previously approved Ventana Specific Plan, which established specific development guidelines for the project site. TSM 2022-03 and TSM 2022-04 are consistent with, and will conform to, the Ventana Specific Plan and Madera General Plan. The lot sizes, lot pattern, street design, etc., are proposed in conformance with the requirements detailed in the approved Ventana Specific Plan. The Ventana Specific Plan development standards are identified below in Table 3.

<i>Zone District</i>	<i>Standard</i>	<i>Requirements</i>
<i>PD 6000 & PD 4500</i>	<i>Minimum/maximum average lot size (sf)</i>	6,000/10,000 (PD 6000) 4,500/5,500 (PD 4500)
	<i>Average density range (units per net acre)</i>	3-7
	<i>Average population density</i>	16.5
	<i>Front setback</i>	15 ft
	<i>Rear setback</i>	10 ft
	<i>Interior side setbacks</i>	5 ft
	<i>Exterior side setbacks</i>	10 ft
	<i>Building height</i>	2 story or 35 ft
	<i>Floor Area Ratio (FAR)</i>	N/A
	<i>Garage (straight-in)</i>	20 ft
	<i>Garage (swing-in)</i>	10 ft
	<i>Garage (exterior side)</i>	15 ft
	<i>Porch</i>	10 ft
	<i>Fencing and walls (within setback) – front yard</i>	3 ft

Table 3: Zone District Development Standards – Ventana Specific Plan

<i>Zone District</i>	<i>Standard</i>	<i>Requirements</i>
	<i>Fencing and wall height (within setback) – corner side yard</i>	3 ft
	<i>Fencing and wall height (behind building edge)</i>	6 ft
	<i>Parking</i>	2 spaces, including one covered
PD 3000	<i>Minimum/maximum average lot size (sf)</i>	3,000/4,000
	<i>Average density range (units per net acre)</i>	8-15
	<i>Average population density</i>	29
	<i>Front setback</i>	10 ft
	<i>Rear setback</i>	10 ft
	<i>Interior side setbacks</i>	0 ft (interior, zero lot line) 4 ft (interior, conventionally plotted)
	<i>Exterior side setbacks</i>	10 ft
	<i>Building height</i>	2 story or 35 feet
	<i>Floor Area Ratio (FAR)</i>	N/A
	<i>Porch</i>	10 ft
	<i>Fencing and walls (within setback) – front yard</i>	3 ft
	<i>Fencing and walls (within setback) – corner side yard</i>	3 ft
	<i>Fencing and walls (behind building edge)</i>	6 ft
<i>Parking</i>	1 space for first 4 units and 1 space for each 4 units thereafter	
CN	<i>Building Height</i>	35 ft
<p>Notes: ¹All standards have been taken directly from the Ventana Specific Plan. ²Setbacks measured from public right-of-way. Where a sidewalk easement is used, garage setbacks are measured from the back of sidewalk instead of the property line. All garages must have roll-up doors. Minor architectural projections, such as fireplaces, porches and roof overhangs may project into a setback so long as it meets building code. ³The only standard provided for the CN zone district is building height. ⁴No standards are provided for the PF zone district. *Where standards are not identified the municipal residential zoning code will prevail subject to Planning Manager review.</p>		

The EIR certified for the Ventana Specific Plan analyzed the potential physical impacts resulting from the projected development within the Plan Area and determined that with mitigation, the project would not cause substantial environmental damage or substantially and avoidable injure to fish or wildlife or their habitat, and that the development of the Plan Area would not cause serious public health problem. The project Environmental Impact Report noted the low potential for occurrences of all protected species for occurrence due to the site being leveled and disked for vegetation management. As noted above, the project is consistent with the conceptual lotting plan and improvement plans found within the Specific Plan. As proposed, the design of the project will not conflict with the easements and access through the project site. The project provides connectivity to an adjacent subdivision to the east and would extend these points of connectivity through the site.

The project is part of the previously approved Ventana Specific Plan, which established specific development guidelines for the project site. TSM 2022-03 and TSM 2022-04 are consistent with, and will

conform to, the Ventana Specific Plan and Madera General Plan. The lot sizes, lot pattern, street design, etc., are proposed in conformance with the requirements detailed in the approved Ventana Specific Plan. The Ventana Specific Plan development standards are identified below in Table 3.

Because the number of residential lots proposed by TSM 2022-03 is larger than a typical subdivision map, TSM 2022-03 has been broken up into 19 lots or blocks. These blocks represent logical boundaries for development and are grouped by land use and/or drainage area whenever possible. Separating portions of the map will allow different owners to develop different portions of the subdivision.

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 and to further the health, safety and general welfare of the community. The Quimby Act has been in effect since the mid-1970s. Subsequent to the adoption of the Ventana Specific Plan, the City in March 2018 adopted an ordinance authorizing the City, pursuant to the Quimby Act, 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 parkland and to further the health, safety and general welfare of the community. The dedication and improvement of the parkland identified in the proposed TSMs would be eligible for credit toward the subdivision's obligation to provide open space or pay fees to obtain open space. The applicant proposes the provision of three parks totaling 20.11 acres that would serve as public park space to the subdivision. All 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 adopted Ventana Specific Plan.

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 2022-03 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. Although the previous precise plans expired along with the previously approved tentative subdivision maps for the Ventana Specific Plan Area, 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:

Public infrastructure and utilities required by the Madera 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 places for this part of the City. Payment of school

development impact fees is a condition of approval of the project under condition number 138. 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 Parkwood Elementary school directly to the north of the project boundary. A second elementary is to the east of the project site within 1 ½ mile. To the north, within two miles is Madera High School. 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 5 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 2.5 miles of the project site, with an approximate drive time of 6 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 Engineering Condition number 31. 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. This process would comply with the Specific Plan requirement to provide additional public services, such as Fire provision.

The project will be served by two retention basins located near the project site. Retention basin #169050 basin #163050. Storm drain infrastructure is proposed and will be secured by condition, including basement expansion to accommodate additional stormwater run-off. The Storm Drainage Master Plan identifies how new pipelines will serve these basins and how the basins will serve the surrounding project and future development. Conditions #76 to #83 deal with the requirements of storm drainage from project construction, through to project completion. These conditions and the project design are anticipated to be able to deal with the potential for stormwater management and control any risk of flooding on the project site or its surroundings.

STREET NAMES:

The processing for naming streets calls for the Planning Manager to assign street names on the face of the tentative map which are reviewed and approved as part of the overall project. With the exception to the existing perimeter streets, the proposed street names will be exclusive to the proposed subdivision. Upon approval, the Planning Manager will assign street names in anticipation of submittal of final subdivision maps.

ENVIRONMENTAL REVIEW:

This project has been previously assessed for compliance with the California Environmental Quality Act (CEQA). The City Council previously certified an EIR for the project on March 7, 2007. The current iteration of the project has been reviewed for conformity with the previously certified EIR and has been deemed to be consistent with this previous action under section. The subdivision map with minor amendments to facilitate the completion of an approved map is a procedural matter that does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change that has not been previously taken into consideration through the former Ventana Specific Plan project EIR. Pursuant to CEQA Guidelines Section 15162, subsequent environmental review is not required for TSM 2022-03 and 2022-04 based on the following:

- a. No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In this case, the application maintains density in line with that studied and is otherwise consistent with the development originally proposed for the subject site as contemplated by the EIR. As such, no further environmental review is necessary or required.
- b. No substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In this case, the application is consistent with the originally approved tentative map that was assessed by the EIR and there are no new substantial changes in the physical environment that were not anticipated in the EIR, including its analysis in light of development contemplated in the General Plan.
- c. There is no new information, which was not known and could not have been known at the time of the previous EIR that the project will have significant effect not discussed in the EIR. The project will not have any more significant effects than those already discussed and assessed in the EIR. As an EIR was previously adopted for the considerations set forth in CEQA Guidelines § 15162(a)(3)(C) and (D), related to the adequacy and feasibility of previously adopted mitigation measures, are not applicable.

Based upon these findings, it has been determined that no further environmental documents are required for this application for the amended proposal.

COMMISSION ACTION:

The Commission will be acting on TSM 2022-03 and TSM 2022-04. Staff recommends that the Commission:

1. Move to adopt a Resolution conditionally approving TSM 2022-03 and TSM 2022-04.

ALTERNATIVES:

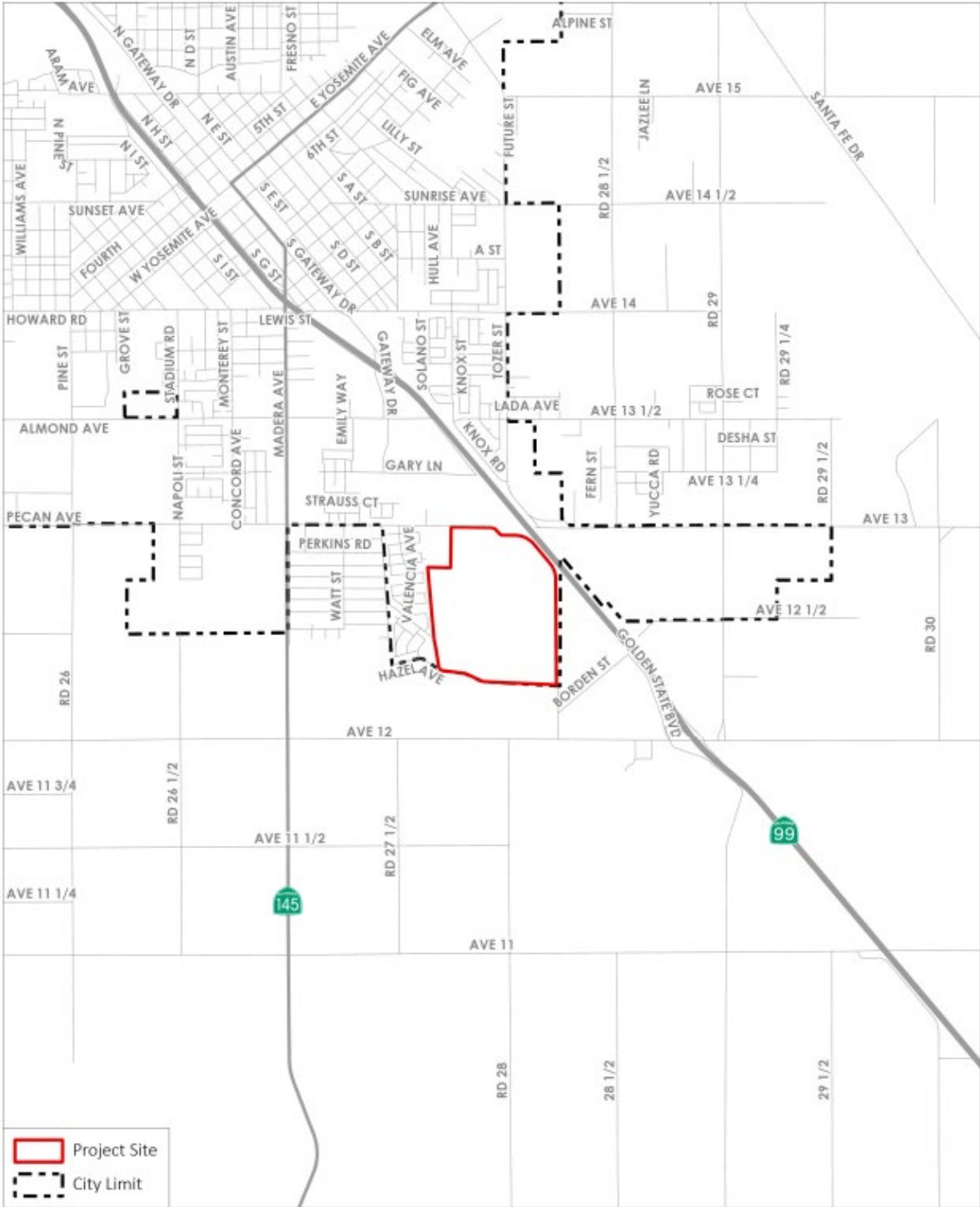
As an alternative, the Commission may elect to:

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. Aerial Photo
3. Ventana Specific Plan Land Use Map
4. City Zoning Map
5. City General Plan Land Use Map
6. County Zoning Map
7. Planning Commission Resolution
 - Exhibit "A" – Conditions of Approval
 - Exhibit "B" – TSM 2022-03 (Ventana I Subdivision Map)
 - Exhibit "C" – TSM 2022-04 (Ventana II Subdivision Map)
8. Ventana Specific Plan
9. Ventana Specific Plan EIR (Draft & Final)

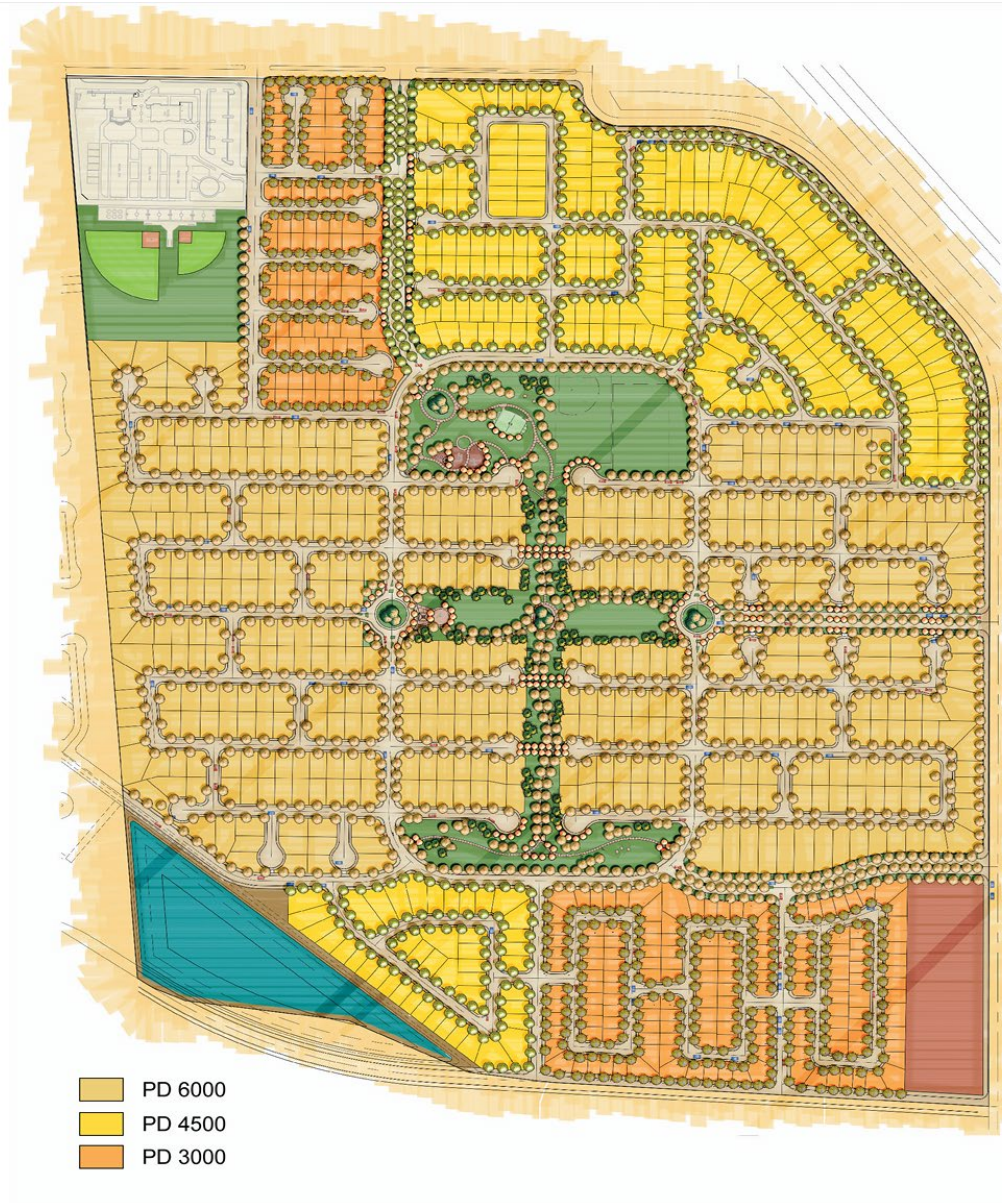
ATTACHMENT 1
Vicinity Map



ATTACHMENT 2
Aerial Photo



ATTACHMENT 3
Ventana Specific Plan Map



Lotting Illustrative Only

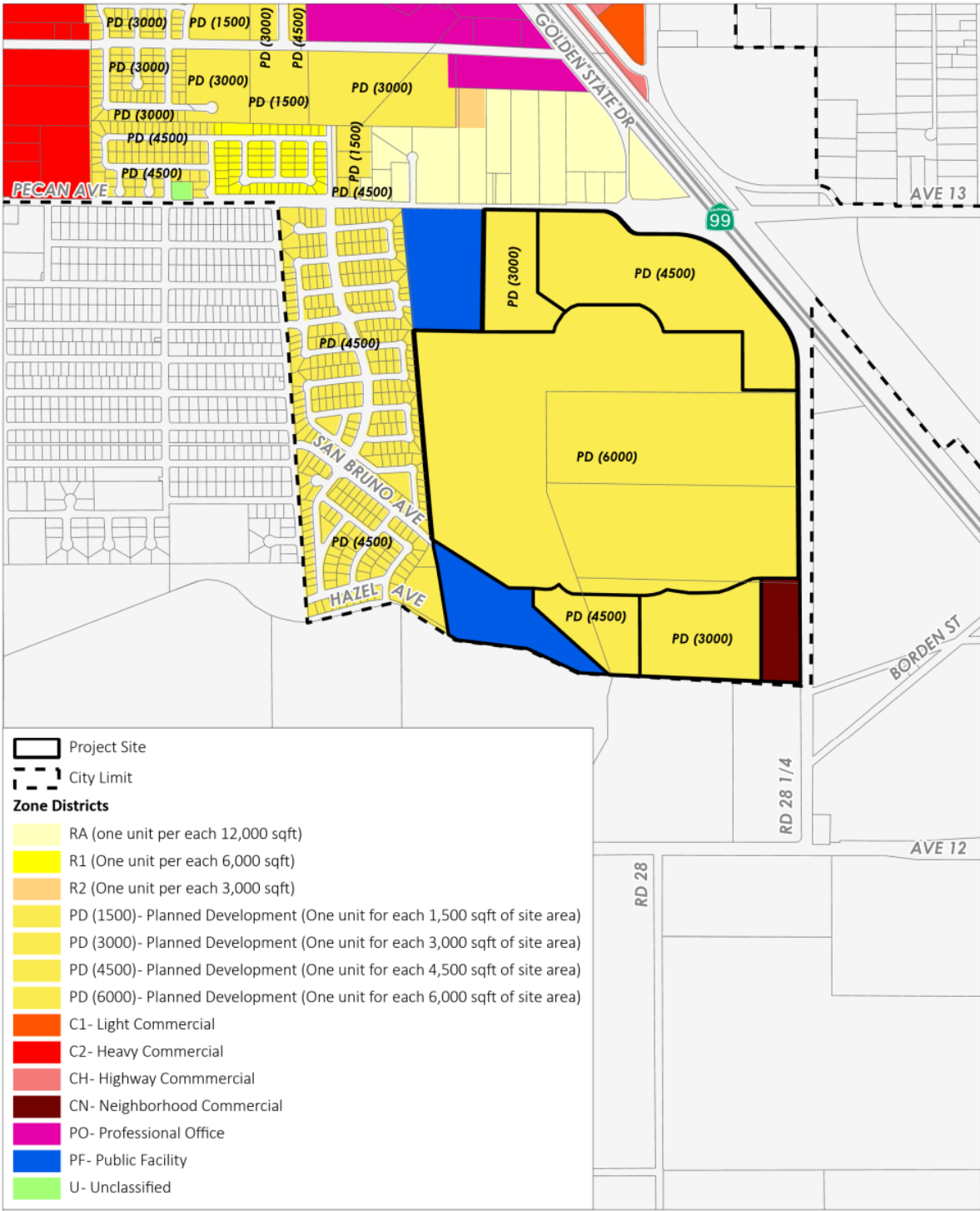
Source: O'Dell Engineering, 2006 / Quad Knopf, 2006



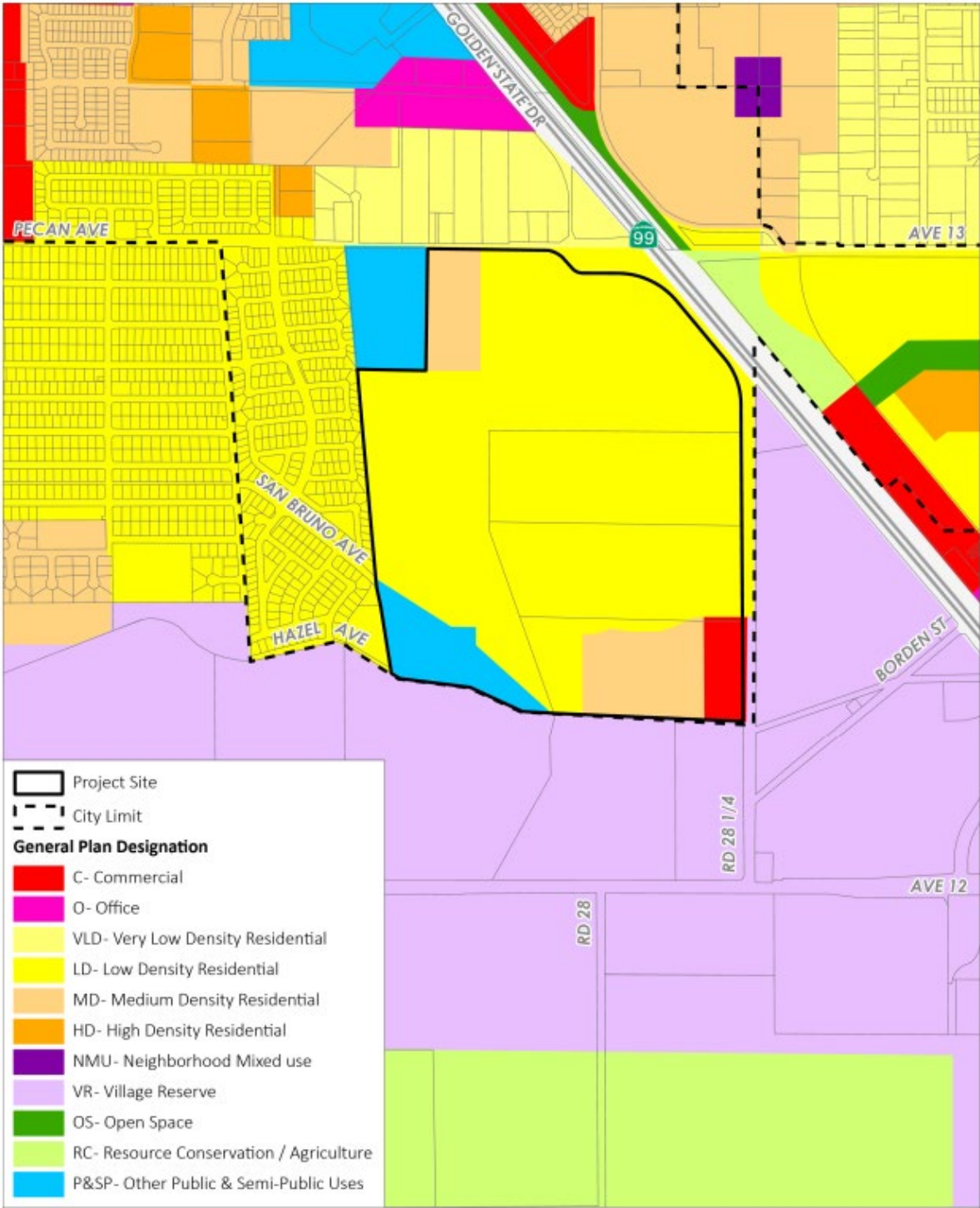
VENTANA SPECIFIC PLAN PROPOSED LAND PLAN

Figure 1-1

ATTACHMENT 4
City Zoning



ATTACHMENT 5
City General Plan



ATTACHMENT 6
County Zoning Map



- VCO
- TV-VLDR
- TV-ST
- TV-SP
- TV-S
- TV-OSB
- TV-OS
- TV-MUN
- TV-MUCC
- TV-MDR
- TV-LI
- TV-LDR
- TV-HSC
- TV-HDR
- TV-DB
- TPZ
- SUO (Overlay)
- RUS
- RUM
- RRS-5
- RRS-3
- RRS-2 1/2
- RRS-2
- RRS-10
- RRS
- RRM
- RMS
- QMD
- POS
- PDD
- OS
- NFV-VLDR
- NFV-RR
- NFV-OSUA
- NFV-OSP
- NFV-OSN



ATTACHMENT 7
Planning Commission Resolution

RESOLUTION NO. 1970

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
APPROVING TENTATIVE SUBDIVISION MAP 2022-03 (VENTANA I) AND
TENTATIVE SUBDIVISION MAP 2022-04 (VENTANA II)**

WHEREAS, Lak Brar (“Owner”) owns APN 012-149-002; 012-149-004; 012-149-005; and 012-149-006, in Madera, California (“site”); and

WHEREAS, a specific plan has been adopted for the site – Ventana Specific Plan; and

WHEREAS, the 237.5 acre site is an active nut orchard with a rural single-family home and several agricultural buildings located at the southeastern corner of the site; and

WHEREAS, the site is planned and zoned by the adopted Ventana Specific Plan consistent with the City of Madera General Plan and Zoning Ordinance; and

WHEREAS, the Owner is seeking approval of two tentative subdivision maps (Tentative Subdivision Map 2022-03 ((TSM 2022-03) (Ventana I) and Tentative Subdivision Map 2022-04 (TSM 2022-04) (Ventana II) covering the same area for the purpose of subdividing four parcels encompassing approximately 237.5 acres consistent with the adopted Ventana Specific Plan; and

WHEREAS, The overall makeup of TSM 2022-03 proposes the creation of 855 single family residential lots and 2 lots to allow up to 144 multifamily residential unit subdivision on 237.5 acres. In addition to the residential lots, TSM 2022-03 includes 3 outlots totaling 20.11 acres to be used for parks and one 8.63-acre outlot to be used as a storm drain basin as well as a 5.24-acre remainder; and

WHEREAS, all interior streets of TSM 2022-03 shall be public streets; and

WHEREAS, TSM 2022-04 proposes the creation of 19 lots ranging from 0.75 acres to 22.7 acres and a 5.24 acre remainder. In addition to the 19 lots and remainder, TSM 2022-04 identifies the park and storm basin outlots as well as individual sections of the interior streets of TSM 2022-03 as Lots A through W; and

WHEREAS, on March 7, 2007 the City Council of the City of Madera certified an Environmental Impact Report (EIR) prepared for the Ventana Specific Plan (*Ventana Specific Plan EIR*, SCH No. 2005091149); and

WHEREAS, based on a preliminary environmental assessment, TSM 2022-03 and 2022-04 were determined to be consistent with the adopted Ventana Specific Plan and the Ventana Specific Plan EIR certified for the Ventana Specific Plan, and no further analysis is required as specified in CEQA Guidelines 15162; and

WHEREAS, under the City’s Municipal Code, the Planning Commission is authorized to review and approve tentative subdivision maps on behalf of the City; and

WHEREAS, the City provided notice of the Planning Commission hearing as required by law for the hearing of October 10, 2023; and

WHEREAS, the Planning Commission received TSM 2022-03 and TSM 2022-04 at the duly noticed meeting on October 10, 2023 and continued the item to the specified November 14, 2023 Planning Commission meeting; and

WHEREAS, the Planning Commission received TSM 2022-03 and TSM 2022-04 at a duly noticed meeting on November 14, 2023 and continued the item to the specified December 12, 2023 Planning Commission meeting; and

WHEREAS, the Planning Commission received and reviewed TSM 2022-03 and TSM 2022-04 at a duly noticed meeting on December 12, 2023; 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, at the October 10, 2023, and December 12, 2023, public hearings, the public was provided an opportunity to comment, and evidence, both written and oral, was considered by the Planning Commission; and

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, based on its own independent judgment, after consideration of the whole of the administrative record, the project was assessed in the previously certified Environmental Impact Report No. SCH No. 2005091149 certified on March 7, 2007; and pursuant to CEQA Guidelines, Section 15162, that no major revisions to the EIR are required and no subsequent EIR, or negative declaration is required for approval of the project.
- 3.
4. Findings for TSM 2022-03: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support approval, as conditioned, Tentative Tract Map TSM 2022-03. With the conditions, the project is consistent with the requirements of the Municipal Code, including Section 10-2.402. 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 proposed subdivision is consistent with the General Plan and specific plans.*

The Tentative Subdivision Map remains consistent and compatible with the City's General Plan land use designations and is consistent and compatible with the City's Ventana Specific Plan for the subject site and surroundings. The procedural requirements of the Subdivision Map Act have been met, and all parcels comply with the Specific Plan, including all applicable Specific Plan, 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 in the context of the surrounding property existing conditions and uses are consistent with the General Plan and Specific Plan. The project, with the approval of the minor amendment from that previously approved, will remain consistent with the General Plan, Specific Plan, City's Zoning Ordinance 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.

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

The certified EIR is sufficient and pursuant to State CEQA Guidelines Section 15162, which identifies the requirements for which subsequent analysis is required, no further environmental review is required.

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.

5. Findings for TSM 2022-04: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support approval, as conditioned. With the conditions, the project is consistent with the requirements of the Municipal Code, including Section 10-2.402. 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 proposed subdivision is consistent with the General Plan and specific plans.

The Tentative Subdivision Map remains consistent and compatible with the City's General Plan land use designations and is consistent and compatible with the City's Ventana Specific Plan for the subject site and surroundings. The procedural requirements of the Subdivision Map Act have been met, and all parcels comply with the Specific Plan, including all applicable Specific Plan, 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 in the context of the surrounding property existing conditions and uses are consistent with the General Plan and Specific Plan. The project, with the approval of the minor amendment from that previously

approved, will remain consistent with the General Plan, Specific Plan, City's Zoning Ordinance 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.

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

The certified EIR is sufficient and pursuant to State CEQA Guidelines Section 15162, which identifies the requirements for which subsequent analysis is required, no further environmental review is required.

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.

6. Approval of TSM 2022-03 and TSM 2022-04: Given that all findings can be made, the Planning Commission hereby approves TSM 2022-03 and TSM 2022-04 as conditioned as set forth in the Conditions of Approval attached as Exhibit "A."

7. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 12th day of December 2023,
by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Gary Conte, AICP
Planning Manager

"EXHIBIT A" Conditions of Approval
"EXHIBIT B" TSM 2022-03 (Ventana I Subdivision Map)
"EXHIBIT C" TSM 2023-04 (Ventana II Subdivision Map)

EXHIBIT "A"
TSM 2022-03 (VENTANA I) & TSM 2022-04 (VENTANA II)
CONDITIONS OF APPROVAL
DECEMBER 12, 2023

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 2022-03 and 2022-04 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 Final Environmental Impact Report certified for the Ventana Specific Plan.
3. TSM 2022-03 and 2022-04 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 TSM 2022-03 or TSM 2022-04 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 to TSM 2022-03 and / or TSM 2022-04.
9. TSM 2022-03 and TSM 2022-04 shall comply with all mitigation measures outlined in the in the Mitigation and Monitoring and Reporting Program, dated January 2007 and included as Section Five of the Ventana Specific Plan Final Environmental Impact Report.
10. TSM 2022-03 and TSM 2022-04 shall be subject to all requirements, policies, and conditions of the Ventana Specific Plan.
11. All landscape plans for improvements within public rights-of-way shall be signed and stamped by a licensed landscape architect.
12. 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.

13. Vandalism and graffiti shall be corrected in accordance with the provisions of the Madera Municipal Code.
14. 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.
15. The property owner, operator, and/or manager shall keep the property clear of all trash, rubbish, and debris at all times.

Street Names

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

Access Restrictions

17. Direct residential access to East Pecan Avenue, Road 28 ¼ and Hazel Avenue shall be prohibited and shall be noted on the final map.
18. There shall be no access to lots from the street side of corner lots or street rear of double frontage lots.

Fences and Walls

19. A six (6) foot high decorative split face masonry block wall with capstone and stone columns with capstone shall be developed within the subdivision as follows:
 - a. Along the rear property lines of lots abutting East Pecan Avenue, Road 28 ¼, and Hazel Avenue.
 - b. Along the street side yard of corner lots which is extending from the rear property line subject to a masonry block wall to the front yard setback line.
 - c. 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.

All walls proposed on property located in the side yard shall be six (6) feet tall along the side property line. In addition, when the wall is located with the front yard setback, the height of the wall shall be decreased to 2.5 feet. The height of any block wall shall be measured from the base of the wall visible to the public. No masonry block wall shall exceed a height of six (6) feet.

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 aside for waste containers and driveway shall be a minimum of 36 inches and not obstructed by utilities or mechanical equipment or hardware.

Precise Plan

24. Prior to the commencement of any grading, construction improvements or development activity in any "PD" Zone District, the applicant shall have an approved Precise Plan. The precise plan shall be processed under the provisions for use permits as set forth in Section 10-3.13 of the Madera Municipal Code.

Building Department

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

Fire Department

26. All subdivision development shall be provided with a minimum of two points of access for emergency vehicles, prior to issuance of occupancy.
27. 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.
28. All homes shall be equipped with residential fire sprinklers.
29. The fire hydrant system shall comply with appendices B&C of the California Fire Code and the City of Madera Standards.

Engineering Department

General

30. Deferrals are not permitted for any condition included herein, unless otherwise stated.
31. 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.
32. A final subdivision map shall be required per Section 10-2.502 of the municipal code. TSM 2022-04 shall not be a phased map and must be recorded in advance of TSM 2022-03, or any phase of TSM 2022-03. If TSM 2022-03 is phased, the phasing pattern is subject to approval by the City Engineer to ensure that the applicable conditions of approval are satisfied. At a minimum, full street (both sides) and utility improvements shall be constructed on all boundaries to a phase in addition to all other improvements detailed within these conditions that are required to be constructed as part of any first phase of construction.
33. 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.
34. 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, or the project engineer shall make a recommendation for the designated location.

35. All construction vehicles shall access construction sites 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.
36. Nuisance onsite lighting shall be redirected as requested by City Engineer within 48 hours of notification.
37. Development impact fees shall be paid at the time of building permit issuance.
38. 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.
39. 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, easement acceptance, and improvement inspection fees.
40. Improvements within the City right-of-way require an Encroachment Permit from the Engineering Division.
41. The improvement plans for the project, or any phases thereof, shall include the most recent version of the City's General Notes at the time the project or phase is expected to commence construction.
42. Park land, as shown in TSM 2022-03 and TSM 2022-04, and as may be identified elsewhere in these conditions, shall be dedicated to the City in advance of, or in conjunction with, recordation of the first final subdivision map.
43. Madera Irrigation District (MID) canal/pipeline on Hazel Avenue shall be placed underground or vacated as directed by MID. Comments from MID shall accompany first engineering plan submittals.
44. The developer shall comply with the Federal Emergency Management Agency (FEMA) requirements, as may be applicable. Proposed improvements shall account for the areas of the TSM which lie within the boundaries of FEMA Special Flood Hazard Area, Zone AO, as may be applicable.
45. The development is subject to the development standards of the Ventana Specific Plan, including any documents associated with it, as may be applicable. Improvements shall be constructed as detailed and within the time frame identified.
46. Development shall occur in a stepwise manner, moving outward from existing infrastructure. Geographically remote development (leapfrog development) of the TSM shall construct all master-planned infrastructure necessary (permanent full street width, water, sewer, storm drain, etc.) to provide adequate services from the nearest logical connection point.

Water

47. The water system shall be designed for the Ventana subdivision as a whole and for each proposed phase to meet the required fire flow for this type of development. The water system shall be

approved by the Fire Department and shall be operational prior to any framing construction on-site. Fire flows shall be determined by Uniform Fire Code appendix III-A. Copies of the water system analysis shall be reviewed and approved by the City Engineering Division and Fire Marshall. The construction of an additional water well, or wells, may be necessary to ensure redundancy and adequate fire flow in accordance with the Specific Plan.

48. Prior to commencement of any phase of development, developer shall construct and/or verify the completion of a 12-inch water main along Pecan Avenue from its current termination point at Parkwood Elementary School to the eastern property line of the proposed project site. The water main shall be constructed to current City standards.
49. Prior to commencement of any phase of development adjacent to Road 28 1/4, developer shall construct a 12-inch water main along Road 28 ¼ from Pecan Avenue to the southerly limits of the phase. The water main shall be looped through the phase to provide a redundant water source to that phase. Water line construction shall proceed in this manner with each new phase until such time as the improvements extend to and connect into Hazel Avenue. The water main shall be constructed to current City standards.
50. Developer shall construct a 12-inch water main along the entirety of Hazel Avenue from Road 28 ¼ and connect to existing water main from adjacent subdivision to the west at such time as the first phase is constructed adjacent to Hazel Avenue or at such time as a secondary connection is required to maintain domestic and fire flow demands. The water main shall be looped through the phase to provide a redundant water source to that phase. The water main shall be constructed to current City standards.
51. The oversize component (difference in cost between 12-inch and 8-inch pipe) of the construction of these lines is considered reimbursable, subject to availability of funds, under the City's Development Impact Fee Program.
52. Half of the 8-inch component is reimbursable from adjacent properties to the Ventana Specific Plan as they develop and connect.
53. Unless the City Engineer or fire flow analysis specifies larger lines, water lines, a minimum of 8 inches in diameter shall be installed in all streets. The 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 paid by the Developer. If additional testing is requested by the City, testing costs shall be paid by the developer or the cost shall be reimbursed to the City prior to approval of any units for final occupancy.
54. Pecan Avenue and Road 28 ¼ intersection requires installation of 12-inch cross with four (4) 12-inch valves and two stub outs, north past north right-of-way line and east approximately 40 feet. Crosses or tees will be installed at other locations as may be necessary for future expansion of the water system as identified by the City Engineer.

55. Each phase of development requires in-line valve installation and blow-off assembly to be installed at terminus point of water line for future continuation of each water main.
56. Each phase of development shall have a looped water system; two points of connection to existing mains outside of phase being developed.
57. Prior to commencement of any phase of development, developer shall commence construction of a new water well and all associated improvements, both on and off-site on a lot measuring a minimum of 150 feet by 150 feet, within the project site or within the vicinity of the project site but as far geographically as possible from Well #33 and shall be fully operational before approval of the first occupancy permit. The well site shall either be dedicated as part of the first final map or by separate instrument dependent on final location of the well site. The cost of the municipal well is considered reimbursable through the City's Development Impact Fee Program, subject to availability of funds.
58. A second water well may or may not be required dependent of the production rate of the first water well. That determination will be made by the City Engineer as a result of factors that include production capacity of the new well and the existing City water system capacity at the time of such review. The cost of the municipal well is considered reimbursable through the City's Development Impact Fee Program, subject to availability of funds.
59. 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.
60. As part of typical subdivision requirements, 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 street light locations.
61. One water quality sampling station, or additional as may be determined necessary by the Public Works Department, shall be shown on the improvement plans for each subdivision and installed within each corresponding subdivision and approved by the water quality division of the Public Works Department.
62. 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.
63. 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 Automatic Meter Reading (AMR) water meters installed within City right-of-way. Backflow prevention devices shall be required for any water service not serving a residence and installed within private property.

64. 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 installed within private property.
65. 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.
66. Developer shall reimburse its fair share cost to the city for previously constructed water main along the Parkwood entry street project frontage.
67. Water meters shall be installed, and accounts activated through the City's Utility Billing Department prior to construction activities commencing on individual dwelling units.

Sewer

68. The existing sewer system that serves this section of the City is approaching capacity due to constricted sections of the sewer system on Pecan Avenue. Only an approximate one-third (1/3) of the subdivision or approximately 329 units within the northern portion of Tentative Subdivision Map 2022-03 or 2022-04 will be permitted to discharge sewer effluent into the Pecan main contingent upon design and construction by the developer of the following master plan improvements prior to first occupancy of any phase:
 - a. A parallel 18-inch sewer main in Pecan Avenue from Watt Street to the point of connection approximately 65 feet west of the Conrad Street centerline
 - b. A parallel 18-inch sewer main in Pecan Avenue from the east side of the Madera Avenue intersection to approximately Seneca Drive

Occupancy will be withheld if construction is not in progress with anticipated completion occurring within one month of occupancy.

The construction of these lines is considered 100% reimbursable, subject to availability of funds, under the City's Development Impact Fee Program.

69. The remainder two-third (2/3) of the subdivision within the southern portion of TSM 2022-03 or 2022-04 shall discharge sewer into the future master planned sewer main improvements on Hazel Avenue, Road 12 ½ and Road 25. The Developer shall design and construct the following improvements:
 - a. 42-inch sewer main on Hazel Avenue/Burges Road from Road 28 ¼ to SR 145
 - b. 42-inch sewer main on SR 145 from Burges Road to Avenue 12 ½
 - c. 42-inch sewer main on Avenue 12 ½ from SR 145 to Road 25 (Granada Drive)

- d. 42-inch sewer main on Road 25 (Granada Drive) from Avenue 12 ½ to Pecan Avenue across the railroad tracks

The oversize component (difference in cost between 42-inch and 8-inch pipe) of the construction of these mains is considered reimbursable, subject to availability of funds, under the City's Development Impact Fee Program.

