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AGENDA PACKET AVAILABLE FOR REVIEW 72 HOURS PRIOR TO THE CITY COUNCIL MEETING AT THE CITY CLERK'S OFFICE AND ON THE CITY WEBSITE ITEMS RECEIVED AT THE MEETING WILL BE AVAILABLE FOR REVIEW AT THE CITY CLERK'S OFFICE

AGENDA
KERMAN CITY COUNCIL
REGULAR MEETING
Kerman City Hall
850 S. Madera Avenue
Wednesday, March 18, 2015
6:30 PM

Stephen B. Hill – Mayor
Gary Yep – Mayor Pro Tem
Rhonda Armstrong – Council Member
Nathan Fox – Council Member
Bill Nijjer – Council Member

ALL MEETING ATTENDEES ARE ADVISED THAT ALL PAGERS, CELLULAR TELEPHONES AND ANY OTHER COMMUNICATION DEVICES SHOULD BE POWERED OFF UPON ENTERING THE COUNCIL CHAMBERS, AS THESE DEVICES INTERFERE WITH OUR AUDIO EQUIPMENT.

OPENING CEREMONIES

- Welcome – Mayor
- Call to Order
- Roll Call
- Invocation

At this time the Council wishes to provide anyone an opportunity to give a brief invocation or inspirational thought. In accordance with law, we would request this opportunity not be used to recruit converts, to advance anyone, or to disparage any other faith or belief. If no one steps forward, we will observe a moment of silence so that we may all focus our thoughts on how best to serve our community.

- Pledge of Allegiance – City Clerk

AGENDA APPROVAL/ADDITIONS/DELETIONS

To accommodate members of the public or convenience in the order of presentation, items on the agenda may not be presented or acted upon in the order listed.

1. PRESENTATIONS/CEREMONIAL MATTERS

   A. Proclamation - Earth Day 2015 (PG)

REQUEST TO ADDRESS COUNCIL

This portion of the meeting is reserved for members of the public to address the Council on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the Council. Speakers shall be limited to three minutes. It is requested that no comments be made during this period on items on the Agenda. Members of the public wishing to address the Council on items on the Agenda should notify the Mayor when that Agenda item is called, and the Mayor will recognize your discussion at that time. It should be noted that the Council is prohibited by law from taking any action on matters discussed that are not on the Agenda. Speakers are asked to please use the microphone, and provide their name and address.

2. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately.

A. SUBJECT: Minutes

RECOMMENDATION: Council approve minutes as presented.

ATTACHMENTS: March 4, 2015

B. SUBJECT: Payroll

Payroll Report: February 15, 2015 - February 28, 2015: $123,614.37: Overtime: $3,035.76; Holiday OT: $975.02; Standby: $1,132.38; Comp Time Earned: 19.50

RECOMMENDATION: Council approve payroll as presented.

ATTACHMENTS: Payroll/Overtime Report

C. SUBJECT: Warrants

1. Nos. 6017-6074: $143,482.94
2. Excepting - Sebastian: #6026 - $2,698.04, #6065 - $416.70

RECOMMENDATION: Council approve warrants and electronic bank transfers as presented. (Pursuant to Government Code 37208)

ATTACHMENTS: Accounts Payable

3. PUBLIC HEARINGS

None

4. DEPARTMENT REPORTS

A. SUBJECT: Resolution Approving Storm Drain Basin "E" Frontage Landscaping Renovation Project Bid Award (JJ)

RECOMMENDATION: Council by motion adopt resolution awarding the bid for the Storm Drain Basin "E" Frontage Landscaping Renovation Project to Elite Landscape Construction, Inc. in the amount of $28,250.00 and authorize the City Manager to sign the agreement.

ATTACHMENTS: Staff Report - Stanislaus Basin LS

B. SUBJECT: Resolution Approving Agreement for Utility Service - 1705 S. Madera Avenue (JJ)

RECOMMENDATION: Council by motion adopt resolution approving the Agreement for Utility Service for Jasbir and Navjyoti Sidhu at 1705 S. Madera Avenue.

ATTACHMENTS: Staff Report - Sidhu Utility

C. **SUBJECT**: Resolution Approving the Final Negative Declaration (SCH #2015011027) for the Union Pacific Railroad Pedestrian and Bicycle Trail Project (JJ)

RECOMMENDATION: Council by motion adopt resolution approving the Final Negative Declaration (SCH #2015011027) for the Union Pacific Railroad Pedestrian and Bicycle Trail Project and authorize Staff to file the Notice of Determination.

ATTACHMENTS: Staff Report - UPRR Trail/Final Negative Declaration

D. **SUBJECT**: Review of Madera Avenue Master Streetscape Plan (LP)

RECOMMENDATION: Council receive presentation of the Madera Avenue Master Streetscape Plan and provide direction to staff accordingly.

ATTACHMENTS: Staff Report - Madera Streetscape Plan

E. **SUBJECT**: Council Goal Setting Workshop (LP)

RECOMMENDATION: Council to select possible dates for goal setting workshop.

ATTACHMENTS: Council Goal Setting Workshop

5. CITY MANAGER/STAFF COMMUNICATIONS

A. Fresno EDC 12th Annual Real Estate Forecast - April 9, 2015 at 5:30 p.m. at the Double Tree by Hilton Convention Center **(**LP**)**

6. MAYOR/COUNCIL REPORTS

A. Senior Prom – Friday, March 27, 4-8 p.m., Community Teen Center (PG)
B. Earth Day and Easter Eggstravaganza – Saturday, April 4, 9 a.m. – Noon, Lions Park (PG)
C. Spring Clean-Up – Saturday, April 4 – 11; Mid Valley Disposal (TJ)

7. CLOSED SESSION

None

8. ADJOURNMENT

In compliance with the American with Disabilities Act (ADA), if you need special assistance to participate at this meeting, please contact the City Clerk at (559) 846-9380. Notification of 48 hours prior to the meeting will enable the City Clerk to make reasonable arrangement to ensure accessibility to this meeting. Pursuant to the ADA, the meeting room is accessible to the physically handicapped.

PROCLAMATION

Kerman Earth Day
2015 Proclamation

WHEREAS, the City of Kerman recognizes that its natural environment is irreplaceable and fragile and must be preserved for future generations; and

WHEREAS, Earth Day is a national event to increase people's understanding of their environment and mobilize support for its protection; and

WHEREAS, the people of Kerman, California, take great pride in the City's natural beauty and support a clean and safe environment; and

WHEREAS, Earth Day activities and events will educate all citizens on the importance of acting in an environmentally sound fashion by reducing waste, conserving energy and water, using efficient transportation, and adopting more ecologically sound lifestyles; and

WHEREAS, through increased environmental awareness, the City of Kerman can meet the challenge of having an ecologically healthy community and a vigorous environment for its citizens; and

WHEREAS, the Kerman Parks, Recreation and Community Services Department in partnership with the Local Girl Scout Troops, Mid Valley Disposal and the Kerman Water Conservation Department, sponsors the second annual Earth Day Celebration at Lions Park.

NOW THEREFORE, BE IT PROCLAIMED, the City Council of the City of Kerman designates and proclaims April 4, 2015 as Kerman's Earth Day Celebration.

I, Mayor Stephen B. Hill, do hereby affix my signature and direct the City Clerk to affix the official seal of the City of Kerman on behalf of the City Council on this 18th day of March 2015.

_____

STEPHEN B. Hill
MAYOR

MINUTES
KERMAN CITY COUNCIL
REGULAR MEETING
Kerman City Hall
850 S. Madera Avenue
Wednesday, March 4, 2015
6:30 PM

Stephen B. Hill – Mayor
Gary Yep – Mayor Pro Tem
Rhonda Armstrong – Council Member
Nathan Fox – Council Member
Bill Nijjer – Council Member

	Voting: Yes, No, Absent (Abstain if needed)
Present: Mayor Hill (SH) Rhonda Armstrong (RA), Fox (NF), Nijjer (BN) Absent: Gary Yep (GY) Also Present: City Manager/Planning & Development Director Patlan, City Attorney Blum, Chief of Police, Community Services Director, Finance Director, Public Works Director	
OPENING CEREMONIES	
• Welcome – Mayor • Call to Order	6:37 p.m.
• Roll Call	All present except GY
• Invocation	
• Pledge of Allegiance – City Clerk	Performed
AGENDA APPROVAL/ADDITIONS/DELETIONS	Approved NF/RA (4-0-1) GY
1. PRESENTATIONS/CEREMONIAL MATTERS	
A. Ivette Rodriguez with Mid Valley Disposal	Presented
B. Fresno County Department of Public Health - Champions for Change Program	Presented
REQUEST TO ADDRESS COUNCIL	Rube Sran, John Anderson
2. CONSENT CALENDAR	Approved RA/BN (4-0-1) GY
A. SUBJECT: Minutes RECOMMENDATION: Council approve minutes as presented.	
B. SUBJECT: Payroll Payroll Report: February 1-14, 2015: $124,955.07; Retro Pay & Other: $1,313.74; Overtime: $1,623.47; Standby: $1,066.78; Comp Time Earned: 39.5 RECOMMENDATION: Council approve payroll as presented.	
C. SUBJECT: Warrants 1. Nos. 5946 - 6016: $238,803.99 RECOMMENDATION: Council approve warrants and electronic bank transfers as presented. (Pursuant to Government Code 37208)	

D. SUBJECT: Amended Agreement with California Real Estate Solutions, LLC for the Construction of 45 Homes in Kerman Estates, Tract 5478 (LP)

RECOMMENDATION: Council by motion approve the Amended Agreement with Capital Real Estate Solutions, LLC for the Construction of 45 Homes in Kerman Estates, Tract 5478 and authorize the Mayor to execute the agreement.

E. SUBJECT: Resolution Authorizing the City Engineer to Execute Right-of-Way Certifications for Federal-Aid Projects (JJ) — Res 15-06

RECOMMENDATION: Council by motion adopt resolution authorizing the City Engineer to Execute Right-of-Way Certifications for Federal-Aid Projects.

3. PUBLIC HEARINGS — None

4. DEPARTMENT REPORTS

A. SUBJECT: Sponsorship Request for Kerman Relay for Life (MR) — Approved $500 RA/BN (4-0-1) GY

RECOMMENDATION: Council review request and direct staff accordingly.

B. SUBJECT: Donation Request for Kerman Historical Society (MR) — Approved $500 RA/BN (4-0-1) GY

RECOMMENDATION: Council review request and direct staff according.

C. SUBJECT: Mid-Year Budget Report for Fiscal Year 2014-15 (TJ) — Presented

RECOMMENDATION: Council receive the Mid-Year Budget Report for Fiscal Year 2014-15.

D. SUBJECT: Resolution Approving the Final Negative Declaration (SCH #2015011027) for the Union Pacific Railroad Pedestrian and Bicycle Trail Project — Approved NF/BN to move item to March 18 mtg. (4-0-1) GY

RECOMMENDATION: Council by motion adopt resolution approving the Final Negative Declaration (SCH #2015011027) for the Union Pacific Railroad Pedestrian and Bicycle Trail Project and authorize Staff to file the Notice of Determination.

5. CITY MANAGER/STAFF COMMUNICATIONS

A. Update on Multi-Jurisdictional Housing Element Stakeholder Workshop (LP)
B. Senior Prom - Friday, March 27, 4-8 p.m., Community Teen Center (PG)

6. MAYOR/COUNCIL REPORTS

7. CLOSED SESSION — None

8. ADJOURNMENT — 7:50 p.m. BN/RA (4-0-1) GY

CITY OF KERMAN
PAYROLL REPORT

PAY PERIOD: February 15, 2015 - February 28, 2015

EMPLOYEE	SALARY	RETRO PAY & Other	OVERTIME HOURS	OVERTIME AMOUNT	HOLIDAY OT at 1/2 TIME HOURS	HOLIDAY OT at 1/2 TIME AMOUNT	STANDBY HOURS	STANDBY AMOUNT	GROSS SALARY	COMP TIME EARNED
ADMINISTRATION										
Alvarez, Josefina	$ 1,689.69	$ -	-	$ -	-	$ -	-	$ -	$ 1,689.69	
Camacho, Josie	$ 1,179.23	$ -	-	$ -	-	$ -	-	$ -	$ 1,179.23	
Gonzalez, Diana	$ 1,864.15	$ -	-	$ -	-	$ -	-	$ -	$ 1,864.15	
Jones, Toni	$ 3,042.46	$ -	-	$ -	-	$ -	-	$ -	$ 3,042.46	
Nazaroff, Helen	$ 1,846.62	$ -	-	$ -	-	$ -	-	$ -	$ 1,846.62	
Patlan, Luis	$ 4,664.77	$ -	-	$ -	-	$ -	-	$ -	$ 4,664.77	
Reyes, Marcia	$ 2,586.00	$ -	-	$ -	-	$ -	-	$ -	$ 2,586.00	
TOTAL	**$ 16,872.92**	**$ -**	-	**$ -**	-	**$ -**	-	**$ -**	**$ 16,872.92**	**0.00**
REC/SOCIAL										
Arredondo, Barbar	$ 1,526.77	$ -	-	$ -	-	$ -	-	$ -	$ 1,526.77	
Arredondo, Michell	$ 252.00	$ -	-	$ -	-	$ -	-	$ -	$ 252.00	
Arredondo, Raque	$ 200.00	$ -	-	$ -	-	$ -	-	$ -	$ 200.00	
Burdine-Slaven, Je	$ 1,511.54	$ -	-	$ -	-	$ -	-	$ -	$ 1,511.54	
Figueroa, Rita	$ 390.00	$ -	-	$ -	-	$ -	-	$ -	$ 390.00	
Gallegos, Philip	$ 3,734.77	$ -	-	$ -	-	$ -	-	$ -	$ 3,734.77	
Gonzalez, Jose Fe	$ 1,599.69	$ -	-	$ -	-	$ -	-	$ -	$ 1,599.69	
Johnson, Theresa	$ 1,666.62	$ -	-	$ -	-	$ -	-	$ -	$ 1,666.62	
Lujan, Vanessa	$ 561.00	$ -	-	$ -	-	$ -	-	$ -	$ 561.00	
Rangel, Jose A	$ 252.00	$ -	-	$ -	-	$ -	-	$ -	$ 252.00	
Salvador, Mark	$ 1,883.08	$ -	-	$ -	-	$ -	-	$ -	$ 1,883.08	
Sidhu, Nirmal	$ 1,465.38	$ -	-	$ -	-	$ -	-	$ -	$ 1,465.38	
Silva, Jessica	$ 466.38	$ -	-	$ -	-	$ -	-	$ -	$ 466.38	
Villarreal, Arlene	$ 340.00	$ -	-	$ -	-	$ -	-	$ -	$ 340.00	
TOTAL	**$ 15,849.22**	**$ -**	-	**$ -**	-	**$ -**	-	**$ -**	**$ 15,849.22**	**0.00**
POLICE										
Antuna, Eric	$ 2,209.69	$ -	9.00	$ 372.89	6.00	$ 82.86	4.00	$ 27.62	$ 2,693.06	
Antuna, Miguel	$ 1,170.00	$ -	-	$ -	-	$ -	-	$ -	$ 1,170.00	
Barbosa, Isaias	$ 2,368.32	$ -	-	$ -	12.00	$ 177.62	-	$ -	$ 2,545.94	
Barcoma, Wilbert	$ 2,758.04	$ -	-	$ -	12.00	$ 206.85	-	$ -	$ 2,964.89	
Belding, Jeff	$ 2,357.08	$ -	-	$ -	-	$ -	-	$ -	$ 2,357.08	
Blohm, Joseph	$ 4,047.23	$ -	-	$ -	-	$ -	-	$ -	$ 4,047.23	
Chapman, Tom	$ 2,413.38	$ -	-	$ -	-	$ -	2.00	$ 15.08	$ 2,428.47	
Cubillos, Teresa	$ 3,040.62	$ -	-	$ -	-	$ -	-	$ -	$ 3,040.62	6.75
Davis, Jeff	$ 2,825.08	$ -	-	$ -	6.00	$ 105.94	-	$ -	$ 2,931.02	
Dunn, Jacob	$ 1,683.23	$ -	-	$ -	-	$ -	-	$ -	$ 1,683.23	
Godfrey, Kyle	$ 384.00	$ -	-	$ -	-	$ -	-	$ -	$ 384.00	
Kaser, David	$ 816.00	$ -	-	$ -	-	$ -	-	$ -	$ 816.00	
Ledezma, Linda	$ 194.93	$ -	-	$ -	-	$ -	-	$ -	$ 194.93	
Lehman, Dustin	$ 1,767.23	$ -	-	$ -	-	$ -	-	$ -	$ 1,767.23	
Madruga, Ron	$ 3,114.46	$ -	-	$ -	-	$ -	-	$ -	$ 3,114.46	
Magallon, Peter	$ 2,413.43	$ -	-	$ -	-	$ -	-	$ -	$ 2,413.43	
Medina-Labetiaux,	$ 1,767.23	$ -	-	$ -	-	$ -	-	$ -	$ 1,767.23	
Mendoza, Sandra	$ 2,311.85	$ -	-	$ -	12.00	$ 173.39	-	$ -	$ 2,485.23	
Moon, Nathan	$ 900.00	$ -	-	$ -	-	$ -	-	$ -	$ 900.00	
Nelson, Christophe	$ 3,114.46	$ -	-	$ -	-	$ -	-	$ -	$ 3,114.46	
Ness, Lee	$ 2,046.00	$ -	-	$ -	12.00	$ 153.45	-	$ -	$ 2,199.45	
Nevis, James	$ 2,300.77	$ -	-	$ -	-	$ -	-	$ -	$ 2,300.77	0.75
Ramer, Joseph	$ 1,493.54	$ -	-	$ -	-	$ -	-	$ -	$ 1,493.54	
Ramirez, Donald	$ 1,493.54	$ -	3.50	$ 98.01	-	$ -	-	$ -	$ 1,591.55	
Rodrigues, Mary	$ 1,759.38	$ -	-	$ -	-	$ -	-	$ -	$ 1,759.38	

CITY OF KERMAN
PAYROLL REPORT

PAY PERIOD: February 15, 2015 - February 28, 2015

EMPLOYEE	SALARY	RETRO PAY & Other	OVERTIME HOURS	OVERTIME AMOUNT	HOLIDAY OT at 1/2 TIME HOURS	HOLIDAY OT at 1/2 TIME AMOUNT	STANDBY HOURS	STANDBY AMOUNT	GROSS SALARY	COMP TIME EARNED
Rodriguez, Erika	$ 1,997.33	$ -	23.00	$ 861.35	6.00	$ 74.90	-	$ -	$ 2,933.58	
Seroka, Dylan	$ 915.00	$ -	-	$ -	-	$ -	-	$ -	$ 915.00	
Tiwana, Manpreet	$ 2,055.69	$ -	9.25	$ 356.53	-	$ -	-	$ -	$ 2,412.23	
Valenzuela, Arnold	$ 228.00	$ -	-	$ -	-	$ -	-	$ -	$ 228.00	
TOTAL:	**$ 55,945.50**	**$ -**	**44.75**	**$ 1,688.78**	**66.00**	**$ 975.02**	**6.00**	**$ 42.70**	**$ 58,652.00**	**7.50**
PUBLIC WORKS										
Arechiga, Pastor	$ 1,639.38	$ -	2.00	$ 61.48	-	$ -	-	$ -	$ 1,700.86	
Barajas, Michael	$ 1,917.85	$ -	-	$ -	-	$ -	-	$ -	$ 1,917.85	
Castro, Joseph	$ 1,785.69	$ -	15.00	$ 591.51	-	$ -	20.25	$ 452.00	$ 2,829.21	
Chavez, Fernando	$ 2,368.15	$ -	-	$ -	-	$ -	-	$ -	$ 2,368.15	
Gastelum, Humber	$ 1,924.15	$ -	4.00	$ 144.31	-	$ -	3.00	$ 72.16	$ 2,140.62	
Gonzales, Ruben	$ 2,011.38	$ -	-	$ -	-	$ -	-	$ -	$ 2,011.38	
Gruce, Robert	$ 2,478.00	$ -	-	$ -	-	$ -	-	$ -	$ 2,478.00	
Hearld, Douglas	$ 289.57	$ -	-	$ -	-	$ -	-	$ -	$ 289.57	
Isaak, Denise	$ 1,466.31	$ -	-	$ -	-	$ -	-	$ -	$ 1,466.31	
Madruga, Lydia	$ 208.76	$ -	-	$ -	-	$ -	-	$ -	$ 208.76	
Moore, Ken	$ 3,853.85	$ -	-	$ -	-	$ -	-	$ -	$ 3,853.85	
Prieto, Ruben	$ 1,762.15	$ -	-	$ -	-	$ -	-	$ -	$ 1,762.15	
Ramirez, Manuel	$ 1,830.92	$ -	4.00	$ 137.32	-	$ -	-	$ -	$ 1,968.24	
Rodriguez, Joe	$ 368.39	$ -	-	$ -	-	$ -	-	$ -	$ 368.39	
Sanchez, Daniel	$ 1,465.38	$ -	-	$ -	-	$ -	-	$ -	$ 1,465.38	
Vallejo, Edward	$ 2,189.08	$ -	-	$ -	-	$ -	-	$ -	$ 2,189.08	3.00
Zapata, Domingo	$ 1,945.85	$ -	-	$ -	-	$ -	23.25	$ 565.51	$ 2,511.36	9.00
TOTAL	**$ 29,504.88**	**$ -**	**25.00**	**$ 934.62**	**$ -**	**$ -**	**$ 46.50**	**$1,089.67**	**$ 31,529.17**	**12.00**
PLANNING										
Kufis, Chris	$ 2,392.62	$ -	-	$ -	-	$ -	-	$ -	$ 2,392.62	
Pimentel, Olivia	$ 2,199.23	$ -	10.00	$ 412.36	-	$ -	-	$ -	$ 2,611.59	
TOTAL	**$ 4,591.85**	**$ -**	**10.00**	**$ 412.36**	**-**	**$ -**	**-**	**$ -**	**$ 5,004.20**	**0.00**

PLANNING		COUNCIL	
Epperson, R	$ 50.00	Yep	$ 125.00
Bandy, R	$ 50.00	Fox	$ 125.00
Nehring, K	$ 50.00	Nijjer	$ -
Kehler, E	$ 50.00	Armstrong	$ 125.00
Wettlaufer, K	$ 50.00	Hill	$ 125.00
Jones, C	$ 50.00		
Nunez, M	$ 50.00		
Total	**$ 350.00**	**Total**	**$ 500.00**

GRAND TOTAL:	$123,614.37	$0.00	79.75	$3,035.76	66.00	$975.02	52.50	$1,132.38	$128,757.53	19.50

CITY OF KERMAN

OVERTIME SUPPLEMENTAL PAYROLL REPORT

PAY PERIOD 02/15/15-02/28/15

POLICE DEPARTMENT

Overtime Categories - Number of Hours

Regular Overtime	Court	Shift Coverage	SID	Detail	Avoid the 21 Grant	Holiday Worked	Total
6.75		38				66	110.75

(see notes below for overtime description)

DOUBLE TIME: (Sunday)

0

PUBLIC WORKS DEPARTMENT Sub Total 110.75

Overtime Categories - Number of Hours

Water Service	Sewer Emergencies	Animal Control	Special Events	Other or Call Back	On Call Duties	Total
7	4	1		1	4	17

(see notes below for overtime description)

DOUBLE TIME: (Sunday)

2 6 8

COMMUNITY SERVICES DEPARTMENT Sub Total 25

Overtime Categories - Number of Hours

Regular Overtime	After Hour Event	Total
		0

(see notes below for overtime description)

FINANCE / PLANNING DEPARTMENTS

Overtime Categories - Number of Hours

Planning Overtime	Utility Billing	Payroll	Dog Clinic	Year End Audit	Total
10					10

(see notes below for overtime description)

Sub Total 10

Total Hours (All Departments) 145.75

POLICE DEPARTMENT:

Regular Overtime – 3.25 hrs OT late call/arrest **3.5 hrs** short staff in records due to personnel out.

Court – Officer attending court proceedings.

Shift Coverage – 38 hrs OT due to officers out sick, or on training, or vacation.

Special Investigation Division (SID) – Special police action is required such as a search warrant, surveillance, and other crime patterns, etc.

Training – Officers instructing or attending classes. Overtime may occur when officers cover the shift of those in training.

Grant – Officers conducting Special Enforcement Control. Avoid the 21, Click It or Ticket, and Special Project. The City gets reimbursed for overtime through the Grant Programs.

Holiday Overtime – 66 hrs - Officers working on a holiday get paid OT at 1/2 time.

PUBLIC WORKS DEPARTMENT:

Water Service - Includes **7 hrs OT** for shut-off and turn-on of service, all water related emergencies.

Sewer Emergencies - 4 hrs OT SCADA problems/Sewer emergencies. (SCADA controls pumps, wells and sewer, lift stations, all sewer and storm drain related issues)

Animal Control - 1 hr OT & 2 hrs DT Vicious or dead animals. (not normally used for stray animals)

Special Events - Harvest Festival, Pageantry of Lights, National Night Out Water Conservation booth, Portuguese Parade, 3rd of July, including set up and clean up.

Other -1 hr OT - Issue with manhole on 180.

Call Back - Any emergencies where additional employees are called to assist.

On-Call Duties 4 hrs OT & 6 hrs DT for reading and recording flow meters on wells and sewer plant; feed and clean kennels, verify WWTP running effectively, etc. OT is for two weekends and/or any holidays.

COMMUNITY SERVICES DEPARTMENT

Regular Overtime – On occasion, but very rare due to the amount of part-time employees.

After Hour Event – Occurs only if a full-time employee would have to stay for clean-up or as a facility attendant.

FINANCE / PLANNING DEPARTMENTS

Planning - 10 hrs OT- Preparation for transition to new permit system.

Utility Billing - Completed on the 1st of each month.

Payroll - Completed bi-weekly.

Dog Clinic - Once a year clinic held after business hours.

Year-End Audit - Completed over a period of time at the end of each fiscal year.

Accounts Payable

Checks by Date - Detail by Check Date

User: dgonzalez
Printed: 3/11/2015 4:42 PM

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
6017	10636	Z - ROSA & HUGO SANCHEZ	02/26/2015	
	111414	C-UTILITY DEPOSIT REFUND @ 15920 W M		139.62
			Total for Check Number 6017:	139.62
			Total for 2/26/2015:	139.62
6018	10616	AAA QUALITY SERVICES, INC.	03/03/2015	
	00221036	CS-FENCE RENTAL KATEY'S KIDS PARK		81.17
			Total for Check Number 6018:	81.17
6019	10010	ACCOUNTEMPS	03/03/2015	
	42460307	FIN-TEMP AGENCY PERSONNEL 27 HRS		23.18
	42460307	FIN-TEMP AGENCY PERSONNEL 27 HRS		162.26
	42460307	FIN-TEMP AGENCY PERSONNEL 27 HRS		139.09
	42460307	FIN-TEMP AGENCY PERSONNEL 27 HRS		115.90
	42460307	FIN-TEMP AGENCY PERSONNEL 27 HRS		23.16
			Total for Check Number 6019:	463.59
6020	10095	CHEM QUIP INC	03/03/2015	
	5345845	WTR-DEPOSIT REFUND/PALLETS/CARBOY		-720.00
	5345854	WTR-CHLORINE FOR WELL SITES		2,335.96
			Total for Check Number 6020:	1,615.96
6021	10452	CITY OF FRESNO WMD	03/03/2015	
	KO12115	WTR-LAB ANALYSIS WATER		34.00
	KO12115	SWR-LAB ANALYSIS WATER		72.00
	KO20415	WTR-LAB ANALYSIS WATER		79.00
	KO20415	SWR-LAB ANALYSIS WATER		92.00
	KO21115	SWR-LAB ANALYSIS WATER		72.00
	KO21115	WTR-LAB ANALYSIS WATER		34.00
			Total for Check Number 6021:	383.00
6022	10166	FRESNO/MADERA AGENCY ON AGIN(	03/03/2015	
	001130	NUT-SITE SUPPLIES		93.34
			Total for Check Number 6022:	93.34
6023	10203	HUB INTERNATIONAL OF CA	03/03/2015	
	45149	CTC-EVENT INSURANCE L LOPEZ 2/7/15		107.40
			Total for Check Number 6023:	107.40
6024	10239	KERWEST NEWSPAPERS	03/03/2015	
	2/26/2015	ADM-KERMAN NEWS SUB RENEWAL		30.00

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
			Total for Check Number 6024:	30.00
6025	10487	LORA NEHRING	03/03/2015	
	VARIOUS	REC-INSTRUCTOR FEE-ZUMBA 2/15		315.00
			Total for Check Number 6025:	315.00
6026	10332	SEBASTIAN	03/03/2015	
	10302230	VAR-MONTHLY PHONE SERVICE		560.02
	10302230	VAR-MONTHLY PHONE SERVICE		17.23
	10302230	VAR-MONTHLY PHONE SERVICE		25.85
	10302230	VAR-MONTHLY PHONE SERVICE		215.39
	10302230	VAR-MONTHLY PHONE SERVICE		2.15
	10302230	VAR-MONTHLY PHONE SERVICE		7.75
	10302230	VAR-MONTHLY PHONE SERVICE		198.16
	10302230	VAR-MONTHLY PHONE SERVICE		301.55
	10302230	VAR-MONTHLY PHONE SERVICE		64.62
	10302230	VAR-MONTHLY PHONE SERVICE		81.85
	10302230	VAR-MONTHLY PHONE SERVICE		215.39
	10302230	VAR-MONTHLY PHONE SERVICE		323.09
	10302230	VAR-MONTHLY PHONE SERVICE		49.54
	10302230	VAR-MONTHLY PHONE SERVICE		215.39
	10302230	VAR-MONTHLY PHONE SERVICE		104.00
	10302230	VAR-MONTHLY PHONE SERVICE		73.23
	10302230	VAR-MONTHLY PHONE SERVICE		141.39
	10306245	ADM-MONTHLY BURGURLAR ALARM SEI		50.72
	10306246	ADM-MONTHLY BURGURLAR ALARM SEI		50.72
			Total for Check Number 6026:	2,698.04
6027	10367	THERESA JOHNSON	03/03/2015	
	02272015	CS-PERDIEM CPRS CONFERENCE 3/11-13		71.00
			Total for Check Number 6027:	71.00
6028	10742	VALLEY PERFORMING ARTS COUNCI	03/03/2015	
	CPA309	ADM-DONATIONS FROM BALLET SPONSO		6,100.00
			Total for Check Number 6028:	6,100.00
6029	10743	Z - ALEJANDRA GARCIA	03/03/2015	
	00009865	CTC-DEPOSIT REFUND 2/15/15 SCOUT HUT		100.00
			Total for Check Number 6029:	100.00
			Total for 3/3/2015:	12,058.50
ACH	10147	Employment Development Department	03/06/2015	
	03062015	C PR TAX DEPOSIT - 03/05/2015 SIT PAYABI		3,749.95
	03062015	C PR TAX DEPOSIT - 03/05/2015 SDI PAYABI		1,133.36
			Total for this ACH Check for Vendor 10147:	4,883.31
ACH	10517	Federal Taxes-Payroll	03/06/2015	
	03062015	C PAYROLL TAX DEPOSIT 3/6/2015 FIT PAY.		14,443.57
	03062015	C PAYROLL TAX DEPOSIT 3/6/2015 FICA PA		16,441.98
	03062015	C PAYROLL TAX DEPOSIT 3/6/2015 FICA MI		3,845.24
			Total for this ACH Check for Vendor 10517:	34,730.79

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
ACH	10518	Kerman Police Officers Assn.	03/06/2015	
	03062015	C MEMBERSHIP DUES - 03/06/15		588.12
			Total for this ACH Check for Vendor 10518:	588.12
ACH	10519	Kerman Municipal Employees Assn.	03/06/2015	
	03/06/15	C MEMBERSHIP DUES - 03/06/2015		180.00
			Total for this ACH Check for Vendor 10519:	180.00
ACH	10520	ICMA-RC	03/06/2015	
	03062015	C DEFERRED COMP - 03/06/15		2,410.00
			Total for this ACH Check for Vendor 10520:	2,410.00
ACH	10522	CalPERS	03/06/2015	
	03062015	C EMPLOYER PAID CONTRIBUTIONS		13,210.58
	03062015	C EMPLOYEE PAID CONTRIBUTIONS		8,489.10
	03062015	CONTRIBUTION ADJ		-44.02
	03062015	CONTRIBUTION ADJ		44.02
	03062015	ROUNDING ADJ		-0.08
	03062015	ROUNDING ADJ		0.08
			Total for this ACH Check for Vendor 10522:	21,699.68
			Total for 3/6/2015:	64,491.90
6030	UB*00072	MARIA BALLARDO	03/10/2015	
		Refund Check		8.80
			Total for Check Number 6030:	8.80
6031	UB*00070	MITCH COVINGTON	03/10/2015	
		Refund Check		1.65
			Total for Check Number 6031:	1.65
6032	UB*00067	ELMER DAVIS	03/10/2015	
		Refund Check		24.19
		Refund Check		6.42
		Refund Check		18.67
		Refund Check		13.22
		Refund Check		1.25
		Refund Check		0.75
			Total for Check Number 6032:	64.50
6033	UB*00066	MARIA DELGADO	03/10/2015	
		Refund Check		55.47
			Total for Check Number 6033:	55.47
6034	UB*00069	FIESTA SMOKE & WIRELESS	03/10/2015	
		Refund Check		136.50
			Total for Check Number 6034:	136.50
6035	UB*00071	TARA MANN	03/10/2015	
		Refund Check		5.10
		Refund Check		2.82
		Refund Check		8.22

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
		Refund Check		5.11
			Total for Check Number 6035:	21.25
6036	UB*00068	ZINC FINANCIAL, INC	03/10/2015	
		Refund Check		10.21
		Refund Check		5.65
		Refund Check		16.43
		Refund Check		9.17
			Total for Check Number 6036:	41.46
			Total for 3/10/2015:	329.63
6037	10010	ACCOUNTEMPS	03/11/2015	
	42488940	FIN-TEMP AGENCY PERSONNEL-40 HRS		34.34
	42488940	FIN-TEMP AGENCY PERSONNEL-40 HRS		240.38
	42488940	FIN-TEMP AGENCY PERSONNEL-40 HRS		206.05
	42488940	FIN-TEMP AGENCY PERSONNEL-40 HRS		171.70
	42488940	FIN-TEMP AGENCY PERSONNEL-40 HRS		34.33
			Total for Check Number 6037:	686.80
6038	10040	AT&T MOBILITY	03/11/2015	
	287249141774	PD-JAN WIRELESS SERVICE		274.22
			Total for Check Number 6038:	274.22
6039	10617	C.A. REDING CO., INC.	03/11/2015	
	327871	BPO-LANIER/MP COPIER		32.15
			Total for Check Number 6039:	32.15
6040	10094	CHEAPER THAN DIRT	03/11/2015	
	03102015	PD-AMMO; WINCHESTER		813.65
			Total for Check Number 6040:	813.65
6041	10452	CITY OF FRESNO WMD	03/11/2015	
	K021815	WTR-LAB ANALYSIS		30.00
	K021815	SWR-LAB ANALYSIS		82.00
	K022515	WTR-LAB ANALYSIS		30.00
	K022515	SWR-LAB ANALYSIS		76.00
			Total for Check Number 6041:	218.00
6042	10097	CLEANSOURCE	03/11/2015	
	5132314-00	CTC-JANITORIAL SUPPLIES		585.13
	5132931-00	CTC-JANITORIAL SUPPLIES		105.48
			Total for Check Number 6042:	690.61
6043	10098	CLEANSTREET	03/11/2015	
	77498	STRT-MONTHLY SWEEP FEE FEB 2015		6,672.90
			Total for Check Number 6043:	6,672.90
6044	10107	CONSOLIDATED ELECTRICAL DISTRI	03/11/2015	
	2574-735728	REC-ROTARY PARK BALL FIELD LIGHTIN(		303.63

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
			Total for Check Number 6044:	303.63
6045	10109	COUNTY OF FRESNO	03/11/2015	
	023-080-02ST	FIN-COUNTY TAXES-SOLAR ARRAY		211.75
	03102015	PD-JAN 2015 PARKING ACTIVITY		37.50
			Total for Check Number 6045:	249.25
6046	10118	DAPPER TIRE	03/11/2015	
	41601902	V/E-4 TIRES FOR #1446		855.24
			Total for Check Number 6046:	855.24
6047	10128	DEPARTMENT OF JUSTICE	03/11/2015	
	086658	PD-FEB LIVE SCAN PRINTS		32.00
			Total for Check Number 6047:	32.00
6048	10748	DFS FLOORING	03/11/2015	
	600554-1	CS-STAIR TREADS SENIOR CENTER		2,268.00
			Total for Check Number 6048:	2,268.00
6049	10144	ELBERT DISTRIBUTING, INC	03/11/2015	
	3009041	V/E-TRANSMISSION FLUID		243.40
	3009073	V/E-AUTO MAINTENANCE/REPAIR SUPPLI		126.79
			Total for Check Number 6049:	370.19
6050	10151	EWING IRRIGATION PRODUCTS	03/11/2015	
	9276780	BPO-GASKET FOR LIONS PARK		79.39
			Total for Check Number 6050:	79.39
6051	10162	FRESNO COUNTY TREASURER	03/11/2015	
	SO 12387	PD-DISPATCHING SERVICE MAR 2015		17,780.36
	SO 12388	PD-FEB 2014 RMS/JMS/CAD ACCESS FEES		167.29
			Total for Check Number 6051:	17,947.65
6052	10747	GREEN EFFICIENCY ELECTRIC	03/11/2015	
	3549	WTR-MOTOR REPAIR WELL #15		2,549.50
			Total for Check Number 6052:	2,549.50
6053	10194	HD SUPPLY WATERWORKS, LTD	03/11/2015	
	D622557	WTR-WATER BOX LID		48.31
			Total for Check Number 6053:	48.31
6054	10198	HENRY, LOGOLUSO, & BLUM	03/11/2015	
	22442	CC-MONTHLY MEETINGS AB25		500.00
	22443	CC-PACIFIC MOUNTAIN PARTNERS		480.00
	22445	CC-GENERAL ONG		792.00
	22446	CC-PERSONNEL ONG		36.00
	22447	CC-PLANNING COMM ONG		60.00
	22448	CC-POLICE ONG		696.00
	22450	CC-PITCHESS MOTIONS/MOTION TO QUA		924.99
			Total for Check Number 6054:	3,488.99
6055	10205	INDEPENDENT STATIONERS	03/11/2015	

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
	IN-000504939	ADM-OFFICE SUPPLIES		175.32
	IN-000504939	CC-GENERAL SUPPLIES		38.34
			Total for Check Number 6055:	213.66
6056	10228	J'S COMMUNICATIONS, INC	03/11/2015	
	N15-284	STRTC-BATTERY FOR RADIO		110.26
			Total for Check Number 6056:	110.26
6057	10229	JUDICIAL DATA SYSTEMS CRP	03/11/2015	
	5141	PD-PARKING ACTIVITY FOR JAN		100.00
			Total for Check Number 6057:	100.00
6058	10238	KERMAN UNIFIED SCHOOL DIST	03/11/2015	
	150364	CS-PG&E BALLFIELD LIGHTS GOLDENRO		523.50
			Total for Check Number 6058:	523.50
6059	10249	LEAGUE OF CALIFORNIA CITIES	03/11/2015	
	7304	ADM-LEAGUE OF CITIES SJV DIVISION DU		55.07
			Total for Check Number 6059:	55.07
6060	10251	LIGHTHOUSE ELECTRIC, INC	03/11/2015	
	1375	SWR-HOOKUP NEW PUMP MOTOR		446.40
			Total for Check Number 6060:	446.40
6061	10678	MAC'S EQUIPMENT INC	03/11/2015	
	122289	V/E-BEARING FOR TRAILER		41.75
	122290	V/E-IMPACT WRENCH FOR SHOP TOOL BO		303.02
	122450	V/E-TAIL LIGHT FOR #1412		55.41
	122501	V/E-SOCKET HOLDER RAIL #1404		11.67
	122515	SWR-GUAGE FOR HEADWORKS		11.77
	122730	V/E-SWITCH FOR CRACK SEALER		11.11
			Total for Check Number 6061:	434.73
6062	10271	MUNISERVICES, LLC	03/11/2015	
	0000036456	ADM-STARS SERVICE TAX 3RD QTR 2014		500.00
			Total for Check Number 6062:	500.00
6063	10282	OFFICE DEPOT	03/11/2015	
	756876297001	PD-OFFICE SUPPLIES		194.88
	758423641001	SWR/WTR-OFFICE SUPPLIES		14.68
	758423641001	SWR/WTR-OFFICE SUPPLIES		14.67
	75846235001	SWR/WTR-OFFICE SUPPLIES		55.18
	75846235001	SWR/WTR-OFFICE SUPPLIES		55.18
			Total for Check Number 6063:	334.59
6064	10289	P.G.& E.	03/11/2015	
	03102015	CS-TRANSIT BUS FUEL-FEBRUARY		295.14
	4647279811-8	PD-MONTHLY UTILITIES		989.27
	4939626163-5	V/E-MONTHLY SERVICE		656.61
	5467738309-0	WTR/SWR/SD-MONTHLY SERVICE		12,547.65
	5467738309-0	WTR/SWR/SD-MONTHLY SERVICE		136.60
	5467738309-0	WTR/SWR/SD-MONTHLY SERVICE		19.71
	5467738309-0	WTR/SWR/SD-MONTHLY SERVICE		47.38