Half of the 8-inch component is reimbursable from adjacent properties as they develop and connect.

The Developer shall secure all required easements, acquisitions of right-of-way, fees and all other components required for the installation of a fully functional sewer main capable of servicing this project and all other developable areas identified in the Sanitary Sewer Master Plan.

The sewer mains shall be installed at the depth and slope necessary to serve the areas delineated within the Sewer System Master Plan. Calculations shall be provided supporting the final design. Said analysis shall make use of the Sanitary Sewer Master Plan and various inputs (number of units, pipe slopes, etc.) utilized in sizing the pipeline. Said analysis shall also illustrate that future extensions of the sewer trunk main to the east side of the City will not be negatively affected by the selection of pipe depths or slopes required to be constructed by this project.

There are a number of development proposals at any given time. As such, the developer may wish to partner with other developments to share in costs.

70. All sewer mains shall be constructed per City standards and specifications current as of the time they are designed and constructed.
71. Sewer lines installed to serve this subdivision shall be sized accordingly and shall be a minimum of 8 inches in diameter or as required per the pipe size calculations. Sewer main connections to any existing city main that are 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. USB flash drives shall be submitted to the City Engineer and be approved prior to paving with all costs to be borne by the sub-divider.
72. Sewer services shall be located at the approximate centerline of each lot or as required for construction of commercial or industrial buildings with a clean-out installed per City Standards and identified on the curb face. Termination of service shall be 10 feet past the 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.
73. Calculations for sanitary sewer pipe size design of all proposed sewer mains as a whole and for each proposed phase being developed, shall be submitted with first improvement plan submittal. Copies of the sewer system calculations shall be reviewed and approved by the City Engineering Division.

74. The developer shall reimburse City for half the cost of the 8-inch component of previously installed sewer mains on Pecan Avenue adjacent to the phase under consideration. Payment shall be made prior to recordation of each phase .
75. Existing septic tanks, if found, shall be removed, permitted, and inspected by City of Madera Building Department.

Storm Drain

76. Storm runoff from this development is planned to go to the Hazel basin located to the southwest of the proposed project site. Prior to commencement of any phase of development, the developer shall expand the limits of the existing basin to accommodate the entirety of the TSMs and other tributary areas outside the subdivision mapping as determined through the detailed drainage study cited in a subsequent condition below and/or may be identified in the Storm Drainage Master Plan. Said expansion shall include dedication of the property and construction of the fence line. Basin excavation should occur in no more than two phases. Construction of basin improvements (pipe, outfalls, etc.) may occur in phases associated with the requirements of each phase.

If development of the basin is proposed in a manner that does not include fencing of the entire ultimate basin and therefore initial dedication of land is less than that which is required for ultimate basin construction, the developer shall:

1. Enter into a deferral agreement recorded across all parcels within the TSM reliant upon the basin that includes an irrevocable offer of dedication (IOD) for the remainder of the basin. Said deferral agreement shall specify how costs of future development of basin that are not reimbursable (relocation of new fences and mow strips, multiple contractor mobilization expenditures, etc.) through the City's Development Impact Fee Program are to be dealt with by developers of future phases. The developer shall pay a fee of \$379 or the current fee in place prior to preparation of the deferral agreement.

The last parcel within the TSM to be developed shall be shown to be responsible for full completion of the ultimate basin regardless of the possibility that parcels outside the TSM are found to be reliant upon the basin.

In addition to an IOD for the basin, the alignment for future pipe identified in the drainage study shall either be dedicated at no cost or separate IOD(s) shall be offered for said alignment(s) with no conditions placed upon future developers utilizing said storm pipe alignments at the time they are needed for development of their project.

2. The ultimate basin illustrating boundaries for initial and future dedication shall be designed in accordance with City standards prior to commencement of any phase.

If development of the basin is proposed in a manner that does not include fencing of the entire ultimate basin and therefore initial dedication of land is less than that which is required for ultimate basin construction, the developer shall:

Enter into a deferral agreement recorded across all parcels within the TSM reliant upon the basin that includes an irrevocable offer of dedication (IOD) for the remainder of the basin. Said deferral agreement shall specify how costs of future development of basin that are not reimbursable (relocation of new fences and mow strips, multiple contractor mobilization expenditures, etc.) through the City's Development Impact Fee Program are to be dealt with by developers of future phases. The developer shall pay a fee of \$379 or the current fee in place prior to preparation of the deferral agreement.

The last parcel within the TSM to be developed shall be shown to be responsible for full completion of the ultimate basin regardless of the possibility that parcels outside the TSM are found to be reliant upon the basin.

In addition to an IOD for the basin, the alignment for future pipe identified in the drainage study shall either be dedicated at no cost or separate IOD(s) shall be offered for said alignment(s) with no conditions placed upon future developers utilizing said storm pipe alignments at the time they are needed for development of their project.

The ultimate basin illustrating boundaries for initial and future dedication shall be designed in accordance with City standards prior to commencement of any phase.

77. A detailed drainage study shall be provided that depicts recommended storm drainage conveyance and storage improvements within the boundaries of the TSM. The drainage study shall, through detailed engineering calculations and/or modeling consistent with the City's Storm Drainage Master Plan and City standards, support the design of said facilities to be constructed by the developer.
78. The developer shall construct full storm drain improvements as depicted in the drainage study between the phase under construction and the basin.
79. Property for expansion of the existing basin shall be dedicated as part of the first phase of any development. The basin shall be complete prior to the first anticipated rainfall event in which storm runoff will occur. The Project Storm Water Pollution Prevention Plan (SWPPP) may serve to further dictate basin needs and timing.
80. Temporary basins will not be allowed.
81. Rear yards along basin fencing shall require cyclone fence and wood fence to be installed.
82. The 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 enter into a covenant with the City that allows for 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.

83. Prior to the approval of the civil improvement plans, 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. A plan and a copy of the permit and report shall be submitted to the Engineering division prior to issuance of any encroachment permits of plan approvals.

Streets

84. The developer shall construct street improvements in accordance with the locations and cross-sections specified in the Specific Plan to the extent necessary to provide access to each phase, including but not limited to permanent paving, sidewalk, curb and gutter, park strip, streetlights, fire hydrants and all other components necessary to complete construction in accordance with City standards in effect at time of construction, prior to acceptance of improvements by the City.
85. All streets identified in the Specific Plan shall be constructed to the cross section delineated therein. Where not specifically identified, those streets shall be constructed in accordance with arterial and collector standards in effect at the time of construction.
86. Prior to commencement of any phase of development within either of the TSMs, Pecan Avenue shall be developed to a 100-foot street with a 14-foot sidewalk pattern and a 16-foot landscape median across the frontage of the subdivision. The south half shall include but not be limited to fire hydrants, streetlights, curb and gutter, sidewalk. The north side shall include one permanently paved 12-foot lane and 8-foot shoulder. Asphalt curbing may be considered permissible if existing right-of-way precludes the ability to install an 8-foot shoulder. Adequate pedestrian accessibility, similar to existing or better, shall be maintained on the north side of Pecan Avenue. Adequate transition with the existing improvements relative to grade and alignment shall be provided. All improvements shall be constructed per current City standards. The center three lanes, which include the median island, are eligible for reimbursement through the City's Impact Fee program, subject to funds being available.
87. All existing driveways located along the north side of Pecan Avenue fronting the subdivision shall be paved with asphalt or concrete apron a minimum of 6 feet from the edge of the paved shoulder subject to maximum reasonable approach slopes to match existing driveways. All improvements should fully account for existing drainage and new drainage needs as part of the design.
88. Temporary pavement shall be constructed to provide for two-way traffic during all phases of construction along Pecan Avenue.
89. Prior to commencement of any phase of development immediately adjacent to Road 28 ¼, Road 28 ¼ shall be developed to a 100-foot street, in accordance with the Specific Plan, adjacent to the project or phase to be constructed. In all cases, Road 28 ¼ shall be fully constructed between the phase under consideration and Pecan Avenue. West half shall include but not be limited to curb

and gutter, sidewalk, park strip, streetlights, fire hydrants, a 26-foot paved asphalt section and 16-foot landscaped median island. East side shall include but not be limited to one permanently paved 12-foot travel lane, a paved 8-foot shoulder and drainage swale; or one 12-foot travel lane and a combination of shoulder/AC dike and drain inlets as may be necessary to accommodate existing and completed project storm runoff. All improvements shall be constructed per current City standards. The center three lanes (40-foot total), including the median island, are eligible for reimbursement through the City's Development Impact Fee Program, subject to the availability of funds. Adequate transition with the existing improvements relative to grade and alignment shall be provided with each successive extension of Road 28 ¼.

90. Prior to commencement of any phase of development adjacent to Hazel Avenue or using Hazel Avenue as a circulation route, Hazel Avenue shall be developed to an 80-foot street with a 10-foot sidewalk pattern. North half shall include but not be limited to curb and gutter, sidewalk, streetlights, fire hydrants. The South side shall include but not be limited to a full 16-foot lane and edge swale graded for drainage storage as required. All improvements shall be constructed per current City standards. The center three lanes are eligible for reimbursement through the City's Impact Fee Program, subject to funds being available. Adequate transition with the existing improvements relative to grade and alignment shall be provided with each successive extension of Hazel Avenue.
91. Park strip and median island on Pecan Avenue and park strips on Road 28 ¼ and Hazel Avenue shall be landscaped and provided with an automatic irrigation system. A minimum of one city approved street tree for every 50 feet shall be provided, along with root guards. No trees shall be planted within 30 feet of any streetlight, or 5 feet from any fire hydrant. Each street tree shall be planted with a city approved root barrier. Detailed landscaping, irrigation, and maintenance plans shall be submitted with the first public improvement plans.
92. Direct residential access to Pecan Avenue, Hazel Avenue and Road 28 ¼ other than those access point approved on the TSMs shall be prohibited and shall be noted on the final map.
93. Deceleration and acceleration lanes shall be constructed at the main entrance to the subdivision along Pecan Avenue in accordance with the traffic study. An east bound right turn lane shall be constructed at Road 28 ¼.
94. A traffic signal shall be constructed at the intersection of Pecan Avenue and Golden State Boulevard prior to the anticipated time at which traffic signal warrants will be met. Regardless of whether warrants are met prior to the first phase, the developer shall provide the complete signal design and construct all underground improvements and pole foundations with the construction of Pecan Avenue improvements. The intersection shall be widened along all 4 approaches to include left turn lanes in all four directions. This traffic signal shall be interconnected with the traffic signal to be constructed at the main entrance into the subdivision. This improvement is considered reimbursable, subject to availability of funds, under the City's Development Impact Fee Program.
95. A traffic signal shall be constructed at the intersection of Pecan and the main entrance into the subdivision prior to the anticipated time at which traffic signal warrants will be met. Regardless of whether warrants are met prior to the first phase, the developer shall provide the complete signal design and construct all underground improvements and pole foundations with the construction of Pecan Avenue improvements. Should the traffic signal not be warranted prior to

the last phase, the developer shall provide a cash payment for the remaining traffic signal improvements with adequate contingency to accommodate 5 years of cost escalations as this location is not eligible for impact fee reimbursements.

96. A traffic signal shall be constructed at the intersection of Avenue 12 and Road 28 ¼ prior to the anticipated time at which traffic signal warrants will be met. The intersection shall be widened to include auxiliary left turn lanes in accordance with the traffic study. This traffic signal shall be interconnected with the traffic signals at Avenue 12 and SR 99. The extent of the traffic signal improvements shall be determined by the County of Madera.
97. In satisfaction of the prior three conditions, the developer shall prepare traffic signal warrants prior to submittal of off-site improvement drawings for the first phase and all subsequent phases that support the determination as to whether a traffic signal design shall be completed with the intent of constructing as part of the off-site drawings for said phase. Warrants shall incorporate recently collected turning movement counts by the developer at the subject location along with projections of the additional traffic from the subdivision phase under consideration,
98. An access plan shall be developed for commercial site lot at such time as development occurs. The access plan shall be approved by the City Engineer. Driveway spacing shall be situated such that a minimum of 400 feet of spacing is provided.
99. The developer shall implement mitigation measures and contribute its fair share to the cost of the improvements as outlined in the traffic study for Ventana subdivision prepared by KD Anderson Transportation Engineers unless already completed as part of another development or public agency project. For those projects that have been completed, the requirement to participate on a fair share basis shall not be waived except under the direct approval of the agency or entity that constructed said improvements. As the traffic study did not prepare fair share calculations, the Developer shall prepare said calculations. Fair share payments shall be made on a per peak hour trip basis. Fair share payments shall be made prior to approval of any final map.
100. Developer shall dedicate sufficient right-of-way along the entirety of the parcel's frontage on Pecan Avenue to provide an ultimate right-of-way width of 100 feet to accommodate an arterial standard roadway.
101. Developer shall dedicate sufficient right-of-way along the entirety of the parcel's frontage on Road 28 ¼ to provide an ultimate right-of-way width of 100 feet to accommodate an arterial standard roadway.
102. Developer shall dedicate sufficient right-of-way along the entirety of the parcel's frontage on Hazel Avenue to provide an ultimate right-of-way width of 80 feet to accommodate a collector standard roadway.
103. Interior streets shall be constructed in accordance with the Ventana Specific Plan prepared by Quad Knopf which includes:
 - a. 100-foot residential project entryway
 - b. 65-foot loop road
 - c. 60-foot minor streets

d. 50-foot residential streets

Interior streets shall be constructed to include curb, gutter, sidewalk, curb ramps, streetlights, fire hydrants, and all other components necessary to complete said construction per City Standards.

104. 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.
105. Developer shall be a proponent of annexing into existing Landscape Maintenance District Zone 31A or 31B to include the median island and landscape improvements. If the expansion of the existing Landscape Maintenance District Zone 31A or 31B is not attainable, the developer shall at their sole expense form a Lighting and Landscape Maintenance District zone for the street median landscaping and landscaping adjacent to subdivision along park strip. The sub-divider shall sign and submit a landscape district formation and inclusion form, an engineer's report and map prior to recording any final map.
106. 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 Lighting and Landscape Maintenance District zone" LLMD" zone of benefit 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 LLMD, 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.
107. "No Parking" signs shall be installed along Pecan Avenue, Road 28 ¼ and Hazel Avenue frontages per City standards.
108. Traffic calming features, as approved by the City Engineer, shall be implemented throughout the interior subdivision streets. The maximum distance between calming devices shall be 300 feet. Speed bumps or humps are not permitted.
109. Access ramps shall be installed at all curb returns per current City Standards.
110. Driveway approaches shall be constructed per current City standards.
111. The developer shall be required to install streetlights along Pecan Avenue, Road 28 ¼ and Hazel Avenue frontage 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.
112. 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.

113. If development occurs 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.

114. 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;
 1. Drainage ditches, culverts, and other structures (drainage calculations to be submitted with the improvement plans);
 2. Streetlights;
 3. Traffic signals;
 4. 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.

115. Submittals shall include (submit a PDF and 8 hard copies for each item):
 - 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.

- 116. 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.
- 117. The applicant shall coordinate with the pertinent utility companies as required regarding establishment of appropriate easements and undergrounding of service lines. Developer shall dedicate a 10-foot Public Utility Easement (PUE) along Pecan Avenue, Road 28 ¼, and Hazel Avenue adjacent to entire project site as well as all internal publicly dedicated streets.
- 118. All existing and proposed public utilities shall be underground except transformers, which may be mounted on pads, and 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.
- 119. 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.
- 120. 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 any 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.
- 121. The sub-divider shall enter an Improvement Agreement in accordance with the municipal code prior to recording any final map. The Improvement Agreement shall include a 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.
- 122. Sub-divider may commence off site construction prior to approval of any final map in accordance with Section 7-2.02 MMC, provided that an encroachment permit has been issued and improvement plans have been submitted and approved. As a component of the encroachment permit, the applicant shall submit a 100% performance bond, additional bond (50% labor & material), Storm Water Pollution Prevention Plan (SWPPP), and insurance certificate 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.

123. For each phase, 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

124. 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 the time that all other fees are due per the Improvement Agreement.
125. 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.
126. 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.
127. 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

128. 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.
129. Lot fill in excess of twelve (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 twelve (12") inches or more will require construction of a retaining wall.
130. 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.
131. Prior to the approval of off-site improvement plans and any construction on the subdivision, a Storm Water Pollution Prevention Plan (SWPPP) 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.

132. 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.
133. Prior to recording the Final 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.
134. 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.
135. 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.
136. 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

137. 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

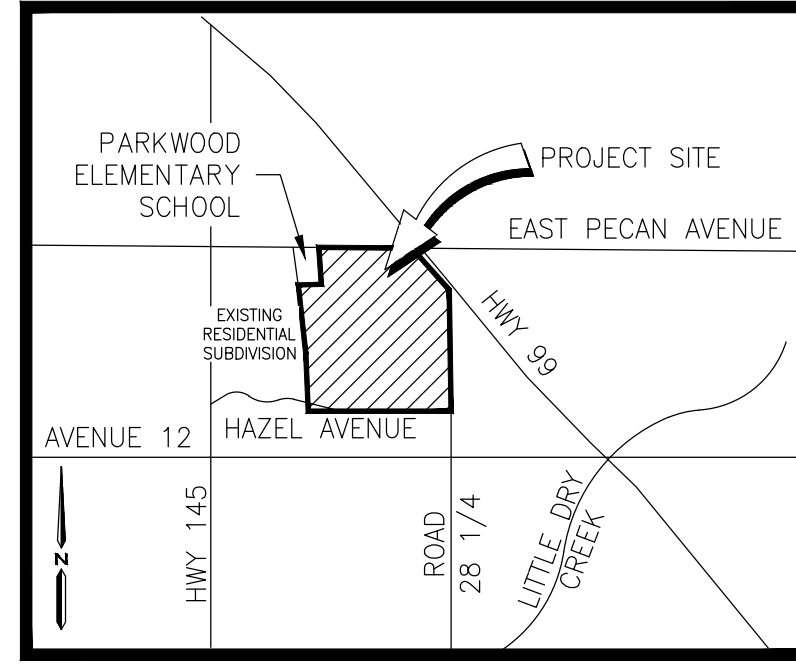
138. The applicant shall be responsible for payment of fees to the Madera Unified School District and shall provide the City with evidence of payment, or evidence of the District's determination that no payment is required, prior to issuance of a certificate of occupancy.

-END OF CONDITIONS-

PLAN REVISIONS		
NO.	DATE	REVISION



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VICINITY MAP
N.T.S.

NOTES:

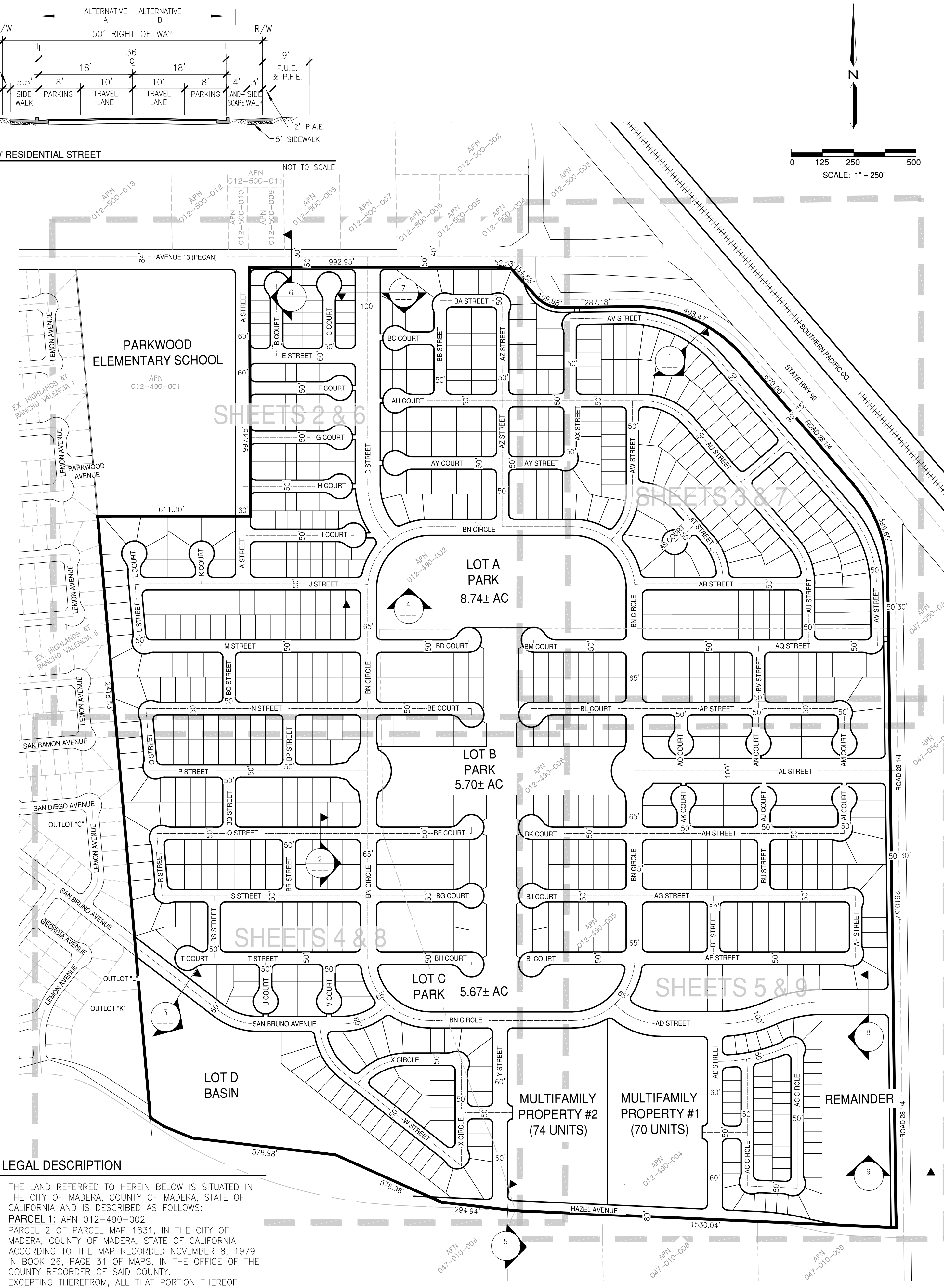
OWNERS: LAK BRAR
PO BOX 58
MADERA, CA 93639
APN: 012-490-002
APN: 012-490-004
APN: 012-490-005
APN: 012-490-006

APPLICANTS: BRAR CONSTRUCTION
PO BOX 58
MADERA, CA 93639

ENGINEER: O'DELL ENGINEERING
1165 SCENIC DRIVE, SUITE A
MODESTO, CA 95350
CONTACT: MIKE PERSAK
RCE 44908
(209) 571-1765

SUBDIVIDER'S STATEMENT

- 237.5± GROSS ACRES (999 LOTS/UNITS)
 - 514 LOTS INCLUDING PUBLIC STREETS (6,000 AVG. SQ FT. MIN)
 - 202 LOTS INCLUDING PUBLIC STREETS (4,500 AVG. SQ FT. MIN)
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 - 144 UNITS MULTIFAMILY PROPERTY
 - 3 PARKSITES (LOT A, B & C)
 - 1 BASIN (LOT D)
 - REMAINDER, NOT A PART
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 - "PD 3000" - PLANNED DEVELOPMENT (ONE UNIT PER EACH 3,000 SQ FT OF SITE AREA)
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- PLANNED LAND USE
 - "P" & "SP" OTHER PUBLIC AND SEMI-PUBLIC USES
 - "C" COMMERCIAL
 - "MD" MEDIUM DENSITY RESIDENTIAL
 - "LD" LOW DENSITY RESIDENTIAL
- EROSION CONTROL PLAN SHALL BE DONE PER MADERA COUNTY MUNICIPAL CODE
- MINIMUM BUILDING SETBACK LINES SHALL COMPLY WITH CITY STANDARDS.
- DOMESTIC WATER SUPPLY SHALL BE BY CONNECTION TO CITY OF MADERA WATER SYSTEM.
- SEWER DISPOSAL SHALL BE BY COLLECTION SYSTEM AND CONNECT TO CITY OF MADERA SANITARY SEWER SYSTEM.
- STORM DRAINAGE DISPOSAL SHALL BE BY COLLECTION SYSTEM AND CONNECTION TO CITY OF MADERA STORM DRAINAGE SYSTEM.
- TREE PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF MADERA ORDINANCE.
- THE APPLICANT PROPOSES TO BUILD ON LOTS, BUT RESERVES THE RIGHT TO SELL LOTS.
- SOILS REPORT PROVIDED BY GEOCON CONSULTANTS, INC. PROJECT NO. S9000-06-01, DATED JULY 2005.
- TOPOGRAPHY FIELD SURVEY, SHOT MARCH 23, 2006.
- NO UNIT BOUNDARY LINES ARE PROPOSED. MULTIPLE FINAL MAPS ON THIS TENTATIVE MAP IN ACCORDANCE WITH SECTION 66456.1 OF THE SUBDIVISION MAP ACT OF THE STATE OF CALIFORNIA ARE NOT PROPOSED WITH THIS APPLICATION. HOWEVER THE DEVELOPER RESERVES THE RIGHT TO PROPOSE PHASING FOR CITY APPROVAL AT A LATER DATE IF FUTURE CONDITIONS SO WARRANT.



LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: APN 012-490-002
PARCEL 2 OF PARCEL MAP 1831, IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA ACCORDING TO THE MAP RECORDED NOVEMBER 8, 1979 IN BOOK 26, PAGE 31 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, EXCEPTING THEREFROM, ALL THAT PORTION THEREOF CONVEYED TO THE MADERA UNIFIED SCHOOL DISTRICT, IN THE DEED RECORDED MARCH 2, 2007 AS DOCUMENT NO. 2007008848, OF OFFICIAL RECORDS.

PARCEL 2: APN 012-490-004; 005 AND 006
PARCELS A, B AND C OF PARCEL MAP NO. 11-P-01, IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA ACCORDING TO THE MAP THEREOF RECORDED MAY 19, 2011 IN BOOK 601, PAGES 32 AND 33 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING A PORTION OF SECTIONS 31 AND 32, TOWNSHIP 11 SOUTH, RANGE 18 EAST, MOUNT DIABLO BASE AND MERIDIAN ACCORDING TO THE OFFICIAL PLAT THEREOF.

LEGEND

●	PROPOSED MANHOLE	R	RADIUS	—	CATCH BASIN	—	EXISTING PROPERTY LINE	—8"W	EXISTING WATER LINE
○	EXISTING MANHOLE	CL	CENTERLINE	—	EXISTING CATCH BASIN	—	RAILROAD TRACKS	—8"S	EXISTING SEWER LINE
N.T.S.	NOT TO SCALE	PL	PROPERTY LINE	—	PROPOSED FIRE HYDRANT	—	EXISTING COMMUNITY NOISE	—18"D	EXISTING STORM DRAIN LINE
EX.	EXISTING	FL	FLOWLINE	—	EXISTING FIRE HYDRANT	—	EQUIVALENT LEVEL CONTOURS	P.A.E.	PUBLIC ACCESS EASEMENT
⊗	100W ELECTROLIERS	R/W	RIGHT OF WAY	—	PROPOSED WATER LINE	—	P.F.E.	PUBLIC FACILITY EASEMENT	
⊗	150W ELECTROLIERS	FG	FINISH GRADE	—	EXISTING WATER LINE	—	P.U.E.	PUBLIC UTILITIES EASEMENT	
⊗	200W ELECTROLIERS	SF	SQUARE FEET	—	PROPOSED SEWER LINE	—	E.V.A.	EMERGENCY VEHICLE ACCESS	
—				—	PROPOSED STORM DRAIN LINE				

TENTATIVE SUBDIVISION MAP NO. 2022-03
VENTANA I
 A RESIDENTIAL PLANNED DEVELOPMENT
 IN THE CITY OF MADERA
 MADERA COUNTY, CALIFORNIA

COVER SHEET

NOT FOR CONSTRUCTION

APPROVED: _____

DESIGNED: RD
DRAWN: LH, SL
CHECKED: CC, YI
SCALE: AS SHOWN
DATE: 10/21/2022
JOB NO.: 33970
FILE NO.: 33970-TM 1.dwg

SHEET NO.
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PLAN REVISIONS		
NO.	DATE	REVISION



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TENTATIVE SUBDIVISION MAP NO. 2022-03
VENTANA I
A RESIDENTIAL PLANNED DEVELOPMENT
IN THE CITY OF MADERA
MADERA COUNTY, CALIFORNIA

GRADING PLAN

NOT FOR CONSTRUCTION

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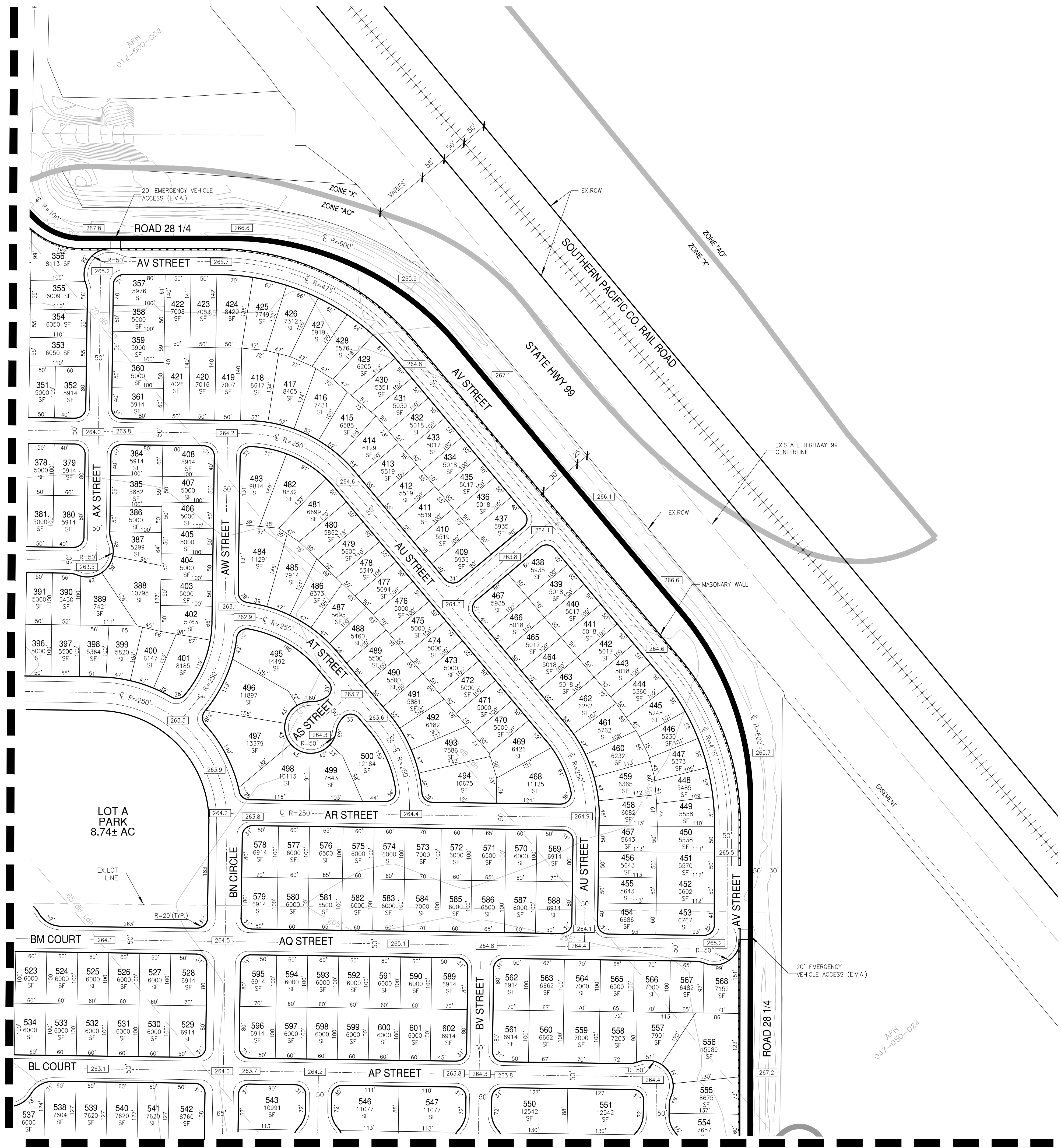
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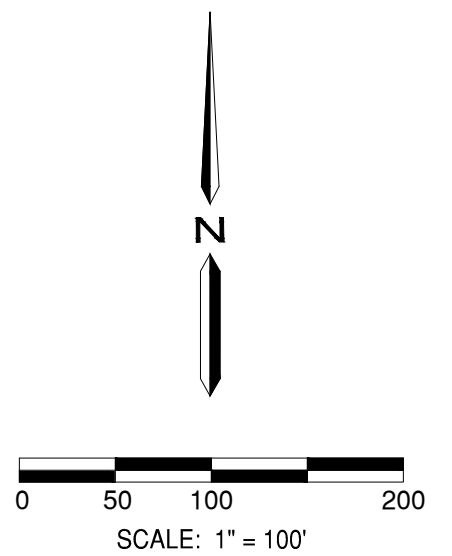
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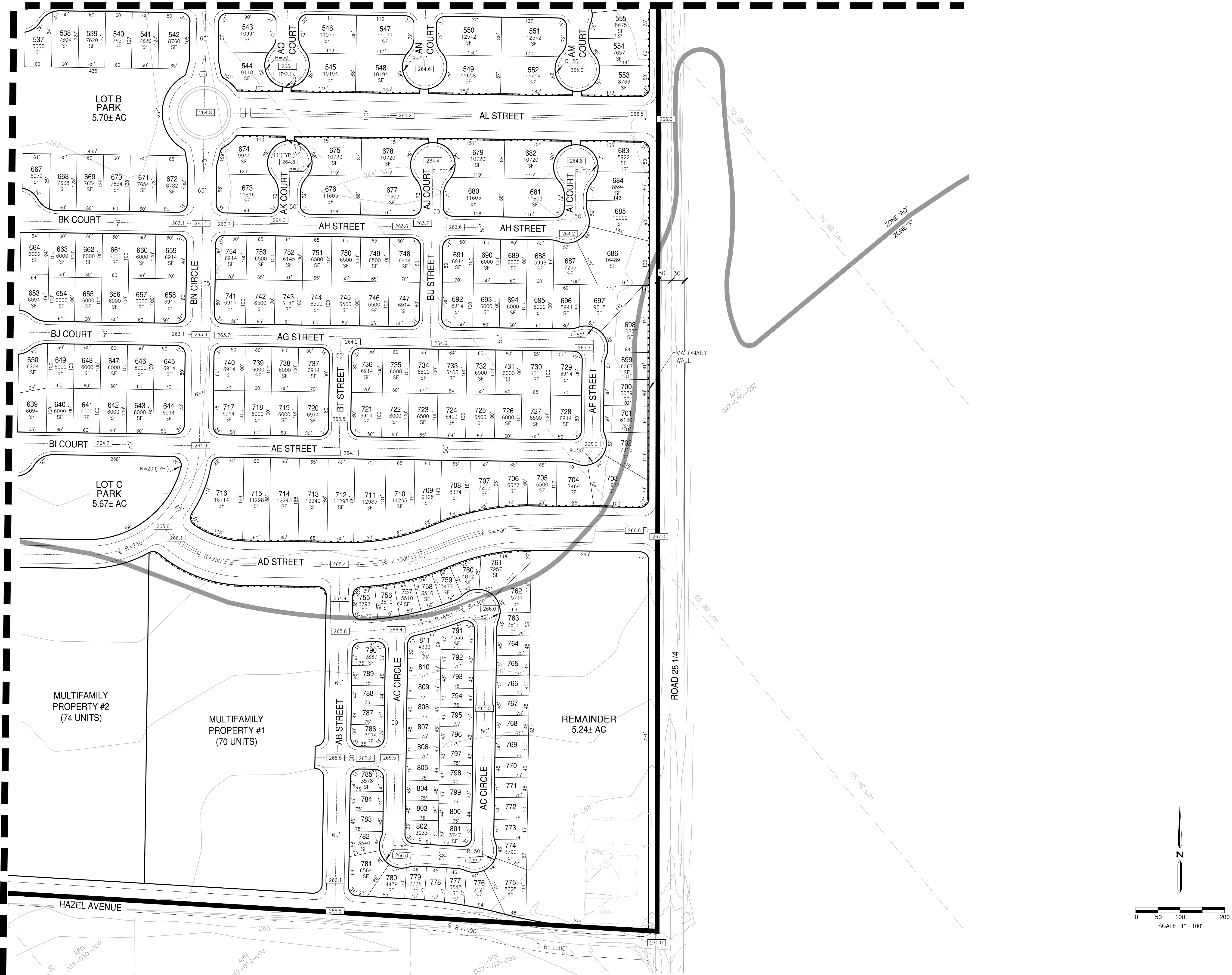
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TENTATIVE SUBDIVISION MAP NO. 2022-03
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UTILITY PLAN

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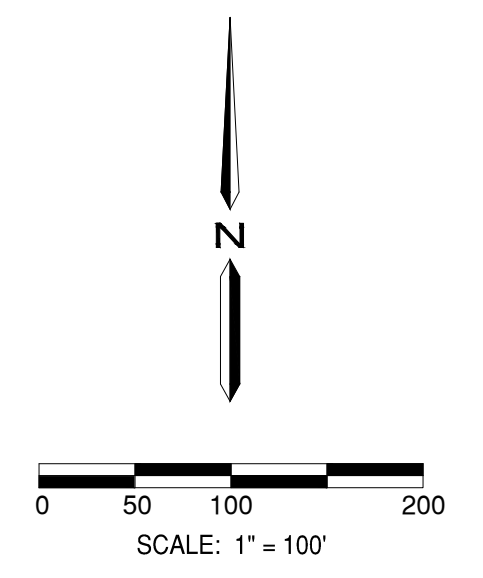
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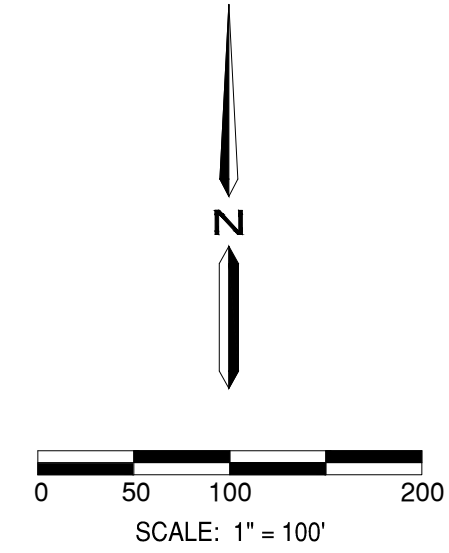
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UTILITY PLAN

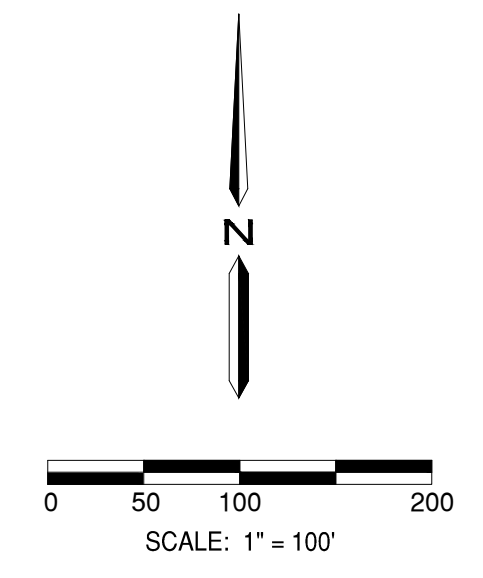
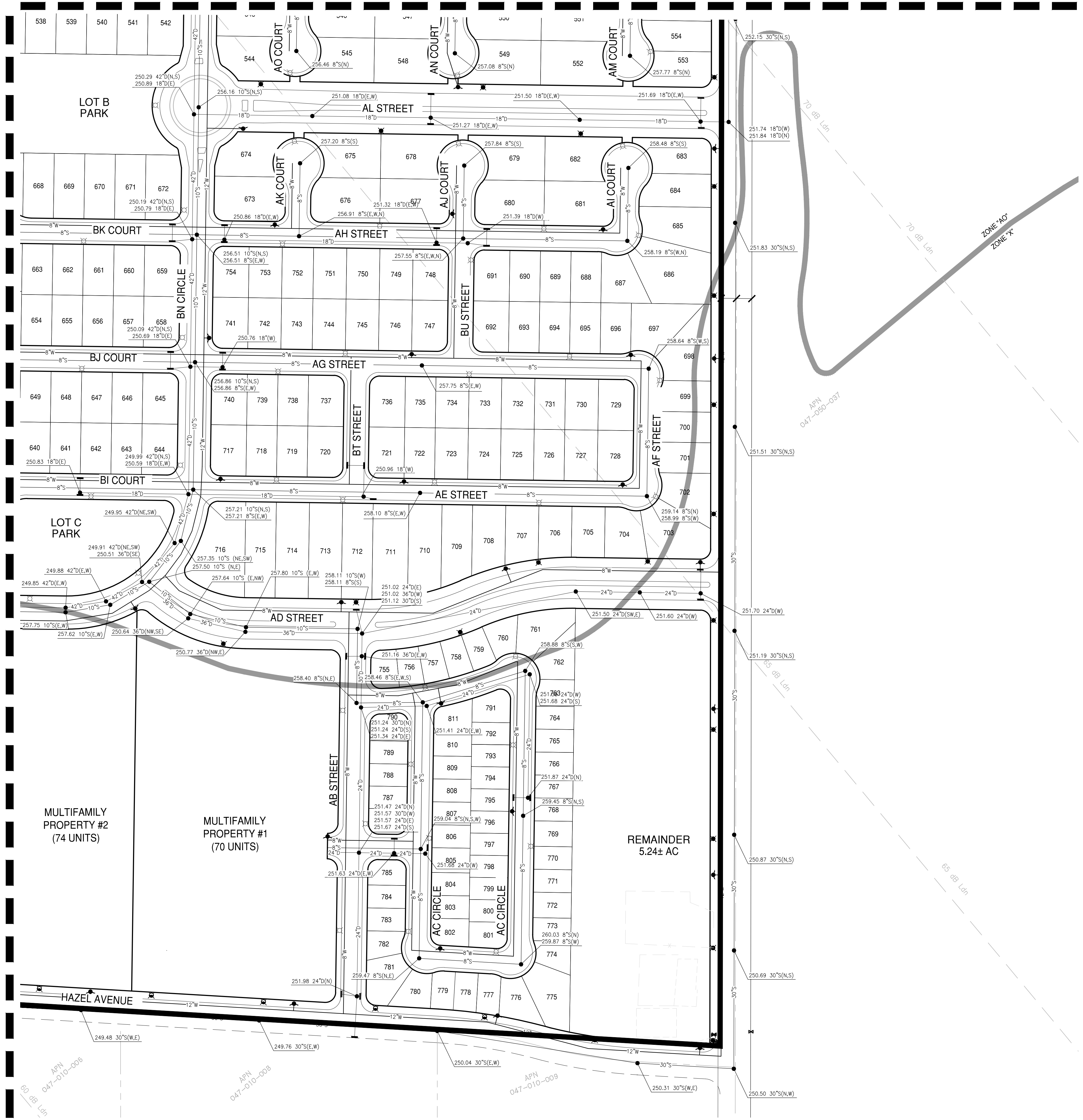
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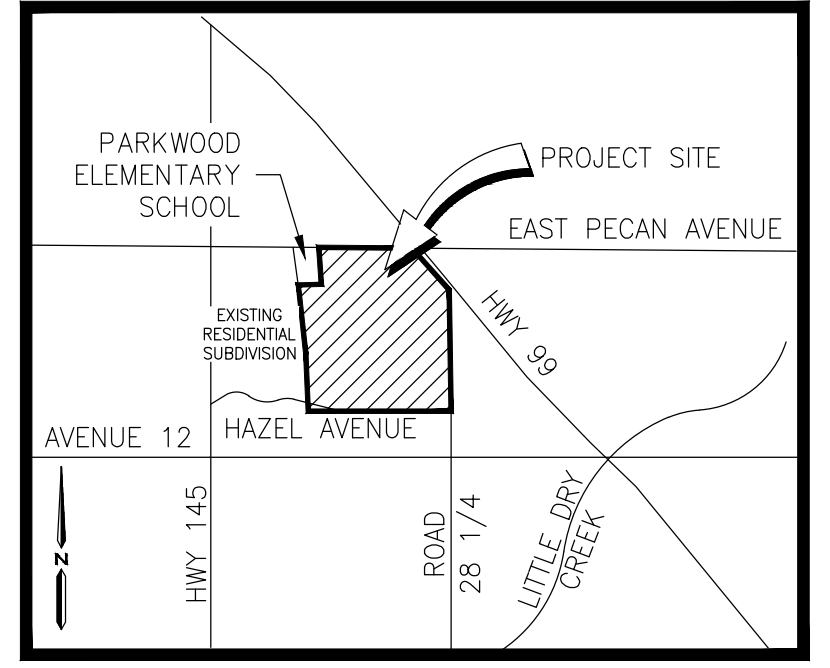


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VICINITY MAP
N.T.S.