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
	MARCH 2015	ADM-MONTHLY UTILITIES		916.02
			Total for Check Number 6064:	15,608.38
6065	10332	SEBASTIAN	03/11/2015	
	10305854	PD-FEB T LINE		416.70
			Total for Check Number 6065:	416.70
6066	10420	SPRINT	03/11/2015	
	622685312-159	VAR-MONTHLY CELLULAR SERVICES		25.47
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		25.47
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		189.21
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		30.93
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		21.83
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		47.30
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		130.99
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		80.05
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		72.77
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		25.47
	622685312-159	VAR-MONTHLY CELLULAR SERVICE		36.39
			Total for Check Number 6066:	685.88
6067	10386	US BANK CORPORATE PAYMENT	03/11/2015	
	02102015	FIN-ACCT CLERK ORAL PANEL LUNCH		65.44
	03042015	PD-STERLING DRY CLEANERS		13.80
	03042015	CS-LOWES COUNTER CLEANER		32.27
	03042015	CS-CPRS CONFERENCE		429.00
	03042015	CS-INK FOR PRINTER		38.49
	03042015	CS-INK REC ADMIN/SR COOD		47.98
	03042015	CS-SKILLS DEVELOPMENT WEB SERIES		350.00
	03042015	CS-BUTCHER PAPER		42.41
	03042015	AAC-DOG FOOD		64.87
	03042015	PD-OFFICE SUPPLIES		183.69
	03042015	PD-2 INSPIRON COMPUTERS		1,437.56
	03042015	PD-WET/DRY VAC		64.81
	03042015	PD-TAPE FOR COMPUTERS		8.53
	03062015	STRTC-PESTICIDE APPLICATION CLASS		160.00
	03102015	PD-COMFORT INN-E. ANTUNA FTO TRAIN		272.13
	03102015	PD-STERLING DRY CLEANERS		13.80
	310-401754	CTC-FOUNTAIN PUMP REPLACEMENT		426.60
	31722	PW-PLAZA PARK CLOCK MOTOR REPAIR		272.92
	BECK/CHRYSLER	V/E-PARTS FOR 2002 GEM CAR #1314		91.47
	EDUARDOS UPHOL	V/E-REUPHOLSTERED DARE CAR SEAT		300.00
			Total for Check Number 6067:	4,315.77
6068	10391	VALLEY FARM SUPPLY STORES	03/11/2015	
	OFF1K102732	V/E-SUPPLIES <$50		10.15
	OFF1K102732	LLD-SUPPLIES <$50		10.15
	OFF1K102782	V/E-SUPPLIES <$50		43.81
	OFF1K103029	BPO-SUPPLIES <$50		17.21
	OFF1K103048	BPO-GUARD/BRACKET ASEMPLY POWER		229.55
	OFF2K102920	BPO-STIHL CHAIN TRAPS		164.38
	VARIOUS	STRTC-SUPPLIES <$50		41.01
	VARIOUS	SWR-SUPPLIES <$50		28.62
	VARIOUS	WTR-SUPPLIES <$50		16.15
			Total for Check Number 6068:	561.03

Check No	Vendor No / Invoice No	Vendor Name / Description	Check Date / Reference	Check Amount
6069	10399	VETERINARY MEDICAL CENTER	03/11/2015	
	210853	AAC-5 EUTHANASIA OF ANIMALS		94.40
			Total for Check Number 6069:	94.40
6070	10406	WEST HILLS OIL, INC	03/11/2015	
	46641	V/E-FUEL FEB 16-28		2,977.40
			Total for Check Number 6070:	2,977.40
6071	10412	XEROX CORPORATION	03/11/2015	
	078083562	CS-REC DEPT COPIER - FEBRUARY		320.10
	078492574	WTR-COPIER LEASE AGREEMENT		83.31
	078492574	WTR-COPIER LEASE AGREEMENT		83.31
	078579500	PD-FEB COPIER SERVICE		418.32
			Total for Check Number 6071:	905.04
6072	10744	Z - LEONARDO RODRIGUEZ	03/11/2015	
	00011164	CTC-DEPOSIT REFUND SCOUT HUT 3/1/15		100.00
			Total for Check Number 6072:	100.00
6073	10745	Z - NANCY PARAMO	03/11/2015	
	0010426	CTC-DEPOSIT REFUND SCOUT HUT 2/28/15		100.00
			Total for Check Number 6073:	100.00
6074	10746	Z - SONIA HERRERA	03/11/2015	
	42313	CTC-DEPOSIT REFUND CTC 7/25/15		400.00
			Total for Check Number 6074:	400.00
			Total for 3/11/2015:	66,463.29
			Report Total (64 checks):	143,482.94

DEPARTMENT: PLANNING AND DEVELOPMENT
STAFF REPORT
CITY COUNCIL MEETING
COUNCIL MEETING DATE: MARCH 18, 2015

To: Mayor and City Council
From: Jerry Jones, City Engineer
Subject: Resolution Approving Storm Drain Basin "E" Frontage Landscaping Renovation Project Bid Award

RECOMMENDATION

Council by motion adopt resolution awarding the bid for the Storm Drain Basin "E" Frontage Landscaping Renovation Project to Elite Landscape Construction, Inc. in the amount of $28,250.00 and authorize the City Manager to sign the agreement.

EXECUTIVE SUMMARY

The project will replace the existing landscaping and landscape irrigation system along a portion of the Stanislaus Avenue frontage of Storm Drain Basin "E" with a more water-friendly, street-friendly landscape concept. Bids were received from three contractors on Tuesday, March 10, 2015. The lowest responsive bidder was Elite Landscape Construction, Inc. in the amount of $28,250.00.

OUTSTANDING ISSUES

None.

DISCUSSION

The original landscaping along the Stanislaus Avenue frontage of Storm Drain Basin "E" consisted of turf and trees. A Vicinity Map is included as Attachment 'B'. Over the years, the trees invasive roots caused severe damage to the concrete curb and gutter and sidewalk. As a result, the City removed the existing trees as part of the 2014 Concrete Project completed in November 2014. The removal of the turf and replacement of the landscaping and irrigation system was also originally included in the scope of the 2014 Concrete Project, but was removed due to high costs received during the first bid for the project. Staff was confident that bidding the landscaping and irrigation separately from the concrete project would result in lower costs for the landscaping. As expected, the current bids are significantly lower than the original costs included in the bids for the concrete project. The new water-friendly landscape concept will consist of trees and shrubs, with no turf. This concept will also reduce maintenance costs.

Bids were received from three contractors on Tuesday, March 10, 2015, and the results are as follows:

Contractor	Total Bid
Elite Landscape Construction, Inc.	$28,250.00
Sunset Landscapes	$30,945.00
Nish-Ko, Inc.	$35,024.00

The Engineer's Estimate was $32,000.00.

Staff have reviewed the bid submitted by Elite Landscape Construction and Elite Landscape is known to be a responsible contractor.

FISCAL IMPACT

The project will be funded with local transportation funds. The project is included in the budget item for Stanislaus & 16th Street Sidewalks (2014 Concrete Project). There are sufficient funds remaining in this item to fund the project.

PUBLIC HEARING

Not Required.

Attachments:

A. Resolution
B. Vicinity Map

Attachment 'A'

RESOLUTION NO. 15-__
RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KERMAN
ACCEPTING BID FOR THE STORM DRAIN BASIN "E" FRONTAGE LANDSCAPING RENOVATION PROJECT

WHEREAS, the Request for Bid for the Storm Drain Basin "E" Frontage Landscaping Renovation Project was distributed to five landscaping contractors in accordance with the City of Kerman Purchasing Policy; and

WHEREAS, the project will consist of the replacement of the existing landscaping and landscape irrigation system along a portion of the Stanislaus Avenue frontage of Storm Drain Basin "E" in the City of Kerman; and

WHEREAS, the following bids for the project were publicly opened and read aloud at the Office of the Kerman Public Works Director on March 10, 2015 at 2:00 p.m.:

Contractor	Total Bid
Elite Landscape Construction, Inc.	$28,250.00
Sunset Landscapes	$30,945.00
Nish-Ko, Inc.	$35,024.00

WHEREAS, the City Engineer's Estimate was $32,000.00.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KERMAN RESOLVES upon the recommendation of the City Engineer that the Storm Drain Basin "E" Frontage Landscaping Renovation Project be awarded to: Elite Landscape Construction, Inc., 2972 Larkin Avenue, Clovis, CA 93612 in the amount of Twenty-Eight Thousand Two Hundred and Fifty Dollars and Zero Cents ($28,250.00), and that the City Manager is authorized to sign the City's standard form of agreement for construction projects, as contained in the bid package on behalf of the City of Kerman.

The foregoing resolution was introduced at a regular meeting of the City Council of the City of Kerman held on the 18th day of March, 2015, and passed at said meeting by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

The foregoing resolution is hereby approved.

Stephen B. Hill
Mayor

ATTEST:

Marci Reyes
City Clerk

Attachment 'B'

DEPARTMENT: PLANNING AND DEVELOPMENT
STAFF REPORT
CITY COUNCIL MEETING
COUNCIL MEETING DATE: MARCH 18, 2015

To: Mayor and City Council
From: Jerry Jones, City Engineer
Subject: Resolution Approving Agreement for Utility Service – 1705 S. Madera Avenue

RECOMMENDATION

Council by motion adopt resolution approving the Agreement for Utility Service for Jasbir and Navjyoti Sidhu at 1705 S. Madera Avenue.

EXECUTIVE SUMMARY

Jasbir and Navjyoti Sidhu own the property located on the west side of Madera Avenue between Church Avenue and Jensen Avenue. There is a residence located on the property that is not connected to City utilities and being served by a well and septic tank. The well serving the residence has failed and the residents do not have a source of water. The owner has requested to connect to the City water system and is willing to pay the required connection charges.

OUTSTANDING ISSUES

None.

DISCUSSION

The subject property is located on the west side of Madera Avenue between Church and Jensen, outside of the City Limits, within the City's Sphere of Influence. A Vicinity Map is included as Attachment 'B' for reference. The existing residence on the property is served by a well and septic tank. The well has failed and the residents are in urgent need of a water source. A water service was installed for the residence when the 12" City water main was installed in Madera Avenue along the frontage of the property. However, the residence was never connected to the service and City water system.

The property owner has requested to connect to the City water system. Section 13.04.100 and 13.08 of the Kerman Municipal provide the requirements for connection for properties located outside of the City Limits and require that the property owner enters into a utility agreement with the City and pay the applicable connection charges. The property owner is willing to enter into an agreement and pay the connection charges. The charges will include the applicable Development Impact Fees (Water Oversize and Water Major Facilities only). The Impact Fees will be charged for the single family residence and any future development of the property will require the payment of additional impact fees.

The service will be metered and limited to domestic and residential landscape irrigation use. No use of City water for agricultural irrigation or other uses atypical of single-family residence will be allowed. The water usage of one single-family residence is minimal and will not negatively impact the City's water system. The City's water system has adequate supply to serve the residence.

FISCAL IMPACT

The City will collect the required connection charges prior to connection of the residence to the City's water system. The property owner will be billed monthly for their water use.

PUBLIC HEARING

Not Required.

Attachments:

A. Resolution w/Exhibits
B. Vicinity Map

Attachment 'A'

RESOLUTION NO. 15- __

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KERMAN
APPROVING THE UTILITY AGREEMENT FOR JASBIR AND NAVJYOTI SIDHU

WHERAS, Jasbir and Navjyoti Sidhu are the owners of real property located at 1705 S. Madera Avenue, in the County of Fresno; and

WHERAS, the Sidhu property contains agricultural land, a residence, water well and septic system; and

WHEREAS, a water main currently exists across the frontage of the Sidhu property in Madera Avenue and a water service exists to serve the residence on the Sidhu property; and

WHEREAS, the amount of the City of Kerman Development Impact Fees for the Sidhu residence to connect to the water system are $2,430; and

WHERAS, Jasbir and Navjyoti Sidhu have made application to the City of Kerman for water service; and

WHEREAS, Section 13.08 of the Kerman Municipal Code requires payment of connection charges, and Section 13.04.100 of the Kerman Municipal Code requires an Agreement for Utility Service between the property owner and the City before utility service can be provided.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KERMAN DOES RESOLVE AS FOLLOWS:

The Agreement for Utility Service for Jasbir and Navjyoti Sidhu as substantially shown in Exhibit '1' is hereby approved and the City Manager is authorized to sign the Agreement on behalf of the City.

The foregoing resolution was introduced at a regular meeting of the City Council of the City of Kerman held on the 18th day of March, 2015, and passed at said meeting by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

The foregoing resolution is hereby approved.

Stephen B. Hill
Mayor

ATTEST:

Marci Reyes
City Clerk

EXHIBIT '1'

RECORDED AT THE REQUEST OF
AND WHEN RECORDED MAIL TO:

CITY CLERK
CITY OF KERMAN
850 S. MADERA AVENUE
KERMAN, CA 93630

Address: 1705 S. Madera Avenue
APN: 023-080-32S

AGREEMENT FOR UTILITY SERVICE
JASBIR AND NAVJYOTI SIDHU

This Agreement for Utility Service (the Agreement) is made this _____ day of _____, 2015 between the CITY OF KERMAN, a municipal corporation (City), and Jasbir and Navjyoti Sidhu, husband and wife, as joint tenants (Owner).

Recitals

A. Owner is the owner of that certain real property (Real Property) located at 1705 South Madera Avenue in the County of Fresno, California and more particularly described as

> A portion of the East Half of the Southeast Quarter of Section 13, Township 14 South, Range 17 East, Mount Diablo Base and Meridian, in the State of California, County of Fresno, according to the Official Plat thereof, more particularly described as follows:
>
> The East 500.39 feet of the West Half of the East Half of the Southeast Quarter of said Section 13, and the East Half of the East Half of the Southeast Quarter of said Section 13, excepting therefrom the South 790 feet thereof.

B. Improvements to the Owner's Real Property include a residence, a water well and septic system.

C. Owner desires to connect their existing residence to the water system of the City within 120 days of the date of this Agreement and to receive service from the water system.

Agreement

In consideration of the mutual promises contained herein, the parties agree as follows:

1. Owner agrees that he is obligated to pay Development Impact Fees to City in the amount of Two Thousand Four Hundred Thirty Dollars ($2,430) in order to receive water service from the City, as shown in attached Exhibit 'A'. Owner agrees to pay these fees in full prior to connection to the City water system.

2. Owner agrees to pay all connection charges and obtain and pay for Plumbing Permits from the City for the connection of the residence on the Real Property to the City water system. If Owner chooses to maintain the existing water well, Owner agrees to use water produced by it for landscape irrigation purposes only, to disconnect

the existing water pipeline from the well to the residence, and to install an approved backflow prevention device immediately downstream of his water meter and connection to the City water system. If after connection to the City water system, Owner ceases to use the existing well for irrigation purposes, Owner agrees to obtain and pay for a permit and abandon the existing well as required by law within 120 days of cessation of use of the water well.

3. The parties acknowledge that one result of the utility billing method of payment is to allow City to use the non-judicial remedy of discontinuing all utility services in the event of a default by Owner in the performance of its duties and obligations pursuant to the Agreement.

4. In addition to any other relief that may be available to the parties in connection with this Agreement, the parties agree that a court or arbitrator may, in appropriate circumstances, order either party to specifically perform its obligations as set forth in this Agreement.

5. The rights and obligations of the parties shall not be assigned or transferred to others without the prior written consent of the other party. This agreement shall be binding upon and insure to the benefit of the parties' successors or assigns. The burdens and benefits of this Agreement shall run with the land identified in Recitals Section A. This Agreement shall be executed in recordable form.

6. All notices to be given under this Agreement shall be in writing and either:

(a) Sent by certified mail, return receipt requested, in which case notice shall be deemed delivered three (3) business days after deposit, postage prepaid in the United States Mail,

(b) Sent by a nationally recognized overnight courier, in which case notice shall be deemed delivered one (1) business day after deposit with this courier, or

(c) By telecopy or similar means, if a copy of the notice is also sent by United States Certified Mail, in which case notice shall be deemed delivered on transmittal by telecopier or other similar means provided that a transmission report is generated by reflecting the accurate transmission of the notices, as follows:

TO OWNER:	Jasbir and Navjyoti Sidhu P.O. Box 201 Kerman, CA 93630
TO CITY:	City Manager CITY OF KERMAN 850 South Madera Avenue Kerman, CA 93630
With Courtesy Notice to:	Mark A. Blum, Esq. 441-C South Madera Avenue Kerman, CA 93630

These addresses may be changed by written notice to the other party, provided that no notice of a change of address shall be effective until actual receipt by the parties of the notice. Copies of notices are for informational purposes only, and a failure to give or receive copies of any notice shall not be deemed a failure to give notice.

7. If either party commences an action against the other to enforce this Agreement, or because of the breach by either party of this Agreement, the prevailing party in this action shall be entitled to recover attorney fees and costs incurred in connection with the prosecution or defense of this action, including any appeal of the action, in addition to all other relief. Prevailing party within the meaning of this Section shall include, without limitation, a party who

successfully brings an action against the other party for sums allegedly due or performance of covenants allegedly breached, or that party who obtains substantially the relief sought in the action.

8. This Agreement contains the entire agreement between the parties as to the subject matter hereof. This Agreement shall not be construed to relieve Owner from properly maintaining improvements on Owner's property as required by any existing site plan or conditional use permit, to excuse compliance with any law or regulation of general application, or to address any developmental requirements that may be applied to any future development of Owner's property. Without limitation of the foregoing, Owner acknowledges that the Development Impact Fees paid as provided herein are for the existing residence only, and any additional residences or other uses or additional improvements will require the payment of additional Development Impact Fees as may be applicable to such additional residences, uses or improvements.

No promise, representation, warranty, or covenant not included in this Agreement has been or is relied on by either party. Each party has relied upon his own examination of this Agreement, the counsel of his own advisors, and the warranties, representations, and covenants in the Agreement itself. The failure or refusal of either party to read the Agreement or other documents, or to obtain legal or other advice relevant to this transaction constitutes a waiver of any objection, contention, or claim that might have been based on such reading, inspection, or advice.

9. Time is of the essence for each condition, term, and provision in this Agreement.

10. This Agreement may be executed in one or more counterparts. Each shall be deemed an original and all taken together shall constitute one and the same instrument. The execution of this Agreement is deemed to have occurred, and this Agreement shall be enforceable and effective only on the complete execution of this Agreement by the parties.

11. If any term or provision of this Agreement shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement shall not be affected.

12. A waiver or breach of a covenant or provision in this Agreement shall not be deemed a waiver of any other covenant or provision in this Agreement and no waiver shall be valid unless in writing and executed by the waiving party. An extension of time for performance of any obligation or act shall not be deemed an extension of the time for performance of any other obligation or act.

13. Headings at the beginning of each section and subsection are solely for the convenience of the parties and are not a part of and shall not be used to interpret this Agreement. The singular form shall include the plural and vice versa. This Agreement shall not be construed as if it had been prepared by one of the parties, but rather as if both parties have prepared it. Unless otherwise indicated, all references to sections are to this Agreement. All exhibits referred to in this Agreement are attached to it and incorporated to it by this reference.

14. This Agreement shall be governed and construed in accordance with California law. This Agreement concerns real property located in Fresno County, California and each party agrees that a court of competent jurisdiction for the judicial district including Kerman, California would be the most appropriate court for any litigation that might arise in connection with this Agreement.

15. Each party signing below certifies that he or she is authorized to execute this Agreement and thereby obligate the party on whose behalf such signature is made. The authority of each signer was, if necessary, granted by appropriate corporate action.

16. This Agreement may be modified or amended only by a writing duly authorized and executed by both parties. It may not be amended or modified by oral agreements or understanding between the parties. This Agreement and any modification or amendment thereto shall only be effective if authorized by the City Council of the City of Kerman.

17. The Owner agrees that the water provided by the City shall be used only for domestic and residential landscape irrigation purposes. No use of City water for agricultural irrigation or other use atypical of residential use shall be allowed.