NOTES:

OWNERS: LAK BRAR
PO BOX 58
MADERA, CA 93639
APN: 012-490-002
APN: 012-490-004
APN: 012-490-005
APN: 012-490-006

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ENGINEER: O'DELL ENGINEERING
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- DOMESTIC WATER SUPPLY SHALL BE BY CONNECTION TO CITY OF MADERA WATER SYSTEM.
- SEWER DISPOSAL SHALL BE BY COLLECTION SYSTEM AND CONNECT TO CITY OF MADERA SANITARY SEWER SYSTEM.
- STORM DRAINAGE DISPOSAL SHALL BE BY COLLECTION SYSTEM AND CONNECTION TO CITY OF MADERA STORM DRAINAGE SYSTEM.
- TREE PLANTING SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF MADERA ORDINANCE.
- THE APPLICANT PROPOSES TO BUILD ON LOTS, BUT RESERVES THE RIGHT TO SELL LOTS.
- SOILS REPORT PROVIDED BY GEOCON CONSULTANTS, INC. PROJECT NO. S9000-06-01, DATED JULY 2005.
- TOPOGRAPHY FIELD SURVEY, SHOT MARCH 23, 2006.
- NO UNIT BOUNDARY LINES ARE PROPOSED. MULTIPLE FINAL MAPS ON THIS TENTATIVE MAP IN ACCORDANCE WITH SECTION 66456.1 OF THE SUBDIVISION MAP ACT OF THE STATE OF CALIFORNIA ARE NOT PROPOSED WITH THIS APPLICATION, HOWEVER THE DEVELOPER RESERVES THE RIGHT TO PROPOSE PHASING FOR CITY APPROVAL AT A LATER DATE IF FUTURE CONDITIONS SO WARRANT.

TENTATIVE SUBDIVISION MAP NO. 2022-04
VENTANA II
 A RESIDENTIAL PLANNED DEVELOPMENT
 IN THE CITY OF MADERA
 MADERA COUNTY, CALIFORNIA

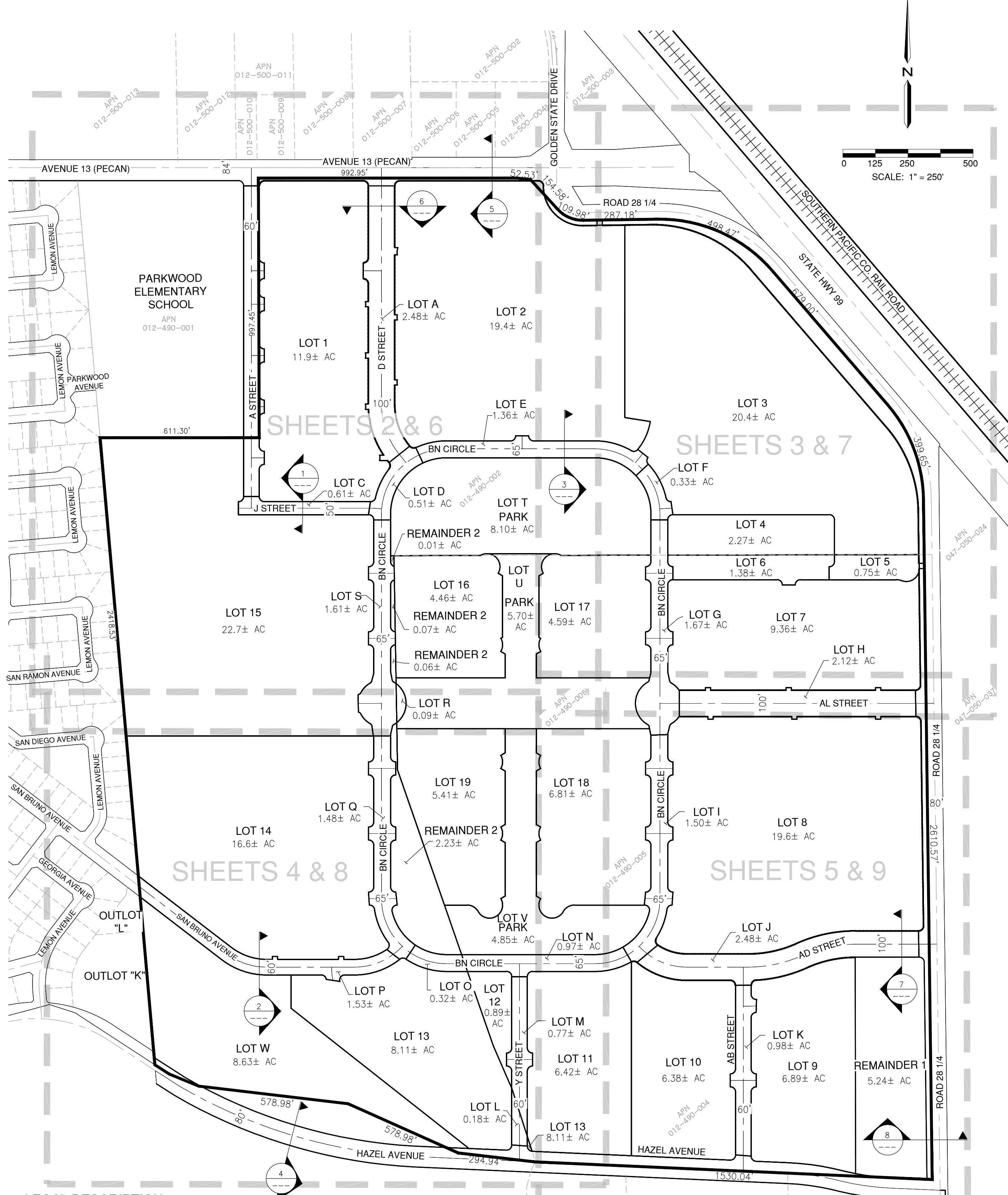
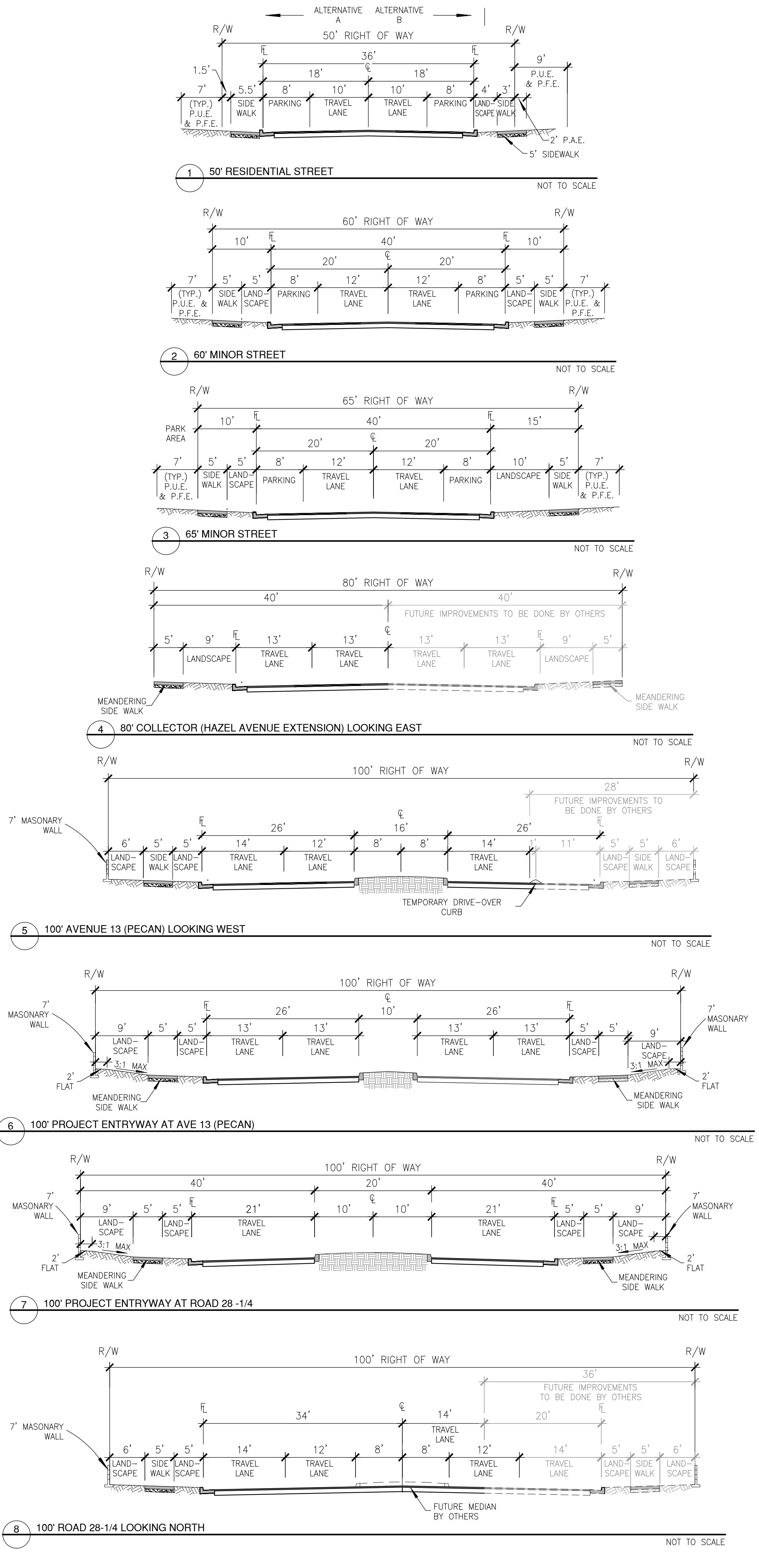
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NOT FOR CONSTRUCTION

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SCALE: AS SHOWN
DATE: 10/21/2022
JOB NO.: 33970
FILE NO.: 33970-TM 2.DWG

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LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: APN 012-490-002
PARCEL 2 OF PARCEL MAP 1831, IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA ACCORDING TO THE MAP RECORDED NOVEMBER 8, 1979 IN BOOK 26, PAGE 31 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM, ALL THAT PORTION THEREOF CONVEYED TO THE MADERA UNIFIED SCHOOL DISTRICT, IN THE DEED RECORDED MARCH 2, 2007 AS DOCUMENT NO. 2007008848, OF OFFICIAL RECORDS.

PARCEL 2: APN 012-490-004; 005 AND 006
PARCELS A, B AND C OF PARCEL MAP NO. 11-P-01, IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA ACCORDING TO THE MAP THEREOF RECORDED MAY 19, 2011 IN BOOK 60, PAGES 32 AND 33 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING A PORTION OF SECTIONS 31 AND 32, TOWNSHIP 11 SOUTH, RANGE 18 EAST, MOUNT DIABLO BASE AND MERIDIAN ACCORDING TO THE OFFICIAL PLAT THEREOF.

LEGEND

●	PROPOSED MANHOLE	R	RADIUS	-	CATCH BASIN	---	EXISTING PROPERTY LINE	-8" W	EXISTING WATER LINE
○	EXISTING MANHOLE	R	CENTERLINE	-	EXISTING CATCH BASIN	---	RAILROAD TRACKS	-8" S	EXISTING SEWER LINE
N.T.S.	NOT TO SCALE	ℓ	PROPERTY LINE	○	PROPOSED FIRE HYDRANT	---	EXISTING COMMUNITY NOISE EQUIVALENT LEVEL CONTOURS	-18" D	EXISTING STORM DRAIN LINE
EX.	EXISTING	ℓ	FLOWLINE	○	EXISTING FIRE HYDRANT	---	P.A.E.	P.A.E.	PUBLIC ACCESS EASEMENT
⊗	100W ELECTROLIERS	R/W	RIGHT OF WAY	○	CENTERLINE STREET ELEVATION	---	P.F.E.	P.F.E.	PUBLIC FACILITY EASEMENT
⊗	150W ELECTROLIERS	FC	FINISH GRADE	122.2	MASONRY WALL	---	P.U.E.	P.U.E.	PUBLIC UTILITIES EASEMENT
⊗	200W ELECTROLIERS	SF	SQUARE FEET	---	BOUNDARY LINE	---	E.V.A.	E.V.A.	EMERGENCY VEHICLE ACCESS

PLAN REVISIONS		
NO.	DATE	REVISION



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TENTATIVE SUBDIVISION MAP NO. 2022-04
VENTANA II
A RESIDENTIAL PLANNED DEVELOPMENT
IN THE CITY OF MADERA
MADERA COUNTY, CALIFORNIA

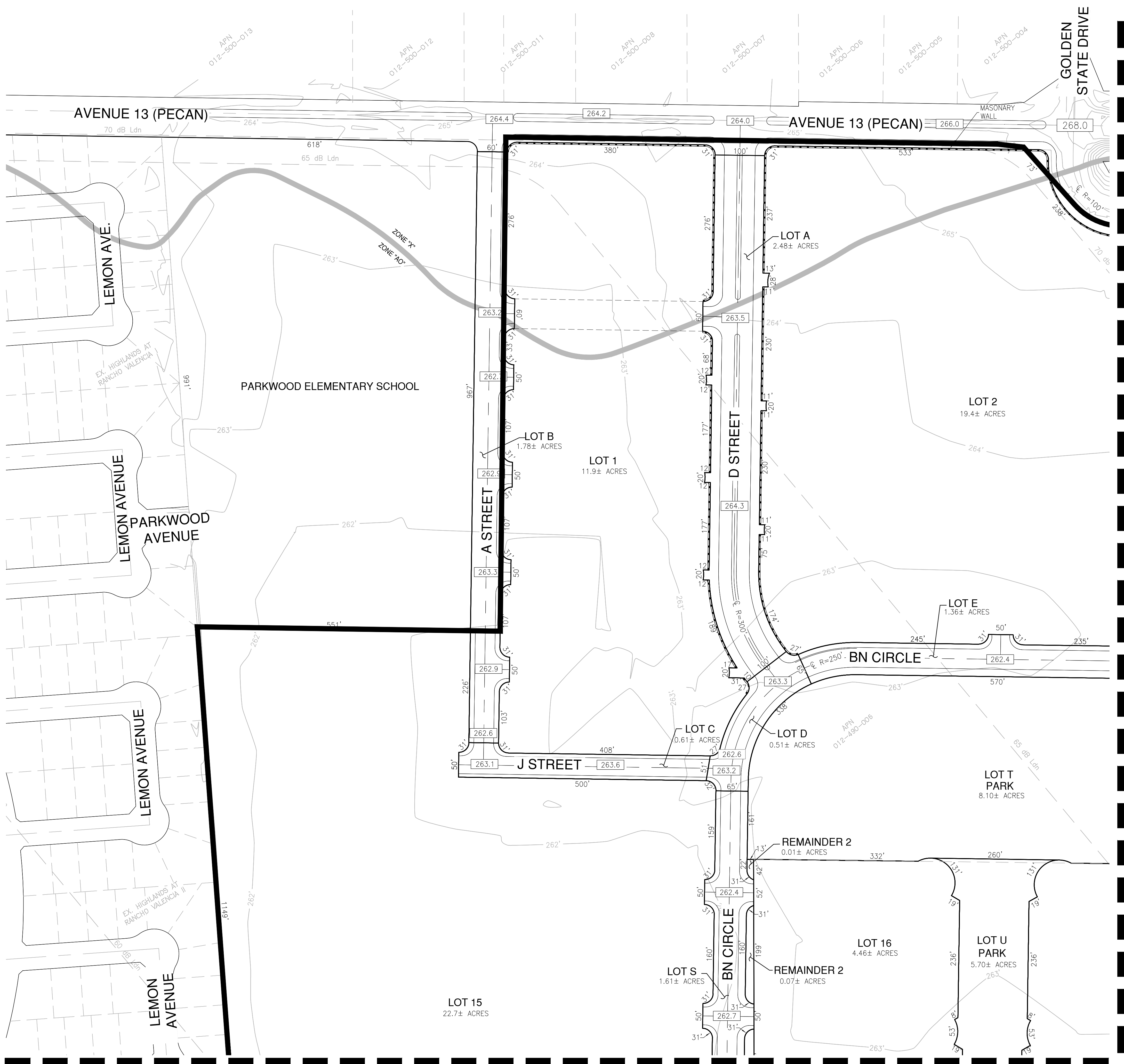
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NOT FOR CONSTRUCTION

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SCALE: AS SHOWN
DATE: 10/21/2022
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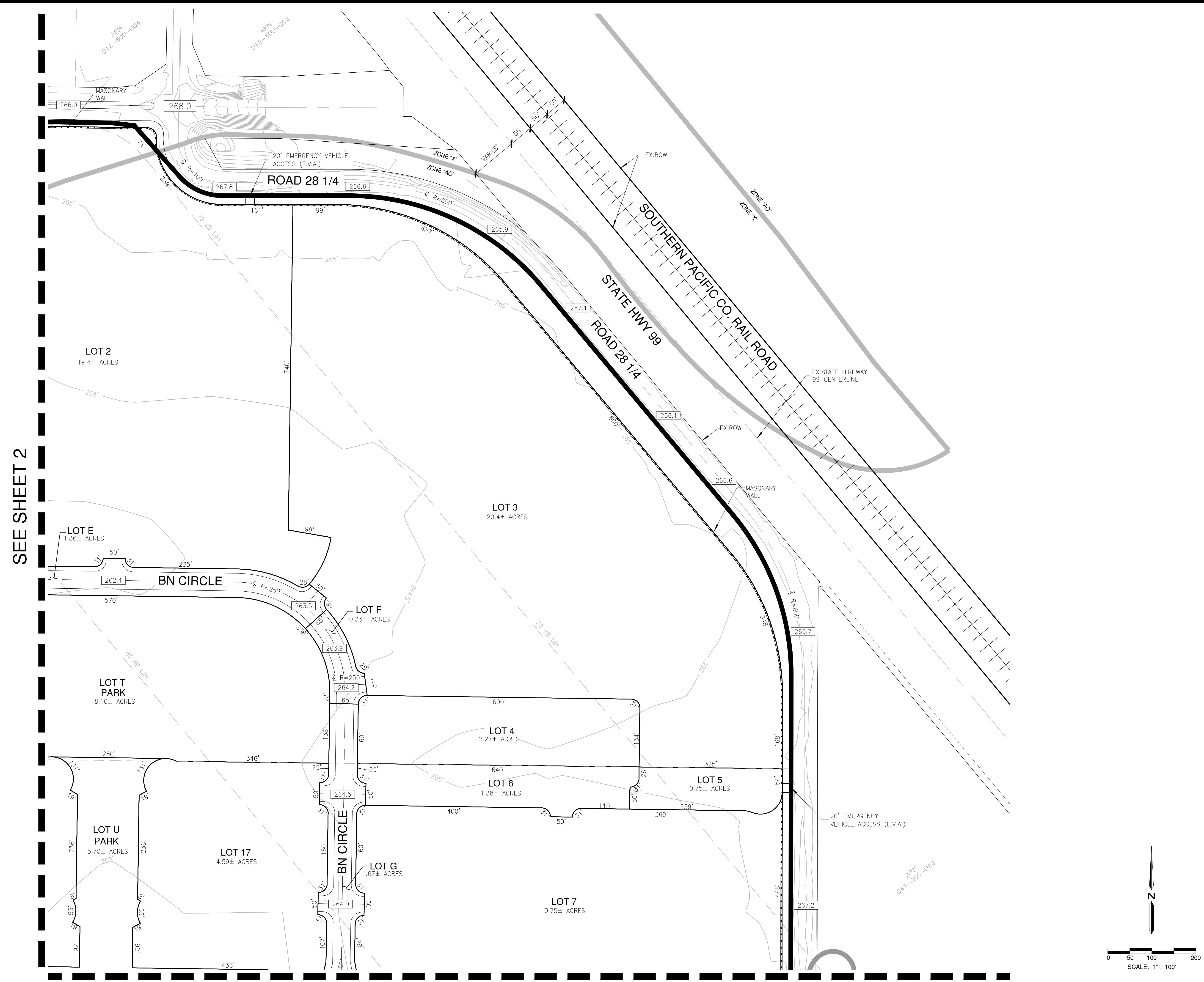
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MADERA COUNTY, CALIFORNIA

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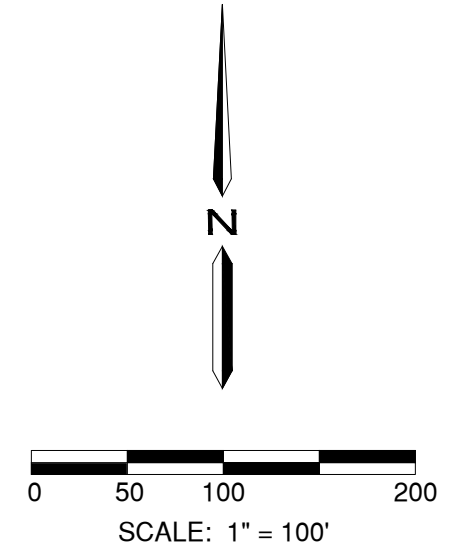
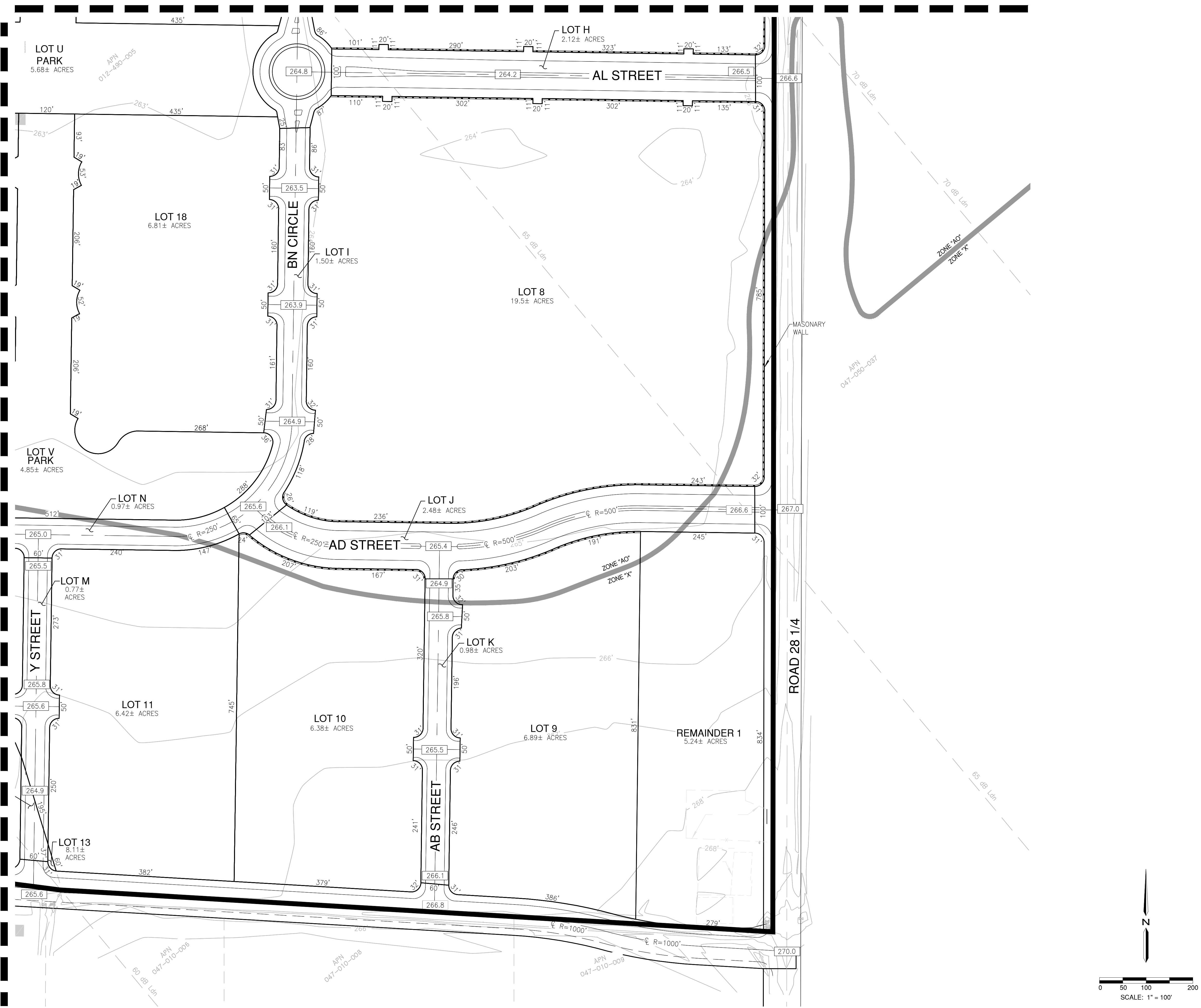
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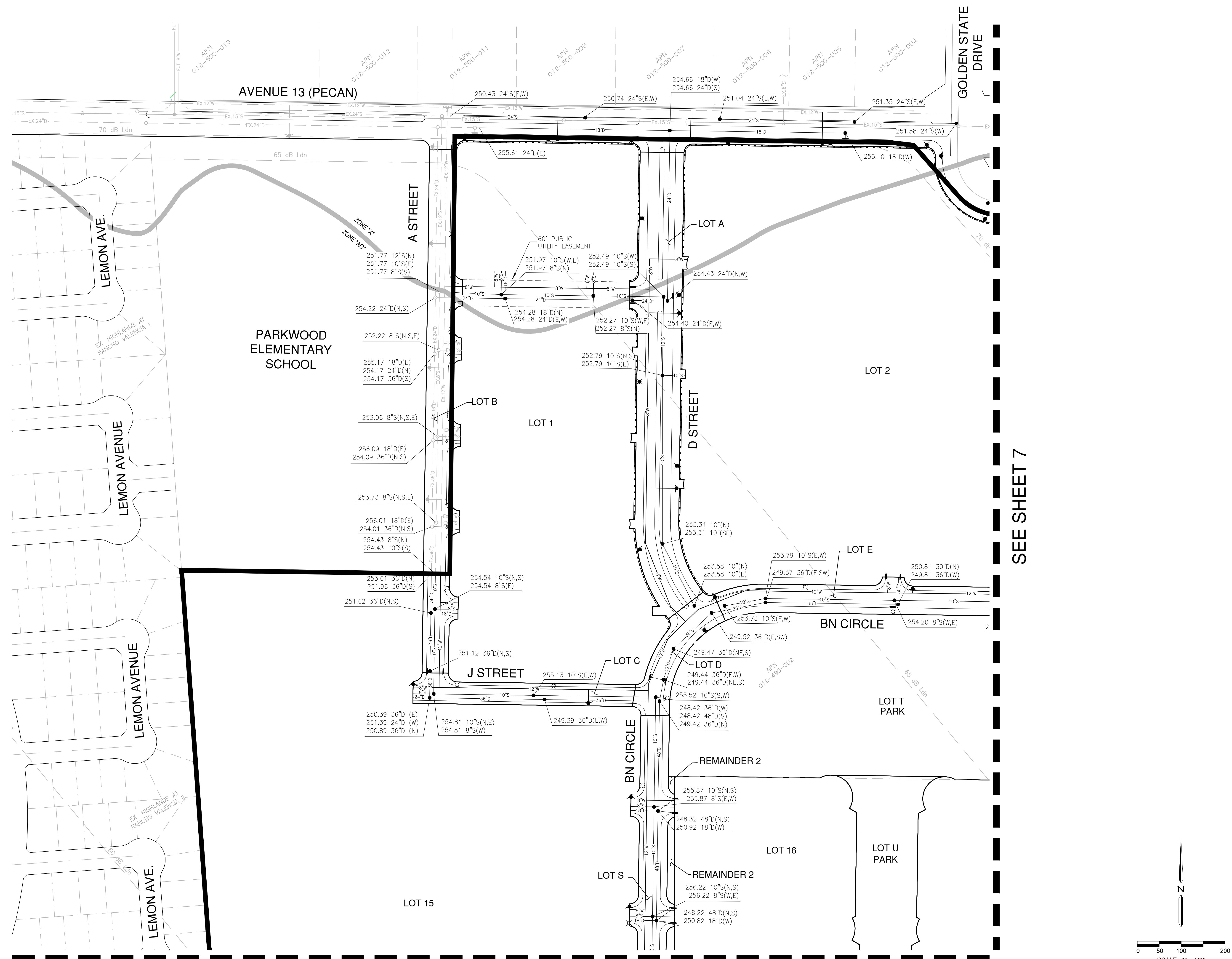
TENTATIVE SUBDIVISION MAP NO. 2022-04
VENTANA II
A RESIDENTIAL PLANNED DEVELOPMENT
IN THE CITY OF MADERA
MADERA COUNTY, CALIFORNIA

UTILITY PLAN

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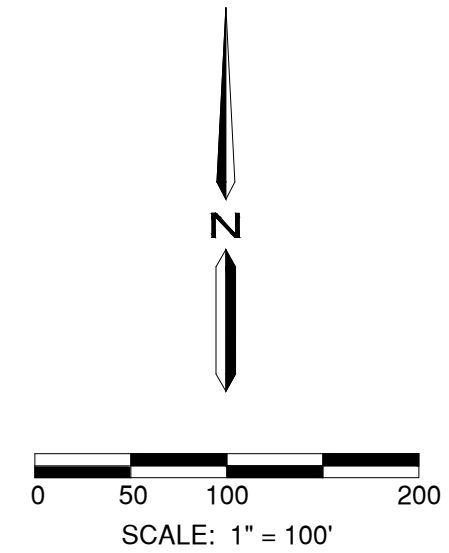
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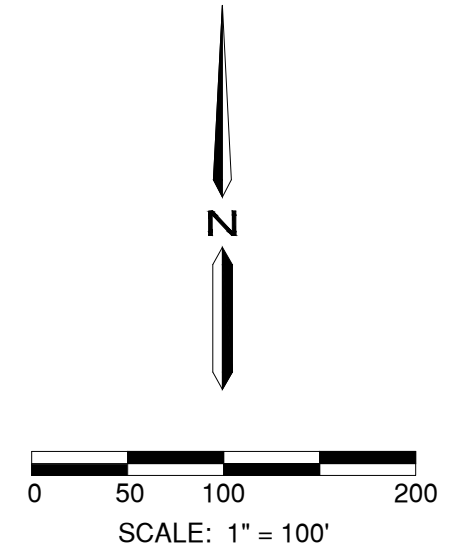
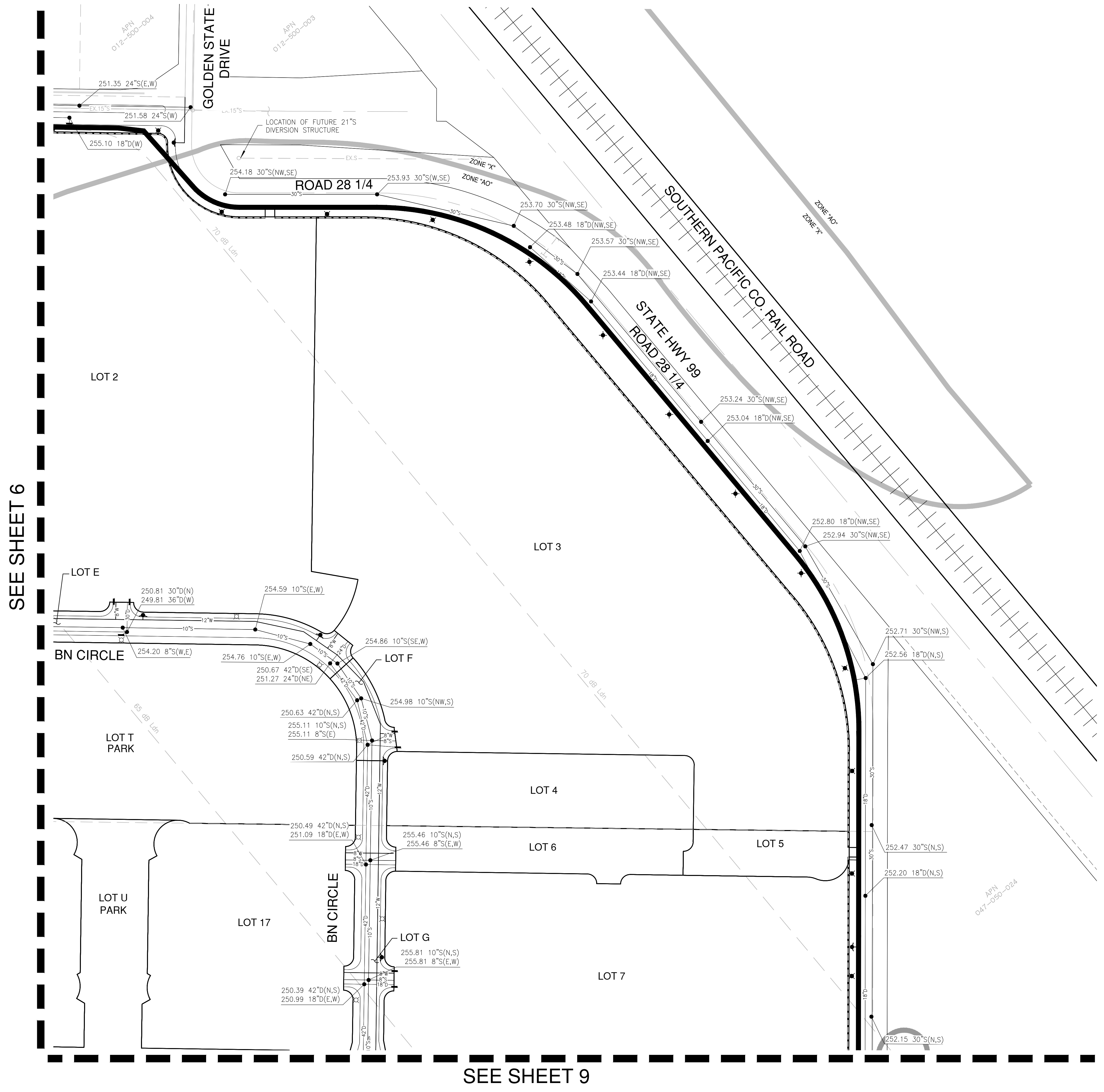
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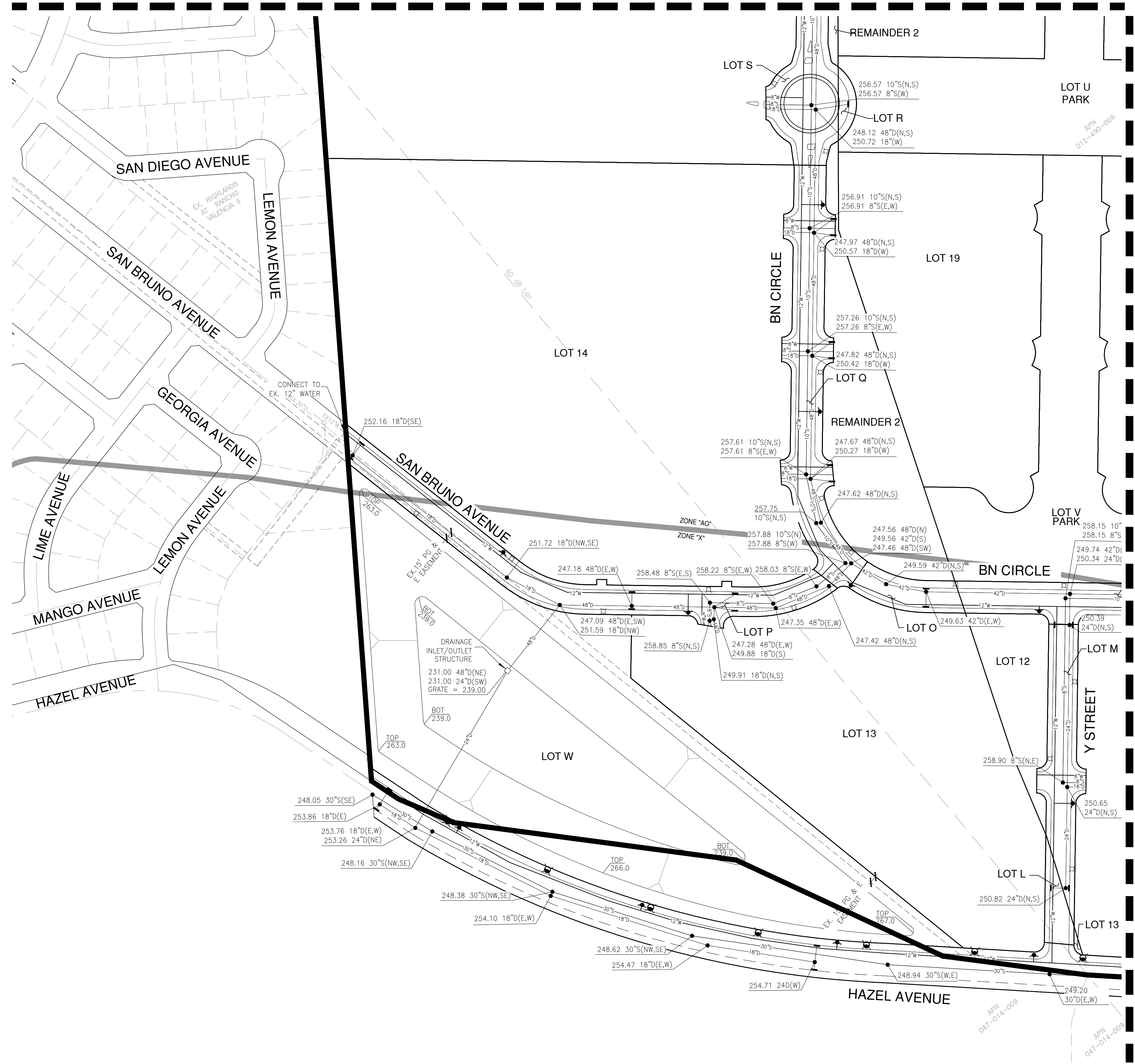
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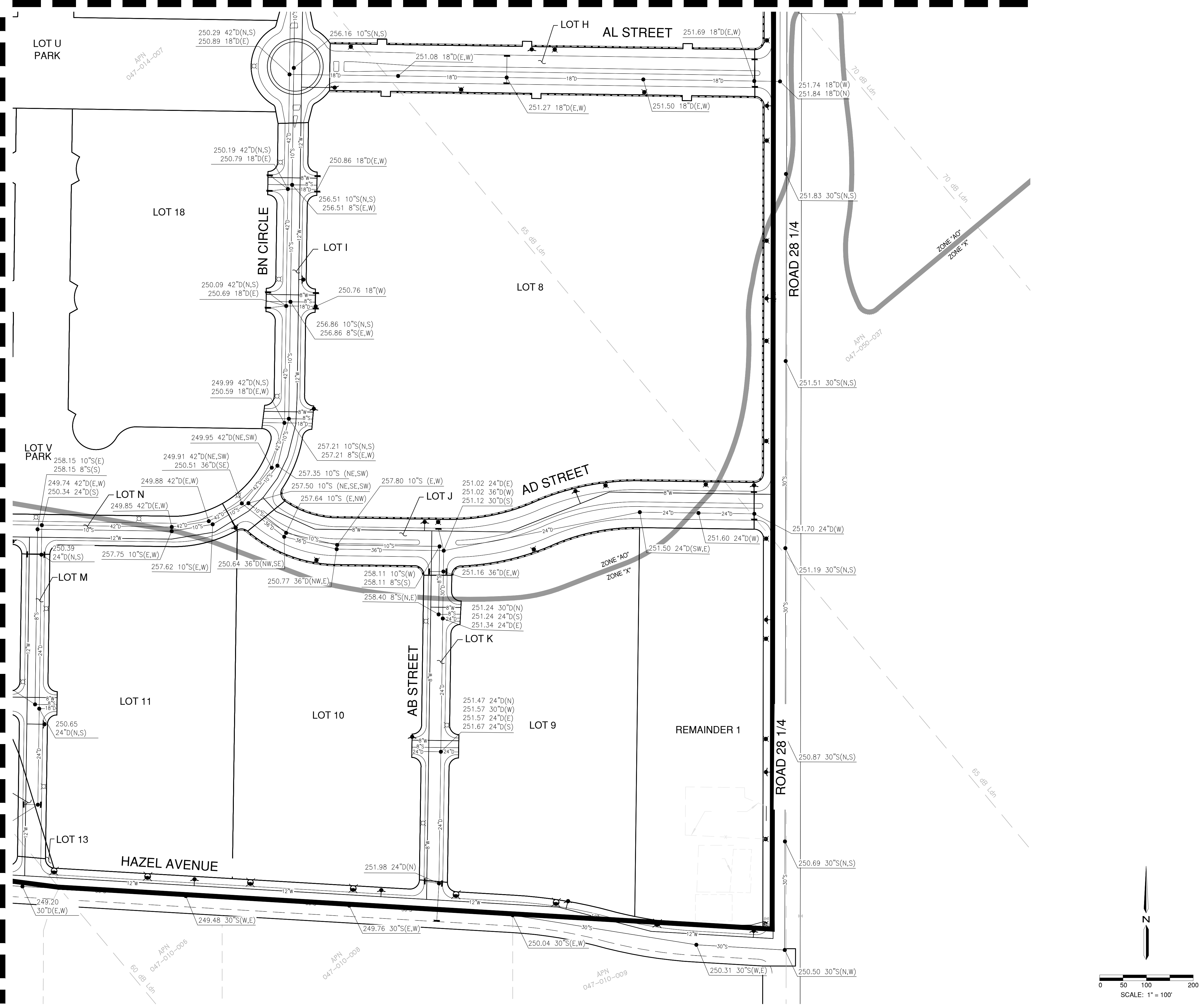
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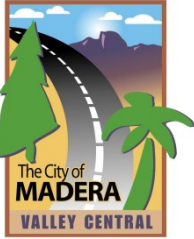
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ATTACHMENT 8
Ventana Specific Plan

<https://www.madera.gov/home/departments/planning/#tr-other-planning-documents-243607>

ATTACHMENT 9
Ventana Specific Plan EIR
(Draft & Final)

<https://www.madera.gov/home/departments/planning/#tr-other-planning-documents-243607>



REPORT TO THE PLANNING COMMISSION

Prepared by:

Adileni Rueda, Assistant Planner

Meeting of: December 12, 2023

Agenda Number: 3

SUBJECT:

Variance 2023-04 and Sign 2023-30 Ross Sign (Continued hearing from November 14, 2023)

RECOMMENDATION:

Conduct a public hearing and:

1. Consider the information in the report and deny Variance 2023-04 and Sign Application 2023-30.

PROPOSAL

An application requesting a sign permit (SGN 2023-30) and a variance (VAR 2023-04) from the Sign Regulations (Section 10.6) of the Madera Municipal Code (MMC) pertaining to on-building signage for Ross Dress for Less, a discount retail clothing store, to allow for a total of 303 square feet (sf) of on-building signage where 165 sq of on-building signage is allowed per the Sign Regulations for on-building signage.

Table 1: Project Overview	
<i>Project Number:</i>	VAR 2023-04 and SGN 2023-30
<i>Applicant:</i>	Fresno Neon Sign Company
<i>Property Owner:</i>	Rhino Holdings Madera Marketplace LLC
<i>Location:</i>	2237 W. Cleveland Ave
<i>Project Area:</i>	Approximately 28,314 square feet
<i>Plan Land Use:</i>	C – Commercial
<i>Zoning District:</i>	C1 – Light Commercial
<i>Site Characteristics</i>	The site is located in the northwest top corner of the existing Madera Marketplace shopping center.

SUMMARY

The applicant, Fresno Neon Sign Company, on behalf of Rhino Holdings Madera Marketplace, LLC, is seeking approval of a sign permit and variance from the Sign Regulations of the MMC to allow for a total of 303 sf of on-building signage for the discount retail clothing store Ross Dress for Less (Ross). In addition, to the City’s Sign Regulations in the MMC, all signage within the Madera Marketplace is subject to the approved Madera Marketplace Master Sign Program. The applicant’s request for 303 sf of on-building

signage represents an 83% (138 sf) increase in allowable on-building signage square footage which surpasses both the Madera Marketplace Master Sign Program and the City’s Sign Regulation. The site is located in the existing shopping center of the Madera Marketplace. Staff is requesting denial of the sign variance as the location does not meet the requirements of a Variance stated in the Madera Municipal Code (MMC) § 10-3.1402 Necessary Conditions.

SURROUNDING LAND USES

Table 2: Bordering Site Information			
<i>Direction</i>	<i>Existing Use</i>	<i>General Plan</i>	<i>Zone District</i>
<i>North</i>	Vacant	C – Commercial	C2 – Heavy Commercial
<i>East</i>	Walmart	C – Commercial	C1 – Light Commercial
<i>South</i>	The Commons Shopping Center	C – Commercial	C2 – Heavy Commercial
<i>West</i>	Residential	MD – Medium Density	PD (4500) – Planned Development

PRIOR ACTIONS

Table 3: Entitlement	
CUP 1991-08 – Pak n Save Sign Exception	The denial to approve a side sign that exceeds the allowable sign footage.

ANALYSIS

Ross is requesting an 83% increase in signage. The store is located within the Madera Marketplace shopping center which is zoned Light Commercial (C1) with a land use designation of Commercial (C). Along with the development of the shopping center came the creation of the Madera Marketplace Master Sign Program (MSP) with which major and minor tenants must comply.

Master sign programs are developed with the intent to create cohesive and complementary signage that aligns with the requirements of the Madera Municipal Code (MMC) sign ordinance. The Madera Marketplace Master Sign Program is broken down into two sections: Major tenants and Minor tenants. According to the Madera Marketplace MSP, a major tenant is identified as a business leasing a space over 3,000 square feet. In this case, Ross leases approximately 10,000 square feet making it fall in the major tenant category. Per the MSP, a major tenant is then allowed a extra 1.5 square feet of sign area. This allows for a size distinction between minor and major tenants. After applying the requirements needed for the major tenant signage, Ross has a maximum allowance of 165 square feet in the sign area to utilize.

The applicant is seeking a variance to increase the 165 square feet to 303 square feet of sign area. The signs include one (1) on-building sign at 144 square feet, one (1) on-building sign at 147 square feet, one (1) under the canopy sign at 7.22 square feet, and one (1) wall plaque. This square footage does not include the recently approved free-standing monument sign that will be placed along the parcel frontage facing North Schnoor Street. The recently approved free-standing monument sign complies with the Sign Regulations of the MMC requirements and will display both Smart n Final and Ross sign blades (Attachment 5).

Justification of the Variance

With regard to the requirements for the approval of a variance MMC, section 10-3.1402 states:

Variations shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the zoning regulations deprives such property of privileges enjoyed by other property in the vicinity under identical zoning classifications. Any variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located.

As stated above, a variance shall be granted only when special circumstances apply. The major tenant Ross does not fall into the categories of size, shape, topography, location, and surroundings as they are leasing space in the existing Madera Marketplace shopping center. This shopping center has accommodated the location and surroundings by providing a freeway sign and freestanding signs for more exposure. Ross does not face any unique circumstances compared to the other existing tenants therefore the City believes that the sign requirements shall stay consistent with every existing or future tenant.

The Planning Department wishes to have Ross reduce the signage to the maximum required amount to be consistent with the Madera Marketplace MSP and the Madera Municipal Code. Staff finds that the findings for the variance are not justifiable (Attachment 3) and do not meet the requirements of a variance.

Ross states the following reason in Attachment 3 “the disparity that Ross Dress For Less has when compared with other businesses in the vicinity is their extreme setback from West Cleveland Avenue. The 165 sq. ft. of sign area simply is not sufficient to properly identify their premises at a distance of over 600 ft. We believe the proposed signage is proportionate to the sign background and significance as a major tenant at Madera Marketplace.”

While the setback from the building to West Cleveland Avenue is in excess of 600 ft, staff is of the opinion that Ross will still maintain their exposure as they do have the option to utilize the existing free-standing sign located along West Cleveland Avenue as well as use the freeway sign located over on east facing Highway 99. Furthermore, the City recently approved a free-standing monument sign adjacent to the Shopping Center’s driveway approach on North Schnoor Street.

SUMMARY OF RECOMMENDATIONS

Staff is recommending VAR 2023-04 and SGN 2023-30 be denied and allow for Ross to work with the Planning Department to find a solution that meets the City’s ordinance.

ENVIRONMENTAL REVIEW

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) guidelines, Section 15311 Accessory Structure.

PLANNING COMMISSION ACTION

The Commission will be acting on VAR 2023-04 and SGN 2023-30. Staff recommends that the Commission:

1. Adopt a Resolution of the Planning Commission denying Variance 2023-04 and SGN 2023-30, based on, and subject to, the findings presented.

ATTACHMENTS

- Attachment 1: Aerial View
- Attachment 2: Master Sign Agreement
- Attachment 3: Variance Justification Letter
- Attachment 4: Sign Permit Proposal
- Attachment 5: Approved monument sign
- Attachment 6: Planning Commission Resolution

ATTACHMENT 1
Aerial View



ATTACHMENT 2
Master Sign Agreement

MADERA MARKETPLACE

SIGN CRITERIA

MASTER SIGN PROGRAM
MADERA MARKET PLACE

1. PURPOSE AND INTENT:

- A. This criteria has been established for the purpose of maintaining a continuity of quality and aesthetics throughout the shopping center for the mutual benefit of all Tenants, and to comply with the regulations of the City of Madera.
- B. The intent of the sign criteria is to offer the Tenant design flexibility and to incorporate common design elements. The signs specified will offer optimum tenant identity when designed in conformance with the design standards.
- C. Conformance will be strictly enforced, and any installed nonconforming or unapproved signs will be removed at Tenant's expense.

2. GENERAL REQUIREMENTS:

- A. Prior to fabrication or applying for city approvals, each Tenant shall submit to the Landlord, for written approval, three (3) copies of detailed shop drawings (one (1) in full color) indicating the location, size, layout, design, color, illumination, materials, and method of attachment.
- B. All signs shall be reviewed by the Landlord for conformance with sign criteria. Approval or disapproval of sign submittals shall remain the sole and absolute right of the Landlord.
- C. All permits and fees for signs and their installation shall be obtained by the Tenant or his representative.
- D. All signs shall be constructed at the Tenant's expense.

GENERAL REQUIREMENTS: (Continued)

- E. Tenant shall be responsible for the installation and maintenance of his sign. Should Tenant's sign require maintenance or repair, Landlord shall give Tenant thirty (30) days written notice to effect the maintenance or repair. Should Tenant fail to do so; Landlord shall undertake repairs and Tenant shall reimburse Landlord within ten (10) days from the receipt of invoice.

3. STYLE:

- A. Tenant signs must be self-illuminated individual channel metal letters, 5" deep, with plexiglas face.
- B. If the Tenant does not have an established exterior sign identity, the style of lettering shall be similar to Helvetica Medium.

4. CONSTRUCTION REQUIREMENTS:

- A. All channel letters are to be fabricated using 24 gage paintlock sheet metal with full welded construction and automotive enamel finish.
- B. All sign bolts, fastenings and clips shall be hot-dipped galvanized iron, stainless steel, aluminum, brass, bronze, nickel or cadmium plated. No black iron materials of any type will be permitted.
- C. All cabinets, conductors, cross-overs, transformers, wiring and other equipment must be concealed behind the sign facia.
- D. The face of the channel letters and logos shall be acrylic plastic (3/16" thick minimum) fastened to the metal frame by a trim cap matching the color of the letter returns.
- E. All signs and their installation must comply with all local building and electrical codes and bear a U. L. label if required by the local governing agency.

CONSTRUCTION REQUIREMENTS: (Continued)

F. The stroke of the letter will dictate the number of rows of neon tubing and the milliamp requirements for internal illumination. The tubing is to be installed and labeled in accordance with the "National Board of Fire Underwriters Specifications".

5. INSTALLATION:

A. All signs are to be installed under the direction of the project superintendent. Sign work is not to commence on Tenant's Premises unless a signed copy of the approved shop drawings have been reviewed by the project superintendent. Each sign will be inspected for conformance with the detailed shop drawings.

B. Tenant's sign contractor shall completely install and connect the sign display.

C. The sign contractor shall repair any damage to the building caused by his work. All penetrations of the building shall be neatly sealed in a water tight condition and shall be patched to match the adjacent finish to Landlord's satisfaction. Damage to the building that is not repaired by the sign contractor shall be corrected at Tenant's expense.

D. Landlord will inspect Tenant's sign installation and require Tenant to have any discrepancies and/or code violations corrected at Tenant's expense.

6. LOCATION:

A. All signs shall be centered on sign facia vertically and horizontally as detailed on the attached drawings.

7. GUARANTEE:

The entire sign display be guaranteed for one (1) year against defects in material and workmanship. Defective parts shall be replaced without charge.

8. INSURANCE:

The sign company shall carry workmen's compensation and public liability insurance against all damage suffered or done to any and all persons and/or property while engaged in the construction or installation of signs in the amount of \$1,000,000 per occurrence.

9. SIZE OF LETTERS:

Maximum letter height for in line tenants under 3,000 square feet shall be 24" with the maximum length not to exceed 80% of lineal frontage. Total square footage allowed is 1-1/2 square feet per each lineal foot of store frontage.

Maximum letter size for tenants 3,000 square feet and over shall be 36" with maximum length not to exceed 80% of lineal frontage. Total square footage allowed is 1-1/2 square feet per each lineal foot of store frontage.

Pad tenants must conform to calculations of lineal street frontage x 1.5 square feet.

Major tenants please refer to Section 18 for wall signage requirements.

10. NUMBER:

Each in line tenant will be permitted one (1) sign unless the Premises has frontage on more than one side, in which case landlord and City must approve the number of signs.

11. SIGN COPY:

Wording of signs shall not include the product sold except as part of the tenant name, insignia, or logo.

12. COLOR:

Variations of color from one Tenant to another is encouraged. All letters of the sign shall be one color. Logo colors may differ from sign color. The trim caps and returns are to be dark bronze.

13. LOGOS:

Tenant will be permitted to display one (1) logo at each sign location subject to Landlord's approval. The logo area shall be included within the sign area limitation. The logo shall be defined as a graphic symbol commonly used by the Tenant for identification. The logo shall have a metal channel outline of the symbol with construction as required for Tenant's channel letters.

14. UNDER CANOPY SIGNS:

The tenant is responsible for providing an under canopy sign, to hang no lower than 8 feet from ground. The maximum size is to be 6 square feet and the copy is to be business name only. Design and copy to be approved by Landlord and City before installation.

15. STORE FRONT AND RECEIVING DOOR SIGNAGE:

- A. Tenant shall be permitted to place a sign of not more than 144 square inches at the bottom of the window panel adjacent to the store front entry door. The sign shall be decalced or adhered lettering indicating hours of business, emergency phone numbers, approved credit cards, etc. No other window signage will be permitted at any time.

Each tenant who has a non-customer door for receiving merchandise may have uniformly applied on said door in location, as directed by the Landlord, in 2" high block letters, the tenant's name and address. Where more than one tenant uses the same door, each name and address shall be applied.

16. PROHIBITED SIGNAGE:

- A. Except as provided herein, no advertising placards, external displays, decorative lighting, flags, balloons, banners, pennants, names, insignia, trade marks or other descriptive material, shall be affixed or maintained upon either the interior or exterior glass panes and supports of the show windows and doors or upon the exterior walls of the building.

PROHIBITED SIGNAGE: (Continued)

- B. Signs on or affixed to trucks, automobiles, trailers or other vehicles which advertise, identify, or provide direction to a use or activity not related to its lawful making of deliveries of sales or merchandise or rendering of services from such vehicles is prohibited.

17. EXPIRATION OF LEASE TERM:

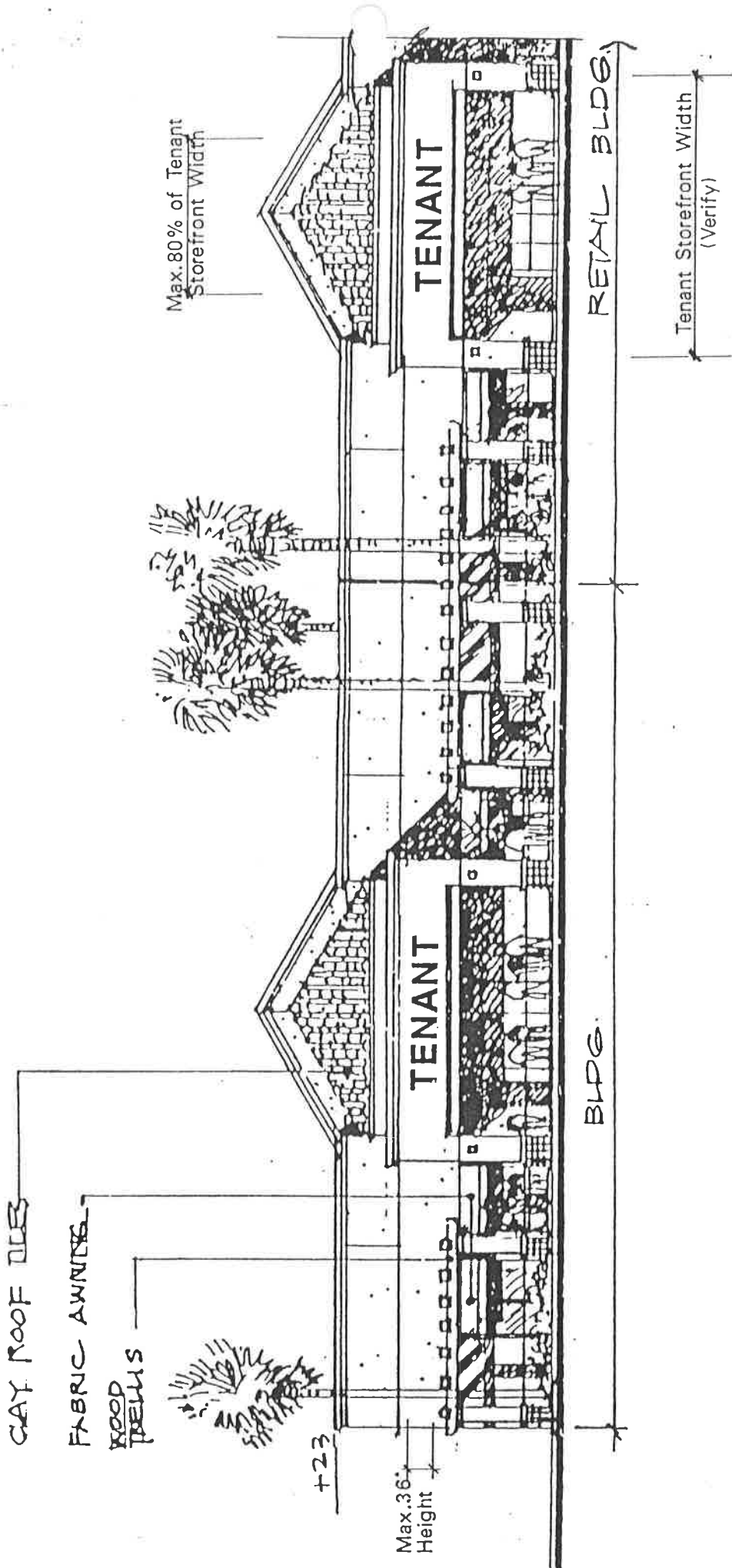
At the expiration or a sooner termination of Tenant's lease term, Tenant shall remove its sign and patch the sign facia to match the adjacent finish to the Landlord's satisfaction.

18. MAJOR TENANTS:

The provisions of this sign criteria shall not be applicable to identification signs of occupancies designated by the Landlord as major tenants. These tenants may install their standard signage which appears on buildings operated by them in California providing the signs are architecturally compatible and have been approved by the Landlord and the City of Madera.

19. FREE STANDING SIGNS:

The intent of this Center is to incorporate major tenants onto two (2) free standing center pylon signs or the monument signs for pad users, rather than have individual pole signs. The vinyl copy to be installed by tenant onto existing white plex panels must be approved and permitted by the City prior to installation. The tenant may have his standard copy style and colors.

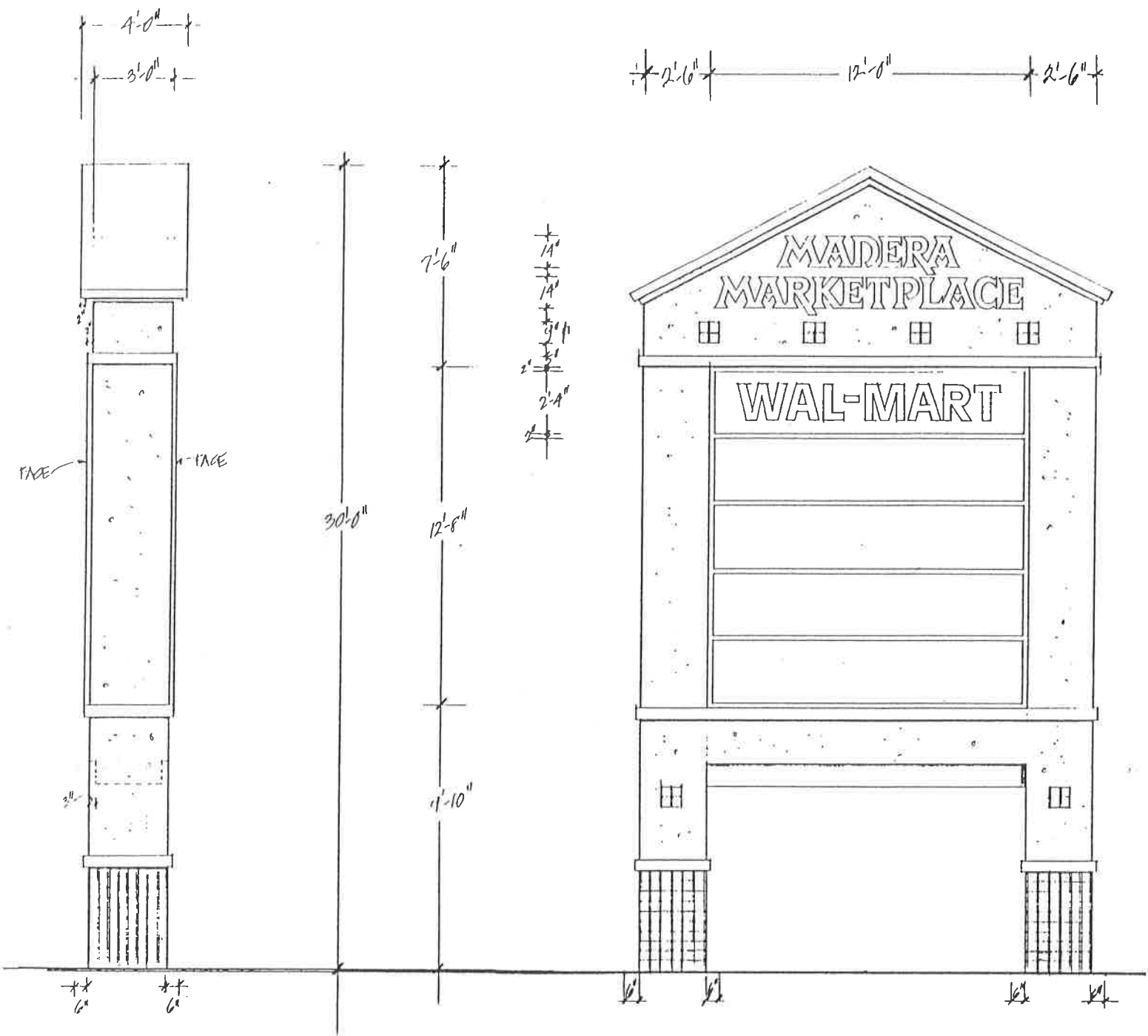


TYPICAL BLDG. ELEVATION

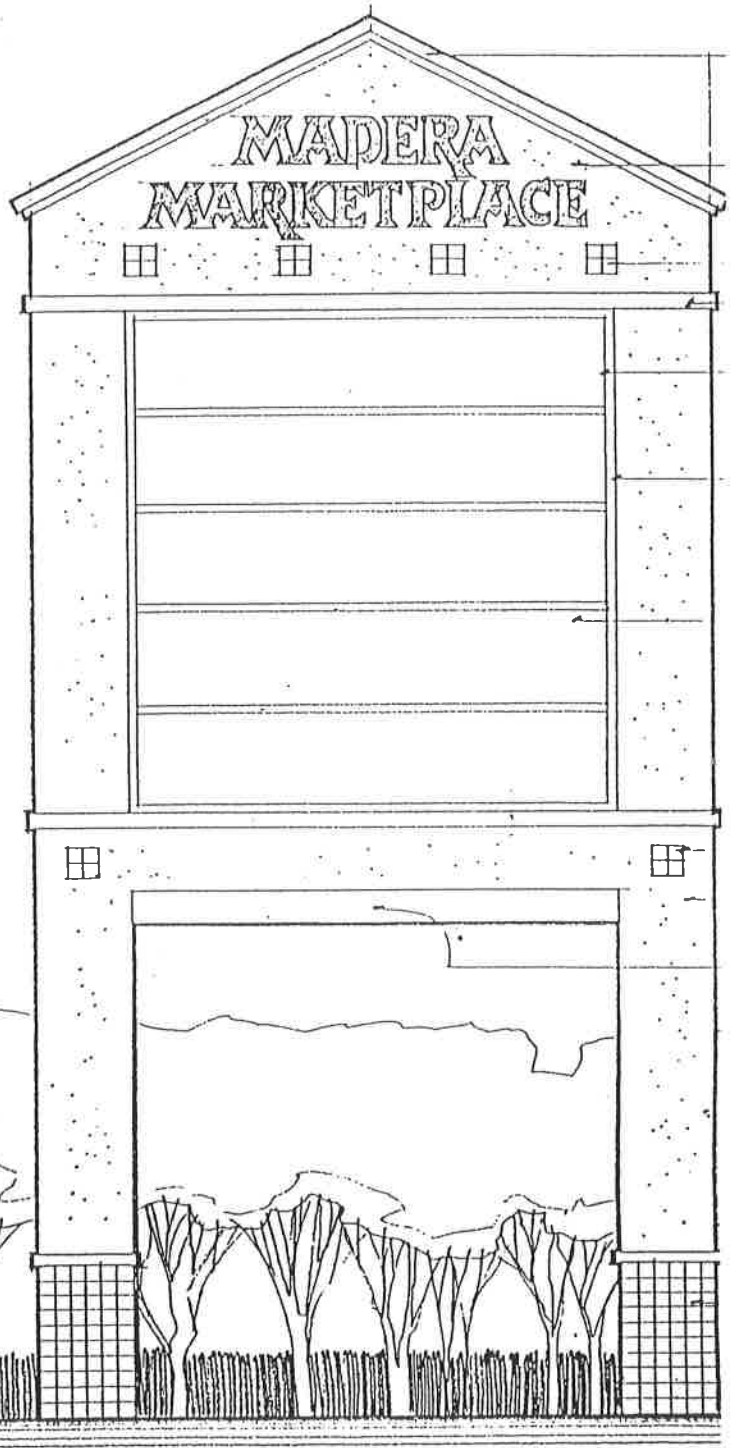
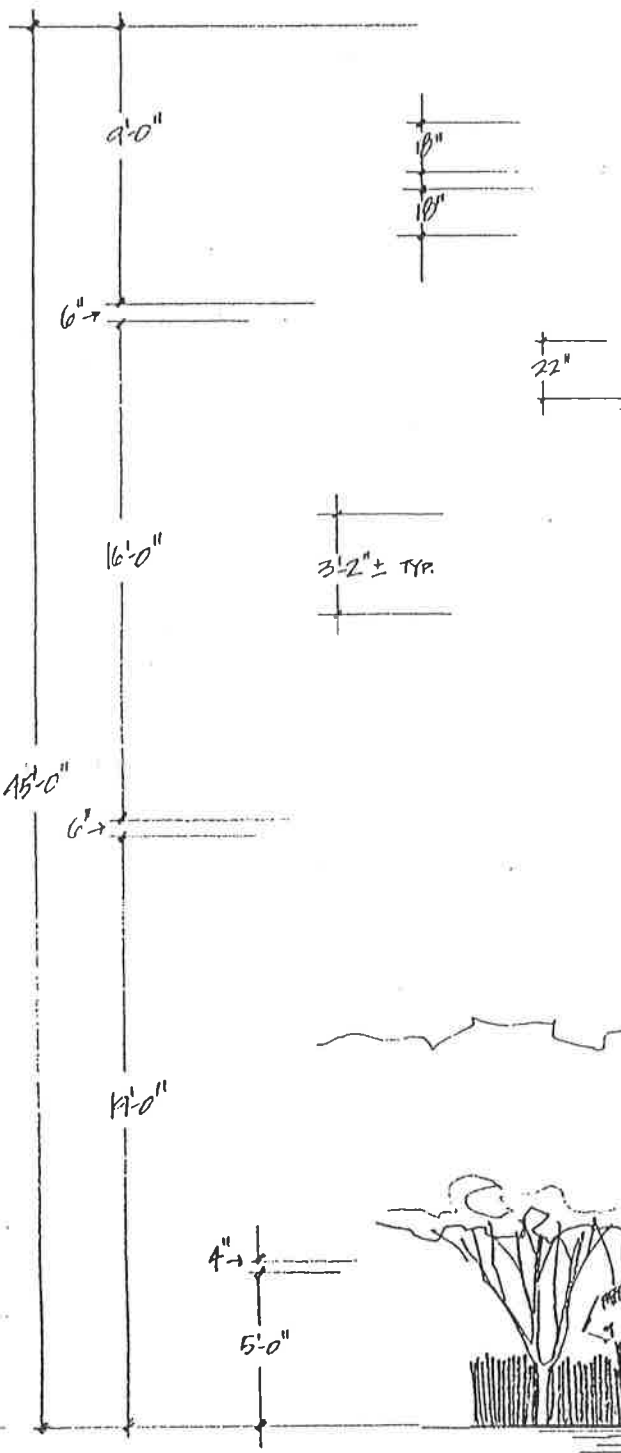
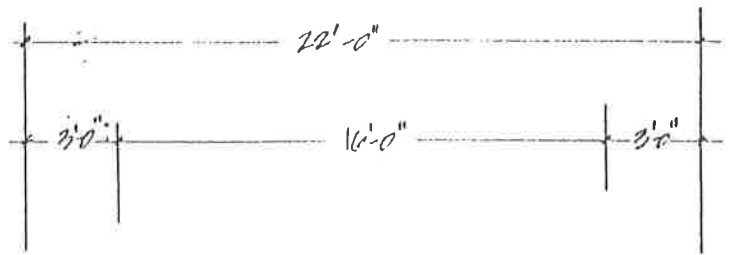
For Tenants Over 3000 Sq Ft.
Storefront Sign Notes:

1. Internally illuminated individual letters, =5' deep x 36' height
2. Letters shall not exceed 36" in height.
3. Sign width shall not exceed 80% of storefront width.
4. Building sign not to exceed 1.5 Sq Ft. per Lineal Ft. of Leasehold Width.
5. Color(s) of lettering and logo are subject to the Owner's Approval.

SHOPS TENANT SIGNAGE

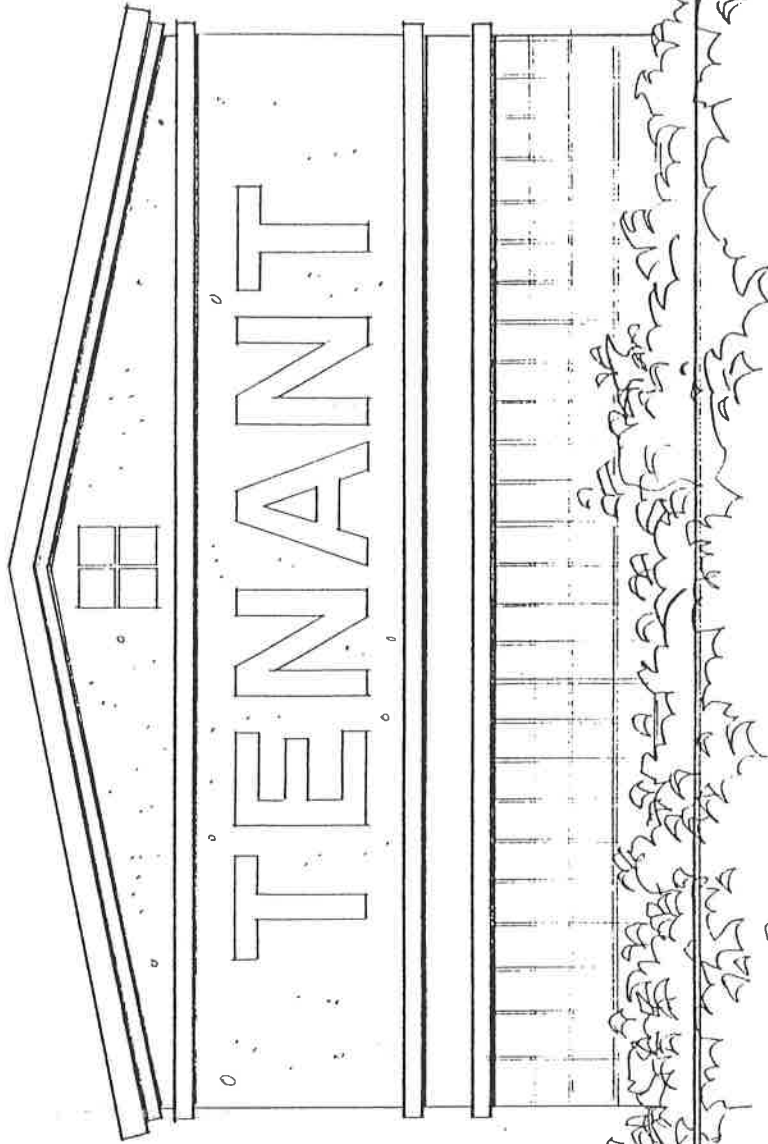


SHOPPING CENTER (PYLON) SIGN



FREEWAY PYLON SIGN

10'-0"



9"
2'-0"
14"±
2'-0"

6'-6"

D/F MONUMENT DISPLAY

ATTACHMENT 3
Variance Justification Letter

September 8, 2023

**City of Madera
Planning Commission
205 West 4th Street
Madera, CA 93637**

Project:
Ross Dress For Less
Madera Marketplace
2237 W. Cleveland Ave.
Madera, CA 93637

Background:

Ross Stores, Inc. currently operates 10 Ross Dress For Less stores in the greater Fresno area. These stores have proven to be an asset to the communities they serve. Opening the new Ross Dress For Less store at Madera Marketplace is evidence of Ross' plans to further partner with nearby communities, but they find that they need to bolster their identity by increasing the signage entitlements dictated by the City's zoning ordinance. Therefore, as agents of Ross Stores, Inc., we are applying for a variance requesting an increase in the maximum sign area in order to overcome limitations caused by site and regulatory hardships.

The new Ross Dress For Less store will occupy the 25,000 sq. ft. in a portion of the prior Pak N Save. They will be employing around 50 full and part time employees. Madera's sign code establishes a maximum sign area of 1.5 sq. ft. per foot of building frontage, with a maximum sign area of 200 sq. ft. With a 110'-0" frontage this entitles Ross to 165 square feet. The proposed ROSS is 72" hi and the DRESS FOR LESS letters are 42" high. When encapsulated in the prescribed method (10-6.03 G-1), is 291 sq. ft. There are also one small oval pedestrian oriented wall plaque at 8 sq. ft. and an under-canopy sign at 4 sq. ft.

Petitioner Justification

Sect. 18.106.040 of the Zoning Ordinance establishes five evaluation criteria for consideration by the Commission when reviewing and deciding upon requested variances to the Zoning Ordinance. Following are our responses to these criteria.

- A. There are exceptional or extraordinary circumstances or conditions applying to the land, building or use referred to in the application, which circumstances or conditions do not apply generally to land, buildings, or uses in the same zoning district;**

Sign ordinances are generally written with consideration that most retail businesses abut the street frontage in the traditional manner of retail development. In this case, the store is set back from West Cleveland Avenue over 600 feet. This unique condition must be

taken into account when considering the resulting size and proportion of the primary wall sign.

We feel that the required 165 sq. ft. maximum ROSS DRESS FOR LESS sign will look disproportionately small from such a long distance. This imposes a hardship and practical difficulty on the visibility of the new store.

B. The granting of this application is necessary for the preservation and enjoyment of substantial property rights of the petitioner.

Part of the purpose of the request for deviation from the sign regulations is that a larger sign will assure Ross Stores, Inc. and the City that the business will be seen and therefore improve their prospects of long term success.

C. The granting of such application will not under the circumstances of this particular case, materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicant and will not, in the circumstances of this particular case, be materially detrimental to the public welfare of injurious to the property or improvements in the neighborhood.

East Cleveland Avenue is one of the main commercial corridors in Madera and Madera Marketplace is entirely retail, as are all the adjacent land uses except to the west which is residential and where the proposed wall sign cannot be seen. The larger signs will have little to no impact imposed on the public. In fact, they will benefit the public by helping them find the store and by adding a sense of economic vitality to the community.

Since the area is committed to commercial uses, there will be no impact to the public other than allowing them to spot the Ross Dress For less store from a distance. Research has shown that small signs lead to increased traffic accidents as drivers are distracted by in their search for their destination.

D. The granting of the variance shall not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is located.

Granting of the variance is not contrary to the character of the area as it's already well defined for retail. As for special privilege, stores closer to West Cleveland Ave. have an advantage with their proximity to the public ROW. The larger sign makes up for this inequity.

E. Because of special circumstances applicable to the subject property, including size, shape, topography location, or surroundings, the strict application of the zoning ordinance would deprive the subject property of privilege enjoyed by other properties in the vicinity and under identical zone classifications.

As mentioned previously, the disparity that Ross Dress For Less has when compared with other businesses in the vicinity is their extreme setback from West Cleveland Avenue. The 165 sq. ft. of sign area simply is not sufficient to properly identify their premises at a distance of over 600 ft. We believe the proposed signage is proportionate to the sign background and significance as a major tenant at Madera Marketplace.

Summary:

With this variance request, Ross Stores, Inc. is seeking to balance the visual perception of a sign that appears smaller than those closer to the traffic corridors. It would also signify the relative importance Ross Stores Inc. will play in the local economy. We believe that those businesses that have little or no setback from the retail traffic corridors of Madera actually have a special privilege. We are not asking for special privilege as much as we are asking that Ross Dress For Less, which is set back a long distance, be given extra consideration regarding sign size.