IN WITNESS WHEREOF, the parties have executed this agreement the day and year first above written.

"CITY"
CITY OF KERMAN, a Municipal Corporation

Approved as to form

Luis Patlan, City Manager

Mark A. Blum, City Attorney

"OWNER"
Jasbir and Navjyoti Sidhu

Jasbir Sidhu

Navjyoti Sidhu

EXHIBIT 'A'

FEE	QUAN.		RATE	AMOUNT	EXTENSION
Water Oversize	1	un	304.00	304	304
Water Major Facilities	1	un	2,126.00	2,126	2,126
			Total Fees	$2,430	$2,430

Attachment 'B'

DEPARTMENT: PLANNING AND DEVELOPMENT
STAFF REPORT
CITY COUNCIL MEETING
COUNCIL MEETING DATE: MARCH 18, 2015

To: Mayor and City Council

From: Jerry Jones, City Engineer

Subject: Resolution Approving the Final Negative Declaration (SCH #2015011027) for the Union Pacific Railroad Pedestrian and Bicycle Trail Project

RECOMMENDATION

Council by motion adopt resolution approving the Final Negative Declaration (SCH #2015011027) for the Union Pacific Railroad Pedestrian and Bicycle Trail Project and authorize Staff to file the Notice of Determination.

EXECUTIVE SUMMARY

The City has received Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding in the amount of $300,000 for the construction of a 10 foot wide pedestrian and bicycle trail. The trail will be located along the north side of the Union Pacific Railroad (UPRR) from Siskiyou Avenue to 1,300 feet east, then north to California Avenue. In accordance with California Environmental Quality Act (CEQA) Guidelines, a Negative Declaration was prepared for the project and made available for public review and comment. The final step in the State environmental review process is for Council to make a determination that the project will have no significant effect on the environment based on the information provided, approve the Final Negative Declaration, and authorize Staff to file a Notice of Determination.

OUTSTANDING ISSUES

None.

DISCUSSION

In a continuing effort to promote alternative modes of transportation within the City, the City applied for and was awarded Federal CMAQ funding in the amount of $300,000 for the construction of a shared pedestrian and bicycle trail in the southwest portion of the City. The trail will be located along the north side of the UPRR from Siskiyou Avenue to approximately 1,300 feet east and then north roughly along the Park Avenue alignment to California Avenue. A Vicinity Map is included as Attachment B for location reference. The trail will be 10 feet wide and will consist of both meandering and straight segments, depending on the width of available right-of-way. The project will also include landscape planting and irrigation along the trail. The City will have to acquire easements from two property owners in order to construct the north-south segment of the trail.

In order to satisfy the State environmental review process, Staff prepared a Negative Declaration for the UPRR Pedestrian and Bicycle Trail Project. As part of the analysis of potential impacts of the project, the City had a Biological Resources Assessment, Native American Heritage Commission Sacred Lands Inventory records search,

and cultural resources records search from the Southern San Joaquin Valley Information Center performed. The results and recommendations of these assessments and searches are discussed in the Negative Declaration. The Negative Declaration concludes that the proposed project would have less than significant impacts on the environment. In accordance with CEQA Guidelines, the Negative Declaration was submitted to the State Clearinghouse for a thirty (30) day public review period from January 20, 2015 to February 18, 2015. In addition, a Notice of Intent (NOI) to adopt a Negative Declaration was filed with the Fresno County Clerk, published in the Kerman News on January 21, 2015, and posted on the City's website.

The City did not receive any comment letters during the specified public review period. However, one comment letter was received on February 24, 2015 (6 days after end of comment period) from the California Public Utilities Commission (CPUC). The CPUC has jurisdiction over highway-rail crossings. The CPUC recommended that the City: 1) improve the rail crossing at Siskiyou Avenue, due to proximity to the project, 2) construct a pedestrian crossing of Siskiyou Avenue at the west end of the trail, and 3) construct a fence between the trail and railroad tracks. The City intends to comply with recommendations #2 and #3, as they were already planned to be included in the scope of the project. In regards to recommendation #1, Staff does not feel that improvement of the crossing is warranted as part of this project. Staff's opinion is based on the following factors: 1) the area to the south of the tracks is outside of the City Limits, 2) the area does not contain any densely populated residential areas, and 3) there are no dedicated pedestrian facilities on Siskiyou Avenue south of the crossing. It is highly unlikely that the trail will encourage or increase pedestrian or bicyclist crossings of the tracks. The City will require the improvement of the crossing as the area to the south of the tracks is annexed into the City and developed. The CPUC comment letter is included in the Final Negative Declaration, along with the necessary response to their comments and recommendations.

A copy of the Final Negative Declaration is attached to the Resolution as Exhibit 'A'.

FISCAL IMPACT

The project will be funded with Federal CMAQ funds in the amount of $300,000. There is no required local match.

PUBLIC HEARING

Not Required.

Attachments:

A. Resolution
B. Vicinity Map

Attachment 'A'

RESOLUTION NO. 15-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KERMAN
APPROVING THE NEGATIVE DECLARATION (SCH #2015011027)
FOR THE UNION PACIFIC RAILROAD PEDESTRIAN AND BICYCLE TRAIL PROJECT

WHEREAS, City Staff has prepared an Initial Study to evaluate the potential environmental impacts of the Union Pacific Railroad Pedestrian and Bicycle Trail Project and determined that the proposed Project would have less than significant impacts on the environment; and,

WHEREAS, a Negative Declaration attached hereto as Exhibit 'A' was prepared in accordance with CEQA Guidelines Sections 15070 to 15075; and,

WHEREAS, pursuant to Public Resources Code Section 21092 and CEQA Guidelines Section 15072, a Notice of Intent to Adopt a Negative Declaration was filed with the Fresno County Clerk and published in the Kerman News on January 21, 2015; and,

WHEREAS, pursuant to CEQA Guidelines Section 15073 the Negative Declaration was submitted to the State of California Clearinghouse and Planning Unit (SCH #2015011027) for a 30-day public review period beginning on January 20, 2015 and ending on February 18, 2015; and,

WHEREAS, at the conclusion of the 30-day public review comment period, the City of Kerman, acting as the lead agency, may adopt the Negative Declaration and file a Notice of Determination with the State Clearinghouse and County Clerk after considering and addressing comments received from Federal, State, and Local agencies as well as other organizations and individuals pursuant to CEQA Guidelines Sections 15073, 15074 and 15075; and,

WHEREAS, the City Council is required to conduct its own independent review and approve the Negative Declaration and direct staff to file a Notice of Determination with the State Clearinghouse and County Clerk.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KERMAN HEREBY FINDS AS FOLLOWS:

1. The City Council has independently reviewed the Negative Declaration and any comments received during the public review process and exercised the Council's independent judgment in considering the Negative Declaration (SCH #2015011027); and,
2. The City Council finds, on the basis of the whole record before it that there is no substantial evidence that the project will have a significant effect on the environment and the Negative Declaration reflects the Council's independent judgment and analysis and the Council hereby approves the Negative Declaration (SCH #2015011027) and designates the Planning Department and the Planning Director as the location and custodian of the documents which constitute the record of proceedings upon which the Council's decision is based.

3. The City Clerk and other City Staff are hereby authorized and directed to take all necessary actions required under CEQA and other applicable law to file a Notice of Determination with the State Clearinghouse and Fresno County Clerk's office.

The foregoing resolution was introduced at a regular meeting of the City Council of the City of Kerman held on the 18th day of March 2015, and passed at said meeting by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

The foregoing resolution is hereby approved.

Stephen B. Hill
Mayor

ATTEST:

Marci Reyes
City Clerk

Attachment 'B'

City of Kerman

"Community Comes First"

850 S. Madera Avenue
Kerman, CA 93630-1741
Telephone: 559-846-9380
FAX: 559-846-6199

FINAL NEGATIVE DECLARATION

CITY OF KERMAN
UNION PACIFIC RAILROAD (UPRR) PEDESTRIAN AND BICYCLE TRAIL PROJECT

STATE CLEARINGHOUSE NO. 2015011027

PREPARED FOR:
CITY OF KERMAN
PLANNING AND DEVELOPMENT DEPARTMENT

PREPARED BY:
YAMABE & HORN ENGINEERING, INC.

MARCH 18, 2015

TABLE OF CONTENTS

1. INTRODUCTION

1.1 Regulatory Guidance

The Initial Study as prepared in accordance with CEQA, Public Resources Code 21000 et. Seq., and the State CEQA Guidelines, Title 14 California Code of Regulations (CCR) 15000 et. Seq. An Initial Study is prepared by a lead agency to determine if a project may have a significant effect on the environment. The Initial Study relies on expert opinion based on facts, technical studies, or other substantial evidence to document its findings.

In accordance with State CEQA Guidelines 15064(a)(1), a draft Environmental Impact Report (EIR) must be prepared if there is substantial evidence that a project may have a significant effect on the environment. When a final EIR is prepared and identifies one or more significant effects on the environment the lead agency and each responsible agency shall make a finding under section 15091 for each significant effect and may need to make a statement of overriding considerations under Section 15093 for the project per State CEQA Guidelines 15064(a)(2).

In accordance with State CEQA Guidelines 15070(a), A Negative Declaration must be prepared if the agency finds that a proposed project would not have a significant effect on the environment, and if the lead agency prepared a written statement supporting that finding. A Mitigated Negative Declaration shall be prepared with the Initial Study identifying potentially significant effects, but revisions made in the project plans or proposals and agreed to by the project applicant, before being released to the public, would avoid or mitigate the effects of the project per State CEQA Guidelines 15070(b)(1). A Mitigated Negative Declaration shall also be prepared with the Initial Study identifying potentially significant effects, but there is no substantial evidence that the project revised will have a significant effect on the environment per State CEQA Guidelines 15070(b)(2).

1.2 Lead Agency

The lead agency is the public agency with primary responsibility over the proposed project. In accordance with State CEQA Guidelines 15051 (b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is the City of Kerman.

1.3 Project Objective

The proposed project consists of the construction of a 10 foot wide pedestrian and bicycle trail along the north side of the Union Pacific Railroad (UPRR) from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the provided maps (See Exhibits 1 & 2).

The project will consist of a 10 foot wide asphalt trail from Siskiyou Avenue to Park Avenue and a 10 foot wide concrete sidewalk along the west side of Park Avenue. The project will also include street improvements along the west side of Park Avenue and landscaping along the

length of the trail. The trail will be located within City-owned property, existing public street right-of-way, proposed pedestrian easements, and proposed public street right-of-way.

1.4 Summary of Findings

This Negative Declaration includes the Initial Study and Environmental Checklist that identifies potential environmental impacts and a discussion of each impact that would result from implementation of the proposed project. Based on the Initial Study, Environmental Checklist and the supporting environmental analysis provided in this document, development of the proposed project would result in the following impacts:

- **No Impact:** Aesthetics, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation/Traffic, Utilities and Service Systems, and Mandatory Findings of Significance

- **Less than Significant Impacts:** Agriculture and Forestry Resources, Air Quality, Biological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, and Noise

In accordance with State CEQA Guidelines 15070, a Negative Declaration may be prepared if the proposed project will not have a significant effect on the environment. There is no substantial evidence that the proposed project would have a significant effect on the environment based on the available project information and the environmental analysis presented in this document. Therefore, a Negative Declaration is proposed to be adopted in accordance with CEQA Guidelines.

2. ENVIRONMENTAL SETTING

2.1 Site-Specific Environmental Setting

The project is located along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue in the City of Kerman, within the County of Fresno, in the San Joaquin Valley (see Exhibits 1 & 2).

The topography of the project limits is characterized by relatively flat terrain, typical of the City and of the San Joaquin Valley. Existing plant life consists primarily of sparse grasses and a few residential trees.

The City procured the services of URS Corporation for the preparation of a Biological Assessment for the project area due to the potential for federally listed animal species or their critical habitat to occur within the project area. The full Biological Resources Assessment is attached for reference in Appendix D. The Biological Assessment did have one record of a special status species occurrence for Fresno Kangaroo Rat within one mile of the project Area. Small burrows were observed during the field survey. There was no sign of trail dragging, scat, or active animals and no evidence of newly formed burrows. Based on historical records, a lack of suitable grassland habitat, and presence of domestic predators, it is unlikely to Fresno Kangaroo Rat is present. The presence of burrows suggest an active population of small mammals, prey bas for the San Joaquin Kit Fox(SJKF), a federally listed endangered species. Burrows may also serve as dens for the SJKF. Although the habitat is marginal, the presence of SJKF cannot be ruled out. The burrows are also potential habitat for California Burrowing Owls. No California Burrowing Owls or signs of their presence was observed.

The area climate is Mediterranean, which is characterized by hot, dry summers and mild winters. It is not uncommon for maximum temperatures to exceed 100 degrees Fahrenheit during the summer months. The rainy season generally extends from November through April. Average annual precipitation is approximately 6 inches.

The area soils are generally composed of Hesperia Sandy Loam (11-15 inches of Sandy Loam followed by Silt), according to the Soil Survey of Eastern Fresno County, prepared by the Soil Conservation Service, Department of Agriculture. These soils are well drained, moderately textured and are formed from granitic alluvium.

The City of Kerman is located within the San Joaquin Valley Air Basin, which currently does not meet Ozone and Particulate Matter National and State Ambient Air Quality Standards. The City is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

2.2 Land Use

The City supports a variety of land uses including residential, commercial, industrial, and agricultural uses.

The project site is located in an area zoned for residential use (see Exhibits 3 & 4). The properties surrounding the project site to the north, east, and west are medium and high density residential and the property to the south is agricultural, planned for future commercial and industrial. There is a park located directly northeast of the proposed trail site and undesignated/County land to the southwest, also used for agriculture. All medium density residential is one to two story, single family structures while the high density residential is single story, multi-family residential structures.

3. PROJECT INFORMATION

3.1 Background

The City of Kerman promotes the use of alternative modes of transportation and understands that its residents have many reasons for utilizing modes of transportation other than personal automobiles. Low income residents who cannot afford an automobile often rely on walking or bicycling as their primary mode of transportation. Young and elderly residents of Kerman who cannot drive may also rely on alternative modes of transportation in their daily lives. Some residents may choose alternative modes of transportation as a means of improving their environment or health. The following is from the City's 2007 General Plan Update:

Policy: *The City shall promote all modes of transportation, including mass transit (buses,etc.) bicycle and walking.*

(City of Kerman 2007 General Plan Update, Part I, Chapter 3: Circulation Element, Section F. Alternative Transportation Modes)

The proposed project will construct a pedestrian and bicycle trail, which promotes bicycling and walking as alternative modes of transportation, thus conforming to the General Plan Policies.

3.2 Location

The proposed project is located in the City of Kerman, County of Fresno, California. The proposed project site is located along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue (see Exhibit 2). The southern, east-west running portion of the project will be located within City-owned property and public street right-of-way and the eastern, north-south running portion of the project will be located within pedestrian easements and public street right-of-way. The City will acquire the required easements.

3.3 Project Description

The proposed project consists of the construction of a 10 foot wide pedestrian and bicycle trail along the north side of the Union Pacific Railroad (UPRR) from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the provided maps (See Exhibits 1 & 2).

The project will consist of a 10 foot wide asphalt trail from Siskiyou Avenue to Park Avenue and a 10 foot wide concrete sidewalk along the west side of Park Avenue. The project will also include street improvements along the west side of Park Avenue and landscaping along the length of the trail. The trail will be located within City-owned property, existing public street right-of-way, proposed pedestrian easements, and proposed public street right-of-way.

Pedestrian easements will be acquired from APN 023-040-21S and APN 023-040-90S. APN 023-040-21S is currently used for a rural single-family residence and APN 023-040-90S is currently vacant. The easement acquired from APN 023-040-21S will not require relocation of the residence or negatively impact the residence. Both properties are zoned for single-family residential. In addition to the pedestrian easements, public street right-of-way will be acquired from APN 023-040-90S along the Park Boulevard frontage.

3.4 Proposed Project Schedule

- Construction on the proposed project is scheduled to begin Summer of 2015.

4. FINDINGS AND CONCLUSIONS

Based on the initial findings and conclusion of the environmental checklist, provided in the attachments, it is concluded that implementation of the proposed project will not have a significant effect on the environment. The City will be preparing a Negative Declaration for the Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail Project.

5. ENVIRONMENTAL DETERMINATION

5.1 Public Review

In accordance with CEQA Guidelines, the Proposed Negative Declaration for the Union Pacific Railroad Pedestrian and Bicycle Trail Project was submitted to the California State Clearinghouse (SCH) for a thirty (30) day public review commencing on January 20, 2015 and ending on February 18, 2015. The SCH No. assigned to the Negative Declaration is 2015011027. A Notice of Intent (NOI) to Adopt a Negative Declaration was filed with the Fresno County Clerk's Office on January 15, 2015 and published in the Kerman News on January 21, 2015.

The public review period for the Proposed Negative Declaration was conducted in accordance with CEQA Guidelines 15072 and 15073.

5.2 Comments and Responses to Comments

The following is a list of comment letters received, and any required response. Copies of the full comment letters and responses, if required, are included in Appendix G.

1. California Public Utilities Commission (CPUC), dated February 24, 2015

   The CPUC has jurisdiction over the design, alteration, and closure of highway-rail crossings in California. The Siskiyou Avenue crossing of the UPRR is located adjacent to the west end of the project. In addition, the CPUC also enforces requirements applicable to the construction of walkways adjacent to railroad tracks. The east-west portion of the trail runs parallel and north of the UPRR tracks.

   Comment(s): The CPUC made the following recommendations:

   1) The City should work with both railroad companies (UPRR and SJVR) to install active warning devices at the Siskiyou Avenue crossing.
   2) The City should consider installing sidewalks across the track since they indicate in their Negative Declaration that they do expect at some future date to have commercial and industrial development south of the track.
   3) The city should work with both railroad companies (UPRR and SJVR) to replace the asphalt crossing surface with concrete panels.
   4) The City should consider installing a crosswalk from the west side of Siskiyou Avenue, where a housing subdivision is located, to the east side of Siskiyou Avenue where one end of the trail is proposed.
   5) The City should install fencing where the trail runs parallel to the track.

   Response(s): The following are responses to the CPUC's recommendations:

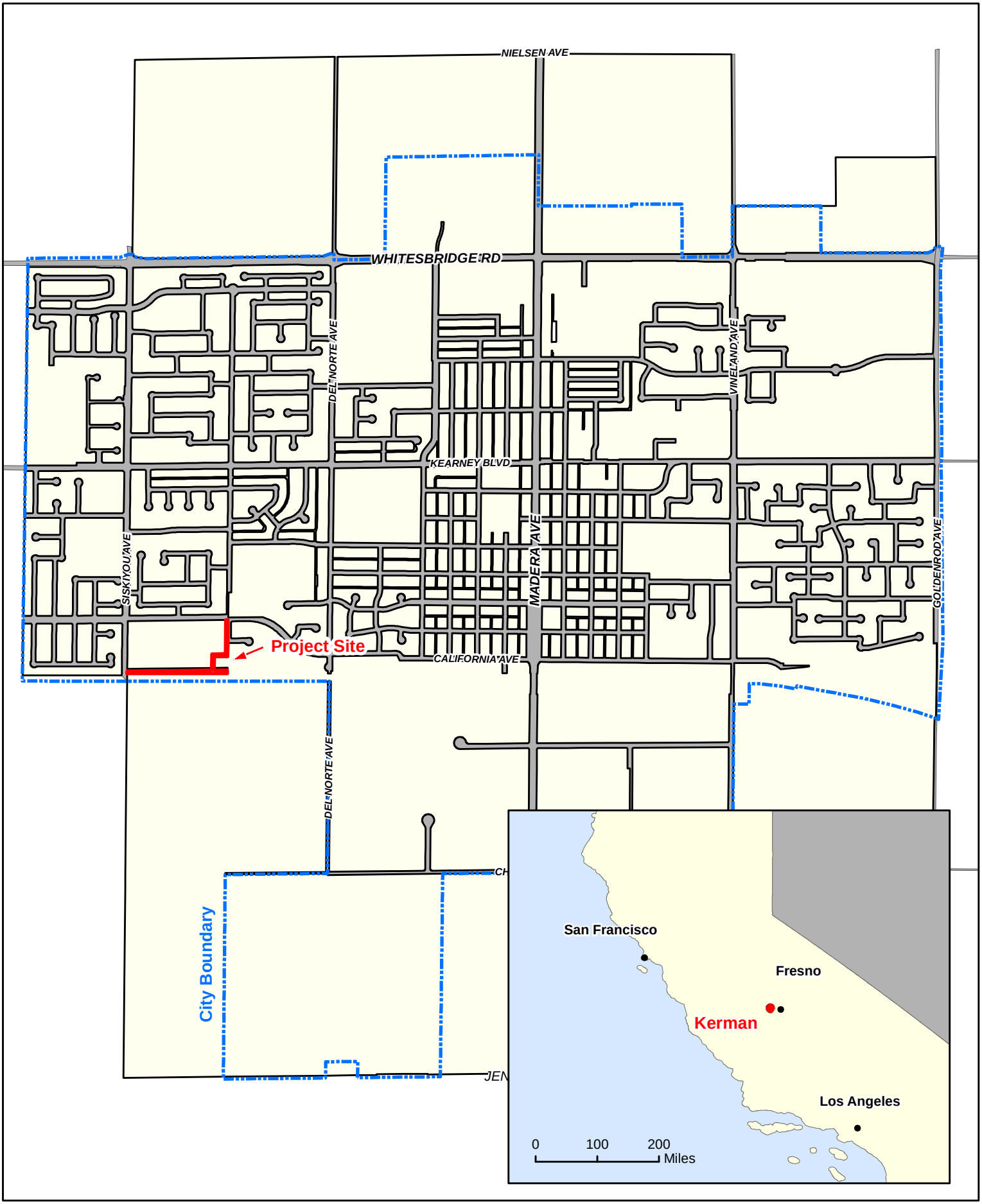
1) The City has determined that improvement of the crossing is not warranted as part of this project. The determination that the improvement of the crossing is not warranted at this time is based on the following: 1) the area to the south of the tracks is outside of the City Limits, 2) the area does not contain any densely populated residential areas, only sporadic rural residences, and 3) there are no dedicated pedestrian facilities on Siskiyou Avenue south of the crossing. Based on these factors, it is highly unlikely that the trail will encourage or increase pedestrian or bicyclist crossing of the tracks. The City will require the improvement of the crossing as the area to the south of the tracks is annexed into the City and developed.
2) See response to Recommendation #1.
3) See response to Recommendation #1.
4) The installation of a crosswalk and crossing improvements at the west end of the trail, at Siskiyou Avenue, is included in the project scope.
5) Installation of a fence between the trail and the tracks is included in the project scope.