We appreciate the opportunity to present our reasoning behind our request for limited relief from the City of Madera's sign regulations. We feel that the purposes and intent of the ordinance and General Plan would be advanced by the requested exceptions from the requirements, and the benefits of such a deviation will substantially outweigh the detriment that would result from ineffective identification.

Sincerely,

Ross Stores, Inc.

ATTACHMENT 4
Sign Permit Proposal

Notes:

LANDLORD TO PROVIDE:

- ADEQUATE ACCESS BEHIND LOGO LETTERS FOR INSTALLATION AND MAINTENANCE, PER ARTICLE 600 OF THE N.E.C.
- ONE (1) 20 AMP 120V ISOLATED SIGN CIRCUIT AND JUNCTION BOX TO AREA BEHIND SIGN LETTERS CONNECTED TO THE ENERGY MANAGEMENT SYSTEM
- AT LEAST 1/2" THICK PLYWOOD BACKING BEHIND ALL E.I.F.S. WALL SYSTEMS FOR SIGN AND BANNER SUPPORT

SIGN FASCIA TO BE FREE OF JOINTS & REVEALS, AND OF A LIGHT COLOR (MINIMUM 80% L.R.V.) TO PROVIDE HIGH CONTRAST AND VISIBILITY FOR THE SIGN.

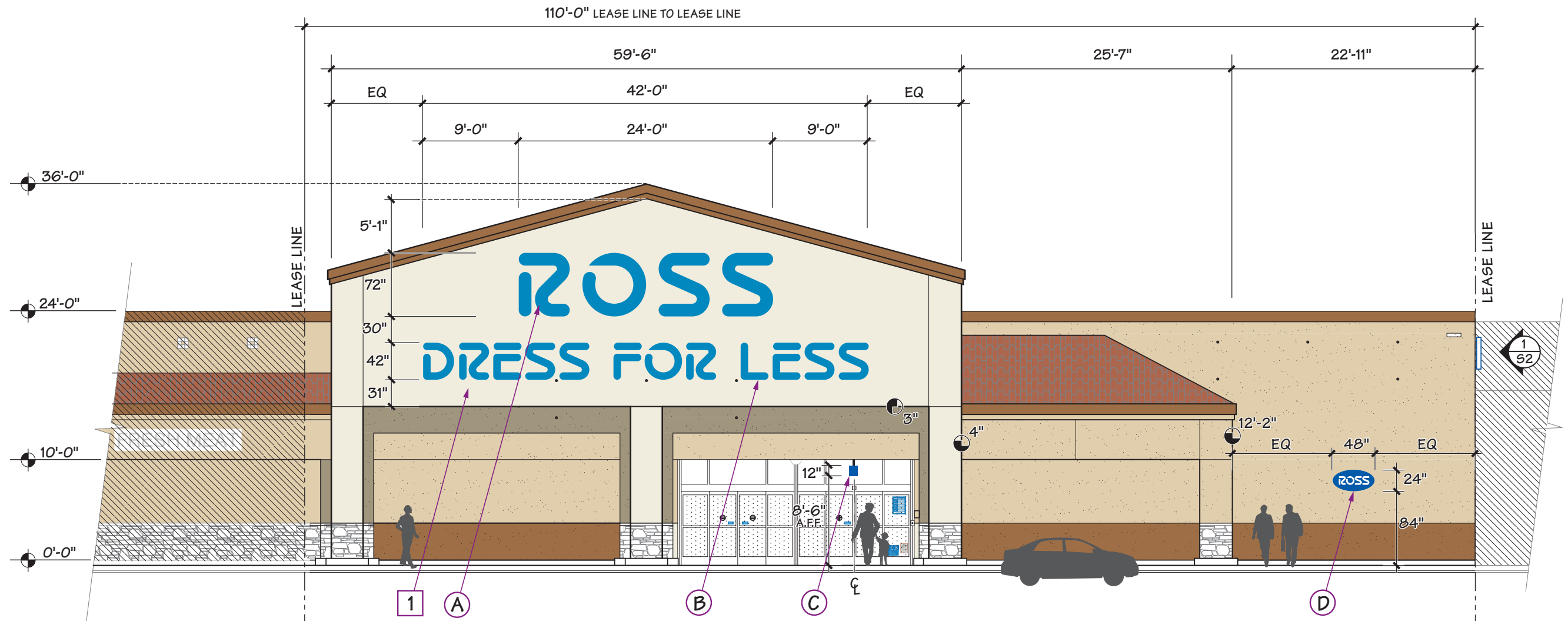
(A) 72"H INDIVIDUAL "ROSS" PAN CHANNEL LETTER-LOK LOGO LETTERS:
 FACES: PLASKOLITE OPTIX.LD 2406 WHITE WITH 3M 3730-167L BLUE VINYL FILM OVERLAY.
 RETURNS: 8"D ALUM. W/ WHITE FINISH
 TRIM CAP: 2" WHITE JEWELITE
 LETTER BACKS: ALUMINUM
 LEDS: PRINCIPAL TRUE WHITE QWIK MOD 3 (7100K)
 MOUNTING: 1/4"-20 GALV. THRU BOLTS
 PEG OFF: 1/2" SPACERS

(C) 12"H X 48"W X 10"D DOUBLE-FACE INTERNALLY ILLUMINATED UNDER-CANOPY SIGN, SEE SHEET UC FOR DETAILS.

1 SIGN FASCIA BY LANDLORD, SEE NOTES

(D) 24"H X 48"W X 1"D KOMACEL OVAL "ROSS" LOGO WALL PLAQUE ONE (1) REQUIRED AS SHOWN, SEE SHEET EL FOR DETAILS.

(B) 42"H INDIVIDUAL "DFL" LOGO LETTERS:
 ALL CALLOUTS SAME AS "ROSS" EXCEPT:
 RETURNS: 5"D ALUM. W/ WHITE FINISH
 TRIM CAP: 1" WHITE JEWELITE



1 STOREFRONT • SOUTH • W. CLEVELAND AVE. • ELEVATION

SCALE: 3/32" = 1'-0"

VARIANCE REQUIRED :

ROSS DRESS FOR LESS		SIGN AREA ALLOWED: 165 sf
		SIGN AREA PROPOSED: 303 sf
ROSS	6'H x 24.0'W =	144 sf
D.F.L.	3.5'H x 42.0'W =	147 sf
TOTAL =		291 sf
	WALL PLAQUE: 2' X 4' =	8 sf
	UC SIGN: 1.0' X 4.0' =	4 sf

bill moore & associates
 Ideas to Identity
 tel: 1 (510) 526-0296
 info@billmoore.com
 www.billmoore.com



ROSS
DRESS FOR LESS

#2484 MADERA
 Madera Marketplace
 NEC West Cleveland Ave. & North Schnoor St.
 Madera, CA

drawn 02/16/23
 MD:XJ 03/15/23
 UC rev. 08/28/23

RB-E/H
SHEET
S1

ATTACHMENT 5
Approved Monument Sign



HeavenOr Las Vegas

7740 Lemona Ave, Van Nuys, CA 91405
 shop: 818-949-2677
www.heavenor.com
 State License #931962
 DOT#952357 / CA#0770924

Project:
Smart & Final
extra!

Address:
 2237 W Cleveland Ave
 Madera, CA 93637

Dates / Revisions:

Completed on	6-16-22
V2	RK 6/18/22
V3	RK 6/22/22
V4	LP 07-10-16
V5	RK 7/11/2022
V6	
V7	RK 11/8/2022
V9	RK 11/11/2022
R20	RK 03/02/2023

Scale: AS NOTED, ELSE N.T.S.

Designer: RK

Salesperson: MIKE BLAKELY

Approvals:

Client: _____
 X _____
 Architect: _____
 X _____
 Landlord: _____
 X _____
 Project Manager: _____
 X _____

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Note: The colors depicted in print here are a graphic representation. Actual colors may vary due to printers. See color specifications.

GROUNDING & BONDING STATEMENT
 This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electric Code and/or other applicable local codes. This includes proper grounding and bonding of this sign.

©2022 HEAVEN OR LAS VEGAS

Page Title:

Drawing Tolerance: .25" Page Number: **7 of 10**

Design file name:

M-1 NEW MONUMENT SIGN

SCALE: 3/8"=1'-0"

ATTACHMENT 6
Planning Commission Resolution

RESOLUTION NO. 1973

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
DENYING VARIANCE (VAR 2023-04) AND SIGN (SGN 2023-30) FOR
ROSS SIGNAGE AT THE MADERA MARKETPLACE SHOPPING CENTER**

WHEREAS, Rhino Holdings Madera Marketplace, LLC, is seeking a sign permit and variance to allow additional on-building signage within an established shopping center located on; and

WHEREAS, Fresno Neon Sign Company is the applicant acting on the behalf of Rhino Holdings Madera Marketplace, LLC; and

WHEREAS, the shopping center must abide to the Madera Marketplace Master Sign Program and Sign Regulations of the Madera Municipal Code in which describes and delineates the quantity, location, and size of all signs within the shopping center; and

WHEREAS, the proposed signage exceeds the maximum signage as stated in the Master Sign Program; and

WHEREAS, the proposed signage is subject to review and approval of a variance and sign permit by the Planning Commission; and

WHEREAS, the City performed a preliminary environmental assessment of this project and has determined that it falls within the Categorical Exemption set forth in Section 15311(a) of the California Environmental Quality Act (CEQA) Guidelines as the project involves installation of on-premises sign; and

WHEREAS, under the City's Municipal Code, the Planning Commission is authorized to review and approve variances 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 for the hearing of November 14, 2023; and

WHEREAS, the Planning Commission received and reviewed VAR 2023-04 and SGN 2023-30 at a duly noticed meeting on November 14 and continued the item to the December 12, 2023 Planning Commission meeting; 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 deny VAR 2023-04 and SGN 2023-30.

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 finds and determines that the project falls within the Class 11 Categorical Exemption set forth in CEQA Guidelines Section 15311(a) as the project involves installation of on-premise freestanding pylon sign at an established shopping center, and the inclusion of new sign is a minor structure that will result in no expansion to the existing commercial buildings and facilities.
3. Findings for Denial of VAR 2023-04: The Commission determines that there is substantial evidence in the administrative record to support the denial of VAR 2023-04. The Commission further

approves, accepts as its own, incorporates as if set forth in full herein, and makes each one of the findings, based on the evidence in the record, as follows:

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

The proposal is not consistent with the Madera Municipal Code Sign Ordinance. The proposed signage exceeds the maximum requirement for commercial on-building signage. Per MMC § 10-6.09 and the Madera Marketplace Master Sign Program, a commercial building on-building signage shall not exceed the maximum allowable sign area given.

4. Denial of VAR 2023-04: Given that all findings can be made, the Planning Commission hereby denies VAR 2023-04 and SGN 2023-30
5. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 12th day of December, by the following vote:

AYES:

NOES:

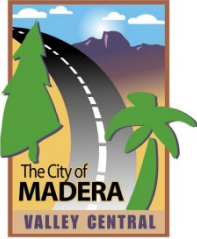
ABSTENTIONS:

ABSENT:

Robert Gran Jr. Planning Commission
Chairperson

Attest:

Gary Conte, AICP
Planning Manager



REPORT TO THE PLANNING COMMISSION

Prepared by:

Robert Smith, Senior Planner

Meeting of: December 12, 2023

Agenda Item: 4

SUBJECT:

Links Ranch Subdivision Map Extension (TSM 2021-02 EXT)

RECOMMENDATION:

Conduct a public hearing and

1. Adopt a Resolution approving a 3-year (36-month) time extension to Tentative Subdivision Map 2021-02 subject to the findings and updated conditions of approval.

SUMMARY:

On October 18, 2023, the City received an application from Fagundes, Fagundes, Fagundes and Links Ranch LLC requesting an extension of the expiration date for the Links Ranch Tentative Subdivision Map (TSM 2021-02 EXT) which allows for the creation of 214-single-family residential lots prior to expiration of the original approval on November 3, 2023 (refer to Attachment 1). TSM 2021-02 is a non-vested tentative subdivision map. City of Madera Municipal Code Section 10-2.402.8.2 allows for extension of time for tentative subdivision maps so long as the request is filed not less than 15 days prior to the expiration of the map, and Government Code Section 66452.6(e) allows a tentative subdivision map to be extend for a period not exceeding a total of three (3) years (36 months). The applicant has expressed the need for flexibility for the implementation date of the proposed subdivision in response to additional time needed to seek approval of building and improvement permits. The requested (3) years (36 months) extension would require a final subdivision map to be recorded on or before November 3, 2026.

With exception to the following three updates to the previously approved conditions of approval, all the of conditions of approval previously approved TSM 2021-02 remain in effect. Condition 6 is proposed to be amended to extend the life of the map for the requested 3-year extension. Condition 17.A has been added to require TSM 2021-02 to comply with the City's adoption of the Parkland Acquisition Ordinance Act in effect since May 21, 2018, by requiring the payment of parkland acquisition fees in-lieu of parkland dedication.

Table 1: Project Overview	
<i>Project Number:</i>	Tentative Subdivision Map Extension (TSM 2021-02 EXT)
<i>Applicant:</i>	Links Ranch LLC
<i>Property Owner:</i>	Links Ranch LLC
<i>Location:</i>	northwesterly section of the City, approximately two miles west of State Route 99 (SR 99) on the south side of West Cleveland Avenue between Avenue 16 and Road 23 (Attachment 1)
<i>Project Area:</i>	40-acres
<i>Plan Land Use:</i>	LD (Low Density Residential) HD (High Density Residential); OS (Open Space)
<i>Zoning District:</i>	P-D (4500) (Planned Development, one unit per 4,500 square feet of site area)
<i>Site Characteristics</i>	The subject property contains almond orchards, a single-family residential dwelling (1,395 square feet (sf)), and metal barn for agricultural equipment and related storage. These structures are located on the northeast corner of the site. There are no other improvements or structures on-site (Attachment 2).

PRIOR ACTION:

TSM 2021-02 was approved by the Planning Commission on September 14, 2021, allowing a 214-lot single family residential subdivision on 40-acres (Attachment 3) subject to City Council adopting an Ordinance rezoning the 40-acre site to PD 4500. City Council adopted the Ordinance rezoning the 40-acre site on November 3, 2021 (refer to Attachment 1). While the subdivision was approved over two years ago, no final map was recorded for the subdivision and construction did not move forward. A precise plan was approved along with the subdivision map in 2021. The subdivision was evaluated under a Mitigated Negative Declaration (MND), which was adopted by the City Council. The current proposal under TSM 2021-02 remains consistent with the analysis conducted under the adopted MND and no on-site or off-site circumstances have changed to the extent that a new environmental review would be required.

ANALYSIS:

Tentative Subdivision Map 2021-02 proposes density at 5.35 dwelling units per acre. On September 14, 2021, the City of Madera Planning Commission approved unanimously, subject to the conditions noted in Planning Commission Resolution No. 1892 (Attachment 4). Pursuant to Government Code Section 66452.6(a)(1) and the provisions of the City of Madera Municipal Code, an approved or conditionally approved tentative map shall expire 24 months after its approval or conditional approval. Therefore, the original expiration date of the subject tentative map was November 3, 2023. This extension, if granted, would extend the expiration date to November 3, 2026.

An extension of the existing TSM would enhance the possibility that the subdivision will be fully developed. Extending the map would allow infrastructure requirements and the final map to be completed and filed prior to a further Precise Plan application being submitted to complete the planning permit process. The City is generally required to act on Map extension requests within 60 days, according to state law (Government Code Section 66452.6(e)). Staff recommends an extension as stated above.

ENVIRONMENTAL REVIEW:

This project has already been environmentally assessed. As noted above, a Mitigated Negative Declaration (MND) was prepared for the original Links Ranch subdivision map. The MND analyzed the 214-lot single family residential Links Ranch subdivision. Circumstances on the site have not changed, and there is no new substantial information of significant importance that would alter the outcome of the adopted MND. Therefore, the adopted MND is sufficient and pursuant to State CEQA Guidelines Section 15162, which identifies the requirements for which subsequent analysis is warranted, no further environmental review is required. Furthermore, the mere extension of a map is a procedural matter that does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.

RECOMMENDED ACTION:

Conduct a public hearing and make the necessary findings to:

1. Adopt a resolution approving a 3-year time extension to the Tentative Subdivision Map 2021-02.

ALTERNATIVES:

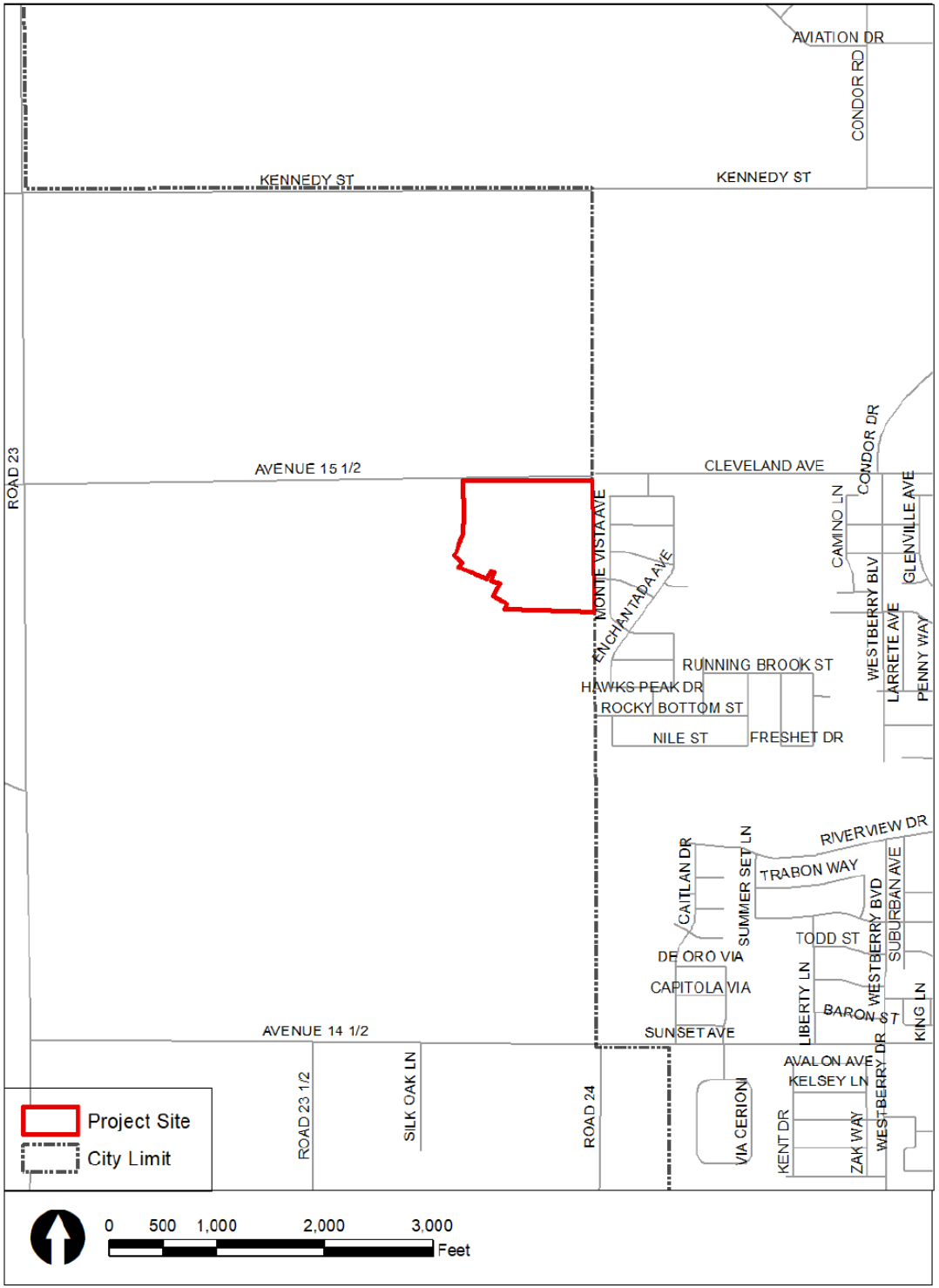
As an alternative, the Commission may elect to:



- Move to approve a tentative subdivision extension for a period less than the requested 3-year extension (e.g. 12 months).
- Move to continue the public hearing to the January 2023, Commission meeting.
- Move to deny the request, based on the following findings: (specify)

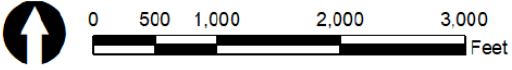
ATTACHMENTS:

1. Vicinity Map
2. Aerial Map
3. Tentative Subdivision Map 2021-02
4. Planning Commission Resolution
5. Planning Commission Staff Report approving TSM 2021-02
6. Fagundes, Fagundes, Fagundes October 16, 2023, Letter, Subject: Tentative Subdivision Map 2021-02 Extension of Expiration Date Request

ATTACHMENT 1
Vicinity Map



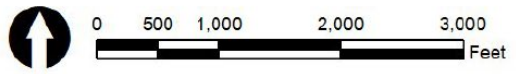
 Project Site
 City Limit



ATTACHMENT 2
Aerial Photo



 Project Site
 City Limit



ATTACHMENT 3
Tentative Subdivision Map – Links Ranch

ATTACHMENT 4
Planning Commission Resolution

RESOLUTION NO. 1974

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
APPROVING A THREE-YEAR TIME EXTENSION FOR LINKS RANCH
TENTATIVE SUBDIVISION MAP 2021-02 EXT**

WHEREAS, the Planning Commission of the City of Madera (Commission) on September 14, 2021 conditionally approved the Links Ranch Subdivision Map (TSM 2021-02) to subdivide approximately 40-acres to create 214-single family lots contingent upon the City Council of the City of Madera's (Council) approval of the rezoning of the 40-acre site; and

WHEREAS, the conditional approval of TSM 2021-02 shall become final and effective immediately only after the Council approved the rezoning of the 40 acre site; and

WHEREAS, on November 3, 2021, Council approved the rezoning of the 40-acre site; and

WHEREAS, the approval of TSM 2021-02 was conditioned to expire November 3, 2023, 24 months from the date of approval by the Commission; and

WHEREAS, Government Code Section 66452.6(e) allows the extension of tentative subdivision maps to a maximum of six years (72 months); and

WHEREAS, prior to the expiration of TSM 2021-02, Links Ranch LLC, filed a request for a three (3) year extension for TSM 2021-02, herein reference as TSM 2021-02 EXT; and

WHEREAS, based on a preliminary environmental assessment, TSM 2021-02 EXT was determined to be consistent with the Mitigated Negative Declaration prepared and adopted for the original Links Ranch Tentative Subdivision Map and no further analysis is required: and

WHEREAS, under the City's Municipal Code, the Planning Commission is authorized to review and approve tentative subdivision map extensions 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 TSM 2021-02 EXT at a duly noticed meeting on December 12, 2023; and

WHEREAS, a public hearing was held, the public was provided an opportunity to comment; and

WHEREAS, at the December 12, 2023, public hearing, the public was provided an opportunity to comment, and evidence, both written and oral, was considered by the Planning Commission; and

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: This project has been previously assessed. The Planning Commission finds that the mere extension of time to complete an approved map is a procedural matter that

does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. In the alternative, Planning Commission also finds that pursuant to CEQA Guidelines Section 15162 subsequent environmental review is not required for TSM 2021-02 EXT based on the following:

- a. No substantial changes are proposed in the project which will require major revisions of the previous mitigated negative declaration (MND) due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In this case, the application maintains the same density, intensity and is otherwise consistent with the development originally proposed for the subject site as contemplated by the MND. As such, no further environmental review is necessary or required.
- b. No substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In this case, the application is consistent with the originally approved tentative map that was assessed by the MND and there are no new substantial changes in the physical environment that were not anticipated in the MND, including its analysis in light of development contemplated in the General Plan.
- c. There is no new information, which was not known and could not have been known at the time of the previous MND that the project will have significant effect not discussed in the MND. The project will not have any more significant effects than that already discussed and assessed in the MND. As a mitigated negative declaration was previously adopted for the considerations set forth in CEQA Guidelines § 15162(a)(3)(C) and (D), related to the adequacy and feasibility of previously adopted mitigation measures, are not applicable.

Based upon these findings, it has been determined that no further environmental documents are required for this application for extension of the map life.

3. Findings for TSM 2021-02 EXT: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support approval, as conditioned. With the conditions, the project is consistent with the requirements of the Municipal Code, including Sections 10-2.402.8.1 and 10-2.402.8.2. 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. *There have been no changes to the provisions of the General Plan, any applicable specific plan or the development code applicable to the project since the approval of the tentative map.*

The Tentative Subdivision Map remains consistent and compatible with the City's General Plan land use designations for the subject site and surroundings. The subject site is not subject to an adopted Specific Plan.

- b. *There have been no changes in the character of the site or its surroundings that affect how the policies of the General Plan or other standards of the development code apply to the project.*

Surrounding property existing conditions and uses remain relatively unchanged since the approval of the tentative subdivision map. The project, with the approval of the additional condition of approval, will remain consistent with the City's Zoning Ordinance.

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

Adequate service capacity remains available to service the subject site.

- d. *There have been no changes in the character of the site, its surroundings, or the project that that would require major revisions to the previous negative declaration or would cause substantial environmental damage or injury to wildlife.*

The adopted mitigated negative declaration is sufficient and pursuant to State CEQA Guidelines Section 15162, which identifies the requirements for which subsequent analysis is required, no further environmental review is required.

- 4. Approval of TSM 2021-02 EXT: Given that all findings can be made, the Planning Commission hereby approves TSM 2021-02 EXT as conditioned as set forth in the Conditions of Approval attached as Exhibit "A" to extend the term of TSM 2021-02 for an additional three years from its original expiration date. TSM 2021-02 shall now expire on November 3, 2026.

- 5. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 12th day of December 2023,
by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Gary Conte, AICP
Planning Manager

'EXHIBIT A' Conditions of Approval

EXHIBIT "A"
TSM 2021-01 EXT and PPL 2021-04
LINKS RANCH
CONDITIONS OF APPROVAL
December 12, 2023

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 2021-01 EXT and PPL 2021-04 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 this tentative subdivision map and/or precise plan, 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 map and/or this precise plan.

GENERAL CONDITIONS

1. Approval of this project 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.
2. Approval of this project may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this project, the zoning ordinance, and all City standards and specifications. These applications are 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 project. Unless the conditions of approval specifically require operation inconsistent with the application, new or revised applications are required if the operation is found to be out of conformance 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 project or subsequent amendments or revisions. These conditions are conditions imposed solely upon the project 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.

3. 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.
4. The applicant shall submit to the City of Madera 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 and the Department of Fish and Game de minimis filling fee in effect at the time of filing. Such check shall be made payable to the Madera County Clerk and submitted no later than three (3) days following action on these applications.
5. Project approval is conditioned upon acceptance of the conditions of approval contained herein, as evidenced by the applicant's signature on the Acknowledgement and Acceptance of Conditions of Approval.
- ~~6. TSM 2021-01 shall be valid for a period of 24 months from the date of its conditional approval. Prior to expiration of the conditionally approved tentative map an extension or extensions to this period may be requested pursuant to Section 66453.3 of the Subdivision Map Act.~~
6. TSM 2021-02 shall expire on November 3, 2026, unless a final map is recorded in accordance with the Subdivision Map Act and filed with the County recorder.
7. PPL 2021-04 shall remain valid only while TSM 2021-01 remains valid. Once TSM 2021-01 is recorded PPL 2021-04 shall remain valid until such time that PPL 2021-04 is amended or repealed.
8. 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.
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. The project site shall be developed in conformance with the plans as reviewed and approved. Minor modifications to the site plan, which are necessary to meet regulatory, engineering, or similar constraints or requirements may be made at the discretion of the Planning Manager without an amendment. However, should the Planning Manager determine that modifications are substantive, he/she may require that an amendment to the applications be filed for review and approval through the applicable City process.
11. Any proposed modifications not considered minor changes in accordance with Section 10-2.402.9 (Amendments to Approved Subdivisions) shall require an amendment to TSM 2021-01.
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. All on-site improvements shall be completed prior to final building inspection and shall be completed to the satisfaction of the City of Madera prior to issuance of a certificate of completion.
14. The Planning Department shall be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction within 50 feet of the discovery must 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 or developer's expense, to evaluate the finds and recommend appropriate action according to CEQA Guidelines Section 15064.5. If avoidance is infeasible, other appropriate measures would be instituted. Work may proceed on other parts of the project site while assessment of historic resources or unique archaeological resources is being carried out.
15. All construction must stop if any human remains are uncovered, and the Planning Manager, City Engineer and County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.

PLANNING DEPARTMENT

16. Vandalism and graffiti shall be corrected in accordance with the provisions of the Madera Municipal Code.
17. 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.
- 17a. [The subdivider shall provide payment of fees-in-lieu of parkland dedication in accordance with the City's Parkland Acquisition Ordinance.](#)

18. The property owner, operator, and/or manager shall keep the property clear of all trash, rubbish, and debris at all times.
19. Park land shall be dedicated, or payment of in-lieu fees shall be made, or combination of both, in accordance with the "City's Acquisition of Land and/or Payment of Fees for City Park Facilities," commencing with Section 10-2.1300 of the Municipal Code.
20. The developer shall cause such Right to Farm notice as required by Section 10-3.418(G) of the Municipal Code to be recorded in the Office of the County Recorder.
21. Prior to issuance of building permits or any future division of the property, the applicant at their sole expense shall cause the property to be annexed into the City-wide Community Facilities District No. 2005-01 and shall pay all applicable fees.
22. The applicant/developer shall coordinate with the United States Post Office relative to the proposed location of the postal boxes for the project.
23. The internal street names shall comply with the recommendations of the Planning Department with approval of the Final Map.
24. There shall be no access to lots from street side of corner lots. This condition shall apply to the following lots: 12, 13, 43, 44, 52, 53, 61, 62, 70, 71, 79, 80, 88, 89, 97, 98, 105, 106, 112, 113, 135, 136, 145, 146, 155, 156, 160, 161, 163, 167, 181, 182, 194, 195, 207 and 208.

Residences

25. Each dwelling unit and sitting of the unit shall be constructed consistent with "Project Design Guidelines" and "Development Standards" as reviewed and approved with PPPL 2021-04.
26. A minimum of four (4) distinct model floor plans and elevations shall be constructed upon the 214 lots encompassed within TSM 2021-01.
27. Prior to issuance of any building permit for dwelling units, the developer shall submit for approval by the Planning Department a color and materials board(s) representative of all models to be constructed. Final approval of the color and materials board shall be determined by the Planning Manager. Any color or materials shall be approved by the Planning Manager and shall be included in the Precise Plan.
28. The following criteria shall be applied to the location of homes on individual lots:
 - a) The appearance of a home is affected by at least three (3) primary features, including:
 - i. Home Model Plan;
 - ii. Alternative Elevations for Each Plan; and
 - iii. Color Scheme
 - b) Dwelling units built on side-by-side lots shall not repeat more than one (1) of the primary home features described above. Model floor plans shall not be repeated on more than two (2) consecutive lots.
29. For lots where side and/or rear exterior elevations of residential buildings are visible from any street or public rights-of-way, they shall incorporate architectural treatments in keeping with the front (primary) elevation. This condition shall apply to the following lots: 12, 13, 34 through and including 44, 52, 53, 61, 62, 70, 71, 79, 80, 88, 89, 97, 98, 105, 106, 112 through and including 136, 145, 146, 155, 156, 160, 161, 163, 167, 181, 182, 194, 195, 207 and 208.
30. The front setback shall vary from the minimum of thirteen (13) feet to living space to a maximum

of twenty (20) feet to living space, with at least a two (2) foot variation amongst any two (2) adjacent lots, and a five (5) foot variation over any five (5) consecutive lots, regardless of home model plan.

31. Exterior side yard setbacks shall be a minimum of ten (10) feet and fifteen (15) feet for reverse corner.
32. All exterior lighting shall be down-shielded and directed in such a way as to not interfere with the driving safety of vehicular traffic. Exposed bulbs shall not be permitted.
33. The specifications and types of exterior lighting fixtures to be installed in the subdivision area shall be submitted to and approved by the Planning Department prior to issuance of building permits.
34. All standards for the location and design of buildings (including accessory structures) and fences which are not specifically included and made a part of PPL 2021-04, shall conform to R1 (Residential) zoning standards.
35. The floor plans of all dwelling units shall be reversible and driveway approaches on corner lots shall be located on the interior side of the property.
36. Except as noted in these Conditions of Approval, all driveways and encroachments shall conform to City standards in regard to setbacks from adjacent property lines and intersections. All approaches shall conform to City standards.

HVAC and PG&E Utility Placement Considerations/Screening Requirements

37. Prior to the issuance of building permits, the applicant shall identify on the site plan the following information for Planning Department review and approval:
 - a) The location of all-natural gas and electrical utility meter locations.
 - b) The location of all heating, ventilation, and air conditioning (HVAC) equipment.
 - c) The location of all compressor equipment, and mechanical and electrical equipment.
38. All utility equipment and services shall be screened to the specifications of the Planning Department. The applicant shall show methods proposed to architecturally integrate equipment locations, or show methods proposed to screen equipment using landscaping. Any wall-mounted equipment shall be painted to match the exterior wall and screened when in predominant public views.
39. HVAC units shall be ground mounted. No roof mounted air conditioning or heating ventilation units shall be allowed. All ground-mounted HVAC equipment shall be located in the side or rear yard behind a six (6) foot tall fencing.
40. Natural gas meter placement shall be screened from public view per Planning Department approval.
41. The applicant shall coordinate the installation of utilities consistent with these conditions of approval with Pacific Gas and Electric Company (PG&E).
42. If fireplaces are installed, they must be either gas-burning or EPA certified wood-burning. Natural gas and electric outlets are recommended to be installed in the back yard for barbecues. Outside electric outlets shall be provided in the front and rear yards of the units to facilitate the use of electric lawn mowers, edgers, etc. Electric or low nitrogen oxide (Nox) emitting gas-fired water heaters should be installed.

Fencing and Walls

43. All fencing and walls shall be properly maintained so as not to create a hazard, public nuisance or blight in the surrounding neighborhood.
44. Wood fencing shall be required along all side and rear yards unless otherwise specified in the Conditions of Approval.
45. Wood fencing shall be a dog ear fence picket style and made of cedar quality or better, and all fence posts shall be pressure treated and set in concrete. Fencing shall not exceed a maximum uniform height of six (6) feet. Fencing shall have a gate allowing for easy access to solid waste containers provided by the City or City contracted waste hauler purveyor. The width of the gate shall be a minimum of thirty-six (36) inches.
46. Any retaining walls greater than eighteen (18) inches in height shall be split block masonry.
47. A six (6) foot decorative split block masonry wall with capstone shall be constructed along West Cleveland Avenue between "B" Street and eastern terminus of project site. Wall shall connect to and tie into, and blend seamlessly with the existing masonry wall constructed as part of Rancho Santa Fe Subdivision. Masonry wall shall wrap and extend south on "N" Street along the side yards of Lots 43 and 113 and taper (step-down) to a terminus height of three (3) feet. Said taper shall occur following corner lot side yard fencing requirements.
48. A six (6) foot decorative split block masonry wall shall be constructed along "B" Street between West Cleveland Avenue and southern terminus of project site. The masonry wall shall wrap and extend east south on Alamosa Drive along the side yard of Lot 135 and taper (step-down) to a terminus height of three (3) feet. Said taper shall occur following corner lot side yard fencing requirements.
49. Masonry wall design and plan details shall be approved by the Planning and Engineering Departments prior to issuance of building permits.

Landscape

50. Landscape and irrigation plans shall be prepared by a licensed Landscape Architect and submitted as part of the submittals for a building permit. Landscape and irrigation plans shall be approved by the Planning Department prior to issuance of building permits. The plans shall:
 - a) Demonstrate compliance with the State of California's Model Water Efficient Landscape Ordinance (MWELO);
 - b) Permanent automatic irrigation systems for all landscaped areas;
 - c) Provide vegetative matter coverage of a minimum of 75 percent of all landscaped areas;
 - d) At least one (1) City approved street tree planted in each front yard. Corner lots shall have at least two (2) additional trees planted along the exterior side yard. Said front yard and side street trees overall shall be planted thirty (30) foot on center. Trees should be carefully selected and located to shade the buildings during the summer months. This measure should be implemented on southern and western exposures. Deciduous trees should be preferentially considered since they provide shade in the summer and allow the sun to reach the buildings during winter months.
 - e) Locate landscape material in such a way that it does not interfere with utilities above or below ground; and

- f) Provide detailed planting lists for all landscaping, with the number, size, spacing (where applicable) and species of all plant life and groundcover, as well as soil preparation techniques for all landscaped areas.
- 51. Separate landscape and irrigation plans for all landscaping within the City's right-of-way on West Cleveland Avenue and "B" Street shall be prepared and approved by the Planning and Engineering Departments prior to issuance of building permits. Street canopy trees shall be planted thirty (30) feet on center. The landscape and irrigation plans shall be prepared by a licensed landscape architect.
- 52. The property owner, operator, and/or manager shall develop and submit to the Planning Department for review and approval, prior to issuance of a building permit, a landscape maintenance and irrigation program for the first three years to ensure that streetscapes and landscaped areas are installed and maintained as approved.
- 53. The property owner shall maintain all landscaping in a healthy and well-manicured appearance. This includes, but is not limited to, ensuring properly operating irrigation equipment at all times, trimming and pruning of trees and shrubs, and replacing dead or unhealthy vegetation with drought-tolerant plantings.

Signage

- 54. All signage, including, but not limited to, on- or off-site temporary subdivision identification, directional or marketing / sale signs for the purpose advertising homes for sale shall be in compliance with the Sign Ordinance of the Madera Municipal Code Section 10-6. All permanent signage, with the exception of required signs in accordance with City standards for Ellis Street is required to have an approved Sign Permit issued by the Planning Department per Madera Municipal Code Section 10-6.

Construction Trailer & Sales Center

- 55. Development of any temporary construction trailer and/or materials storage yard and/or parking on any lot in the subdivision requires the approval of the Planning Manager in advance of installation/placement.
- 56. The development of any model home sales center on any lot in the subdivision requires the approval of the Planning Manager.

BUILDING DEPARTMENT

- 57. The development of any model home sales center on any lot in the subdivision requires the approval of the Planning Manager.
- 58. A building permit is required for all construction on the site.
- 59. All plans submitted for on-site construction or building permits shall incorporate and reflect all requirements outlined herein.
- 60. Current State of California and Federal handicap requirements shall apply to the entire site and all structures and parking thereon. Compliance shall be checked when the building permit is reviewed and confirmed at final inspection.

FIRE DEPARTMENT

- 61. All homes shall be equipped with residential fire sprinklers in accordance with the CRC and NFPA

13D.

62. The fire hydrant system shall comply with appendices B&C of the California Fire Code and the City of Madera Standards.

ENGINEERING DEPARTMENT

General Conditions

63. Prior to recording of each final map, all actions necessary for annexation into Community Facilities District 2005-01 shall have been taken, and all property included in said subdivision shall be made a part of such district and subject to its taxes.
64. Draft Tentative Tract Map shall address entire parcel not just a portion thereof as currently depicted.
65. 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.
66. 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.
67. A survey benchmark shall be established per City Standards and related data shall be submitted to the Engineering Department prior to acceptance of the improvements of each phase. The City Engineer shall designate or approve the location.
68. Prior to any site construction or initiation of work within a public right-of-way, a construction route and traffic control plan will be reviewed and approved by the City Engineer. The construction route and traffic control plan shall depict proposed construction vehicle routes to and from the site. This will minimize potential damage to other streets and disruption to the neighborhood.
69. Nuisance on-site lighting shall be redirected as requested by City Engineer within 48 hours of notification.
70. Development impact fees shall be paid at the time of building permit issuance.
71. 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.
72. The developer shall pay all required fees for processing the subdivision map and completion of the project. Fees due may include but shall not be limited to the following: subdivision map review and processing fee, plan review, map recording, easement acceptance, encroachment permit processing and improvement inspection fees.
73. 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.
74. Prior to the construction of improvements within the City right-of-way, an Encroachment Permit is required from the Engineering Division. For subdivisions, an Encroachment Permit is only

required if construction of improvements is initiated prior to execution of an Improvement Agreement.

75. The improvement plans for the project shall include the most recent version of the City's General Notes.
76. The developer shall comply with the Federal Emergency Management Agency (FEMA) requirements, as may be applicable. Proposed improvements shall account for the areas of the TSM which lie within the boundaries of FEMA Special Flood Hazard Areas, Zone A and Zone AO, as may be applicable.

Water

77. 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. (TSM)
78. 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.
79. The developer shall install master-planned water supply facilities in accordance with the City of Madera Water System Master Plan as indicated below:
 - a. Cleveland Avenue – Install 12-inch main from Road 24 alignment to the western edge of the project frontage.
 - b. "B Street" – Install a 12-inch main from Cleveland Avenue to the southern edge of the project frontage.

Reimbursements are based on the current impact fee program and are subject to change based on future updates to the program.

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.

80. Infrastructure shall be installed to the extent necessary to provide a looped water main system that provides an adequate potable water supply that meets fire flow requirements for each phase. Water mains shall be constructed to current City standards in effect at time of construction.
81. The developer shall, subject to confirmation through a separate study initiated by the City, design, dedicate right-of-way and construct a municipal water well in accordance with City of Madera Water System Master Plan. If a water well is not determined to be needed, an appropriate well site shall be identified, dedicated to the City and appropriate block wall

perimeter constructed. The cost of the municipal wells is considered reimbursable through the City's Development Impact Fee Program, subject to availability of funds.

82. Prior to beginning any framing construction, approved fire hydrants shall be installed in accordance with spacing requirements for residential development (400 feet) or commercial development (300 feet). For each phase, 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.
83. 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 hydrants or streetlight locations.
84. One water quality sampling station, or additional may be determined necessary by the Public Works Department, shall be shown on the improvement plans for each subdivision and installed within each corresponding subdivision and approved by the water quality division of the Public Works Department.
85. Prior to commencement of grading or excavation on site, all water sources used for construction activities shall have an approved backflow device installed. All water trucks/storage tanks will be inspected for proper air gaps or backflow prevention devices.
86. 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.
87. A separate water meter and backflow prevention device shall be required for landscape areas.
88. Existing wells if any shall be abandoned as directed and permitted by the 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.
89. Water meters shall be installed, and accounts activated through the City's Utility Billing Department prior to construction activities commencing on individual dwelling units.

Recycled Water

90. The developer shall install recycled/non-potable water facilities with the future intent to serve landscape areas including park strips, front and back yards. Recycled facilities shall be designed to operate initially using potable water. When recycled water becomes available, the system shall anticipate full disconnection from potable system and connection to recycled system at a future undetermined time.

Sewer

91. The developer shall install master-planned sewer facilities in accordance with the City of Madera Sanitary Sewer System Master Plan, as may be applicable, as indicated below:

- a. Cleveland Avenue – Install 15-inch main from Road 24 alignment to western edge of the project frontage at line and grades necessary to service all areas identified for service in the City of Madera Sanitary Sewer System Master Plan, or as directed by the City Engineer.

Reimbursements are based on the current impact fee program and are subject to change based on future updates to the program.

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.

92. This TSM shall be permitted to connect to the existing Westberry Trunk sewer main on a temporary basis only. Provisions shall be made to reverse the flows for these lots to the future Road 23 trunk. Sewer flow may remain in the Westberry Trunk sewer main on a permanent basis subject to detailed analysis which shows, based on current known factors, that said demand on sewer capacity from the TSM will not result in unacceptable impacts on the Westberry Trunk main capacity. Examples of acceptable supporting factors may include but are not limited to changes in demand on sewer system as a result of water conservation measures being used on future development, changes in land use for tracts of land that impact the Westberry Trunk sewer main, etc.
93. Sewer lines installed within internal publicly owned streets to serve the development within the 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. DVDs shall be submitted to the City Engineer and be approved prior to paving with all costs to be borne by the subdivider.
94. 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 in effect at time of construction 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.
95. Existing septic tanks, if found, shall be removed, permitted, and inspected by City of Madera Building Department.

Storm Drain

96. The developer shall install master-planned or equivalent facilities such as storm retention basins and pipes in accordance with the Storm Drainage System Master Plan. The developer shall, as may be necessary, construct sufficient facilities in accordance with criteria in the Storm Drainage System Master Plan, as may be applicable, to convey storm runoff to the corresponding master-planned basins and excavate or expand the basins to an amount equivalent to each 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. If it is determined that a permanent basin shall be constructed, the entirety of the ultimate basin land shall be dedicated, fenced, and outfall structures constructed at ultimate depth and location.

97. 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. This condition is directly applicable to this project or any portion thereof if drainage is directed to the Fresno River.

Streets

98. The developer shall provide a traffic study that addresses and mitigates the impacts of the planned development on the street system. The intersections of Westberry Boulevard/Cleveland Avenue and Cleveland Avenue/Granada Drive shall be evaluated as part of the traffic study.
99. West Cleveland Avenue from the Road 24 alignment to the western edge of the project frontage shall be improved to a 110-foot arterial roadway standard with a five-foot sidewalk, 10-foot park strip and eight-foot bicycle lane on both sides of the roadway, 60-foot asphalt section in total and a 16-foot landscaped median island. The developer to construct the first half of the street (north or south of the centerline) shall construct the 16-foot landscaped median island centered on the centerline. The developer to construct the first half of the street shall also construct on the opposite half of the street one permanently paved 12-foot lane and 8-foot shoulder (shoulder requirement per Air District Standards), and drainage swale, or a 12-foot travel lane and a combination of 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 (40-feet total), which includes the median island, are eligible for reimbursement through the City's Impact Fee program, subject to availability of funds.
100. "B Street" shall be constructed to a 90-foot collector roadway standard with a five-foot sidewalk, five-foot park strip, 58-foot asphalt section and a 12-foot landscaped median island. The developer to construct the east half of the street shall also construct on the opposite half of the street one permanently paved 12-foot lane and shoulder (shoulder requirement per Air District Standards), and drainage swale, or a 12-foot travel lane and a combination of 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), which includes the median island, are eligible for reimbursement through the City's Impact Fee program, subject to availability of funds.
101. The proposed entrance into the subdivision at the intersection of Cleveland Avenue and "N Street" shall be restricted to left-turn in, right-turn in and right-turn out movements.
102. The developer shall dedicate a ten (10) foot wide Public Utility Easement (PUE) along all internal publicly dedicated streets except areas where back yards front the street. (TSM)
103. Interior streets shall be constructed in accordance with City standards in effect at time of construction for collector streets (90-feet), residential streets (60-feet) and couplet streets (67-feet).

104. Alamosa Drive shall be confirmed to coincide with Ranch Santa Fe subdivision connecting street alignment and cross section width.
105. The developer shall be a proponent of annexing into existing Landscape Maintenance District (LMD) Zone 21D. If the annexation into LMD Zone 21D is not attainable, the developer shall at their sole expense, form a new Landscape Maintenance District zone. The subdivider shall sign and submit a landscape district formation and inclusion form, an engineer's report, and map prior to recording of any final map.
106. 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 21D 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.
107. The divided community entry streets within the TSM shall be in accordance with plans approved by the City Engineer and the Fire Marshall. Landscaping shall be maintained by the Landscape Maintenance District.
108. All streets internal and external to the subdivision shall be designed with a 2% cross slope. Variations to absorb grade variations on private property are not permitted.
109. Street Easement Dedications shall be made to dedicate sufficient right-of-way to accommodate the corresponding street cross-sections.
110. 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.
111. "No Parking" signs shall be installed along the frontage of arterial and collector roadways per City standards in effect at time of construction.
112. Industry standard traffic calming features, as approved by the City Engineer, shall be implemented throughout all interior streets associated with each subdivision. Maximum distance between calming devices shall be 300 feet. Any increase in separation shall be approved by the City Engineer.
113. 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 or commercial buildings.
114. Access ramps shall be installed at all curb returns per current City standards in effect at the time of construction.
115. Driveway approaches shall be constructed per current City standards in effect at the time of construction.

116. The developer shall be required to install streetlights along the frontage of all streets associated with each subdivision and other developments in accordance with current City spacing standards. Streetlights shall be LED using Beta Lighting standards or equal in accordance with City of Madera standards.
117. 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.
118. 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 "A" asphalt over 6 inches of 90% compacted native soil or 4 inches of Class II aggregate base capable of withstanding the imposed loads of fire apparatus. A maintenance covenant and easement along with associated fees shall be recorded prior to recording the final map for any phased development.
119. Improvement plans prepared in accordance with City Standards in effect at time of construction 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 linear feet of all streets, fire hydrant and street water main linear feet, and sewer line linear 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 in effect at time of construction, 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;
 1. Drainage ditches, culverts, and other structures (drainage calculations to be submitted with the improvement plans)
 2. Streetlights
 3. Traffic signals
 4. 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.
120. Submittals shall include **(submit a PDF and the stated number of hard copies for each item)** (TSM):
 - 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. Four hard copies of complete improvement plans
- h. Three hard copies of landscape and irrigation plans
- i. Two sets of drainage calculations
- j. Two copies of the engineers estimate

Partial submittals will not be accepted by the engineering department.

- 121. 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.
- 122. 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.
- 123. 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 subdivision 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.
- 124. A preliminary title report and plan check fees along with the engineer's estimated cost of installing the improvements shall be submitted with the initial improvement plan submittal for each phase. Inspection fees shall be paid prior to initiating construction.
- 125. 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.
- 126. The subdivider shall enter an Improvement Agreement in accordance with the municipal code prior to recording of each final map. The Improvement 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.
- 127. The 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 the corresponding improvement plans are approved and submitting bonding and insurance in conformance with that called for in the Improvement Agreement rather than that which is required with a typical encroachment permit application. Said permit shall be submitted and issued 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.

128. For each phase, the developer's engineer, upon completion of the 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 improvements by the City.

Improvement Inspections:

129. 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 for each phase.
130. 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.
131. 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.
132. No occupancy of any buildings within the subdivision or parcels shall be granted until 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:

133. Direct residential access to all collector and arterial streets as well as entry streets is prohibited, and this shall be noted on the final map for each phase.
134. 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.
135. 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.
136. 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.
137. Prior to the issuance of any building permits or any construction on the subdivision or parcels, 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.
138. 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 developer 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.

139. Prior to recording each final 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.
140. 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.
141. 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.
142. 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

143. 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).
144. The applicant shall submit to, and have approved by, the SJCAPCD an Authority to Construct (ATC) application prior to issuance of a grading or building permit.
145. The applicant shall submit to, and have been approved by, the SJCAPCD an Air Impact Assessment (AIA) application prior to issuance of a grading or building permit.
146. The applicant shall submit to, and have been approved by, the SJCAPCD a Dust Control Plan prior to issuance of a grading or building permit.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

147. The applicant shall make an effort to connect the proposed development with existing active transportation and public transportation infrastructure.

MADERA UNIFIED SCHOOL DISTRICT

148. 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 Districts determination that no payment is required, prior to issuance of a certificate of occupancy.

AIRPORT LAND USE COMMISSION

149. No component of operations of the subdivision shall create, or cause to be created, electrical interference with aircraft communications or navigation. (TSM, PPL)
150. No component of operations of the facility shall create, or cause to be created, any form of visual or other sensory distractions to those aircraft landing or taking off from the airport.

PG&E (WHERE APPLICABLE)

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

151. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
152. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
153. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe:
 - a. Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.
 - b. Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).
 - c. No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.
154. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
155. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So, to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24-inch-wide trench being dug along a 36-inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away or be entirely dug by hand.) Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away. Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E

Pipeline Services in writing PRIOR to performing the work.

156. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations. For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.
157. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^{\circ} \pm 15^{\circ}$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, waterline 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement. If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.
158. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.
159. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16-foot-wide gate for vehicular access. Gates will be secured with PG&E corporation locks. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.
160. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.
161. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.
162. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and

approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities. It is PG&E's policy to permit certain uses on a case-by-case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and way they are exercised, will not interfere with PG&E's rights, or endanger its facilities.

163. Buildings and Other Structures: No buildings or other structures including the footprint and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "RESTRICTED USE AREA – NO BUILDING."
164. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed, and dated, for PG&E's review. PG&E engineers must review gradechanges in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to the base of tower or structure.
165. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences, and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
166. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
167. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
168. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case-by-case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
169. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
170. Streets and Roads: Access to facilities must be maintained at all times. Streetlights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.
171. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as

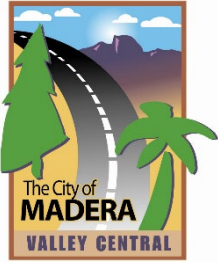
nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

172. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.
173. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue, and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.
174. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed. Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.
175. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

-END OF CONDITIONS-

ATTACHMENT 5

Planning Commission Staff Report approving TSM 2021-02



CITY OF MADERA PLANNING COMMISSION

205 W. Fourth
Street
Madera CA 93637

Staff Report: Links Ranch Subdivision Annexation (ANX) 2021-01, Tentative Subdivision Map (TSM) 2021-02, and Precise Plan Application (PPL) 2021-04 Item # 2 – September 14, 2021

PROPOSAL: An application for an annexation (ANX 2021-01), tentative subdivision map (TSM 2021-02) and precise plan (PPL 2021-04) for a 214-lot single-family residential subdivision (Links Ranch) on approximately 40-acres.

APPLICANT:	Links Ranch, LLC 2900 Airport Drive Madera, CA 93637	OWNER:	Links Ranch, LLC 2900 Airport Drive Madera, CA 93637
SITE ADDRESS:	No address assigned	APN:	033-18-003 (portion)
APPLICATIONS:	ANX 2021-01 TSM 2021-02 PPL 2021-04	CEQA:	Mitigated Negative Declaration

LOCATION: The subject property is located in the northwesterly section of the City, approximately two miles west of State Route 99 (SR 99) on the south side of West Cleveland Avenue between Avenue 16 and Road 23. West Cleveland Avenue forms the northerly boundary, and an approved subdivision (Rancho Santa Fe) under construction and the City limits forms the easterly boundary. *See Attachments 1 and 2.*

STREET ACCESS: The project site presently has street access from West Cleveland Avenue from the north and from Alamoso Drive from the east. The proposed subdivision will create two (2) new streets that will provide direct access to West Cleveland Avenue (future north-south local street identified as “N Street” and a portion of a future north-south collector identified as “B Street”), and the westerly extension of Alamoso Drive from the Rancho Santa Fe subdivision adjacent to the east of the project site.

PROJECT SIZE: 41 acres

GENERAL PLAN DESIGNATION: LD – Low Density Residential and HD – High Density Residential; OS – Open Space. *See Attachment 3.*

ZONING DISTRICT: Existing: ARE – Agricultural Rural Exclusive – 20 Acres (County of Madera); Proposed: P-D (4500) (Planned Development, one unit per 4,500 square feet of site area). *See Attachments 4 and 5.*

SITE CHARACTERISTICS: The subject property contains almond orchards, a single-family residential dwelling (1,395 square feet (sf)), and metal barn for agricultural equipment and related storage. These structures are located on the northeast corner of the site. There are no other improvements or structures on-site.

ENVIRONMENTAL REVIEW: An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for consideration by the Planning Commission (Commission), consistent with the California Environmental Quality Act (CEQA).

SUMMARY: The applicant, Links Ranch, LLC, is proposing to annex approximately 41 acres, and prezone and subdivide approximately 40 acres to facilitate the development of a 214lot single-family residential subdivision (Links Ranch). The applicant proposes to prezone the subject site P-D (4500). As such, development of the proposed tentative subdivision is subject to a precise plan.

The proposed use is consistent with the subject property’s General Plan Land Use Designation Conditions, as appropriate, have been recommended for the project to ensure consistency with the City’s General Plan, Planning and Zoning Ordinance, development standards and regulations, as well as other applicable City plans and policies.

SURROUNDING LAND USES: Surrounding land uses include agriculture to the north, west and south, and an approved and under construction single-family residential subdivision to the east. *See Attachments 1 and 2.*

Table 1. Existing Uses, General Plan Designations, Zone Districts of Surrounding Properties

Direction from Project site	Existing Use	General Plan Designation	Zone District
North	Agriculture	VR – Village Reserve	ARE – Agricultural Rural Exclusive – 20 Acres (County of Madera)
East	Rancho Santa Fe subdivision under construction	LD – Low Density Residential	P-D (8000) – Planned Development (One unit for each 8,000 sf of site area)
South	Agriculture	VR – Village Reserve	ARE – Agricultural Rural Exclusive – 40 Acres (County of Madera)
West	Agriculture	VR – Village Reserve	ARE – Agricultural Rural Exclusive – 20 Acres (County of Madera)

ANALYSIS:

Prezone and Annexation (ANX 2021-01)

See Attachment 6

Prezone

The project site is currently outside the Madera City limits. Current zoning of the project site is subject to the County of Madera. The County has zoned the property ARE-20 (Agricultural Rural Exclusive – 20 Acres). The applicant proposes to prezone a portion of APN 033-18-003 P-D (4500). Prezoning is required as a precursor to submitting an application for annexation of the site with Madera Local Agency Formation Commission (LAFCo).

Since the applicant is proposing to only annex a portion of APN 033-18-003, the applicant has submitted a parcel map application with Madera County to subdivide the property to be annexed to by the City. The County parcel map application will subdivide the APN 033-18-003 into two parcels – one specific to the area to be annexed and one representing the remainder of the former parcel.

Pursuant to California Code of Regulations Section (§) 65859(a), “[A] city may, pursuant to this chapter, prezone unincorporated territory to determine the zoning that will apply to that territory upon annexation to the city. The zoning shall become effective at the same time that the annexation becomes effective.”

The City is required to ensure a prezone request is consistent with the General Plan. ANX 2021-01 proposes to prezone the property P-D (4500) consistent with the project site’s land use designations. The P-D (4500) Zone District is a Planned Development Zone that permits one unit for each 4,500 sf of site area.

The purpose of the City’s P-D zones is to authorize and regulate density of planned developments and other residential subdivisions. The District is intended to allow use of special design criteria for maximum utility of the site and to allow maximum design flexibility within the density limitations provided in Section 10-3-4.102 of the Madera Municipal Code (MMC). Pursuant to §10-3-4.102, variations from normal zoning standards unique to the development may be considered and are encourage rather than the residential standards specified in the MMC. Such variations may include density transfers.

Plan of Services

The area proposed for prezoning is adjacent to existing City infrastructure and is planned for development by the City’s existing Master Sewer, Water and Transportation/Circulation Plans. The City prefers to keep its infrastructure facilities within its jurisdictional boundaries.

Streets, Landscaping, and Utilities

The site is bounded to the north by West Cleveland Avenue (Arterial). The primary access points to the subdivision are proposed on West Cleveland Avenue at “N Street” (future local street) and “B Street” (future Collector). In addition to expanding the existing right-of-way (ROW) and pavement, the southerly portion of West Cleveland Avenue fronting the proposed subdivision will be improved with curb and gutter, sidewalk, bicycle lanes/sharrows, landscaping, storm drains, and streetlights. Similar improvements are proposed for easterly side of B Street paralleling the project frontage. Landscape corridors are provided along West Cleveland Avenue and B Street. These corridors will contain plant

materials selected for their appropriateness to the project theme, climatic conditions, soil conditions, water requirements, and ongoing maintenance. Materials include but are not limited to Red Maple, Gingko, Crape Myrtle, Saratoga Laurel, Chinese Pistache, and Chinese Elm.

The Project is subject to provision of utilities and service systems. The Project will include installation of a 12-inch water main east of the Project site. The 12-inch water main will be installed along West Cleveland Avenue and B Street. A water well will be constructed off-site. Wastewater services will be provided for the Project site. Wastewater from the site will be conveyed to the existing City of Madera Wastewater Treatment Plant through the existing Westberry Trunkline. Further, it has been confirmed that the Melanie Meadows sewer lift station has the capacity to serve the Project. Future residences will be served by the City's contracted waste hauler. Lastly, the Applicant proposes the construction of a temporary stormwater drainage basin to the north of the Project site, north of West Cleveland Avenue, for stormwater drainage.

Police and Fire

The City of Madera, through a contract with Cal Fire, operates Station #57 that would serve the project site. The Madera Police Department is based in downtown Madera to the southeast of the project site. Both agencies have confirmed that they have the resources to provide services to the proposed project.

Future development in this area will be required to participate in the costs of the installation of the infrastructure, as well as being required to annex into the citywide community facilities district which provides revenue for the operation and maintenance of community services.

Tentative Subdivision Map (TSM 2021-02)

See Attachment 7

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 MMC. Generally, a tentative subdivision map is required to subdivide land into five or more parcels.

TSM 2021-02 proposes to subdivide approximately 40-acres into a 214-lot residential subdivision, resulting in a proposed density of 5.35 dwelling units per acre (du/ac). The majority of the subject property (34.6 acres) has a Madera General Plan Land Use designation of LD – Low Density Residential with a lesser portion of the site designated High Density – HD Residential (1.4 acres) and OS – Open Space (5.0 acres). The permitted density range is 2.7 to 7 du/ac for the LD land use designation and 15.1 to 50 du/ac for the HD land use designation. The General Plan's target density is 5.25 du/ac and 22.5 du/ac for LD and HD land use designations, respectively.

General Plan Policy LU-8 permits density averaging as part of a comprehensively planned development (i.e., Planned Development or PD). Accounting for the subject property's combined land use designated acreage, 115 to 312 dwelling units could potentially be permitted on the project site. Pursuant to the City's General Plan, the dwelling unit target for the site would be 214 units based on the property's combined land use designated acreage. Therefore, the proposed 214-lot residential subdivision is within the permitted density range pursuant to the applicable General Plan policy and is therefore consistent with the General Plan. Moreover, the proposed subdivision is consistent with the General Plan target density for the property's total combined land use designation acreage.

Precise Plan (PPL 2021-04)

See Attachment 8

A Precise Plan, or detailed development plan, is required when establishing a P-D Zone District in the City. A precise plan is a tool for coordinating public and private improvements on specific properties where special conditions of size, shape or an existing or desired development require particular attention. Precise plans are utilized within the P-D (Planned Development) Zone District to establish the proposed project's specific development and improvement standards. Sections 10-3-4.101 through 10-3-107 of the MMC establishes standards specific to the development within the P-D (Planned Development) zone district. Sections 10-3.501 through 10-3.513 of the MMC establishes standards specific to the development within the R (Residential) zone district. Additional development standards identified in the MMC, such as parking requirements also apply. Precise plans address, as applicable, the project's relationship to neighboring properties, project building and landscape design and aesthetics, fencing, walls, public infrastructure and services, circulation, parking, and open space. No construction, grading or new development activity may commence in any P-D Zone prior to the approval of a precise plan.

All precise plans are to be processed under the provisions for use permits as set forth in MMC §10-3.13. This section addresses the application, public hearing process as well as the appeal, termination and revocation process. Pursuant to this section, precise plans are subject to the approval of the Planning Commission, and in the case of residential subdivision projects, remain valid so long as the approved tentative map remains valid. Once the subdivision is recorded, the precise plan remains valid until such time that it is amended or repealed.

A precise plan must be utilized (implemented) within 12 months of the effective date of its approval. Failure to utilize the approved precise plan within the 12-month period renders the precise plan null and void unless a written request for an extension is submitted to the Planning Commission prior to the expiration of the precise plan. At such time of the request, the Planning Commission may grant or conditionally grant an extension as it deems appropriate.

The City's Planning and Zoning Ordinance allows for the granting a precise plan by the Planning Commission subject to the Planning Commission being able to make findings that the establishment, maintenance, or operation of the development 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 development, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

If the Commission cannot make the appropriate findings, the development should be denied. Conditions may be attached to the approval of the precise plan to ensure compatibility. Project design may be altered and on or off-site improvements are required to make the Project compatible with nearby uses. In addition, the application may be subject to further review, modification, or revocation by the Commission as necessary.

Architecture

Policy CD-33 states, "The exterior of residential buildings shall be varied and articulated to provide visual interest to the streetscape." Architectural details can be seen in Attachment 8 to this document and have been found by staff to be consistent with Policy CD-33.

Development Standards

These standards are outline in more detail in the Precise Plan Application and related documents.

Application	Standard
Density Range	2.1 – 7.0 du/ac
Minimum Lot Area	5,000 sf.
Minimum Corner Lot Area	5,500 sf.
Maximum Lot Coverage	55%
Minimum Landscape Area (Front Yard)	25%
Minimum Interior Lot Width	45 ft.
Minimum Exterior Lot Width	50 ft.
Minimum Lot Depth	80 ft.
Maximum Building Height	2 stories, 38 ft.
Minimum Curved Frontage	35 ft.
Minimum Yard Setbacks	
<i>Front Setback – Porch, Balcony, Deck</i>	10 ft.
<i>Front Setback – Living Space</i>	13 ft.
<i>Front Setback – Front Entry Gate</i>	20 ft.
<i>Street Side Setback</i>	10 ft. (or 15 ft. for Reverse Corner)
<i>Interior Side Setback</i>	5 ft.
<i>Rear Setback – Patio Cover, Balcony Deck</i>	5 ft.
<i>Rear Setback – Living Space not adjacent to an arterial, collector, or local street</i>	15 ft.
<i>Rear Setback – Living Space adjacent to an arterial, collector, or local street</i>	20 ft.

Landscape

Landscape plans are required as an element of the precise plan. Attention to detail and aesthetic design is necessary to satisfy Goal 4 of the General Plan Community Design Element. Goal 4 requires “[A]ttractive streetscapes in all aeras of Madera.” Staff has required landscape and irrigation plans through the conditions of approval.

Open Space

Policy LU-22 states, “Single-family developments need to provide functional outdoor recreational space.” Through conditions of approval for the tentative subdivision map, the Project will be required to pay the necessary park impact fees, as well as parkland acquisition fees to provide for the park and recreational needs of residents, thereby satisfying Policy LU-22. The park impact and parkland acquisition fees collected will be expended solely for the acquisition, development, and/or rehabilitation of parkland or improvements

General Plan Conformance

Cumulatively, the proposed model plans and elevations of this PPL conform with the goals and policies of the General Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

See Attachment 9

Pursuant to the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared, describing the potential environmental impacts of the proposed Project. The City has assessed the potential environmental impacts of this Project and has determined that they are all either less than significant or less than significant level with the incorporation of the mitigation measures identified in the document. The City circulated the IS/MND for a 21-day public review and comment period commencing on August 18, 2021 and ending on September 7, 2021.

The IS/MND was distributed as a separately bound document and posted on the City's website on the Planning Department page under Current Projects and Environmental Review at the following website address: <https://www.madera.gov/home/departments/planning/>. Hard copies are available at the Planning Department counter.

COMMENT LETTERS

The City received three written comment letters during the public comment period and are herein attached. Issues raised in the comment letters received include, but are not limited to the following:

Pacific Gas and Electric (PG&E)

The City received a comment letter from PG&E on August 20, 2021. This letter included attachments detailing electric and gas facilities in the project area. It also notes the following:

1. Gas and electric service requests must still be made via PG&E's internal process.
2. PG&E facilities must be discussed in the project's CEQA document.
3. An engineering deposit may be required for PG&E to review plans.
4. Any proposed use in PG&E easements must be cleared through a California Public Utilities Commission (CPUC) Section 851 filing.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

The City received a comment letter from SJVAPCD on September 8, 2021. This letter included their standard request regarding air quality and greenhouse gas emissions quantification, which has already been done as part of the CEQA process. Further study if required by SJVAPCD will be undertaken during their standard permitting process prior to construction.

California Department of Transportation (Caltrans)

The City received a comment letter from Caltrans on September 9, 2021. This letter provided general recommendations associated primarily with connecting the project to existing infrastructure for both active and public transportation.

CONSISTENCY WITH THE VISION MADERA 2021 PLAN: A continuation of the City's planned growth for residential land uses, as proposed by ANX 2021-01, TSM 2021-02, and PPL 2021-04, supports the vision for Well Planned Neighborhoods and Housing. This principle recognizes that the provision of housing opportunities is a key component in the implementation of the City's General Plan and vision for the community.

RECOMMENDATION: The information presented in this report provides support for the adoption of a resolution recommending adoption of a Mitigated Negative Declaration for the project and conditional approval of ANX 2021-01, TSM 2021-02, and PPL 2021-04 by the Planning Commission. It is recommended that the Commission consider the information in this report, as well as testimony received at the public hearing, and decide on the Mitigated Negative Declaration and ANX 2021-01, TSM 2021-02, and PPL 2021-04, subject to the findings and conditions of approval.

PLANNING COMMISSION ACTION

See Attachment 10

The Commission will be acting on the Mitigated Negative Declaration and ANX 2021-01, TSM 2021-02, and PPL 2021-04 and determining to either:

- Adopt a resolution adopting a Mitigated Negative Declaration for the project and approving TSM 2021-02 and PPL 2021-04 as conditioned (Motion 1); or
- Continue the hearing to October 12, 2021, with direction to staff to return with an updated resolution with appropriate findings modifying the conditions of approval for the following reasons: (Specify – Planning Commission should articulate reasons for modifications to findings and conditions of approval) (Motion 2); or
- Move to continue the application for TSM 2021-02 and PPL 2021-04 to the October 12, 2021, Planning Commission hearing with direction to staff to return with an updated resolution for denial (Motion 3).

Motion 1: Move to adopt a resolution of the Planning Commission of the City of Madera adopting the Mitigated Negative Declaration for the project and approving TSM 2021-02 and PPL 2021-04, and recommending to City Council approval of ANX 2021-01 (prezone) based on and subject to the findings and conditions of approval as follows:

Findings to Approve a Prezone

Finding a: The draft Initial Study/Mitigated Negative Declaration is adequate.

The CEQA document prepared for this project adequately addresses potential environmental impacts of the proposed annexation and rezoning and has found that no significant impacts would occur that could not be mitigated.

Finding b: The proposed zoning is consistent with the objectives, policies, programs, and general land use of the Madera General Plan.

The proposed zoning will bring into conformance the zone district with the proposed General Plan designation for the property.

Finding c: The potential uses under the proposed rezoning will be compatible with the adjacent uses and the surrounding area.

The proposed residential area is compatible with adjacent existing and planned uses in the City of Madera.

Finding d: City services and utilities are available to serve the site.

The staff report describes that city services, including police and fire, as well as various utilities are available to serve the site within the City of Madera.

Findings to Approve a Tentative Subdivision Map

Finding a: The proposed subdivision is consistent with the General Plan and specific plans.

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to be consistent with all applicable goals, objectives, and policies of the Madera General Plan. There is no specific plan applicable to this project. Subject to compliance with conditions of approval and mitigation measures attached hereto, the proposed project may be found consistent with all applicable local ordinances, regulations, policies, and standards.

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

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to be consistent with all applicable goals, objectives, and policies of the Madera General Plan. There is no specific plan applicable to this project. In addition, the project proposes establishment of the P-D (4500) zone district and has provided a detailed precise plan that meets the design and improvement standards intended for the Planned Development Zone. Therefore, the design or improvement of the proposed subdivision may be found consistent with all applicable local ordinances, regulations, policies, and standards.

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

The site is planned for residential uses consistent with the proposed residential subdivision. There are no unusual site conditions that would render the site physically unsuitable for the proposed type of development. Therefore, it may be found that the site is physically suitable for the type of development proposed.

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

The proposed density of development is at an allowable density under the Madera General Plan. Therefore, the site is physically suitable for the proposed density of development.

Finding 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.

For all the reasons contained within the Initial Study and Mitigated Negative Declaration prepared for this project consistent with the CEQA as well as within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to not cause substantial environmental damage or injury to fish or wildlife or their habitat. Further, the project is subject to compliance with the conditions of approval and mitigation measures attached hereto in the attached CEQA document.

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

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to not cause serious public health problems. The subdivision will be developed in accordance with all conditions of approval and mitigation measures attached hereto, including but not limited to sanitary sewer, water service, and storm water runoff requirements. Therefore, it may be found that the design of the subdivision and the type of improvements are not likely to cause serious public health problems.

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

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project will not conflict with easements, acquired by the public-at-large, for access through or use of the property within the proposed subdivision. All public improvements, including street frontage improvements, will be required to comply with City standards.

Findings to Approve a Precise Plan

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

The proposed zoning is consistent with both the proposed land use and as well as adjacent areas in the City of Madera.

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

The project site is not subject to any specific plans.

Finding 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.

The PPL has been reviewed and is consistent with surrounding uses and with all applicable requirements for development in the proposed zone district, including provisions for access

to and from the site, parking and loading facilities, drainage, and lighting. The project would not have an adverse effect on surrounding properties.

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

The PPL will be required to install street improvements although the proposed improvements deviate from City standards for collectors and arterials. Related infrastructure improvements will also be required for storm drainage in conformance with City standards. Based on the environmental analysis prepared, the project will not have a significant impact on traffic or the environment.

(OR)

Motion 2: Move to continue the public hearing on ANX 2021-01, TSM 2021-02, and PPL 2021-04 to October 12, 2021, with direction to staff to return with an updated resolution with appropriate findings modifying the conditions of approval for the following reasons: (Specify – Planning Commission should articulate reasons for modifications to findings and conditions of approval)

(OR)

Motion 3: Move to continue the application for ANX 2021-01, TSM 2021-02, and PPL 2021-04 to the October 12, 2021, Planning Commission hearing with direction to staff to return with an updated resolution with appropriate findings for denial for the following reasons: (Specify – Planning Commission should articulate reasons for denial.)

ATTACHMENTS

Attachment 1: Vicinity Map

Attachment 2: Aerial Photo

Attachment 3: General Plan Land Use Map

Attachment 4: Madera County Zoning Map

Attachment 5: City of Madera Zoning Map

Attachment 6: Annexation Boundary Map ANX 2021-01

Attachment 7: Tentative Subdivision Map TSM 2021-02

Attachment 8: Precise Plan PPL 2021-04

Attachment 9: Initial Study/Mitigated Negative Declaration

Attachment 10: PG&E Comment Letter

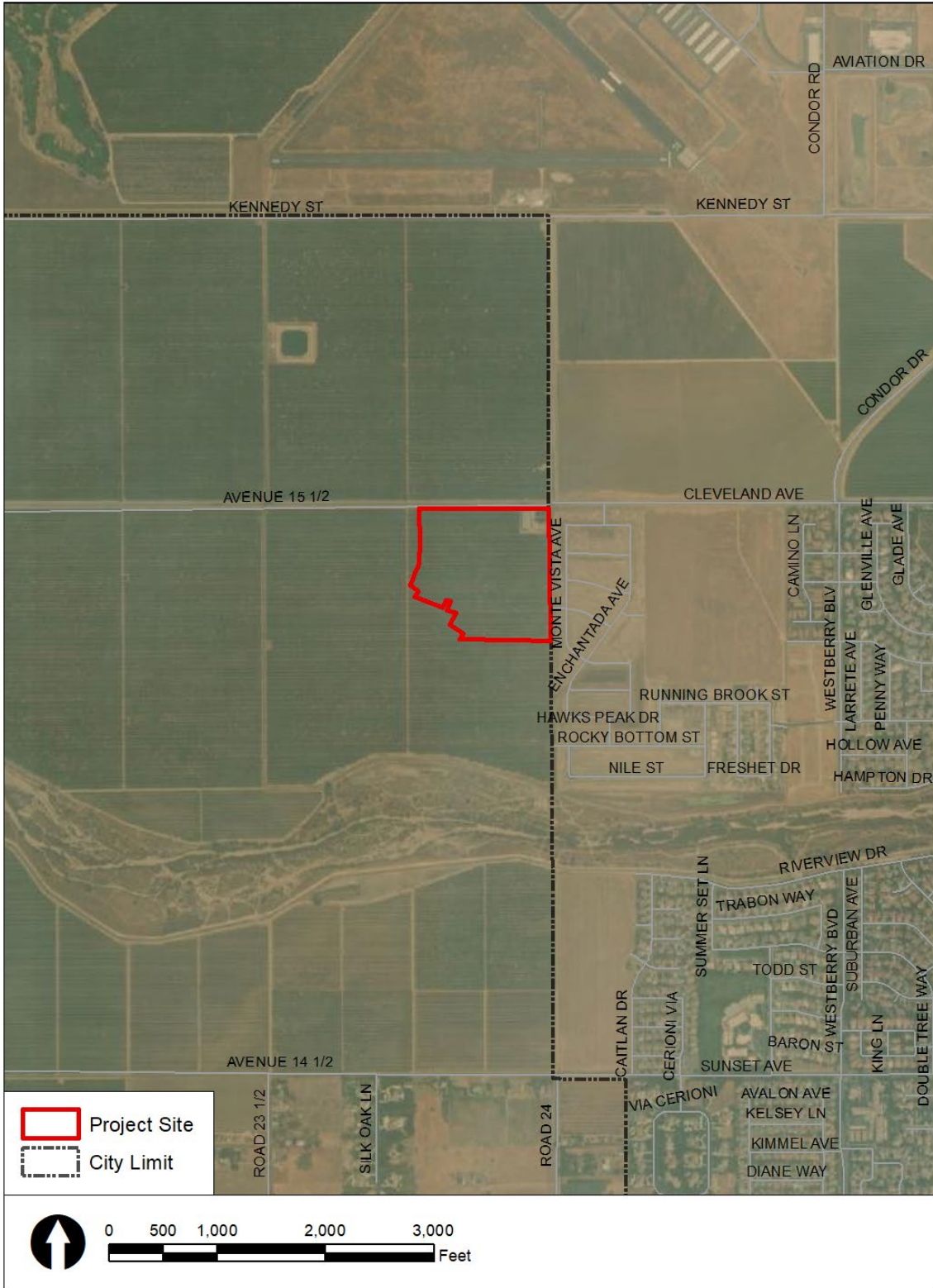
Attachment 11: SJVAPCD Comment Letter

Attachment 12: Caltrans Comment Letter

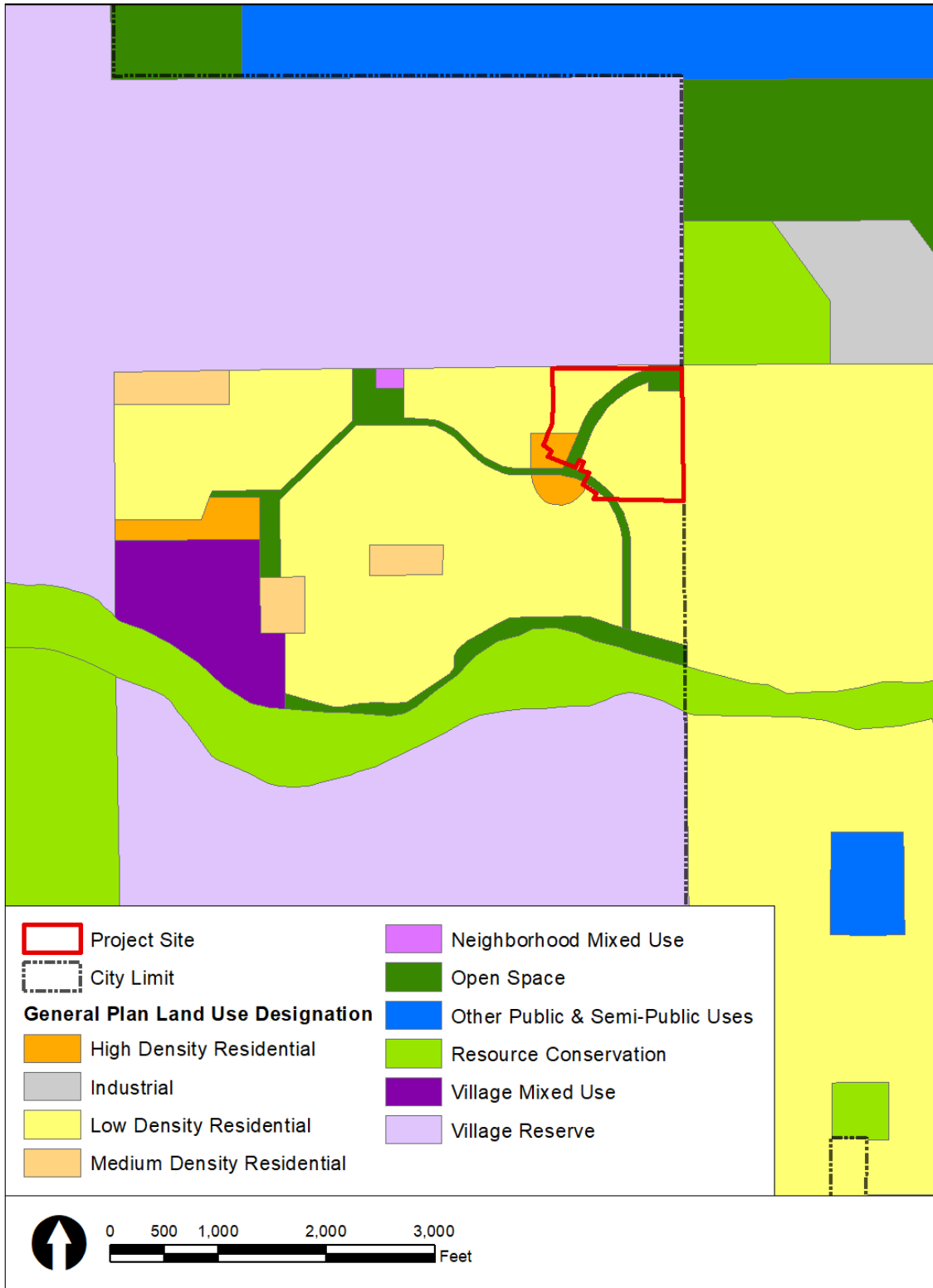
Attachment 13: Planning Commission Resolution, ANX 2021-01