5.3 Environmental Determination

The Final Negative Declaration, comments, and responses to comments were presented to the Kerman City Council on March 18, 2015. Based on the Final Negative Declaration and other information presented, the City Council found the following:

1. The City Council finds that it has independently reviewed the Final Negative Declaration (SCH No. 2015011027) and any comments received during the public review process and exercised the Council's independent judgment in considering the Final Negative Declaration, and
2. The City Council finds, on the basis of the whole record before it that there is no substantial evidence that the project will have a significant effect on the environment and the Final Negative Declaration reflects the Council's independent judgment and analysis and the Council hereby approves the Final Negative Declaration (SCH No. 2015011027) with all recommendations presented by Staff and designates the Planning Department and the Planning Director as the location and custodian of the documents which constitute the record of proceedings upon which the Council's decision is based.
3. The City Clerk and other City Staff are hereby authorized and directed to take all necessary actions required under CEQA and other applicable law to file a Notice of Determination with the State Clearinghouse and Fresno County Clerk's office.

APPENDIX A – Maps and Plans



Document Path: F:\2013\13-236\GIS\13-236_1_ProjectLocation.mxd

0 1,000 2,000
Feet

Location Map
Exhibit 1

Yamabe & Horn Engineering, Inc.

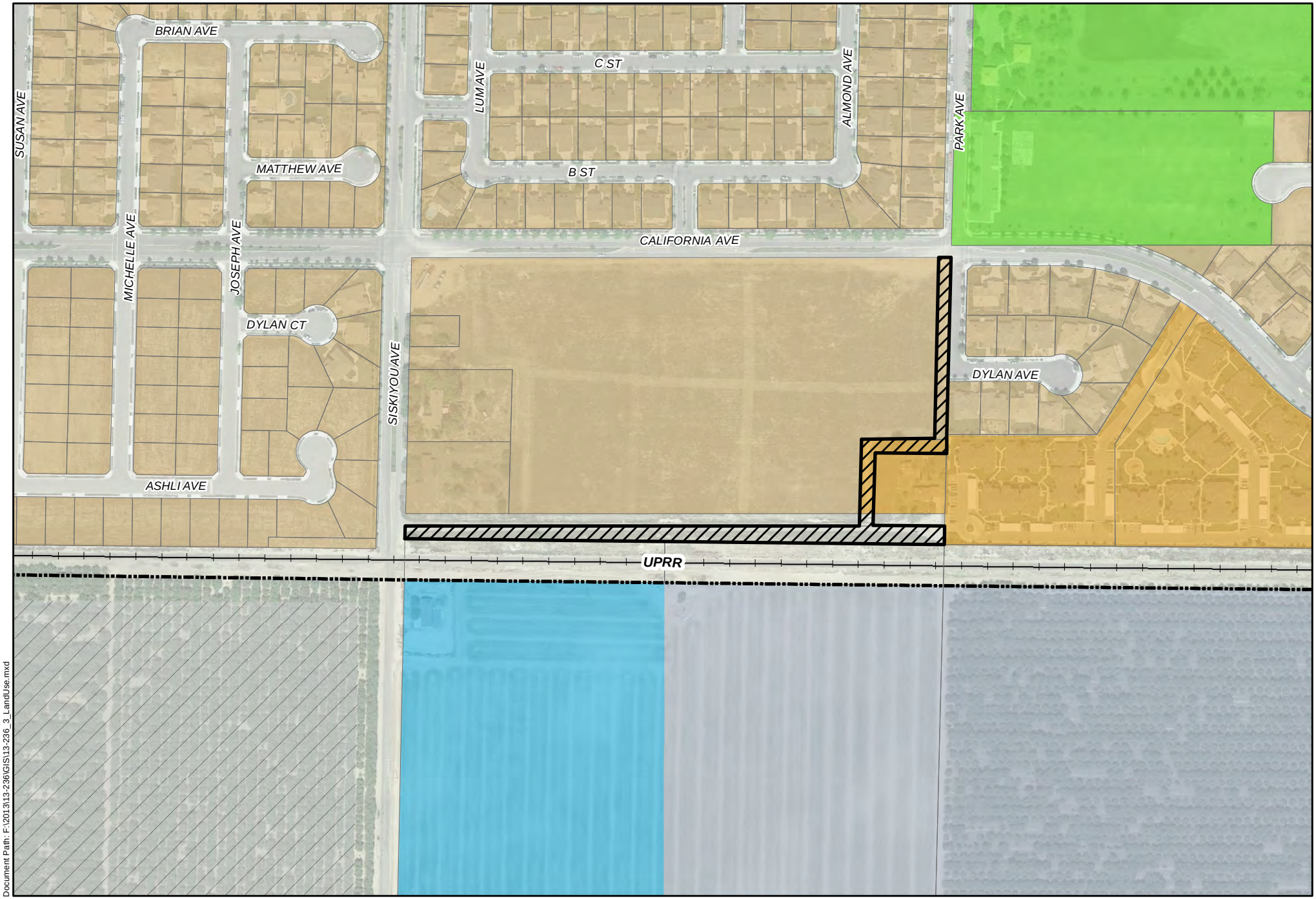
Document Path: F:\2013\13-236\GIS\13-236_2_ProjectVicinity.mxd

Project Site City Limits

0 150 300 Feet

Vicinity Map
Exhibit 2

Yamabe & Horn Engineering, Inc.



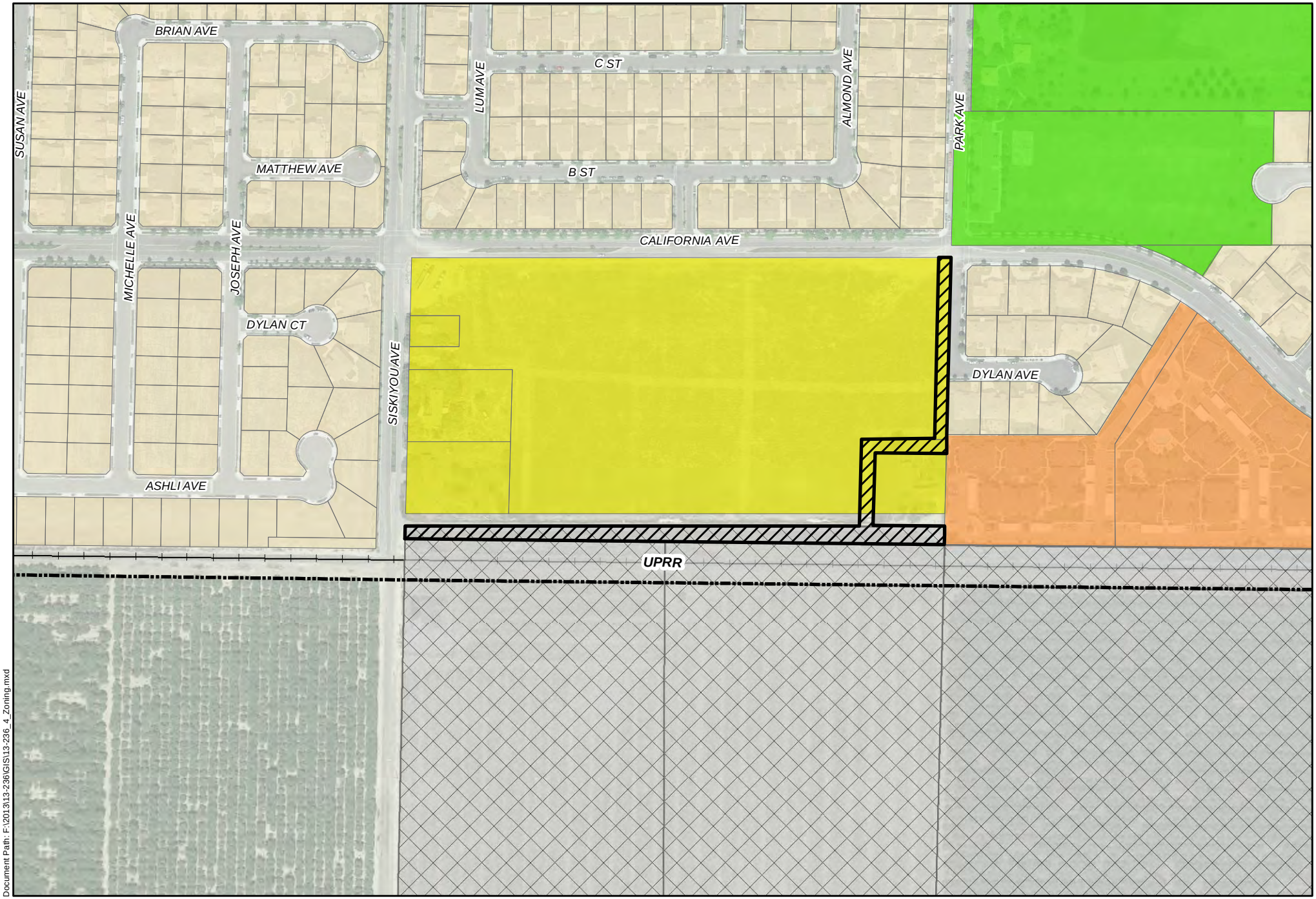
Document Path: F:\2013\13-236\GIS\13-236_3_LandUse.mxd

Project Site | Medium Density Residential | High Density Residential | Service Commercial | Industrial | Parks | Undesignated

0 150 300 Feet

Land Use Map
Exhibit 3

Yamabe & Horn Engineering, Inc.



Document Path: F:\2013\13-236\GIS\13-236_4_Zoning.mxd

Project Site
R-1, Single-Family Residential
R-2, Two-Family Residential (One Unit/3500 SF)
SD-R-3.5, SD Residential (3500 SF Min. Lot)
O, Open Space, Recreation, & Public Facilities District
CNTY, County Of Fresno

0 150 300 Feet

Zoning Map
Exhibit 4

Yamabe & Horn Engineering, Inc.

Document Path: F:\2013\13-236\GIS\13-236_5_FloodZones.mxd

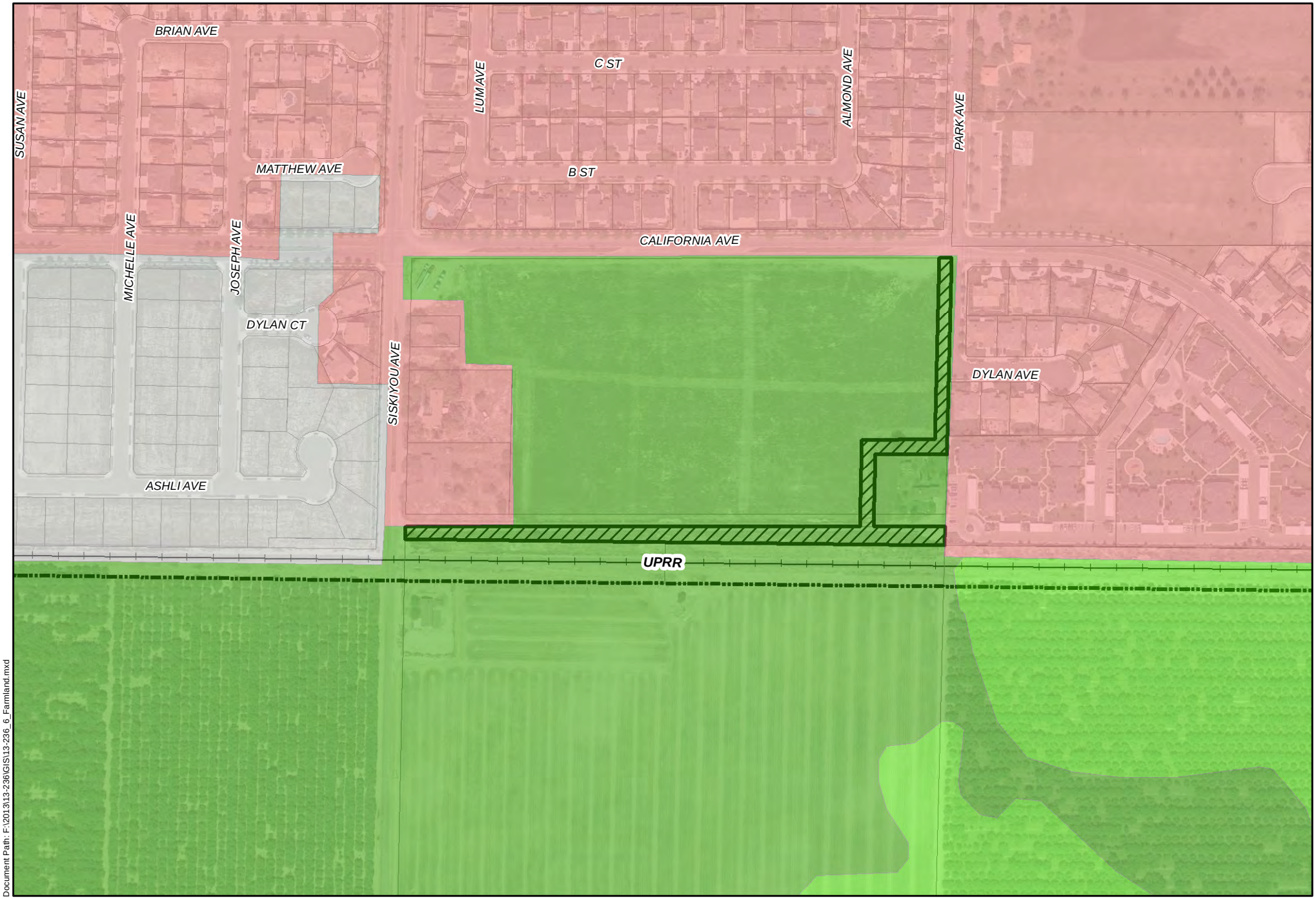
Project Site Flood Hazard Areas

0 150 300 Feet

Data Source: FEMA.gov

Flood Zone Map
Exhibit 5

Yamabe & Horn Engineering, Inc.



Document Path: F:\2013\13-236\GIS\13-236_6_Farmland.mxd

Project Site | Prime Farmland | Farmland of Statewide Importance | Vacant or Disturbed Land | Urban and Built-Up Land

0 150 300 Feet

Data Source: California Department of Conservation Farmland Mapping and Monitoring Program

Farmland Map
Exhibit 6

Yamabe & Horn Engineering, Inc.

APPENDIX B – Site Photos

Figure 1: UPRR Alignment, Looking East.

Figure 2: UPRR Alignment, looking west.

Figure 3: East side of trail, looking south.

Figure 4:East side of trail, looking north.

APPENDIX C – Initial Study

CEQA Appendix H
Environmental Information Form

Date ___*1/12/2015*____

General Information

1. *Name and Address of developer or project sponsor:*

City of Kerman, 850 S. Madera Avenue, Kerman, CA 93630

2. *Address of project:*

N/A

Assessor's Block and Lot Number:

023-060-81T, 023-040-90S, 023-040-21S

3. *Name, address, and telephone number of person to be contacted concerning this project*

Jerry Jones, City Engineer
2985 N Burl Ave #101
Fresno, CA 93727
(559) 244-3123

4. *Indicate number of the permit application for the project to which this pertains*

N/A

5. *List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state, and federal agencies*

N/A

6. *Existing Zoning District*

SD-R-3.5 (Smart Development Residential District, 3500 SF Min. Lot)

7. *Proposed use of site*

Pedestrian and Bicycle Trail

Project Description

8. *Site size*

1.23 acres

9. *Square footage*

53,774 sqft

10. *Number of floors construction*

N/A

11. *Amount of off-street parking provided*

N/A

12. *Attach Plans*

No

13. *Proposed Scheduling*

See Section 3.4

14. *Associated Projects*

None

15. *Anticipated incremental development*

No

16. *If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected.*

N/A

17. *If commercial, indicate the type, whether neighborhood, city, or regionally oriented, square footage of sales area, and loading facilities.*

N/A

18. *If industrial, indicate type, estimated employment per shift, and loading facilities.*

N/A

19. *If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefit to be derived from the project.*

N/A

20. *If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required.*

N/A

21. *Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.*

No

22. *Change in scenic view of vistas from existing residential areas or public lands or roads.*

No

23. *Change in pattern, scale or character of general area of project*

No

24. *Significant amounts of solid waste or litter*

No

25. *Change in dust, ash, smoke, fumes or odors in vicinity*

Yes, the project will create fugitive dust during construction activities. The project will conform to the requirements of San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII.

26. *Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns*

No

27. *Substantial change in existing noise or vibration levels in the vicinity*

Yes

During construction of the proposed project, there will be an increase in daytime noise levels in the project vicinity due to construction operations and equipment. Upon completion, the project will not cause an increase in noise levels.

28. Site on filled land or on slope of 10 percent or more.

No

29. Hazardous Materials

Yes

Construction of the proposed project will require the use of diesel fuel, gasoline, oil, and lubricants for construction equipment.

30. Substantial change in demand for municipal services (police, fire, water, sewage, etc.).

No

31. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.).

No

32. Relationship to a larger project of series of projects.

No

Environmental Setting

33. Project Site Description

The topography of the project site is flat terrain, typical of the San Joaquin Valley. The site is currently vacant with sparse ground cover and few trees. The existing plant life is sparse, with no native habitat. There are no structures located within the project site. The project will be located within pedestrian easements and public street right-of-way.

34. Project Surroundings

The surrounding properties to the north, east, and west are medium and high density residential and the properties to the south, while zoned service commercial and industrial, are used for agriculture. There is a park (Lions Park) located directly northeast of the

proposed trail site and undesignated/county land to the southwest, also used for agriculture.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date 1/14/2015

Signature _____

For Jerry Jones

CEQA Appendix G
Environmental Checklist Form

Project Title
Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail Project

Lead Agency Name and Address
City of Kerman
850 S. Madera Avenue
Kerman, CA 93630

Contact Person
Jerry Jones, City Engineer

Contact Phone
(559) 244-3123

Project Location
The proposed project is located in the City of Kerman, County of Fresno, California. The proposed project site is located along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue (see Exhibit 2). The southern, east-west running portion of the project will be located within City-owned property and public street right-of-way and the eastern, north-south running portion of the project will be located within pedestrian easements and public street right-of-way (see Exhibit 5). The City will acquire the required easements.

Project Sponsor
City of Kerman

Sponsor Address
850 S. Madera Avenue
Kerman, CA 93630

General plan designation
Medium and High Density Residential (see Exhibit 3).

Zoning
SD-R-3.5 (Smart Development Residential District, 3500 SF Min. Lot) (see Exhibit 4).

Project Description
The proposed project consists of the construction of a 10 foot wide pedestrian and bicycle trail along the north side of the Union Pacific Railroad (UPRR) from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the provided maps (See Exhibits 1 & 2).