Attachment 14: Planning Commission Resolution, TSM 2021-02, PPL 2021-04

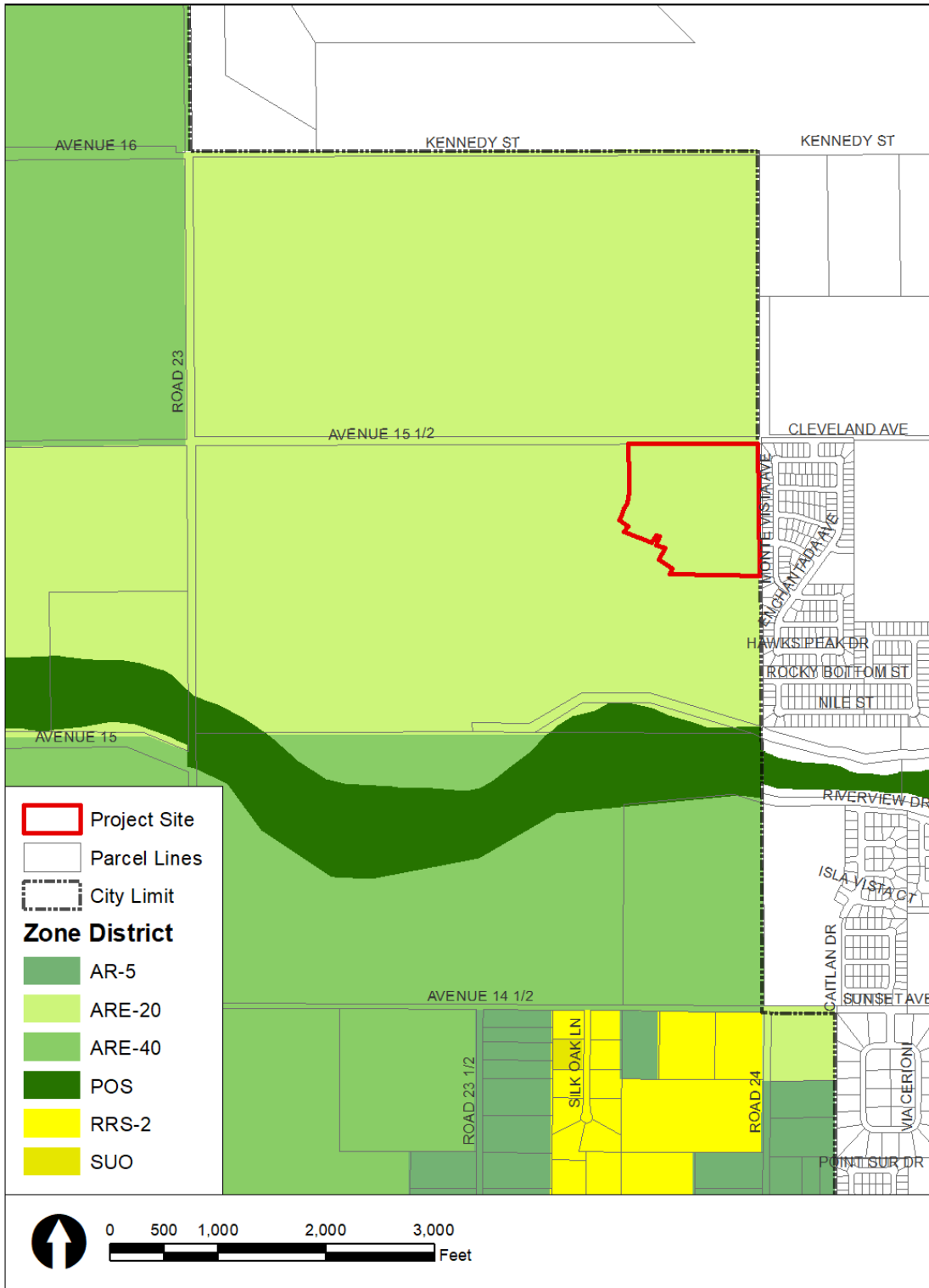
ATTACHMENT 2: Aerial Photo



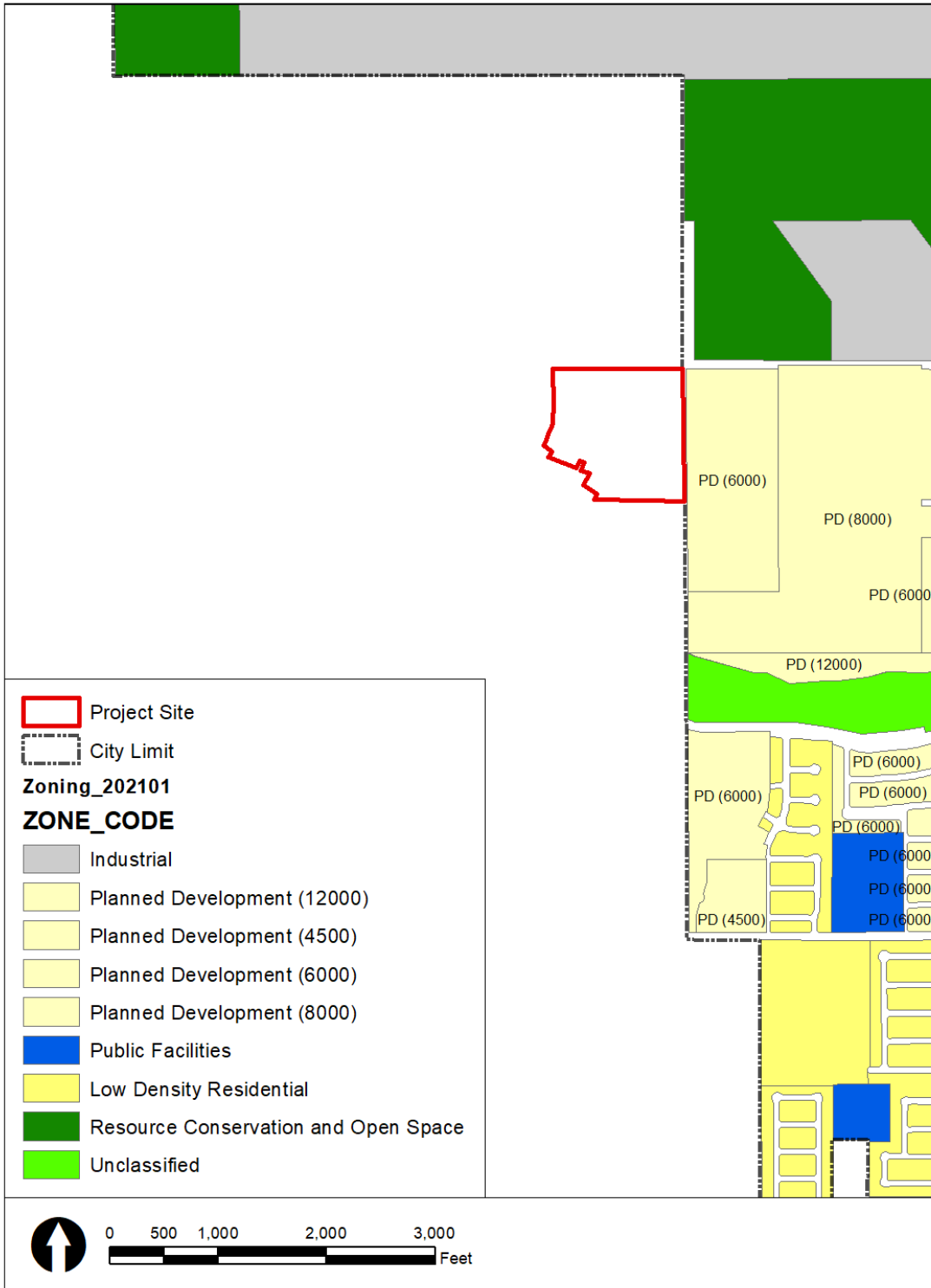
ATTACHMENT 3: General Plan Land Use Map



ATTACHMENT 4: Madera County Zoning Map



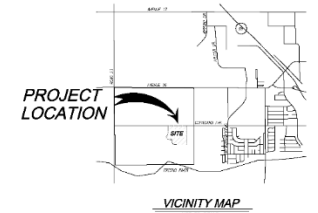
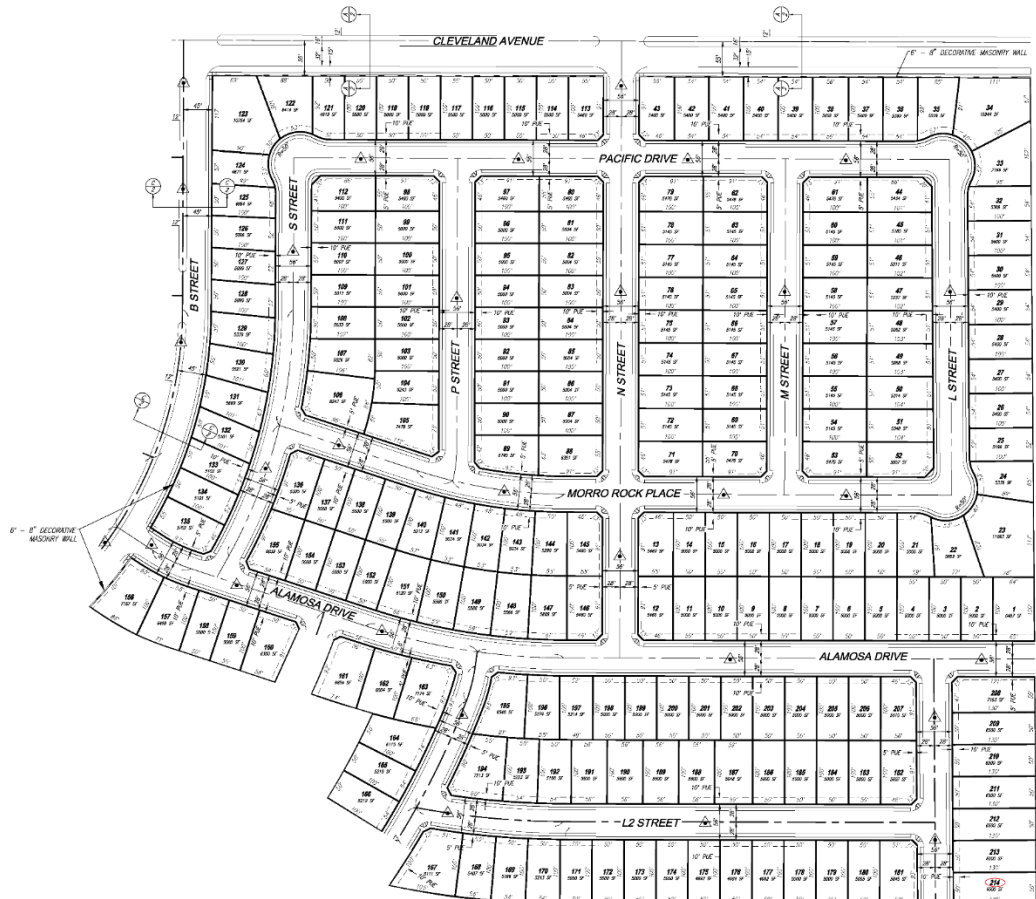
ATTACHMENT 5: City of Madera Zoning Map



ATTACHMENT 7: Tentative Subdivision Map

TENTATIVE TRACT MAP NO. 2021-##

IN THE CITY OF MADERA, COUNTY OF MADERA, CALIFORNIA
 PREPARED ON JUNE 07, 2021
 SHEET 1 OF 2



LEGAL DESCRIPTION

THE LAND HEREIN TO BE SUBDIVIDED IS SITUATED IN THE UNINCORPORATED AREA IN COUNTY OF MADERA, STATE CALIFORNIA AND IS DESCRIBED AS FOLLOWS:
 ALL OF SECTION 16, TOWNSHIP 11 SOUTH, RANGE 17 EAST, MOUNT Diablo SHIP AND METEORICAL, ACCORDING TO THE OFFICIAL PLAT THEREOF.
 EXCEPTING THEREFROM THAT PORTION CONTAINING 3.45 ACRES DEVOTED TO THE UNITED STATES OF AMERICA FOR LAND PURPOSES AS SET FORTH IN MAPS 21, 28, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

LOT SIZE COUNT

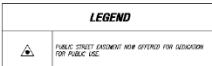
351/500: 214
 300K: 214

SITE INFORMATION

GENERAL PLAN LAND USE DESIGNATION: LOW DENSITY RESIDENTIAL
 EXISTING USE: AGRICULTURE (CORN)
 EXISTING ZONING: R-10 (Single-Family)
 PROPOSED ZONING: R-10 (Single-Family)
 SITE ADDRESS: 10000 ALAMOSA DRIVE
 AREA: 4.45 ACRES (APPROX.)
 NUMBER OF LOTS: 214
 AVERAGE LOT AREA: 1,800 SQ. FT.
 DENSITY: 48.8 UNITS PER ACRE
 ADJACENT PARCEL NUMBER: 10000 ALAMOSA DRIVE
 FIRM FLOOR: 10000 ALAMOSA DRIVE
 ZONE: R-10 (Single-Family)
 SITE LOCATION: 10000 ALAMOSA DRIVE, MADERA, CA 95354
 OWNER: 10000 ALAMOSA DRIVE, MADERA, CA 95354

NOTES

1. THERE ARE NO EXISTING STRUCTURES ON-SITE.
2. ALL BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE PROPOSED LAWS WHICH PRECEDE THIS PLAN.
3. ALL UTILITY SERVICES ARE PROPOSED TO BE PROVIDED BY THE FOLLOWING AGENCIES:
 SANITARY SEWER: CITY OF MADERA
 WATER: CITY OF MADERA
 GAS: CITY OF MADERA
 TELEPHONE: PUBLIC UTILITIES COMPANY
 CABLE: PUBLIC UTILITIES COMPANY
 ELECTRIC: CITY OF MADERA
4. TRACT MAP PROVIDED FOR BUILDINGS WITH SOLUTION EXPOSURE FOR NATURAL HEATING DURING THE WINTER MONTHS AND AVOID SPACE FOR CEILING SPACE TRAYS FOR NATURAL COOLING DURING THE SUMMER MONTHS.
5. PROPOSED STREET IMPROVEMENTS SHALL BE INSTALLED IN CONFORMANCE WITH CITY OF MADERA STANDARDS EXCEPT AS PROVIDED BY THE LAND DEVELOPMENT PLAN.
6. ALL PUBLIC UTILITIES (GAS, TELEPHONE, CABLE, WATER AND SEWER) SHALL BE INSTALLED.
7. ALL IMPROVEMENTS PROPOSED (GAS, WATER, SEWER, DRAIN, CABLE, OTHER, STRUCTURES, SIGNAGE, AND FURNISHINGS) SHALL BE CONFORMED TO CITY STANDARDS.
8. THE TRACT IS NOT MORE THAN 200 FEET OF ANY BOUNDARY FROM ANY OTHER TRACT.
9. PRIVATE-DRAINAGE DITCHES TO BE PROVIDED AS REQUIRED BY THE CITY.
10. TOWNSHIP BOUNDARY TO BE SHOWN NORTH OF CLEVELAND AVENUE.



SECRETARY OF PLANNING COMMISSION DATE

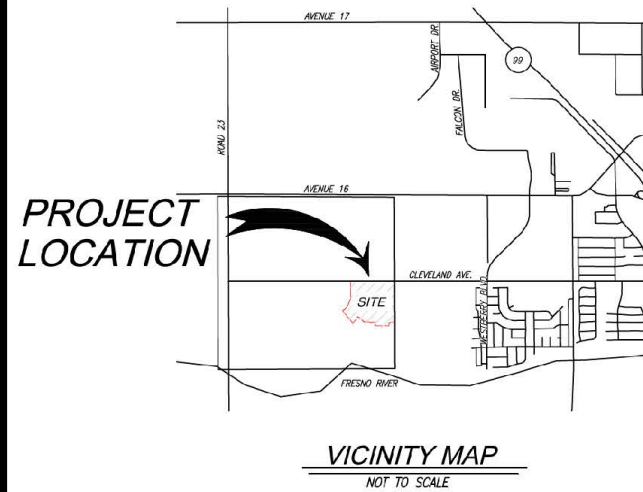
ATTACHMENT 8: Precise Plan

**Tentative Tract Map No. 2021-##
Links Ranch**

Project Description

Tentative Tract Map No. 2021-## (“Links Ranch”) pertains to approximately ± 41 acres of property located on the south side of Cleveland Avenue between Avenue 16 and Road 23 in Madera (APN: 033-180-003, portion) (Figure 1). The subject site is adjacent to existing development to the east. The Applicant proposes a 214-lot subdivision with a residential density of ± 5.30 DU/acre and average lot area of ± 5,460 sf. Of the 214 lots, there are 214 single-family residences with five (5) of the 214 lots having the potential be developed as duplexes (See Figure 2). The primary access points to the subdivision are proposed on Cleveland Avenue (Arterial) and B Street (Future Collector).

Figure 1. Project Location



Land Use and Zoning Designation

The site has a General Plan Land Use Designation of LD – Low Density Residential and the proposed Zone District is PD-4,500. Single-family residential dwellings and duplexes (on corner lots) are permitted in addition to temporary sales offices and model home complexes.

Lot Summary

Minimum Lot Size Count	
50x100	214

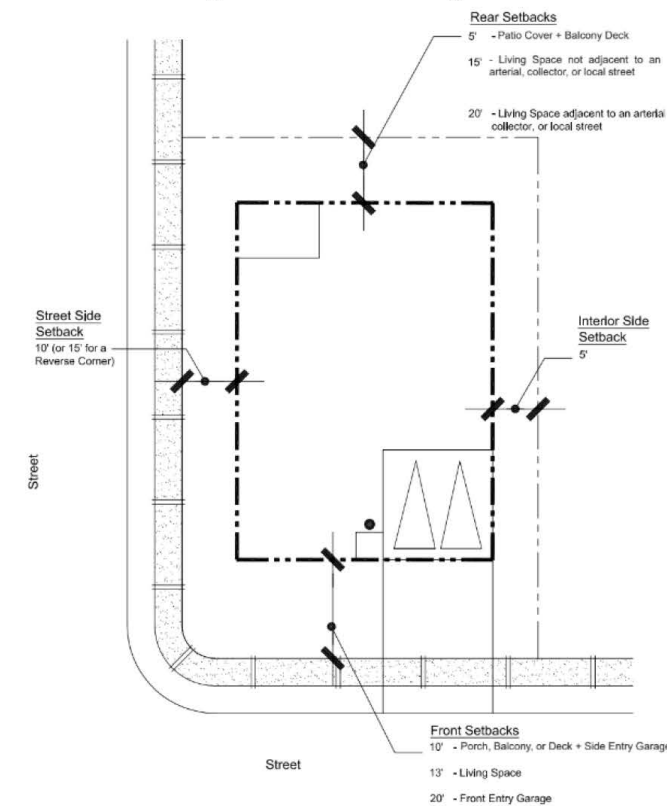
Figure 2. Site Map



Development Standards

Development Standard	Single-Family
Density Range	2.1 – 7.0 du/ac
Minimum Lot Area	5,000 sf.
Minimum Corner Lot Area	5,500 sf.
Maximum Lot Coverage	55%
Minimum Landscape Area (Front Yard)	25%
Minimum Interior Lot Width	45 ft.
Minimum Exterior Lot Width	50 ft.
Minimum Lot Depth	80 ft.
Maximum Building Height	2 stories, 38 ft.
Minimum Curved Frontage	35 ft.
Minimum Yard Setbacks	See Figure 3

Figure 3. Setback Diagram



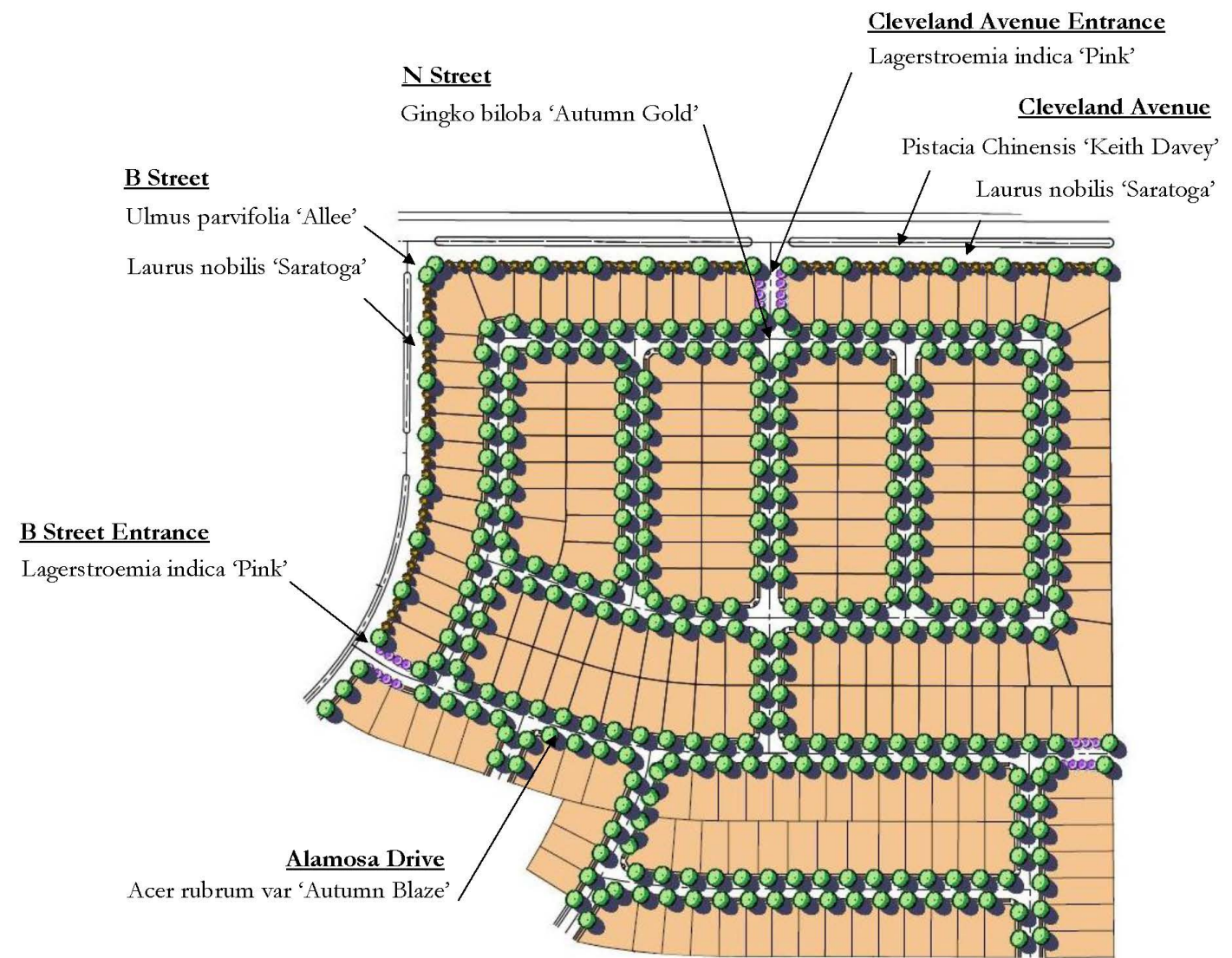
Landscaping Plan

Landscape corridors are provided along major streets including Cleveland Avenue and B Street (**Figure 4**). These corridors will contain landscaping, sidewalks, lighting, and public utilities. The plant materials shown in **Figure 4** have been selected for their appropriateness to the project theme, climatic conditions, soil conditions, water requirements, and ongoing maintenance. Plant material selections shall be reviewed and approved by the City during project review. Plant installation shall be provided per City standards. Final plant species and location will be determined as part of the improvement plan process with the final design utilizing this palette to create aesthetic, cohesive and complementary designs throughout the Project area.

Plant Materials

<u>Botanical Name</u>	<u>Common Name</u>
<i>Acer rubrum</i> var 'Autumn Blaze'	Red Maple
<i>Gingko biloba</i> 'Autumn Gold'	Gingko (male variety)
<i>Lagerstroemia indica</i> 'Pink'	Crape Myrtle
<i>Laurus nobilis</i> 'Saratoga'	Saratoga Laurel
<i>Pistacia Chinensis</i> 'Keith Davey'	Chinese Pistache (seedless)
<i>Ulmus parvifolia</i> 'Allee'	Chinese Elm

Figure 4. Conceptual Landscape Plan



Circulation

The site is bounded to the north by Cleveland Avenue (Arterial) and to the west by B Street (Future Collector) (See Figure 5). This portion of Cleveland Avenue will be improved with sidewalks for pedestrian circulation, constructed of concrete as part of roadway improvements (See Figure 6). B Street will include sidewalks and bicycle lanes for accessibility and mobility for non-motorized travel (See Figure 7). Within the residential subdivision, local streets will be constructed per City of Madera Standards.

Figure 5. Circulation System



Links Ranch
Precise Plan

Figure 6. Cleveland Avenue Cross Section

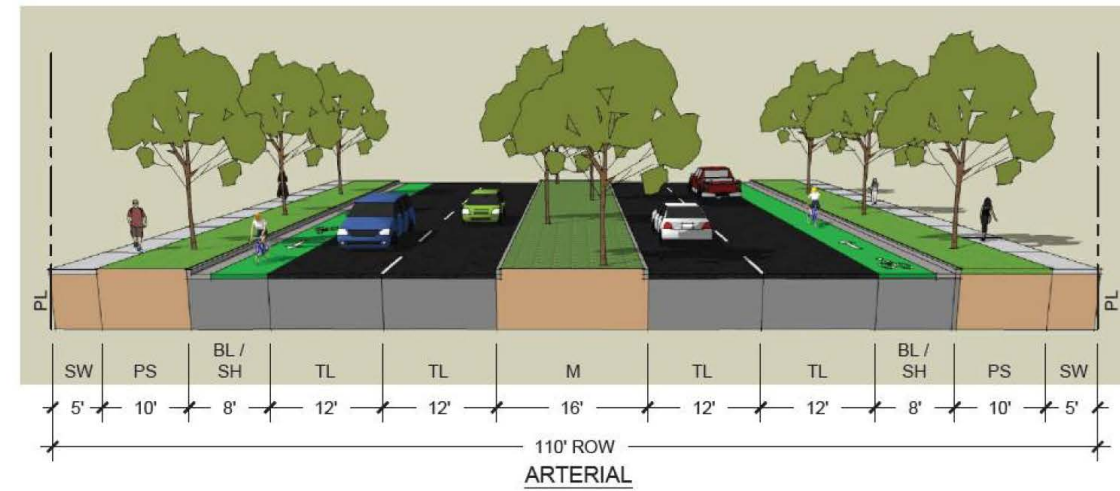
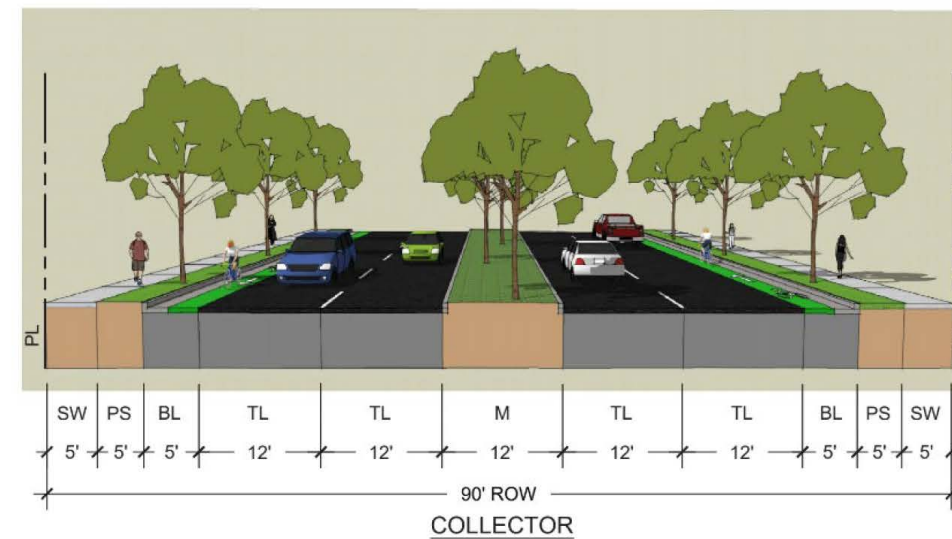


Figure 7. Collector Cross Section



Circulation
Sheet 3 of 5

Architecture

The general design guidelines for the residential subdivision are as follows.

Building Siting and Orientation

1. Orient the front of the buildings toward the streets and open space, wherever feasible.
2. Buildings on corner lots should respond to adjacent streets and intersections appropriately, addressing the increased public visibility by wrapping architectural detailing and elements around the corner.

Building Form, Scale, and Massing

1. Form and massing should be established by the characteristics of the building's architectural style.
2. Building forms should be of simple geometry.
3. Long, uninterrupted expanses of building walls are discouraged.
4. Variation in scale, massing and details should be incorporated among nearby buildings.

Building Façades, Features and Details

1. All design features and details should complement the architectural style of the building.
2. All design elements should appear as an integrated part of an overall site design concept. Details should be integrated into the buildings and not simply applied as an afterthought.
3. Elements such as porches, balconies, bay windows, etc., should be used to break up the façade of multi-story buildings.
4. Front entries should be clearly visible and directly accessible from the street, where appropriate.
5. Architectural massing and articulation, landscaping and/or lighting should be used to highlight the location of the front entrances.
6. Porches and stoops may be used to highlight the front entries and provide a transition from the public street to the private dwelling. Porches should be a minimum of 4' deep to provide a usable and furnishable space.
7. Windows and doors should be detailed, sized and positioned appropriately in the context of the architectural style.
8. Windows on side elevations should be staggered, where possible, so as not to be positioned directly opposite the windows on the adjacent buildings.
9. Homes on corner lots should be designed for two-sided corner exposure with enhanced architectural elements.

Building Materials and Colors

1. To achieve the variety of architectural expressions, no single building material or color should predominate. Rather, a variety of harmonious materials and color should be used to create a rich tapestry of design elements.
2. Building materials should be compatible with the architectural style of the home. Permitted building materials include, but are not limited to, stucco, brick, stone, and wood-like siding/shingle.
3. Building materials should be high quality, durable and low maintenance.
4. Building color palettes should be authentic to the selected architectural styles of the homes.
5. Primary building colors should be neutral and muted in hue. Brighter and more saturated colors should be used as accent colors only or as part of a balanced, carefully executed color scheme.
6. Architectural details and trims, such as cornices and window/door trims, should be painted a subtly contrasting color to be distinguished from the wall surface.

Roofs

1. Roof forms and materials should reflect the selected architectural style of the building.
2. Roofs should be designed to appear harmoniously with one another in terms of form and color.
3. On larger roof surfaces, features such as parapets, overhanging eaves and variation in the slope of roof planes should be incorporated to add variety.

Example Porch



Example Window Shutters



Utilities and Service Systems

The Project shall be subject to an annexation and pre-zone/rezone within the city limits of Madera. As such, the Project shall be subject to provision of utilities and service systems. Pursuant to Madera Municipal Code Section 10-3-4.104 Precise Plan Application under Planned Development Zones, such utilities and service systems are described below. All required utilities and service systems will be determined at the time of the Final Map.

Fire Hydrants

The Project shall be subject to compliance with standard requirements including the Madera Municipal Code and current California Fire Code. Fire hydrants shall be provided. The location will be determined at the time of the Final Map.

Utilities

The Project shall be subject to all requirements of the City of Madera Engineering Department for construction and installation of water, wastewater, and stormwater drainage infrastructure.

1. Water: The Project would include installation of a 12-inch main from the Road 24 Alignment to the western edge of the subject site on Cleveland Avenue as well as along the eastern edge of the subject site. Water main installation shall be per City of Madera installation procedures and guidelines.
2. Wastewater: The City of Madera would provide wastewater services for the first 214 units proposed. Wastewater from the project site will be conveyed to the existing City of Madera Wastewater Treatment Plant through the existing Westberry Trunkline. PCE previously confirmed with the City that the Melanie Meadows sewer lift station has the capacity to serve this project.
3. Solid Waste: Future residences would be served by the City's contracted waste hauler.
4. Stormwater: The Project would construct a temporary drainage basin north of the subject site for stormwater drainage.

Recreation

There are no recreational facilities proposed as part of this project. The project will include enhanced streetscapes along the major streets. The project will be subject to payment of park impact fees for the construction of new park space.

ATTACHMENT 9: Initial Study/Mitigated Negative Declaration (IS/MND)

The IS/MND has been distributed as a separately bound document and is also posted on the City's website on the Planning Department page under Current Projects and Environmental Review at the following website address: <https://www.madera.gov/home/departments/planning/>. It is also available at the Planning Department counter.

ATTACHMENT 10: PG&E Comment Letter

August 20, 2021

Brandi Garcia
City of Madera
205 West 4th Street
Madera, CA 93637

Ref: Gas and Electric Transmission and Distribution

Dear Brandi,

Thank you for submitting Tentative Subdivision Map No. 2021-02 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

ATTACHMENT 11: SJVAPCD Comment Letter

September 9, 2021

John Thomason
City of Madera
Planning Department
205 W. 4th Street
Madera, CA, 93637

**Project: Initial Study/Mitigated Negative Declaration Tentative Subdivision Map
2021-02**

District CEQA Reference No: 20210883

Dear Mr. Thomason:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the project referenced above from the City of Madera (City). The project consists of constructing 214 single-family lots on approximately 40 acres (Project). The Project is located on the south side of Cleveland Avenue between Avenue 16 and Road 23 in Madera, CA (APN 033-18-003).

Project Scope

The Project consists of the construction of a residential subdivision that consists of 214 single-family lots (5.30 dwelling units per acre) to occupy approximately 40-acres of the total 307-acre parcel. The Project would require annexation of the site into the City of Madera.

The site is bounded to the north by Cleveland Avenue and to the east by Road 24 Alignment. This portion of Cleveland Avenue will be improved with curb and gutter, sidewalk, bicycle lanes/sharrows, landscaping, storm drains, and streetlights. Landscape corridors are provided along Cleveland Avenue and B Street.

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).

Samir Sheikh

Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

Other potential significant air quality impacts related to Toxic Air Contaminants (see information below under Health Risk Assessment), Ambient Air Quality Standards, Hazards and Odors, may require assessments and mitigation. More information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: <https://www.valleyair.org/transportation/GAMAQI.pdf>

The District offers the following comments:

1) Criteria Pollutant Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, PM_{2.5} standards.

Per the IS/MND, 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 (NO_x), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO_x), 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 (PM_{2.5}).

Although Project construction air emissions are short-term emissions generated from construction activities such as mobile heavy-duty diesel off-road equipment and are determined to result in a less than significant impact on air quality, the District recommends the below measure be considered for the Project.

Recommended Measure: To reduce impacts from construction-related diesel exhaust emissions, the project should utilize clean off-road construction equipment, including the latest tier equipment as feasible.

2) Health Risk Screening/Assessment

The IS/MND states a less than significant impact of substantial pollutant concentrations to sensitive receptors. However, the District would like to clarify that when a project's criteria pollutant emissions from construction and operation are expected to not exceed the District's significance thresholds, a project may still have the potential to result in health impacts to nearby sensitive receptors (i.e. residential units). An assessment on potential health risk impact is based on a Prioritization

and/or a health risk assessment (HRA) and not on whether or not the Project's emissions would exceed the significance thresholds for criterial pollutants. To determine potential health impacts on surrounding receptors, a Prioritization and/or a HRA should be performed for the Project. Similarly to what the IS/MND has already indicated, there are sensitive receptors (i.e. residential units) located directly east of the Project.

A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TACs) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TACs are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. List of TACs identified by OEHHA/CARB can be found at: <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>

The District recommends the development project(s) be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

- i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed.

For your convenience, the District's prioritization calculator can be found at: http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.

- ii) The District recommends a refined HRA for development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that development project applicants contact the District to review the proposed modeling protocol. A development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that development projects which result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- Contacting the District by phone for assistance at (559) 230-6000; or
- Visiting the Districts website (Modeling Guidance) at: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

3) Solar Deployment in the Community

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider the feasibility of incorporating solar power systems, as an emission reduction strategy for this Project.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

5) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and

regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. For example, *Regulation II - Permits* encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

5a) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NO_x 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.

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 50 residential units. 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.

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.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>

5b) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002

can be found online at:

<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

5c) District Regulation VIII (Fugitive PM10 Prohibitions)

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*.

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>

Information about District Regulation VIII can be found online at:

http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

5d) Other District Rules and Regulations

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).

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.

6) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Patrick Chimienti by e-mail at Patrick.Chimienti@valleyair.org or by phone at (559) 230-6139.

Sincerely,

Brian Clements
Director of Permit Services

A handwritten signature in blue ink that reads "Seth Lane". The signature is written in a cursive style with a large initial "S" and a long horizontal stroke at the end.

For: Mark Montelongo
Program Manager

ATTACHMENT 12: Caltrans Comment Letter

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov



September 9, 2021

Madera-99-13.442
Links Ranch Subdivision

<https://ld-igr-gts.dot.ca.gov/district/6/report/23966>

SENT VIA EMAIL

John Thomason, Senior Planner
City of Madera Planning Department
205 W. 4th Street, Madera, CA 93637

Dear Mx. Thomason:

Thank you for the opportunity to review the notice of intent to adopt a mitigated negative declaration for the Links Ranch Subdivision project. The project site is located approximately 1.5 miles west of the State Route (SR) 99/Cleveland Avenue interchange and approximately 1.5 miles southwest of the SR 99/Avenue 16 interchange, in the City of Madera.

The Project proposes the following actions:

- Annexation of approximately 41 acres on the south side of Cleveland Avenue between Avenue 16 and Road 23, representing the northeast portion of Madera County Assessor's Parcel Number (APN) 033-180- 003 and Cleveland Avenue adjacent to and fronting the project site.
- Prezone to change the zoning from Madera County's current zoning classification of Agricultural Rural Exclusive – 20 Acres (ARE-20) to the City of Madera Planned Development – One Unit per Each 4,500 Square Feet of Site Area (P-D (4500)) which would become effective upon annexation.
- Tentative Subdivision Map to subdivide approximately 40 acres into 214 single family lots which would become effective upon annexation.
- Precise Plan required to establish a Planned Development zone. The precise plan to define and establish specific development standards, landscape and architecture character required of project development.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Caltrans reviewed the Vehicle Miles Traveled (VMT) table 4-6, indicating the Project's impact would be less than significant.
2. Additionally, the project indicated it will comply with mitigation measures outlined in the Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018. Caltrans concurs with VMT mitigation measures cited in this application.
3. As a point of information, according to the Madera Active Transportation Plan (2018), Cleveland Avenue, along the Project's northern Boundary is planned include a Class II Buffered Bike Lane from Road 23 to Westberry Boulevard (see page 53). Caltrans recommends the project proponent(s) work with the County/City regarding this alternative transportation measure.
4. The Project might also consider coordinating connections to other local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes in an effort to further reduce project related vehicle trips.
5. If not done so already, Caltrans recommends the County/City of Madera develop a Development Impact Fee Program to fund future major transportation projects in the area so that projects, such as this one, can pay into to mitigate their fair share.
6. Active Transportation Plans (ATP) and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing Vehicle Miles Traveled (VMT) and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.

If you have any other questions, please call or email Edgar Hernandez at (559) 981-7436 or edgar.hernandez@dot.ca.gov.

Sincerely,



Edgar Hernandez, Associate Transportation Planner
Transportation Planning – North

C: David Padilla, Branch Chief, Caltrans

ATTACHMENT 13: Planning Commission Resolution, ANX 2021-01

RESOLUTION NO. 1893

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF MADERA
ADOPTION OF AN ORDINANCE PREZONING PROPERTY LOCATED ON THE
SOUTH SIDE OF WEST CLEVELAND AVENUE BETWEEN AVENUE 16 AND
ROAD 23 TO PD-4500**

WHEREAS, Links Ranch, LLC (“Owner”) owns APN 033-180-003 in Madera, California (“site”); and

WHEREAS, a proposal has been made by the Owner to prezone property consisting of approximately 40 acres (a portion of Madera County Assessor Parcel Number 033-180-003) south of West Cleveland Avenue between Avenue 16 and Road 23 to PD 4500 (Planned Development) as shown in the attached Exhibit A ; and

WHEREAS, the proposed is compatible with the neighborhood and is not expected to be detrimental to the health, safety, peace, comfort or general welfare of the neighborhood or the City; and

WHEREAS, an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act (CEQA), Public Resources Code, sections 21000, et seq., the Guidelines for implementation of CEQA, Title 14 California Code of Regulations, Chapter 3, Section 15000, et seq., and the Madera Municipal Code; and

WHEREAS, the Planning Commission has independently reviewed and considered the information contained in the IS/MND; and

WHEREAS, the Project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Department of Fish and Game Code; and

WHEREAS, under the City’s Municipal Code, the Planning Commission is authorized to review and make recommendations to the City of Madera City Council pertaining to prezone matters ; and

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

WHEREAS, the Planning Commission received and reviewed application ANX 2021-01 requesting the prezone of approximately 40 acres south of West Cleveland Avenue between Avenue 16 and Road 23 at a duly noticed meeting on September 14, 2021; 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 recommend to the City Council of the City of Madera the approval of ANX 2021-01as conditioned.

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: An Initial Study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Planning Commission finds and determines that the project fulfills the criteria for a Mitigated Negative Declaration set forth in CEQA Guidelines Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration) as there is no substantial evidence that the project could have a significant effect on the environment, that the document reflects the independent judgement of the City of Madera, and is hereby recommend for adoption in accordance with CEQA.
3. Finding: The proposed rezoning, as specified in Exhibit A, is found to be consistent with the General Plan and is compatible with adjacent zoning and uses.
4. Action: Planning Commission hereby recommends the City Council adopt an ordinance rezoning the area shown in Exhibit A.
5. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 14th day of September 2021, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Gary Conte, AICP
Planning Manager

Exhibit "A" – Proposed Rezoning
Exhibit "B" – Proposed Conditions of Approval

Exhibit "A"
Proposed Rezoning

Links Ranch Proposed Pre-Zone

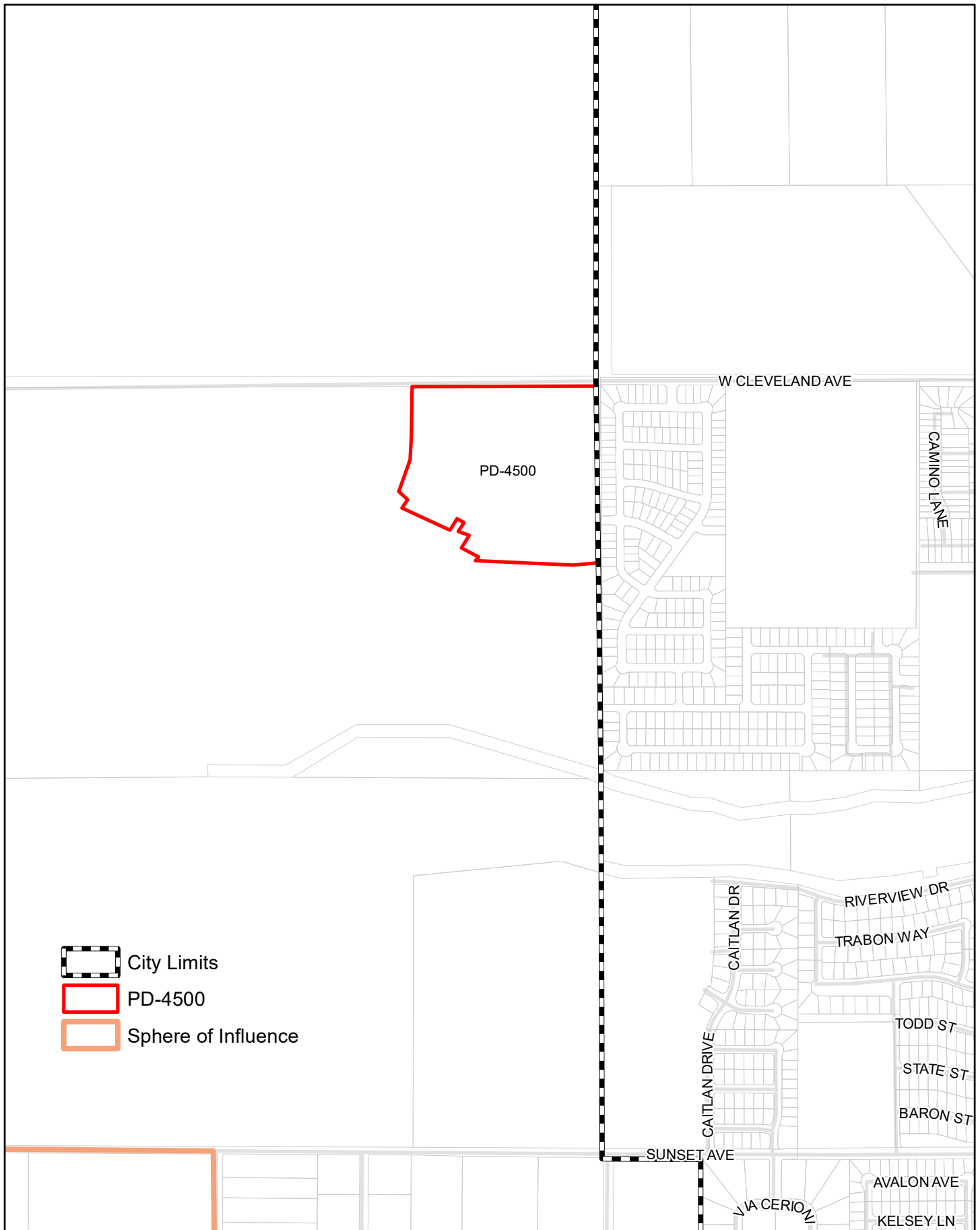


Exhibit “B”
Proposed Conditions of Approval

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.

GENERAL CONDITIONS

1. Approval of this project 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 prezone.
2. Approval of this project may become null and void in the event that the prezone is not completed in accordance with all the conditions and requirements imposed on this prezone action and all City standards and specifications. This application 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 prezone. Unless the conditions of approval specifically require operation inconsistent with the application, new or revised applications are required if the operation is found to be out of conformance with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the prezone or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the prezone process or for additions or alterations not specifically submitted and reviewed and approved pursuant to this prezone review or subsequent amendments or revisions of the prezone action. These conditions are conditions imposed solely upon the subject site 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.

3. These conditions are applicable to any person or entity making use of this prezone, and references to “developer” or “applicant” herein also include any applicant, property owner, owner, or any other person or entity making use of this prezone.
4. 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.
5. Project approval is conditioned upon acceptance of the conditions of approval contained herein, as evidenced by the applicant’s signature on the Acknowledgement and Acceptance of Conditions of Approval within 30 days, as evidenced by the applicant’s signature on the required acknowledgement form.
6. Prior to adoption of the ordinance completing the prezoning of the project site, the applicant shall provide the City with a legal description of the entire area proposed for annexation and a map prepared to the State Board of Equalization Standards for changes of jurisdictional boundaries.
7. All subsequent development within the project site shall be required to annex into a lighting and landscaping maintenance district which shall participate in the maintenance of landscaping and improvements in public right-of-ways or easements.

-END OF CONDITIONS-

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MADERA AMENDING THE OFFICIAL CITY OF MADERA ZONING MAP TO PREZONE AN APPROXIMATELY 40 ACRE PROPERTY (APN: 033-18-003 (portion)), LOCATED ON THE SOUTH SIDE OF CLEVELAND AVENUE BETWEEN AVENUE 16 AND ROAD 23, FROM AGRICULTURAL RURAL EXCLUSIVE (ARE, MADERA COUNTY) TO THE PLANNED DEVELOPMENT (P-D 4500) ZONE DISTRICT OF THE CITY OF MADERA, PENDING ANNEXATION.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MADERA AS FOLLOWS:

SECTION 1. The Planning Commission of the City of Madera and this Council have held public hearings upon the rezoning of this property, as shown in Exhibit "A", and have determined that the proposed rezoning is consistent with the General Plan as amended and subsequent development will be in conformance with all standards and regulations of the Municipal Code.

SECTION 2. The City of Madera Zoning Map as provided for in Chapter 3 of Title X of the Madera Municipal Code is hereby amended as illustrated in the hereto attached Exhibit "A" which indicates the segment of the City of Madera Zoning Map to be amended. Unless the adoption of this amendment to the Zoning Map is lawfully stayed, thirty-one (31) days after adoption of this amendment, the Planning Director and City Clerk shall cause these revisions to be made to the City of Madera Zoning Map which shall also indicate the date of adoption of this revision and be signed by the Planning Director and City Clerk.

SECTION 3. Based upon the testimony and information presented at the hearing, the adoption of the proposed rezoning is in the best interest of the City of Madera, and the Council hereby approves the rezoning based on the following findings:

FINDINGS:

1. THE PROPOSED PREZONE WILL PROVIDE THE REQUIRED CONSISTENCY BETWEEN THE GENERAL PLAN AND ZONING.
2. THE PREZONE IS NOT EXPECTED TO BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, COMFORT OR GENERAL WELFARE OF THE NEIGHBORHOOD OR THE CITY.
3. CITY SERVICES AND UTILITIES ARE AVAILABLE OR CAN BE EXTENDED TO SERVE THE AREA.

SECTION 4. This Ordinance shall be effective and of full force and effect at 12:01 a.m. on the thirty-first day after its passage.

* * * * *

ATTACHMENT 14: Planning Commission Resolution, TSM 2021-02 and PPL 2021-04

RESOLUTION NO. 1892

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MADERA
APPROVING TSM 2021-02 and PPL 2021-04 AND ADOPTING THE
MITIGATED NEGATIVE DECLARATION FOR THE PROJECT PURSUANT TO
CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES
SECTION 15074
(LINKS RANCH)**

WHEREAS, Links Ranch, LLC (“Owner”) owns APN 033-180-003 in Madera, California (“site”); and

WHEREAS, the Owner is seeking a tentative subdivision map, and precise plan to allow for a 214-lot single family residential subdivision on 40-acres of APN 033-180-003 (portion), as proposed by Tentative Subdivision Map 2021-02 (TSM 2021-02), and Precise Plan 2021-04 (PPL 2021-04); and

WHEREAS, the 40-acres is planned for residential land uses; and

WHEREAS, an Initial Study/Mitigated Negative Declaration has been prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act (CEQA), Public Resources Code, sections 21000, et seq., the Guidelines for implementation of CEQA, Title 14 California Code of Regulations, Chapter 3, Section 15000, et seq., and the Madera Municipal Code; and

WHEREAS, the Planning Commission has independently reviewed and considered the information contained in the IS/MND; and

WHEREAS, the Project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Department of Fish and Game Code; and

WHEREAS, under the City’s Municipal Code, the Planning Commission is authorized to review and approve tentative subdivision maps, annexation/pre-zone applications, and precise plans 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 TSM 2021-02, and PPL 2021-04 at a duly noticed meeting on September 14, 2021; 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 approve TSM 2021-02, and PPL 2021-04, 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: An Initial Study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Planning Commission finds and determines that the project fulfills the criteria for a Mitigated Negative Declaration set forth in CEQA Guidelines Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration) as there is no substantial evidence that the project could have a significant effect on the environment. As such, the Planning Commission adopts a finding of a Mitigated Negative Declaration under CEQA Guidelines section 15074 (Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration) for this project.

3. Findings for TSM 2021-02: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support the approval of TSM 2021-02, as conditioned. With conditions, the project is consistent with the requirements of the Municipal Code, including Sections 10-2.402 and 10-2.402.6.3. The Planning Commission further approves, accepts as its own, incorporates as if set forth in full herein, and makes each one of the findings, based on the evidence in the record, as follows:

Finding a: The proposed subdivision is consistent with the General Plan and specific plans.

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to be consistent with all applicable goals, objectives, and policies of the Madera General Plan. There is no specific plan applicable to this project. Subject to compliance with conditions of approval and mitigation measures attached hereto, the proposed project may be found consistent with all applicable local ordinances, regulations, policies, and standards.

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

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to be consistent with all applicable goals, objectives, and policies of the Madera General Plan. There is no specific plan applicable to this project. In addition, the project proposes establishment of the P-D (4500) zone district and has provided a detailed precise plan that meets the design and improvement standards intended for the Planned Development Zone. Therefore, the design or improvement of the proposed subdivision may be found consistent with all applicable local ordinances, regulations, policies, and standards.

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

The site is planned for residential uses consistent with the proposed residential subdivision. There are no unusual site conditions that would render the site physically unsuitable for the proposed type of development. Therefore, it may be found that the site is physically suitable for the type of development proposed.

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

The proposed density of development is at an allowable density under the Madera General Plan. Therefore, the site is physically suitable for the proposed density of development.

Finding 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.

For all the reasons contained within the Initial Study and Mitigated Negative Declaration prepared for this project consistent with the CEQA as well as within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to not cause substantial environmental damage or injury to fish or wildlife or their habitat. Further, the project is subject to compliance with the conditions of approval and mitigation measures attached hereto in the attached CEQA document.

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

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project is found to not cause serious public health problems. The subdivision will be developed in accordance with all conditions of approval and mitigation measures attached hereto, including but not limited to sanitary sewer, water service, and storm water runoff requirements. Therefore, it may be found that the design of the subdivision and the type of improvements are not likely to cause serious public health problems.

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

For the reasons contained within the Analysis section of the Staff Report to the Planning Commission dated September 14, 2021, the proposed project will not conflict with easements, acquired by the public-at-large, for access through or use of the property within the proposed subdivision. All public improvements, including street frontage improvements, will be required to comply with City standards.

4. Findings for PPL 2021-04: The Planning Commission finds and determines that there is substantial evidence in the administrative record to support the approval of PPL 2021-04, as conditioned. With conditions, the project is consistent with the requirements of the Municipal Code, including Section 10-3.4 and Sections 10-3.501 through 10-3.510. The Planning Commission further approves, accepts as its own, incorporates as if set forth in full herein, and makes each one of the findings, based on the evidence in the record, as follows:

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

The project is consistent with both the proposed land use and as well as adjacent areas in the City of Madera.

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

The project site is not subject to any specific plans.

Finding 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.

PPL 2021-04 has been reviewed and is consistent with surrounding uses and with all applicable requirements for development in the P-D 4,500 zone district, including provisions for access to and from the site, parking and loading facilities, drainage, and lighting. The project would not have an adverse effect on surrounding properties.

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

PPL 2021-04 will be required to install street improvements in accordance with City standards and the PPL 2021-04 specifications. Related infrastructure improvements will also be required for storm drainage in conformance with City standards. The project site will have access to West Cleveland Avenue which can accommodate traffic generated from the proposed project. The project will also extend Alamosa Drive through the project site linking the project to the adjacent subdivision now under construction. Based on the environmental analysis prepared, the project will not have a significant impact on traffic or the environment.

5. Approval of TSM 2021-02 and PPL 2021-04 with Conditions: Based on the aforementioned findings, the Planning Commission hereby approves TSM 2021-02 and PPL 2021-04 as conditioned as set forth in the Conditions of Approval attached as Exhibit "A" which approvals are contingent upon the following:

The conditional approval of TSM 2021-01 and PPL 2021-04 shall become final and effective immediately only after the City Council of the City of Madera approves the applicant's request to prezone the project site (ANX 2021-01). If the Council Approval is not made within 180 days of the adoption of this Resolution, then both TSM 2021-01 and PPL 2021-04 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 2021-01 and PPL 2021-04 shall be returned to the Planning Commission for further consideration and a final decision.

6. Effective Date: This resolution is effective immediately.

* * * * *

Passed and adopted by the Planning Commission of the City of Madera this 14th day of September 2021,
by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

Robert Gran Jr.
Planning Commission Chairperson

Attest:

Gary Conte, AICP
Planning Manager

Exhibit "A" – Conditions of Approval for TSM 2021-02 and PPL 2021-04.

EXHIBIT "A"
TSM 2021-01 and PPL 2021-04
LINKS RANCH
CONDITIONS OF APPROVAL
September 14, 2021

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 2021-01 and PPL 2021-04 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 this tentative subdivision map and/or precise plan, 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 map and/or this precise plan.

GENERAL CONDITIONS

1. Approval of this project 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.
2. Approval of this project may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this project, the zoning ordinance, and all City standards and specifications. These applications are 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 project. Unless the conditions of approval specifically require operation inconsistent with the application, new or revised applications are required if the operation is found to be out of conformance 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 project or subsequent amendments or revisions. These conditions are conditions imposed solely upon the project 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.

3. 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.
4. The applicant shall submit to the City of Madera 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 and the Department of Fish and Game de minimis filling fee in effect at the time of filing. Such check shall be made payable to the Madera County Clerk and submitted no later than three (3) days following action on these applications.
5. Project approval is conditioned upon acceptance of the conditions of approval contained herein, as evidenced by the applicant's signature on the Acknowledgement and Acceptance of Conditions of Approval.
6. TSM 2021-01 shall be valid for a period of 24 months from the date of its conditional approval. Prior to expiration of the conditionally approved tentative map an extension or extensions to this period may be requested pursuant to Section 66453.3 of the Subdivision Map Act.
7. PPL 2021-04 shall remain valid only while TSM 2021-01 remains valid. Once TSM 2021-01 is recorded PPL 2021-04 shall remain valid until such time that PPL 2021-04 is amended or repealed.
8. 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.
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. The project site shall be developed in conformance with the plans as reviewed and approved. Minor modifications to the site plan, which are necessary to meet regulatory, engineering, or similar constraints or requirements may be made at the discretion of the Planning Manager without an amendment. However, should the Planning Manager determine that modifications are substantive, he/she may require that an amendment to the applications be filed for review and approval through the applicable City process.
11. Any proposed modifications not considered minor changes in accordance with Section 10-2.402.9 (Amendments to Approved Subdivisions) shall require an amendment to TSM 2021-01.
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. All on-site improvements shall be completed prior to final building inspection and shall be completed to the satisfaction of the City of Madera prior to issuance of a certificate of completion.
14. The Planning Department shall be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction within 50 feet of the discovery must 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 or developer's expense, to evaluate the finds and recommend appropriate action according to CEQA Guidelines Section 15064.5. If avoidance is infeasible, other appropriate measures would be instituted. Work may proceed on other parts of the project site while assessment of historic resources or unique archaeological resources is being carried out.
15. All construction must stop if any human remains are uncovered, and the Planning Manager, City Engineer and County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.

PLANNING DEPARTMENT

16. Vandalism and graffiti shall be corrected in accordance with the provisions of the Madera Municipal Code.
17. 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.
18. The property owner, operator, and/or manager shall keep the property clear of all trash, rubbish, and debris at all times.
19. Park land shall be dedicated, or payment of in-lieu fees shall be made, or combination of both, in accordance with the "City's Acquisition of Land and/or Payment of Fees for City Park Facilities," commencing with Section 10-2.1300 of the Municipal Code.

20. The developer shall cause such Right to Farm notice as required by Section 10-3.418(G) of the Municipal Code to be recorded in the Office of the County Recorder.
21. Prior to issuance of building permits or any future division of the property, the applicant at their sole expense shall cause the property to be annexed into the City-wide Community Facilities District No. 2005-01, and shall pay all applicable fees.
22. The applicant/developer shall coordinate with the United States Post Office relative to the proposed location of the postal boxes for the project.
23. The internal street names shall comply with the recommendations of the Planning Department with approval of the Final Map.
24. There shall be no access to lots from street side of corner lots. This condition shall apply to the following lots: 12, 13, 43, 44, 52, 53, 61, 62, 70, 71, 79, 80, 88, 89, 97, 98, 105, 106, 112, 113, 135, 136, 145, 146, 155, 156, 160, 161, 163, 167, 181, 182, 194, 195, 207 and 208.

Residences

25. Each dwelling unit and siting of the unit shall be constructed consistent with "Project Design Guidelines" and "Development Standards" as reviewed and approved with PPPL 2021-04.
26. A minimum of four (4) distinct model floor plans and elevations shall be constructed upon the 214 lots encompassed within TSM 2021-01.
27. Prior to issuance of any building permit for dwelling units, the developer shall submit for approval by the Planning Department a color and materials board(s) representative of all models to be constructed. Final approval of the color and materials board shall be determined by the Planning Manager. Any color or materials shall be approved by the Planning Manager and shall be included in the Precise Plan.
28. The following criteria shall be applied to the location of homes on individual lots:
 - a) The appearance of a home is affected by at least three (3) primary features, including:
 - i. Home Model Plan;
 - ii. Alternative Elevations for Each Plan; and
 - iii. Color Scheme
 - b) Dwelling units built on side-by-side lots shall not repeat more than one (1) of the primary home features described above. Model floor plans shall not be repeated on more than two (2) consecutive lots.
29. For lots where side and/or rear exterior elevations of residential buildings are visible from any street or public rights-of-way, they shall incorporate architectural treatments in keeping with the front (primary) elevation. This condition shall apply to the following lots: 12, 13, 34 through and including 44, 52, 53, 61, 62, 70, 71, 79, 80, 88, 89, 97, 98, 105, 106, 112 through and including 136, 145, 146, 155, 156, 160, 161, 163, 167, 181, 182, 194, 195, 207 and 208.
30. The front setback shall vary from the minimum of thirteen (13) feet to living space to a maximum of twenty (20) feet to living space, with at least a two (2) foot variation amongst any two (2) adjacent lots, and a five (5) foot variation over any five (5) consecutive lots, regardless of home model plan.
31. Exterior side yard setbacks shall be a minimum of ten (10) feet and fifteen (15) feet for reverse corner.

32. All exterior lighting shall be down-shielded and directed in such a way as to not interfere with the driving safety of vehicular traffic. Exposed bulbs shall not be permitted.
33. The specifications and types of exterior lighting fixtures to be installed in the subdivision area shall be submitted to and approved by the Planning Department prior to issuance of building permits.
34. All standards for the location and design of buildings (including accessory structures) and fences which are not specifically included and made a part of PPL 2021-04, shall conform to R1 (Residential) zoning standards.
35. The floor plans of all dwelling units shall be reversible and driveway approaches on corner lots shall be located on the interior side of the property.
36. Except as noted in these Conditions of Approval, all driveways and encroachments shall conform to City standards in regard to setbacks from adjacent property lines and intersections. All approaches shall conform to City standards.

HVAC and PG&E Utility Placement Considerations/Screening Requirements

37. Prior to the issuance of building permits, the applicant shall identify on the site plan the following information for Planning Department review and approval:
 - a) The location of all-natural gas and electrical utility meter locations.
 - b) The location of all heating, ventilation, and air conditioning (HVAC) equipment.
 - c) The location of all compressor equipment, and mechanical and electrical equipment.
38. All utility equipment and services shall be screened to the specifications of the Planning Department. The applicant shall show methods proposed to architecturally integrate equipment locations, or show methods proposed to screen equipment using landscaping. Any wall-mounted equipment shall be painted to match the exterior wall and screened when in predominant public views.
39. HVAC units shall be ground mounted. No roof mounted air conditioning or heating ventilation units shall be allowed. All ground-mounted HVAC equipment shall be located in the side or rear yard behind a six (6) foot tall fencing.
40. Natural gas meter placement shall be screened from public view per Planning Department approval.
41. The applicant shall coordinate the installation of utilities consistent with these conditions of approval with Pacific Gas and Electric Company (PG&E).
42. If fireplaces are installed, they must be either gas-burning or EPA certified wood-burning. Natural gas and electric outlets are recommended to be installed in the back yard for barbecues. Outside electric outlets shall be provided in the front and rear yards of the units to facilitate the use of electric lawn mowers, edgers, etc. Electric or low nitrogen oxide (Nox) emitting gas-fired water heaters should be installed.

Fencing and Walls

43. All fencing and walls shall be properly maintained so as not to create a hazard, public nuisance or blight in the surrounding neighborhood.
44. Wood fencing shall be required along all side and rear yards unless otherwise specified in the Conditions of Approval.

45. Wood fencing shall be a dog ear fence picket style and made of cedar quality or better, and all fence posts shall be pressure treated and set in concrete. Fencing shall not exceed a maximum uniform height of six (6) feet. Fencing shall have a gate allowing for easy access to solid waste containers provided by the City or City contracted waste hauler purveyor. The width of the gate shall be a minimum of thirty-six (36) inches.
46. Any retaining walls greater than eighteen (18) inches in height shall be split block masonry.
47. A six (6) foot decorative split block masonry wall with capstone shall be constructed along West Cleveland Avenue between "B" Street and eastern terminus of project site. Wall shall connect to and tie into, and blend seamlessly with the existing masonry wall constructed as part of Rancho Santa Fe Subdivision. Masonry wall shall wrap and extend south on "N" Street along the side yards of Lots 43 and 113 and taper (step-down) to a terminus height of three (3) feet. Said taper shall occur following corner lot side yard fencing requirements.
48. A six (6) foot decorative split block masonry wall shall be constructed along "B" Street between West Cleveland Avenue and southern terminus of project site. The masonry wall shall wrap and extend east south on Alamosa Drive along the side yard of Lot 135 and taper (step-down) to a terminus height of three (3) feet. Said taper shall occur following corner lot side yard fencing requirements.
49. Masonry wall design and plan details shall be approved by the Planning and Engineering Departments prior to issuance of building permits.

Landscape

50. Landscape and irrigation plans shall be prepared by a licensed Landscape Architect and submitted as part of the submittals for a building permit. Landscape and irrigation plans shall be approved by the Planning Department prior to issuance of building permits. The plans shall:
 - a) Demonstrate compliance with the State of California's Model Water Efficient Landscape Ordinance (MWELO);
 - b) Permanent automatic irrigation systems for all landscaped areas;
 - c) Provide vegetative matter coverage of a minimum of 75 percent of all landscaped areas;
 - d) At least one (1) City approved street tree planted in each front yard. Corner lots shall have at least two (2) additional trees planted along the exterior side yard. Said front yard and side street trees overall shall be planted thirty (30) foot on center. Trees should be carefully selected and located to shade the buildings during the summer months. This measure should be implemented on southern and western exposures. Deciduous trees should be preferentially considered since they provide shade in the summer and allow the sun to reach the buildings during winter months.
 - e) Locate landscape material in such a way that it does not interfere with utilities above or below ground; and
 - f) Provide detailed planting lists for all landscaping, with the number, size, spacing (where applicable) and species of all plant life and groundcover, as well as soil preparation techniques for all landscaped areas.
51. Separate landscape and irrigation plans for all landscaping within the City's right-of-way on West Cleveland Avenue and "B" Street shall be prepared and approved by the Planning and Engineering Departments prior to issuance of building permits. Street canopy trees shall be

planted thirty (30) feet on center. The landscape and irrigation plans shall be prepared by a licensed landscape architect

52. The property owner, operator, and/or manager shall develop and submit to the Planning Department for review and approval, prior to issuance of a building permit, a landscape maintenance and irrigation program for the first three years to ensure that streetscapes and landscaped areas are installed and maintained as approved.
53. The property owner shall maintain all landscaping in a healthy and well-manicured appearance. This includes, but is not limited to, ensuring properly operating irrigation equipment at all times, trimming and pruning of trees and shrubs, and replacing dead or unhealthy vegetation with drought-tolerant plantings.

Signage

54. All signage, including, but not limited to, on- or off-site temporary subdivision identification, directional or marketing / sale signs for the purpose advertising homes for sale shall be in compliance with the Sign Ordinance of the Madera Municipal Code Section 10-6. All permanent signage, with the exception of required signs in accordance with City standards for Ellis Street is required to have an approved Sign Permit issued by the Planning Department per Madera Municipal Code Section 10-6.

Construction Trailer & Sales Center

55. Development of any temporary construction trailer and/or materials storage yard and/or parking on any lot in the subdivision requires the approval of the Planning Manager in advance of installation/placement.
56. The development of any model home sales center on any lot in the subdivision requires the approval of the Planning Manager.

BUILDING DEPARTMENT

57. The development of any model home sales center on any lot in the subdivision requires the approval of the Planning Manager.
58. A building permit is required for all construction on the site.
59. All plans submitted for on-site construction or building permits shall incorporate and reflect all requirements outlined herein.
60. Current State of California and Federal handicap requirements shall apply to the entire site and all structures and parking thereon. Compliance shall be checked when the building permit is reviewed and confirmed at final inspection.

FIRE DEPARTMENT

61. All homes shall be equipped with residential fire sprinklers in accordance with the CRC and NFPA 13D.
62. The fire hydrant system shall comply with appendices B&C of the California Fire Code and the City of Madera Standards.

ENGINEERING DEPARTMENT

General Conditions

63. Prior to recording of each final map, all actions necessary for annexation into Community Facilities District 2005-01 shall have been taken, and all property included in said subdivision shall be made a part of such district and subject to its taxes.
64. Draft Tentative Tract Map shall address entire parcel not just a portion thereof as currently depicted.
65. 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.
66. 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.
67. A survey benchmark shall be established per City Standards and related data shall be submitted to the Engineering Department prior to acceptance of the improvements of each phase. The City Engineer shall designate or approve the location.
68. Prior to any site construction or initiation of work within a public right-of-way, a construction route and traffic control plan will be reviewed and approved by the City Engineer. The construction route and traffic control plan shall depict proposed construction vehicle routes to and from the site. This will minimize potential damage to other streets and disruption to the neighborhood.
69. Nuisance on-site lighting shall be redirected as requested by City Engineer within 48 hours of notification.
70. Development impact fees shall be paid at time of building permit issuance.
71. 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.
72. The developer shall pay all required fees for processing the subdivision map and completion of the project. Fees due may include but shall not be limited to the following: subdivision map review and processing fee, plan review, map recording, easement acceptance, encroachment permit processing and improvement inspection fees.
73. 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.
74. Prior to the construction of improvements within the City right-of-way, an Encroachment Permit is required from the Engineering Division. For subdivisions, an Encroachment Permit is only required if construction of improvements is initiated prior to execution of an Improvement Agreement.
75. The improvement plans for the project shall include the most recent version of the City's General Notes.
76. The developer shall comply with the Federal Emergency Management Agency (FEMA) requirements, as may be applicable. Proposed improvements shall account for the areas of the

TSM which lie within the boundaries of FEMA Special Flood Hazard Areas, Zone A and Zone AO, as may be applicable.

Water

77. 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. (TSM)
78. 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.
79. The developer shall install master-planned water supply facilities in accordance with the City of Madera Water System Master Plan as indicated below :
80. Cleveland Avenue – Install 12-inch main from Road 24 alignment to the western edge of the project frontage.
81. "B Street" – Install a 12-inch main from Cleveland Avenue to the southern edge of the project frontage.

Reimbursements are based on the current impact fee program and are subject to change based on future updates to the program.

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.
82. Infrastructure shall be installed to the extent necessary to provide a looped water main system that provides an adequate potable water supply that meets fire flow requirements for each phase. Water mains shall be constructed to current City standards in effect at time of construction.
83. The developer shall, subject to confirmation through a separate study initiated by the City, design, dedicate right-of-way and construct a municipal water well in accordance with City of Madera Water System Master Plan. If a water well is not determined to be needed, an appropriate well site shall be identified, dedicated to the City and appropriate block wall perimeter constructed. The cost of the municipal wells is considered reimbursable through the City's Development Impact Fee Program, subject to availability of funds.
84. Prior to beginning any framing construction, approved fire hydrants shall be installed in accordance with spacing requirements for residential development (400 feet) or commercial development (300 feet). For each phase, 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.

85. 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.
86. One water quality sampling station, or additional may be determined necessary by the Public Works Department, shall be shown on the improvement plans for each subdivision and installed within each corresponding subdivision and approved by the water quality division of the Public Works Department.
87. Prior to commencement of grading or excavation on site, all water sources used for construction activities shall have an approved backflow device installed. All water trucks/storage tanks will be inspected for proper air gaps or backflow prevention devices.
88. 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.
89. A separate water meter and backflow prevention device shall be required for landscape areas.
90. Existing wells if any shall be abandoned as directed and permitted by the 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.
91. Water meters shall be installed, and account activated through the City's Utility Billing Department prior to construction activities commencing on individual dwelling units.

Recycled Water

92. The developer shall install recycled/non-potable water facilities with the future intent to serve landscape areas including park strips, front and back yards. Recycled facilities shall be designed to operate initially using potable water. When recycled water becomes available, the system shall anticipate full disconnection from potable system and connection to recycled system at a future undetermined time.

Sewer

93. The developer shall install master-planned sewer facilities in accordance with the City of Madera Sanitary Sewer System Master Plan, as may be applicable, as indicated below:
94. Cleveland Avenue – Install 15-inch main from Road 24 alignment to western edge of the project frontage at line and grades necessary to service all areas identified for service in the City of Madera Sanitary Sewer System Master Plan, or as directed by the City Engineer.

Reimbursements are based on the current impact fee program and are subject to change based on future updates to the program.

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.

95. This TSM shall be permitted to connect to the existing Westberry Trunk sewer main on a temporary basis only. Provisions shall be made to reverse the flows for these lots to the future Road 23 trunk. Sewer flow may remain in the Westberry Trunk sewer main on a permanent basis subject to detailed analysis which shows, based on current known factors, that said demand on sewer capacity from the TSM will not result in unacceptable impacts on the Westberry Trunk main capacity. Examples of acceptable supporting factors may include but are not limited to changes in demand on sewer system as a result of water conservation measures being used on future development, changes in land use for tracts of land that impact the Westberry Trunk sewer main, etc.
96. Sewer lines installed within internal publicly owned streets to serve the development within the 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. DVDs shall be submitted to the City Engineer and be approved prior to paving with all costs to be borne by the subdivider.
97. 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 in effect at time of construction 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.
98. Existing septic tanks, if found, shall be removed, permitted, and inspected by City of Madera Building Department.

Storm Drain

99. The developer shall install master-planned or equivalent facilities such as storm retention basins and pipes in accordance with the Storm Drainage System Master Plan. The developer shall, as may be necessary, construct sufficient facilities in accordance with criteria in the Storm Drainage System Master Plan, as may be applicable, to convey storm runoff to the corresponding master-planned basins and excavate or expand the basins to an amount equivalent to each 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. If it is determined that a permanent basin shall be constructed, the entirety of the ultimate basin land shall be dedicated, fenced, and outfall structures constructed at ultimate depth and location.
100. 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. This condition is directly applicable to this project or any portion thereof if drainage is directed to the Fresno River.

Streets

101. The developer shall provide a traffic study that addresses and mitigates the impacts of the planned development on the street system. The intersections of Westberry Boulevard/Cleveland Avenue and Cleveland Avenue/Granada Drive shall be evaluated as part of the traffic study.
102. West Cleveland Avenue from the Road 24 alignment to the western edge of the project frontage shall be improved to a 110-foot arterial roadway standard with a five-foot sidewalk, 10-foot park strip and eight-foot bicycle lane on both sides of the roadway, 60-foot asphalt section in total and a 16-foot landscaped median island. The developer to construct the first half of the street (north or south of the centerline) shall construct the 16-foot landscaped median island centered on the centerline. The developer to construct the first half of the street shall also construct on the opposite half of the street one permanently paved 12-foot lane and 8-foot shoulder (shoulder requirement per Air District Standards), and drainage swale, or a 12-foot travel lane and a combination of 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 (40-foot total), which includes the median island, are eligible for reimbursement through the City's Impact Fee program, subject to availability of funds.
103. "B Street" shall be constructed to a 90-foot collector roadway standard with a five-foot sidewalk, five-foot park strip, 58-foot asphalt section and a 12-foot landscaped median island. The developer to construct the east half of the street shall also construct on the opposite half of the street one permanently paved 12-foot lane and shoulder (shoulder requirement per Air District Standards), and drainage swale, or a 12-foot travel lane and a combination of 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-foot total), which includes the median island, are eligible for reimbursement through the City's Impact Fee program, subject to availability of funds.
104. The proposed entrance into the subdivision at the intersection of Cleveland Avenue and "N Street" shall be restricted to left-turn in, right-turn in and right-turn out movements.
105. The developer shall dedicate a ten (10) foot wide Public Utility Easement (PUE) along all internal publicly dedicated streets except areas where back yards front the street. (TSM)
106. Interior streets shall be constructed in accordance City standards in effect at time of construction for collector streets (90-feet), residential streets (60-feet) and couplet streets (67-feet).
107. Alamosa Drive shall be confirmed to coincide with Ranch Santa Fe subdivision connecting street alignment and cross section width.
108. The developer shall be a proponent of annexing into existing Landscape Maintenance District (LMD) Zone 21D. If the annexation into LMD Zone 21D is not attainable, the developer shall at their sole expense, form a new Landscape Maintenance District zone. The subdivider shall sign and submit a landscape district formation and inclusion form, an engineer's report, and map prior to recording of any final map.
109. 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 21D 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.

110. The divided community entry streets within the TSM shall be in accordance with plans approved by the City Engineer and the Fire Marshall. Landscaping shall be maintained by the Landscape Maintenance District.
111. All streets internal and external to the subdivision shall be designed with a 2% cross slope. Variations to absorb grade variations on private property are not permitted.
112. Street Easement Dedications shall be made to dedicate sufficient right-of-way to accommodate the corresponding street cross-sections.
113. 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.
114. "No Parking" signs shall be installed along the frontage of arterial and collector roadways per City standards in effect at time of construction.
115. Industry standard traffic calming features, as approved by the City Engineer, shall be implemented throughout all interior streets associated with each subdivision. Maximum distance between calming devices shall be 300 feet. Any increase in separation shall be approved by the City Engineer.
116. 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 or commercial buildings.
117. Access ramps shall be installed at all curb returns per current City standards in effect at time of construction.
118. Driveway approaches shall be constructed per current City standards in effect at time of construction.
119. The developer shall be required to install streetlights along the frontage of all streets associated with each subdivision and other developments in accordance with current City spacing standards. Streetlights shall be LED using Beta Lighting standards or equal in accordance with City of Madera standards.
120. 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.

121. 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 "A" asphalt over 6 inches of 90% compacted native soil or 4 inches of Class II aggregate base capable of withstanding the imposed loads of fire apparatus. A maintenance covenant and easement along with associated fees shall be recorded prior to recording the final map for any phased development.
122. Improvement plans prepared in accordance with City Standards in effect at time of construction 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 linear feet of all streets, fire hydrant and street water main linear feet, and sewer line linear 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 in effect at time of construction, 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;
 1. Drainage ditches, culverts, and other structures (drainage calculations to be submitted with the improvement plans)
 2. Streetlights
 3. Traffic signals
 4. 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.
123. Submittals shall include **(submit a PDF and the stated number of hard copies for each item)** (TSM):
 - 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. Four hard copies of complete improvement plans
 - h. Three hard copies of landscape and irrigation plans
 - i. Two sets of drainage calculations
 - j. Two copies of the engineers estimatePartial submittals will not be accepted by the engineering department.
124. 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.

125. 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.
126. 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 subdivision 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.
127. A preliminary title report and plan check fees along with the engineer's estimated cost of installing the improvements shall be submitted with the initial improvement plan submittal for each phase. Inspection fees shall be paid prior to initiating construction.
128. 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.
129. The subdivider shall enter an Improvement Agreement in accordance with the municipal code prior to recording of each final map. The Improvement 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.
130. The 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 the corresponding improvement plans are approved and submitting bonding and insurance in conformance with that called for in the Improvement Agreement rather than that which is required with a typical encroachment permit application. Said permit shall be submitted and issued 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.
131. For each phase, the developer's engineer, upon completion of the 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 improvements by the City.

Improvement Inspections:

132. 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 for each phase.
133. 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.

134. 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.
135. No occupancy of any buildings within the subdivision or parcels shall be granted until 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:

136. Direct residential access to all collector and arterial streets as well as entry streets is prohibited, and this shall be noted on the final map for each phase.
137. 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.
138. 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.
139. 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.
140. Prior to the issuance of any building permits or any construction on the subdivision or parcels, 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.
141. 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 developer 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.
142. Prior to recording each final 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.
143. 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.
144. 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.

145. 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

146. 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).
147. Applicant shall submit to, and have approved by, the SJCAPCD an Authority to Construct (ATC) application prior to issuance of a grading or building permit.
148. Applicant shall submit to, and have approved by, the SJCAPCD an Air Impact Assessment (AIA) application prior to issuance of a grading or building permit.
149. Applicant shall submit to, and have approved by, the SJCAPCD a Dust Control Plan prior to issuance of a grading or building permit.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

150. The applicant shall make an effort to connect the proposed development with existing active transportation and public transportation infrastructure.

MADERA UNIFIED SCHOOL DISTRICT

151. 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 Districts determination that no payment is required, prior to issuance of a certificate of occupancy.

AIRPORT LAND USE COMMISSION

152. No component of operations of the subdivision shall create, or cause to be created, electrical interference with aircraft communications or navigation. (TSM, PPL)
153. No component of operations of the facility shall create, or cause to be created, any form of visual or other sensory distractions to those aircraft landing or taking off from the airport.

PG&E (WHERE APPLICABLE)

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

154. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
155. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any

temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

156. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe:
 - a. Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.
 - b. Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).
 - c. No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.
157. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
158. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So, to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24-inch-wide trench being dug along a 36-inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away or be entirely dug by hand.) Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away. Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
159. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations. For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.
160. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, waterline 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility

substructures are not allowed in the PG&E gas pipeline easement. If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

161. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.
162. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16-foot-wide gate for vehicular access. Gates will be secured with PG&E corporation locks. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.
163. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.
164. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.
165. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities. It is PG&E's policy to permit certain uses on a case-by-case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and way they are exercised, will not interfere with PG&E's rights, or endanger its facilities.
166. Buildings and Other Structures: No buildings or other structures including the footprint and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "RESTRICTED USE AREA – NO BUILDING."
167. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed, and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
168. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like

structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences, and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

169. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
170. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
171. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case-by-case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
172. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
173. Streets and Roads: Access to facilities must be maintained at all times. Streetlights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.
174. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.
175. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.
176. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue, and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.
177. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only

commence after 811 protocols has been followed. Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

178. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

-END OF CONDITIONS-

ATTACHMENT 6
Extension Request Letter

FAGUNDES, FAGUNDES, FAGUNDES

PO Box 2717 Merced, CA 95344

Phone (209) 383-6046

October 16, 2023



City of Madera
205 W. 4th Street
Madera, CA 93637

Fagundes, Fagundes, Fagundes and Links Ranch LLC designate Norman L. Allinder, AICP to act as duly authorized agent for the property known as Links Ranch, Village D and The Villages at Almond Grove. Please feel free to contact me if you have any questions.

We would also like to request that Tentative Subdivision Map 2021-02 (TSM 2021-02) be extended for a period of three years, due to changes in market conditions and increases in interest rates. The property (APN 006-610-001) is within The Villages at Almond Grove Specific Plan.

Please find the attached application and the associated fee.

Sincerely,

A handwritten signature in blue ink, appearing to be "Fred Fagundes", written over a horizontal line.

Fred Fagundes