The project will consist of a 10 foot wide asphalt trail from Siskiyou Avenue to Park Avenue and a 10 foot wide concrete sidewalk along the west side of Park Avenue. The project will also include street improvements along the west side of Park Avenue and landscaping along the length of the trail. The trail will be located within City-owned property, existing public street right-of-way, proposed pedestrian easements, and proposed public street right-of-way.

Pedestrian easements will be acquired from APN 023-040-21S and APN 023-040-90S. APN 023-040-21S is currently used for a rural single-family residence and APN 023-040-90S is currently vacant. The easement acquired from APN 023-040-21S will not require relocation of the residence or negatively impact the residence. Both properties are zoned for single-family residential. In addition to the pedestrian easements, public street right-of-way will be acquired from APN 023-040-90S along the Park Boulevard frontage.

Surrounding Land Uses and Setting
The surrounding properties to the north, east and west are medium and high density residential and the properties to the south, while zoned service commercial and industrial, are currently used for agriculture. There is a park (Lions Park) located directly northeast of the proposed trail site and undesignated/county land to the southwest, also used for agriculture.

Other public agencies whose approval is required

N/A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Engineer — 1/14/2015

Signature — Date

Signature — Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significance

SAMPLE QUESTION

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino,*(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors,* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2009

CEQA Appendix G
Attachment 1:
Discussion of Environmental Checklist Issues

I. AESTHETICS

a.) *Discussion:* There are no scenic vistas within the project vicinity.
Mitigation: None.

b.) *Discussion:* The project is not located along a state scenic highway.
Mitigation: None.

c.) *Discussion:* The project will not substantially degrade the existing visual quality of the project site or its surroundings. The primary aspect of the visual character of the project site is a vacant lot with sparse groundcover and few trees. The addition of a pedestrian and bicycle trail will not alter the existing visual quality of the project site or its surroundings.
Mitigation: None.

d.) *Discussion:* The project introduces a new light source which will not adversely affect day or nighttime views in the area. The project includes the installation of street lights which will be consistent with site and street lighting in urbanized areas.
Mitigation: None.

II. AGRICULTURAL RESOURCES

a.) *Discussion:* The project will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. According to the Important Farmland Map published in May 2010 by the Farmland Mapping and Monitoring Program, the entirety of the site sits on Prime Farmland. The project site is currently used as vacant land and is zoned for residential use. The conversion of agricultural land to non-agricultural uses is discussed in the Environmental Impact Report for the City of Kerman 2007 General Plan Update. Therefore the impact is less than significant. The 2007 Update of the Kerman General Plan is available at http://www.codepublishing.com/CA/Kerman/generalplan/ or is available for viewing upon request at the Kerman City Hall at 850 S. Madera Avenue, Kerman, CA 93630.
Mitigation: None.

b.) *Discussion:* The project will not conflict with existing zoning for agricultural use or Williamson Act contract. Neither the project site nor the surrounding properties within the project limits are zoned for agricultural land use and are not a part of a Williamson Act contract.
Mitigation: None.

c.) *Discussion:* There is no forest land or timberland located within the project vicinity.
Mitigation: None.

d.) *Discussion:* There is no forest land within the project vicinity.
Mitigation: None.

e.) *Discussion:* The proposed project does not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.
Mitigation: None.

III. AIR QUALITY

The project is located within the San Joaquin Valley Air Basin (SJVAB). The SJVAB is a non-attainment area for ozone based on National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS). The SJVAB is a non-attainment area for PM2.5 based on National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS). The SJVAB is an unclassified/attainment area for Carbon Monoxide based on National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS). The SJVAB is designated as non-attainment for PM10 based on SAAQS and attainment based on NAAQS.

a.) *Discussion:* The project will not conflict with or obstruct implementation of the applicable air quality plan.
Mitigation: None.

b.) *Discussion:* The project will create fugitive dust during construction activities. Fugitive dust is a contributor to PM10 levels, for which the SJVAB is a non-attainment area. The project will conform to the requirements of San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII. Regulation VIII is a series of rules designed to reduce fugitive dust from construction sites and other areas. Conformance with Regulation VIII reduces the impact of fugitive dust contributions to PM10 levels during construction to less than significant. After construction is completed the project will not

violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Mitigation: None.

c.) *Discussion:* The project will create fugitive dust during construction activities. However, fugitive dust creation will be mitigated through conformance with SJVAPCD Regulation VIII and SJVAPCD Rule 2201. After construction is completed the project will not result in a cumulatively considerable net increase of any criteria pollutant for which the SJVAPCD is non-attainment under an applicable federal or state ambient air quality standard.

Mitigation: None.

d.) *Discussion:* During construction, the project will expose sensitive receptors to fugitive dust and PM10. The sensitive receptors in the area are primarily residences. However, through conformance with SJVAPCD Regulation VIII and SJVAPCD Rule 2201, the level of fugitive dust created by the project is considered to have a less than significant impact on the sensitive receptors in the area.

Mitigation: None.

e.) *Discussion:* The project will not create objectionable odors affecting a substantial number of people.

Mitigation: None.

IV. BIOLOGICAL RESOURCES

The project will require the clearing of non-native sparse ground cover consisting of Johnson grass and Russian thistle and potentially two (2) residential trees for the construction of the trail. The plants to be removed as part of this project provide only marginal habitat for native species.

a.) *Discussion:* The project will not have a substantial adverse effect on any species identified as candidate, sensitive, or special status species. Two species of concern, the Burrowing Owl and the Kit Fox may exist in the vicinity of the project site. The San Joaquin Kit Fox is a federally endangered species and the Burrowing Owl is a federally endangered species and is designated as "threatened" by the State of California. Prior to initiation of any construction activities including mobilization to the project area the City will implement the mandatory pre-construction surveys and construction and operational requirements as specified in the U.S. Fish and Wildlife Standardization Recommendations for the Protection of the San Joaquin Kit Fox Prior to Ground Disturbance (UFWS 1993) and the California Department of Fish and Game Staff Report on Burrowing

Owl Mitigation (CDFG 2012). If either species is discovered in the course of construction activities, construction will be stopped until a biologist can evaluate. The impact of the project on either species will be less than significant. See attached Biological Assessment in Appendix D.

Mitigation: None.

b.) *Discussion:* The project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. There is no riparian habitat or sensitive natural community within the project limits.

Mitigation: None.

c.) *Discussion:* The project will not have a substantial adverse effect on federally protected wetlands. There are no wetlands within the project limits.

Mitigation: None.

d.) *Discussion:* The project will not interfere with the movement of any native resident migratory fish or wildlife species. There are no water courses within the project limits. There are no wildlife corridors or nursery sites within the project limits.

Mitigation: None.

e.) *Discussion:* The City does not have any policies or ordinances protecting biological resources.

Mitigation: None.

f.) *Discussion:* There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in place in the project vicinity.

Mitigation: None.

V. CULTURAL RESOURCES

The City requested a records search of the NAHC Sacred Lands Inventory. The records search failed to indicate the presence of Native American traditional cultural places in the project area. In addition, the City sent letters to the tribal governments and Native American individuals who may have knowledge of cultural resources or sacred sites within the project area. To date, no cultural resources or sacred sites were indicated as being present in the project area by the Native American contacts. Correspondence with the NAHC and Native American contacts provided by the NAHC is included in Appendix E. If any culturally significant artifacts are found, the contractor is to notify the County Coroner's office and stop all construction within a 100 foot radius of the find until the Coroner's office can make a determination of its origins and the proper authorities can be contacted whether that be a law enforcement or the Native American Heritage Commission.

The City also requested a cultural resources records search from the Southern San Joaquin Valley Information Center (SSJVIC). The search revealed no recorded cultural resources within the project area. The results of the project area does not rule out any cultural resources in the area. This project area has not been previously developed and has never been previously investigated for cultural resources. The SSJVIC recommends a qualified professional archaeologist to conduct a field survey prior to ground disturbance activities to determine if cultural resources are present. The results of the records search are provided in Appendix F.

a.) *Discussion:* There are no known historical resources located within the project limits.
Mitigation: None.

b.) *Discussion:* There are no known archaeological resources located within the project limits.
Mitigation: None.

c.) *Discussion:* There are no known paleontological resources or unique geologic features within the project limits.
Mitigation: None.

d.) *Discussion:* There are no known human remains within the project limits.
Mitigation: None.

VI. GEOLOGY AND SOILS

a.)

i) *Discussion:* There are no known earthquake faults within the project vicinity based on the most recent Alquist-Priolo Earthquake Fault Zoning Map.
Mitigation: None.

ii) *Discussion:* The project will not expose people or structures to substantial adverse effects from strong seismic ground shaking.
Mitigation: None.

iii) *Discussion:* The project will not expose people or structures to substantial adverse effects from seismic-related ground failure. The soils within the project vicinity are not conducive to liquefaction.
Mitigation: None.

iv) *Discussion:* The topography of the City of Kerman is relatively flat, with no potential for landslides.
Mitigation: None.

b.) *Discussion:* The subject site is level and the underlying soil does not have erosive qualities. Soil erosion during construction will be minimized through the use of appropriate construction techniques and best management practices.
Mitigation: None.

c.) *Discussion:* The project will not be located on a geologic unit or soil that is unstable.
Mitigation: None.

d.) *Discussion:* The project will not be located on an expansive soil.
Mitigation: None.

e.) *Discussion:* The project does not include, nor will it require, the construction of septic tanks or alternative waste disposal systems.
Mitigation: None.

VII. GREENHOUSE GAS EMISSIONS

a.) *Discussion:* During construction greenhouse gas emissions will be generated from the use of vehicles to transport workers and materials to and from the site and from the use of construction equipment on site. The greenhouse gas emissions generated by the construction process are considered less than significant. After construction no greenhouse gas emissions will be generated by the project. This project will create a reduction of greenhouse gas emissions because this project is intended to promote more bicycle and pedestrian transportation and less automobile transportation, thus creating a reduction of greenhouse gas emissions.
Mitigation: None.

b.) *Discussion:* The project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.
Mitigation: None.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.) *Discussion:* During construction, there will be routine use of diesel fuel, gasoline, oil, and lubricants for construction equipment. The City will require that all construction machinery is in good working condition and free of fluid leaks. Due to the relatively small amounts of these materials to be used and safeguards in place on construction

equipment to prevent release of these materials, the hazard to the public and the environment is considered to be less than significant.

Mitigation: None.

b.) *Discussion:* See Part a.) above.
Mitigation: None.

c.) *Discussion:* The project will be constructed within one-quarter mile of an existing or proposed school. Liberty Elementary school is located approximately 0.25 miles from the project. There will be emissions released from construction equipment, but the impact is considered less than significant as the construction equipment will be required to comply with all requirements regarding emissions controls set forth by the regulating agencies. The impact of the handling of hazardous materials is considered to be less than significant, see Part a.).
Mitigation: None.

d.) *Discussion:* The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
Mitigation: None.

e.) *Discussion:* The project is not located within an airport land use plan or within two miles of a public airport or public use airport.
Mitigation: None.

f.) *Discussion:* The project is not located within the vicinity of a private airstrip.
Mitigation: None.

g.) *Discussion:* The project will not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project will not interfere with any transportation facilities.
Mitigation: None.

h.) *Discussion:* There are no wildlands in the project vicinity.
Mitigation: None.

IX. HYDROLOGY AND WATER QUALITY

a.) *Discussion:* The project will not violate any water quality standards or waste discharge requirements.
Mitigation: None.

b.) *Discussion:* The proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level.
Mitigation: None.

c.) *Discussion:* The project will not alter the existing drainage pattern of the area in a manner that would result in substantial erosion or siltation on- or off-site. There are no streams or rivers within the project vicinity. Erosion and siltation during construction will be controlled through appropriate construction techniques and best management practices.
Mitigation: None.

d.) *Discussion:* The project will not alter the existing drainage pattern of the area. There are no streams or rivers within the project vicinity. There will be an increase in the amount of impervious surfaces on the site due to the paved trail. Runoff will be directed to the pervious surfaces on either side of the trail.
Mitigation: None.

e.) *Discussion:* An irrigation system will be installed with the landscaping, however all water used for irrigation will be used on pervious surfaces and will not create additional runoff. During construction water will be used as a dust mitigation measure and will be used at levels too low to cause runoff from the site.
Mitigation: None.

f.) *Discussion:* The project will not substantially degrade water quality.
Mitigation: None.

g.) *Discussion:* There is no housing included as part of the project. The project is not in a 100-year flood hazard area (see Exhibit 5).
Mitigation: None.

h.) *Discussion:* The project is not in a 100-year flood hazard area (see Exhibit 5).
Mitigation: None.

i.) *Discussion:* The project will not expose people or structures to a significant risk of loss, injury, or death involving flooding. There are no levees or dams in the project vicinity.
Mitigation: None.

j.) *Discussion:* There is no potential for inundation by seiche, tsunami, or mudflow within the project vicinity.
Mitigation: None.

X. LAND USE AND PLANNING

a.) *Discussion:* The project will not physically divide an established community.
Mitigation: None.

b.) *Discussion:* The land is currently zoned as county and SD-R-3.5, Smart Development Residential District. The installation of pedestrian and bicycle trail in this zone is not in conflict with the City of Kerman's Land Use Plan, nor is it in conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.
Mitigation: None.

c.) *Discussion:* There are no applicable habitat conservation plans or natural community conservation plans within the project vicinity.
Mitigation: None.

XI. MINERAL RESOURCES

a.) *Discussion:* There are no known mineral resources within the project limits.
Mitigation: None.

b.) *Discussion:* The project will not result in the loss of availability of a locally imported mineral resource recovery site. There are no delineated mineral resource recovery sites within the project vicinity.
Mitigation: None.

XII. NOISE

a.) *Discussion:* During construction, noise levels generated by construction equipment and operations will exceed noise level standards established in the City's General Plan. However, construction operations will be restricted to daytime hours, per City policy. Therefore, the impact of the elevated noise levels during construction is considered less than significant.
Mitigation: None.

b.) *Discussion:* The project will not expose people to or generate excessive groundborne vibration or groundborne noise levels.
Mitigation: None.

c.) *Discussion:* The project will not create a permanent increase in ambient noise levels in the project vicinity above levels existing without the

project. The noise generated by the project is below ambient noise levels in the area.

Mitigation: None.

d.) *Discussion:* There will be a temporary increase in ambient noise levels in the project vicinity during construction. However, construction operations will be restricted to daytime hours, per City policy. Therefore, the impact of the elevated noise levels during construction is considered less than significant.

Mitigation: None.

e.) *Discussion:* The project is not located within an airport land use plan or within two miles of a public airport or public use airport.

Mitigation: None

f.) *Discussion:* The project is not located within the vicinity of a private airstrip.

Mitigation: None.

XIII. POPULATION AND HOUSING

a.) *Discussion:* The project will not induce population growth.

Mitigation: None.

b.) *Discussion:* The project will not displace substantial numbers of existing housing. No residences are required to be removed or relocated.

Mitigation: None.

c.) *Discussion:* The project will not displace substantial numbers of people. No people will be displaced as a result of this project.

Mitigation: None.

XIV. PUBLIC SERVICES

a.) *Discussion:* No additional public service facilities will be required as a result of this project. Service ratios will not be affected by the project.

Mitigation: None.

XV. RECREATION

a.) *Discussion:* The proposed project may result in an increased use of Lion's Park due to its proximity to the project site (see Exhibit 2). However, use of Lion's Park would not increase to such a degree that substantial physical deterioration of the facility would occur or be accelerated.

Mitigation: None.

b.) *Discussion:* The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
Mitigation: None.

XVI. TRANSPORTATION/TRAFFIC

a.) *Discussion:* The project will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. There may be a minor increase in traffic during construction due to the arrival and departure of construction workers and the operation of construction equipment.
Mitigation: None.

b.) *Discussion:* The project will not conflict with an applicable congestion management program.
Mitigation: None.

c.) *Discussion:* The project will not result in a change in air traffic patterns.
Mitigation: None.

d.) *Discussion:* The project will not substantially increase hazards due to a design feature or incompatible uses.
Mitigation: None.

e.) *Discussion:* Adequate emergency access will be maintained during construction operations. The completed project will not affect emergency access.
Mitigation: None.

f.) *Discussion:* The project will not conflict with adopted policies, plans, or programs supporting alternative transportation.
Mitigation: None.

XVII. UTILITIES AND SERVICE SYSTEMS

a.) *Discussion:* The project will not contribute any wastewater and thus will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
Mitigation: None.

b.) *Discussion:* The project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.
Mitigation: None.

c.) *Discussion:* The project will not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities.
Mitigation: None.

d.) *Discussion:* The City has sufficient water supplies available to service the water needed for landscaping irrigation as well as the water demands during construction. No new or expanded entitlements will be needed.
Mitigation: None.

e.) *Discussion:* The project will not require wastewater treatment service.
Mitigation: None.

f.) *Discussion:* Construction debris and waste will be required to be disposed of at a suitable and legal disposal site with sufficient capacity. The completed project will not generate any solid waste.
Mitigation: None.

g.) *Discussion:* See Part f.) above.
Mitigation: None.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.) *Discussion:* The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
Mitigation: None.

b.) *Discussion:* The project does not have impacts that are individually limited, but cumulatively considerable.
Mitigation: None.

c.) *Discussion:* The project does not have environmental effects which will cause substantial adverse effects on human beings. By providing increased pedestrian and bicycle accessibility the project has the potential to decrease vehicle use and greenhouse gas emissions as well as to

increase the physical well-being of the residents and thus could have a positive effect on the residents of Kerman.

Mitigation: None.

APPENDIX D – Biological Resource Assessment

FINAL TECHNICAL REPORT

BIOLOGICAL RESOURCE ASSESSMENT FOR UNION PACIFIC RAILROAD PEDESTRIAN AND BICYCLE TRAIL

CITY OF KERMAN, CALIFORNIA

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December 22, 2014

URS

Introduction

The City of Kerman (City) is proposing to construct a pedestrian and bicycle trail along the north side of the Union Pacific Railroad (UPRR). The proposed project consists of a 10-foot wide trail beginning at Siskiyou Avenue and running east for about 1,300 feet, then north to the intersection of California Avenue and Park Avenue, for approximately 750 feet where it would terminate (Exhibit 1).

Environmental Setting

The proposed project is located in the southwest part of the city and is an urbanized area wholly within the city limits of Kerman (Exhibit 2). Residences are located on the west, north and east side of the proposed project. A small vacant parcel north of the proposed trail is zoned for medium density and provides a buffer to the adjacent residential community. An agriculture field located on the south side of the proposed trail (and railroad track) is zoned commercial and industrial in the City's 2007 General Plan. The Southern Pacific Railroad, now the Union Pacific Railroad predates the founding of City. The line was constructed to connect Fresno and Tracy. A paved road (an abandoned segment of California Avenue) running east – west borders the northern boundary and the UPRR borders the southern boundary of the trail alignment respectively.

The project area is located within the San Joaquin Valley, part of the Great Central Valley. This encompasses an area that is approximately 430 miles long north/south and 40 miles wide. The valley floor is composed of sediments deposited from runoff from the surrounding mountains. The rainfall in this area averages between 10-12 inches per year. The project area is part of the Lower Sonoran Life zone within the California Valley Grassland Community. However the area has been extensively farmed since the early 1900s. The soil is Hesperia sandy loam, moderately deep and is suitable for irrigated orchards, row crops, field crops, grain, hay, pasture and grapes.

Survey

A record search of the California Natural Diversity Database (CNDDB) was performed prior to the site visit to determine the potential of special status species occurrence near the project area. On Monday December 15, 2014, David Young, an approved URS biologist, conducted a reconnaissance level biological survey of the proposed project area. The survey consisted of walking the trail alignment between the Union Pacific Railroad and the abandoned street, observing the site characteristics and searching for any sign of occupancy by special-status plant and animal species. The field survey conducted for this biological assessment was sufficient to assess the overall habitat characteristics of the project site and surrounding areas, the potential that special-status species may be occupying the site, and the significance of possible impacts associated with the project.

Photographs were taken of the site (Exhibit 3). The weather was cool, (approximately 50° F), cloudy with light wind. There had been several rain events prior to the visit. The ground was muddy, with several standing puddles of water.

Findings

A search of the CNDDB was performed on December 15, 2014. There is one (1) record of a special status species occurrence for Fresno kangaroo rat (*Dipodomys nitratoides exilis*) within one (1) mile of the project area (Figure 1). The record indicates that on March 20, 1934, 5 individuals were collected from 0.5 to 1.5 miles west of Kerman. The Fresno kangaroo rat is a state and federally listed endangered species. However, there are no known populations within the circumscribed historical geographic range in Merced, Madera, and Fresno Counties http://esrp.csustan.edu/publications/pubhtml.php?doc=sjvrp&file=chapter02I00.html#distribution accessed December 22, 2014). A single male Fresno kangaroo rat was captured twice in autumn 1992 on the Alkali Sink Ecological Reserve, about 14 miles west of Kerman.

The area is comprised of ruderal species with mature and seedling Russian thistle (*Salsola sp.*) the dominant plant species with Johnson grass (*Sorghum halapense*) the dominant grass species. Numerous small mammal burrows were observed. The burrows ranged in size from 2 inches in diameter to 6 inches. Burrows were disturbed by recent rain events. Most burrows had collapsed or were filled in with sediment. There were no signs of trail dragging, scat or active animals and no evidence of newly formed burrows. Two domestic cats (*Felis catus*) were observed walking in the area. One (1) common blackbird (*Turdus merula*) was observed.

Railroad cross ties have been stacked within the proposed trail alignment providing potential albeit artificial habitat for fossorial mammals.

The presence of burrows suggested an active population of small mammals (California ground squirrel, Heerman's kangaroo rat (*Dipodomys heermanni*); prey base for San Joaquin kit fox (*Vulpes macrotis mutica*) (SJKF). The SJKF is federally listed endangered species. Burrows also may serve as natal dens for the SJKF. The area and the agriculture fields south of the proposed project may provide foraging habitat for SJKF. Although the habitat is marginally the presence of SJKF cannot be ruled out.

Burrows are also the essential component of California burrowing owl habitat. Both natural and artificial burrows provide protection, shelter, and nests. Typically burrowing owls use burrows made by fossorial mammals, such as ground squirrels but also may use man-made structures such as cement culverts: cement, asphalt, or wood debris piles; or openings beneath cement or asphalt payment. No California burrowing owls or sign of presence was observed. However the potential for their presence cannot be ruled out conclusively.

Recommendations

Based on the historical record, the lack of suitable grassland habitat for the Fresno kangaroo rat, domestic predators, it is unlikely that Fresno kangaroo rat is present.

San Joaquin Valley Kit Fox

Prior to initiation of any construction activities including mobilization to the project area the City should implement the mandatory pre-construction surveys and construction and operational requirements as

specified in the U.S. Fish and Wildlife Standardized Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (UFWS 1993). These mitigation measures are provided in Appendix A.

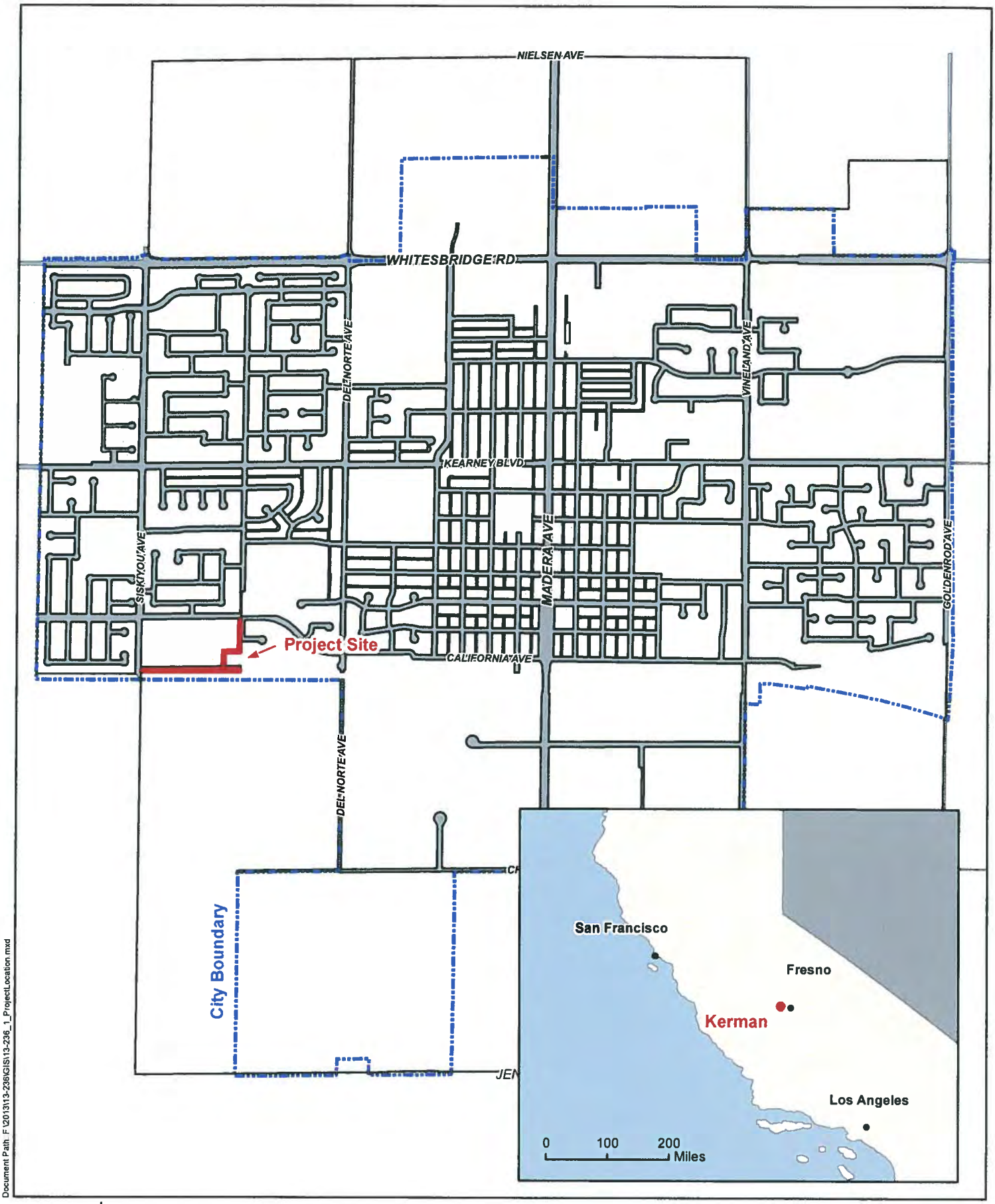
California Burrowing Owl

Prior to initiation of any construction activities including mobilization to the project area the City should implement the mandatory pre-construction surveys and construction and operational requirements as specified in the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (CDFG 2012). These mitigation measures are provided in Appendix B.

References

CDFG 2012. California Department of Fish and Game Staff Report on Burrowing Owl Mitigation. March 7, 2012.

USFWS 1993. U.S. Fish and Wildlife Standardized Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance.



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0 1,000 2,000 Feet

Location Map
Exhibit 1

Yamabe & Horn Engineering, Inc.

Project Site City Limits

0 150 300 Feet

Vicinity Map
Exhibit 2

Yamabe & Horn Engineering, Inc.

City of Kerman

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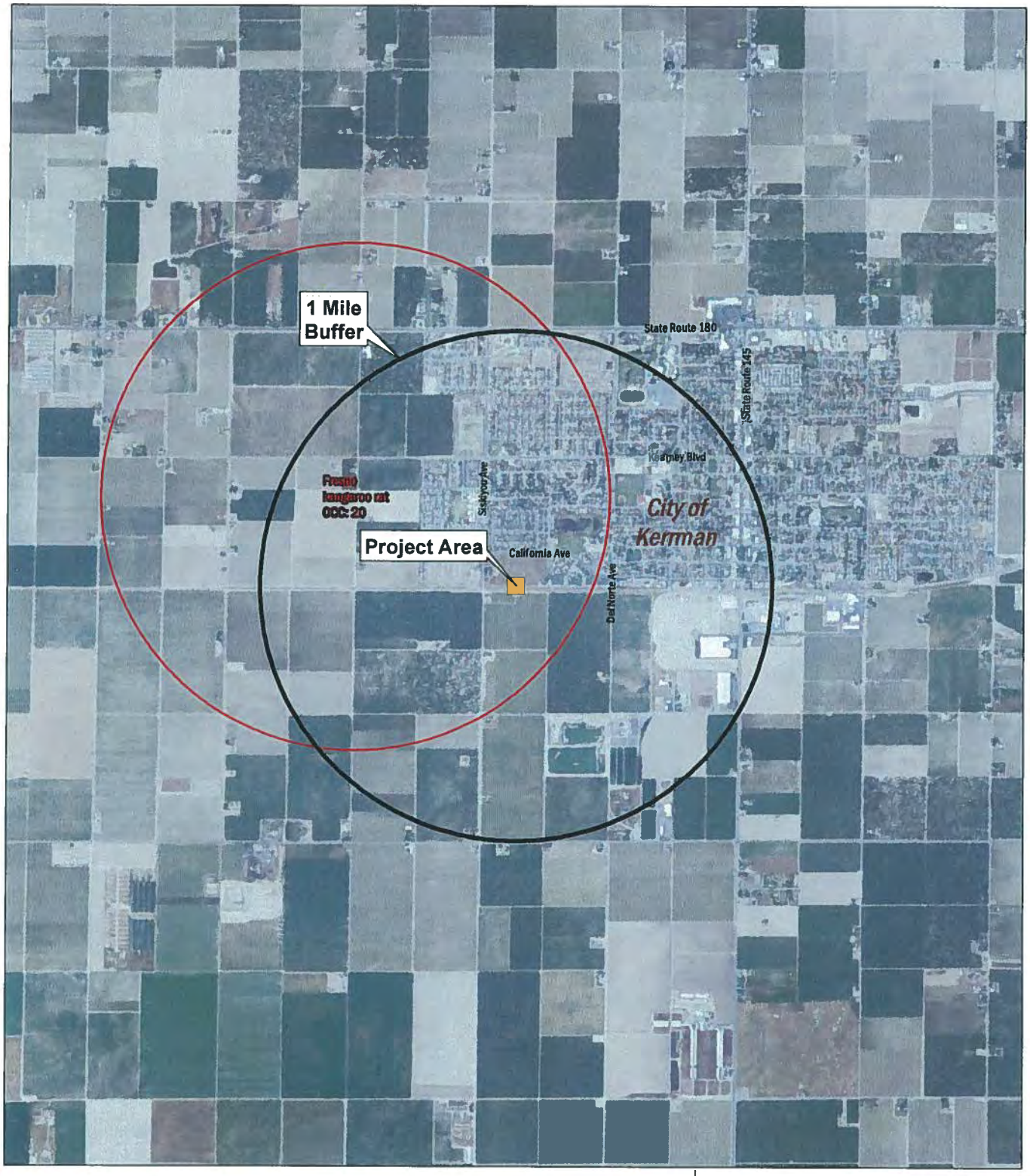

CNDDB Occurrence

- Animal
- Project Area
- 1 Mile Buffer Around Project Area

0 5,000 Feet

0 1 Miles

N

DATA SOURCE
California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB), Esri Imagery, 2010

PROJECTION
NAD 1983 California Teale Albers

URS

CNDDB OCCURRENCES

Within 1 mile radius of Project Area

Figure 1

Exhibit 3 Photographs of the UPRR Pedestrian & Bicycle Trail project taken December 15, 2015.

Photograph 1. Looking west along UPRR right-of-way.

Photograph 2. Looking east along UPRR right-of-way.

Photograph 3. Abandoned burrows within proposed trail.

Photograph 4. East side of trail looking north.

Photograph 5. East side of trail looking south.

Appendix A

U.S. Fish and Wildlife Standardized Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance

U.S. FISH AND WILDLIFE SERVICE
STANDARDIZED RECOMMENDATIONS
FOR PROTECTION OF THE SAN JOAQUIN KIT FOX
PRIOR TO OR DURING GROUND DISTURBANCE

Prepared by the Sacramento Fish and Wildlife Office
June 1999

INTRODUCTION

The following document includes many of the San Joaquin kit fox (*Vulpes macrotis mutica*) protection measures typically recommended by the U. S. Fish and Wildlife Service (Service), prior to and during ground disturbance activities. However, incorporating relevant sections of these guidelines into the proposed project is not the only action required under the Endangered Species Act of 1973, as amended (Act). Project applicants should contact the Service in Sacramento to determine the full range of requirements that apply to your project; the address and telephone number are given at the end of this document. Formal authorization for the project may be required under either section 7 or section 10 of the Act. Implementation of the measures presented in this document may be necessary to avoid violating the provisions of the Act, including the prohibition against "take" (defined as killing, harming, or harassing a listed species, including actions that damage or destroy its habitat). Such protection measures may also be required under the terms of a biological opinion pursuant to section 7 of the Act resulting in incidental take authorization (authorization), or an incidental take permit (permit) pursuant to section 10 of the Act. The specific measures implemented to protect kit fox for any given project shall be determined by the Service based upon the applicant's consultation with the Service.

The purpose of this document is to make information on kit fox protection strategies readily available and to help standardize the methods and definitions currently employed to achieve kit fox protection. The measures outlined in this document are subject to modification or revision at the discretion of the Service.

All surveys, den destructions, and monitoring described in this document must be conducted by a qualified biologist. A qualified biologist (biologist) means any person who has completed at least four years of university training in wildlife biology or a related science and/or has demonstrated field experience in the identification and life history of the San Joaquin kit fox. In addition, biologist(s) must be able to identify coyote, red fox, gray fox, and kit fox tracks, and to have seen a kit fox in the wild, at a zoo, or as a museum mount.

SMALL PROJECTS

Small projects are considered to be those projects with small foot prints such as an individual in-fill oil well, communication tower, or bridge repair. These projects must stand alone and not be part of, or in any way connected to larger projects (i.e., bridge repair or improvement to serve a

future urban development). The Service recommends that on these small projects, the biologist survey the proposed project boundary and a 200-foot area outside of the project footprint to identify habitat features, and make recommendations on situating the project to minimize or avoid impacts. If habitat features cannot be completely avoided, then preconstruction surveys should be conducted.

Preconstruction/preactivity surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox. Surveys should identify kit fox habitat features on the project site and evaluate use by kit fox and, if possible, and assess the potential impacts to the kit fox by the proposed activity. The status of all dens should be determined and mapped (see Survey Protocol).

Written results of preconstruction/preactivity surveys must be received by the Service within five days after survey completion and prior to the start of ground disturbance and/or construction activities. If a natal/pupping den is discovered within the project area or within 200-feet of the project boundary, the Service shall be immediately notified. If the preconstruction/preactivity survey reveals an active natal pupping or new information, the project applicant should contact the Service immediately to obtain the necessary take authorization/permit.

If take authorization/permit has already been issued, then the biologist may proceed with den destruction within the project boundary, except natal/pupping dens (active or inactive). Protective exclusion zones can be placed around all known and potential dens which occur outside the project footprint (conversely, the project boundary can be demarcated, see den destruction section).

OTHER PROJECTS

It is likely that all other projects occurring within kit fox habitat will require a take authorization/permit from the Service. This determination would be made by the Service during the early evaluation process (see Survey Protocol). These other projects would include, but are not limited to: linear projects; projects with large footprints such as urban development; and projects which in themselves may be small but have far reaching impacts (i.e., water storage or conveyance facilities that promote urban growth or agriculture, etc.).

The take authorization/permit issued by the Service may incorporate some or all of the protection measures presented in this document. The take authorization/permit may include measures specific to the needs of the project, and those requirements supersede any requirements found in this document.

EXCLUSION ZONES

The configuration of exclusion zones around the kit fox dens should have a radius measured outward from the entrance or cluster of entrances. The following radii are minimums, and if they cannot be followed the Service must be contacted:

Potential den	50 feet
Known den	100 feet
Natal/pupping den (occupied and unoccupied)	Service must be contacted
Atypical den	50 feet

Known den: To ensure protection, the exclusion zone should be demarcated by fencing that encircles each den at the appropriate distance and does not prevent access to the den by kit foxes. Exclusion zone fencing should be maintained until all construction related or operational disturbances have been terminated. At that time, all fencing shall be removed to avoid attracting subsequent attention to the dens.

Potential and Atypical dens: Placement of 4-5 flagged stakes 50 feet from the den entrance(s) will suffice to identify the den location; fencing will not be required, but the exclusion zone must be observed.

Construction and other project activities should be prohibited or greatly restricted within these exclusion zones. Only essential vehicle operation on existing roads and foot traffic should be permitted. Otherwise, all construction, vehicle operation, material storage, or any other type of surface-disturbing activity should be prohibited within the exclusion zones.

DESTRUCTION OF DENS

Disturbance to all San Joaquin kit fox dens should be avoided to the maximum extent possible. Protection provided by kit fox dens for use as shelter, escape, cover, and reproduction is vital to the survival of the species. Limited destruction of kit fox dens may be allowed, if avoidance is not a reasonable alternative, provided the following procedures are observed. The value to kit foxes of potential, known, and natal/pupping dens differ and therefore, each den type needs a different level of protection. **Destruction of any known or natal/pupping kit fox den requires take authorization/permit from the Service.**

Natal/pupping dens: Natal or pupping dens which are occupied will not be destroyed until the pups and adults have vacated and then only after consultation with the Service. Therefore, project activities at some den sites may have to be postponed.

Known Dens: Known dens occurring within the footprint of the activity must be monitored for three days with tracking medium or an infra-red beam camera to determine the current use. If no kit fox activity is observed during this period, the den should be destroyed immediately to preclude subsequent use. If kit fox activity is observed at the den during this period, the den should be monitored for at least five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Use of the den can be discouraged during this period by partially plugging its entrances(s) with soil in such a manner that any resident animal can escape easily. Only when the den is determined to be unoccupied may the den be excavated under the direction of the biologist. If the animal is still present after five or more consecutive days of plugging and monitoring, the den may have to be excavated when, in the judgment of a biologist, it is temporarily vacant, for example during the animal's normal foraging activities. The Service encourages hand excavation, but realizes that soil conditions may necessitate the use of excavating equipment. However, extreme caution must be exercised.

Destruction of the den should be accomplished by careful excavation until it is certain that no kit foxes are inside. The den should be fully excavated, filled with dirt and compacted to ensure that kit foxes cannot reenter or use the den during the construction period. If at any point during excavation a kit fox is discovered inside the den, the excavation activity shall cease immediately and monitoring of the den as described above should be resumed. Destruction of the den may be completed when in the judgement of the biologist, the animal has escaped from the partially destroyed den.

Potential Dens: If a take authorization/permit has been obtained from the Service, den destruction may proceed without monitoring, unless other restrictions were issued with the take authorization/permit. If no take authorization/permit has been issued, then potential dens should be monitored as if they were known dens. If any den was considered to be a potential den, but is later determined during monitoring or destruction to be currently, or previously used by kit fox (e.g., if kit fox sign is found inside), then destruction shall cease and the Service shall be notified immediately.

CONSTRUCTION AND OPERATIONAL REQUIREMENTS

Habitat subject to permanent and temporary construction disturbances and other types of project-related disturbance should be minimized. Project designs should limit or cluster permanent project features to the smallest area possible while still permitting project goals to be achieved. To minimize temporary disturbances, all project-related vehicle traffic should be restricted to established roads, construction areas, and other designated areas. These areas should also be

included in preconstruction surveys and, to the extent possible, should be established in locations disturbed by previous activities to prevent further impacts.

1. Project-related vehicles should observe a 20-mph speed limit in all project areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. To the extent possible, night-time construction should be minimized. Off-road traffic outside of designated project areas should be prohibited.

2. To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of a project, all excavated, steep-walled holes or trenches more than 2 feet deep should be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedures under number 13 of this section must be followed.

3. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the Service has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.

4. All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in closed containers and removed at least once a week from a construction or project site.

5. No firearms shall be allowed on the project site.

6. To prevent harassment, mortality of kit foxes or destruction of dens by dogs or cats, no pets should be permitted on project sites.

7. Use of rodenticides and herbicides in project areas should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control

must be conducted, zinc phosphide should be used because of proven lower risk to kit fox.

8. A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured or entrapped individual. The representative will be identified during the employee education program. The representative's name and telephone number shall be provided to the Service.

9. An employee education program should be conducted for any project that has expected impacts to kit fox or other endangered species. The program should consist of a brief presentation by persons knowledgeable in kit fox biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and agency personnel involved in the project. The program should include the following: a description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information should be prepared for distribution to the above-mentioned people and anyone else who may enter the project site.

10. Upon completion of the project, all areas subject to temporary ground disturbances, including storage and staging areas, temporary roads, pipeline corridors, etc. should be re-contoured if necessary, and revegetated to promote restoration of the area to pre-project conditions. An area subject to "temporary" disturbance means any area that is disturbed during the project, but that after project completion will not be subject to further disturbance and has the potential to be revegetated. Appropriate methods and plant species used to revegetate such areas should be determined on a site-specific basis in consultation with the Service, California Department of Fish and Game (CDFG), and revegetation experts.

11. In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape, or the Service should be contacted for advice.

12. Any contractor, employee, or military or agency personnel who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to their representative. This representative shall contact the CDFG immediately in the case of a dead, injured or entrapped kit fox. The CDFG contact for immediate assistance is State Dispatch at (916) 445-0045. They will contact the local warden or biologist.

13. The Sacramento Fish and Wildlife Office and CDFG will be notified in writing within three working days of the accidental death or injury to a San Joaquin kit fox during

project related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The Service contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers given below. The CDFG contact is Mr. Ron Schlorff at 1416 9th Street, Sacramento, California 95814, (916) 654-4262.

Any project-related information required by the Service or questions concerning the above conditions or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at:

Endangered Species Division
2800 Cottage Way, Suite W2605
Sacramento, California 95825-1846
(916) 414-6620

"Take" - Section 9 of the Endangered Species Act of 1973, as amended (Act) prohibits the "take" of any federally listed endangered species by any person (an individual, corporation, partnership, trust, association, etc.) subject to the jurisdiction of the United States. As defined in the Act, take means " . . . to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." Thus, not only is a listed animal protected from activities such as hunting, but also from actions that damage or destroy its habitat.

"Dens" - San Joaquin kit fox dens may be located in areas of low, moderate, or steep topography. Den characteristics are listed below, however, the specific characteristics of individual dens may vary and occupied dens may lack some or all of these features. Therefore, caution must be exercised in determining the status of any den. Typical dens may include the following: (1) one or more entrances that are approximately 5 to 8 inches in diameter; (2) dirt berms adjacent to the entrances; (3) kit fox tracks, scat, or prey remains in the vicinity of the den; (4) matted vegetation adjacent to the den entrances; and (5) manmade features such as culverts, pipes, and canal banks.

"Known den" - Any existing natural den or manmade structure that is used or has been used at any time in the past by a San Joaquin kit fox. Evidence of use may include historical records, past or current radiotelemetry or spotlighting data, kit fox sign such as tracks, scat, and/or prey remains, or other reasonable proof that a given den is being or has been used by a kit fox. The Service discourages use of the terms "active" and "inactive" when referring to any kit fox den because a great percentage of occupied dens show no evidence of use, and because kit foxes change dens often, with the result that the status of a given den may change frequently and abruptly.

"Potential Den" - Any subterranean hole within the species' range that has entrances of appropriate dimensions for which available evidence is insufficient to conclude that it is being used or has been used by a kit fox. Potential dens shall include the following: (1) any suitable subterranean hole; or (2) any den or burrow of another species (e.g., coyote, badger, red fox, or ground squirrel) that otherwise has appropriate characteristics for kit fox use.

"Natal or Pupping Den" - Any den used by kit foxes to whelp and/or rear their pups. Natal/pupping dens may be larger with more numerous entrances than dens occupied exclusively by adults. These dens typically have more kit fox tracks, scat, and prey remains in the vicinity of the den, and may have a broader apron of matted dirt and/or vegetation at one or more entrances. A natal den, defined as a den in which kit fox pups are actually whelped but not necessarily reared, is a more restrictive version of the pupping den. In practice, however, it is difficult to distinguish between the two, therefore, for purposes of this definition either term applies.

"Atypical Den" - Any manmade structure which has been or is being occupied by a San Joaquin kit fox. Atypical dens may include pipes, culverts, and diggings beneath concrete slabs and buildings.

Appendix B

California Department of Fish and Game Staff Report on Burrowing Owl Mitigation

Staff Report on Burrowing Owl Mitigation

State of California

Natural Resources Agency

Department of Fish and Game

March 7, 2012[1]

[1] This document replaces the Department of Fish and Game 1995 Staff Report On Burrowing Owl Mitigation.

TABLE OF CONTENTS

INTRODUCTION AND PURPOSE

Maintaining California's rich biological diversity is dependent on the conservation of species and their habitats. The California Department of Fish and Game (Department) has designated certain species as "species of special concern" when their population viability and survival is adversely affected by risk factors such as precipitous declines or other vulnerability factors (Shuford and Gardali 2008). Preliminary analyses of regional patterns for breeding populations of burrowing owls (*Athene cunicularia*) have detected declines both locally in their central and southern coastal breeding areas, and statewide where the species has experienced modest breeding range retraction (Gervais et al. 2008). In California, threat factors affecting burrowing owl populations include habitat loss, degradation and modification, and eradication of ground squirrels resulting in a loss of suitable burrows required by burrowing owls for nesting, protection from predators, and shelter (See Appendix A).

The Department recognized the need for a comprehensive conservation and mitigation strategy for burrowing owls, and in 1995 directed staff to prepare a report describing mitigation and survey recommendations. This report, "1995 Staff Report on Burrowing Owl Mitigation," (Staff Report) (CDFG 1995), contained Department-recommended burrowing owl and burrow survey techniques and mitigation measures intended to offset the loss of habitat and slow or reverse further decline of this species. Notwithstanding these measures, over the past 15+ years, burrowing owls have continued to decline in portions of their range (DeSante et al. 2007, Wilkerson and Siegel, 2010). The Department has determined that reversing declining population and range trends for burrowing owls will require implementation of more effective conservation actions, and evaluating the efficacy of the Department's existing recommended avoidance, minimization and mitigation approaches for burrowing owls.

The Department has identified three main actions that together will facilitate a more viable, coordinated, and concerted approach to conservation and mitigation for burrowing owls in California. These include:

1. Incorporating burrowing owl comprehensive conservation strategies into landscape-based planning efforts such as Natural Community Conservation Plans (NCCPs) and multi-species Habitat Conservation Plans (HCPs) that specifically address burrowing owls.
2. Developing and implementing a statewide conservation strategy (Burkett and Johnson, 2007) and local or regional conservation strategies for burrowing owls, including the development and implementation of a statewide burrowing owl survey and monitoring plan.
3. Developing more rigorous burrowing owl survey methods, working to improve the adequacy of impacts assessments; developing clear and effective avoidance and minimization measures; and developing mitigation measures to ensure impacts to the species are effectively addressed at the project, local, and/or regional level (the focus of this document).

This Report sets forth the Department's recommendations for implementing the third approach identified above by revising the 1995 Staff Report, drawing from the most relevant and current knowledge and expertise, and incorporating the best scientific information

available pertaining to the species. It is designed to provide a compilation of the best available science for Department staff, biologists, planners, land managers, California Environmental Quality Act (CEQA) lead agencies, and the public to consider when assessing impacts of projects or other activities on burrowing owls.

This revised Staff Report takes into account the California Burrowing Owl Consortium's Survey Protocol and Mitigation Guidelines (CBOC 1993, 1997) and supersedes the survey, avoidance, minimization and mitigation recommendations in the 1995 Staff Report. Based on experiences gained from implementing the 1995 Staff Report, the Department believes revising that report is warranted. This document also includes general conservation goals and principles for developing mitigation measures for burrowing owls.

DEPARTMENT ROLE AND LEGAL AUTHORITIES

The mission of the Department is to manage California's diverse fish, wildlife and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitats necessary to maintain biologically sustainable populations of those species (Fish and Game Code (FGC) §1802). The Department, as trustee agency pursuant to CEQA (See CEQA Guidelines, §15386), has jurisdiction by law over natural resources, including fish and wildlife, affected by a project, as that term is defined in Section 21065 of the Public Resources Code. The Department exercises this authority by reviewing and commenting on environmental documents and making recommendations to avoid, minimize, and mitigate potential negative impacts to those resources held in trust for the people of California.

Field surveys designed to detect the presence of a particular species, habitat element, or natural community are one of the tools that can assist biologists in determining whether a species or habitat may be significantly impacted by land use changes or disturbance. The Department reviews field survey data as well as site-specific and regional information to evaluate whether a project's impacts may be significant. This document compiles the best available science for conducting habitat assessments and surveys, and includes considerations for developing measures to avoid impacts or mitigate unavoidable impacts.

CEQA

CEQA requires public agencies in California to analyze and disclose potential environmental impacts associated with a project that the agency will carry out, fund, or approve. Any potentially significant impact must be mitigated to the extent feasible. Project-specific CEQA mitigation is important for burrowing owls because most populations exist on privately owned parcels that, when proposed for development or other types of modification, may be subject to the environmental review requirements of CEQA.

Take

Take of individual burrowing owls and their nests is defined by FGC section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in FGC Section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements various treaties and conventions between the United States and Canada, Japan, Mexico, and Russia for the protection of migratory birds, including the burrowing owl (50 C.F.R. § 10). The MBTA protects migratory bird nests from possession, sale, purchase, barter, transport, import and export, and collection. The other prohibitions of the MBTA - capture, pursue, hunt, and kill - are inapplicable to nests. The regulatory definition of take, as defined in Title 50 C.F.R. part 10.12, means to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to hunt, shoot, wound, kill, trap, capture, or collect. Only the verb "collect" applies to nests. It is illegal to collect, possess, and by any means transfer possession of any migratory bird nest. The MBTA prohibits the destruction of a nest when it contains birds or eggs, and no possession shall occur during the destruction (see Fish and Wildlife Service, Migratory Bird Permit Memorandum, April 15, 2003). Certain exceptions to this prohibition are included in 50 C.F.R. section 21. Pursuant to Fish & Game Code section 3513, the Department enforces the Migratory Bird Treaty Act consistent with rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.

Regional Conservation Plans

Regional multiple species conservation plans offer long-term assurances for conservation of covered species at a landscape scale, in exchange for biologically appropriate levels of incidental take and/or habitat loss as defined in the approved plan. California's NCCP Act (FGC §2800 et seq.) governs such plans at the state level, and was designed to conserve species, natural communities, ecosystems, and ecological processes across a jurisdiction or a collection of jurisdictions. Complementary federal HCPs are governed by the Endangered Species Act (7 U.S.C. § 136, 16 U.S.C.§ 1531 et seq.) (ESA). Regional conservation plans (and certain other landscape-level conservation and management plans), may provide conservation for unlisted as well as listed species. Because the geographic scope of NCCPs and HCPs may span many hundreds of thousands of acres, these planning tools have the potential to play a significant role in conservation of burrowing owls, and grasslands and other habitats.

Fish and Game Commission Policies

There are a number of Fish and Game Commission policies (see FGC §2008) that can be applied to burrowing owl conservation. These include policies on: Raptors, Cooperation, Endangered and Threatened Species, Land Use Planning, Management and Utilization of Fish and Wildlife on Federal Lands, Management and Utilization of Fish and Wildlife on Private Lands, and Research.

GUIDING PRINCIPLES FOR CONSERVATION

Unless otherwise provided in a statewide, local, or regional conservation strategy, surveying and evaluating impacts to burrowing owls, as well as developing and implementing avoidance, minimization, and mitigation and conservation measures incorporate the following principles. These principles are a summary of Department staff expert opinion and were used to guide the preparation of this document.

1. Use the Precautionary Principle (Noss et al.1997), by which the alternative of increased conservation is deliberately chosen in order to buffer against incomplete knowledge of burrowing owl ecology and uncertainty about the consequences to burrowing owls of potential impacts, including those that are cumulative.
2. Employ basic conservation biology tenets and population-level approaches when determining what constitutes appropriate avoidance, minimization, and mitigation for impacts. Include mitigation effectiveness monitoring and reporting, and use an adaptive management loop to modify measures based on results.
3. Protect and conserve owls in wild, semi-natural, and agricultural habitats (conserve is defined at FGC §1802).
4. Protect and conserve natural nest burrows (or burrow surrogates) previously used by burrowing owls and sufficient foraging habitat and protect auxiliary "satellite" burrows that contribute to burrowing owl survivorship and natural behavior of owls.

CONSERVATION GOALS FOR THE BURROWING OWL IN CALIFORNIA

It is Department staff expert opinion that the following goals guide and contribute to the short and long-term conservation of burrowing owls in California:

1. Maintain size and distribution of extant burrowing owl populations (allowing for natural population fluctuations).
2. Increase geographic distribution of burrowing owls into formerly occupied historical range where burrowing owl habitat still exists, or where it can be created or enhanced, and where the reason for its local disappearance is no longer of concern.
3. Increase size of existing populations where possible and appropriate (for example, considering basic ecological principles such as carrying capacity, predator-prey relationships, and inter-specific relationships with other species at risk).
4. Protect and restore self-sustaining ecosystems or natural communities which can support burrowing owls at a landscape scale, and which will require minimal long-term management.
5. Minimize or prevent unnatural causes of burrowing owl population declines (e.g., nest burrow destruction, chemical control of rodent hosts and prey).
6. Augment/restore natural dynamics of burrowing owl populations including movement and genetic exchange among populations, such that the species does not require future listing and protection under the California Endangered Species Act (CESA) and/or the federal Endangered Species Act (ESA).
7. Engage stakeholders, including ranchers; farmers; military; tribes; local, state, and federal agencies; non-governmental organizations; and scientific research and education communities involved in burrowing owl protection and habitat management.

ACTIVITIES WITH THE POTENTIAL TO TAKE OR IMPACT BURROWING OWLS

The following activities are examples of activities that have the potential to take burrowing owls, their nests or eggs, or destroy or degrade burrowing owl habitat: grading, disking, cultivation, earthmoving, burrow blockage, heavy equipment compacting and crushing burrow tunnels, levee maintenance, flooding, burning and mowing (if burrows are impacted), and operating wind turbine collisions (collectively hereafter referred to as "projects" or "activities"

whether carried out pursuant to CEQA or not). In addition, the following activities may have impacts to burrowing owl populations: eradication of host burrowers; changes in vegetation management (i.e. grazing); use of pesticides and rodenticides; destruction, conversion or degradation of nesting, foraging, over-wintering or other habitats; destruction of natural burrows and burrow surrogates; and disturbance which may result in harassment of owls at occupied burrows.

PROJECT IMPACT EVALUATIONS

The following three progressive steps are effective in evaluating whether projects will result in impacts to burrowing owls. The information gained from these steps will inform any subsequent avoidance, minimization and mitigation measures. The steps for project impact evaluations are: 1) habitat assessment, 2) surveys, and 3) impact assessment. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with FGC sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project. These three site evaluation steps are discussed in detail below.

Biologist Qualifications

The current scientific literature indicates that only individuals meeting the following minimum qualifications should perform burrowing owl habitat assessments, surveys, and impact assessments:

1. Familiarity with the species and its local ecology;
2. Experience conducting habitat assessments and non-breeding and breeding season surveys, or experience with these surveys conducted under the direction of an experienced surveyor;
3. Familiarity with the appropriate state and federal statutes related to burrowing owls, scientific research, and conservation;
4. Experience with analyzing impacts of development on burrowing owls and their habitat.

Habitat Assessment Data Collection and Reporting

A habitat assessment is the first step in the evaluation process and will assist investigators in determining whether or not occupancy surveys are needed. Refer to Appendix B for a definition of burrowing owl habitat. Compile the detailed information described in Appendix C when conducting project scoping, conducting a habitat assessment site visit and preparing a habitat assessment report.

Surveys

Burrowing owl surveys are the second step of the evaluation process and the best available scientific literature recommends that they be conducted whenever burrowing owl habitat or sign (see Appendix B) is encountered on or adjacent to (within 150 meters) a project site

(Thomsen 1971, Martin 1973). Occupancy of burrowing owl habitat is confirmed at a site when at least one burrowing owl, or its sign at or near a burrow entrance, is observed within the last three years (Rich 1984). Burrowing owls are more detectable during the breeding season with detection probabilities being highest during the nestling stage (Conway et al. 2008). In California, the burrowing owl breeding season extends from 1 February to 31 August (Haug et al. 1993, Thompsen 1971) with some variances by geographic location and climatic conditions. Several researchers suggest three or more survey visits during daylight hours (Haug and Diduik 1993, CBOC 1997, Conway and Simon 2003) and recommend each visit occur at least three weeks apart during the peak of the breeding season, commonly accepted in California as between 15 April and 15 July (CBOC 1997). Conway and Simon (2003) and Conway et al. (2008) recommended conducting surveys during the day when most burrowing owls in a local area are in the laying and incubation period (so as not to miss early breeding attempts), during the nesting period, and in the late nestling period when most owls are spending time above ground.

Non-breeding season (1 September to 31 January) surveys may provide information on burrowing owl occupancy, but do not substitute for breeding season surveys because results are typically inconclusive. Burrowing owls are more difficult to detect during the non-breeding season and their seasonal residency status is difficult to ascertain. Burrowing owls detected during non-breeding season surveys may be year-round residents, young from the previous breeding season, pre-breeding territorial adults, winter residents, dispersing juveniles, migrants, transients or new colonizers. In addition, the numbers of owls and their pattern of distribution may differ during winter and breeding seasons. However, on rare occasions, non-breeding season surveys may be warranted (i.e., if the site is believed to be a wintering site only based on negative breeding season results). Refer to Appendix D for information on breeding season and non-breeding season survey methodologies.

Survey Reports

Adequate information about burrowing owls present in and adjacent to an area that will be disturbed by a project or activity will enable the Department, reviewing agencies and the public to effectively assess potential impacts and will guide the development of avoidance, minimization, and mitigation measures. The survey report includes but is not limited to a description of the proposed project or proposed activity, including the proposed project start and end dates, as well as a description of disturbances or other activities occurring on-site or nearby. Refer to Appendix D for details included in a survey report.

Impact Assessment

The third step in the evaluation process is the impact assessment. When surveys confirm occupied burrowing owl habitat in or adjoining the project area, there are a number of ways to assess a project's potential significant impacts to burrowing owls and their habitat. Richardson and Miller (1997) recommended monitoring raptor behavior prior to developing management recommendations and buffers to determine the extent to which individuals have been sensitized to human disturbance. Monitoring results will also provide detail necessary for developing site-specific measures. Postovit and Postovit (1987) recommended an analytical approach to mitigation planning: define the problem (impact), set goals (to guide mitigation development), evaluate and select mitigation methods, and monitor the results.

Define the problem. The impact assessment evaluates all factors that could affect burrowing owls. Postovit and Postovit (1987) recommend evaluating the following in assessing impacts to raptors and planning mitigation: type and extent of disturbance, duration and timing of disturbance, visibility of disturbance, sensitivity and ability to habituate, and influence of environmental factors. They suggest identifying and addressing all potential direct and indirect impacts to burrowing owls, regardless of whether or not the impacts will occur during the breeding season. Several examples are given for each impact category below; however, examples are not intended to be used exclusively.

Type and extent of the disturbance. The impact assessment describes the nature (source) and extent (scale) of potential project impacts on occupied, satellite and unoccupied burrows including acreage to be lost (temporary or permanent), fragmentation/edge being created, increased distance to other nesting and foraging habitat, and habitat degradation. Discuss any project activities that impact either breeding and/or non-breeding habitat which could affect owl home range size and spatial configuration, negatively affect onsite and offsite burrowing owl presence, increase energetic costs, lower reproductive success, increase vulnerability to predation, and/or decrease the chance of procuring a mate.

Duration and timing of the impact. The impact assessment describes the amount of time the burrowing owl habitat will be unavailable to burrowing owls (temporary or permanent) on the site and the effect of that loss on essential behaviors or life history requirements of burrowing owls, the overlap of project activities with breeding and/or non-breeding seasons (timing of nesting and/or non-breeding activities may vary with latitude and climatic conditions, which should be considered with the timeline of the project or activity), and any variance of the project activities in intensity, scale and proximity relative to burrowing owl occurrences.

Visibility and sensitivity. Some individual burrowing owls or pairs are more sensitive than others to specific stimuli and may habituate to ongoing visual or audible disturbance. Site-specific monitoring may provide clues to the burrowing owl's sensitivities. This type of assessment addresses the sensitivity of burrowing owls within their nesting area to humans on foot, and vehicular traffic. Other variables are whether the site is primarily in a rural versus urban setting, and whether any prior disturbance (e.g., human development or recreation) is known at the site.

Environmental factors. The impact assessment discusses any environmental factors that could be influenced or changed by the proposed activities including nest site availability, predators, prey availability, burrowing mammal presence and abundance, and threats from other extrinsic factors such as human disturbance, urban interface, feral animals, invasive species, disease or pesticides.

Significance of impacts. The impact assessment evaluates the potential loss of nesting burrows, satellite burrows, foraging habitat, dispersal and migration habitat, wintering habitat, and habitat linkages, including habitat supporting prey and host burrowers and other essential habitat attributes. This assessment determines if impacts to the species will result in significant impacts to the species locally, regionally and range-wide per CEQA Guidelines §15382 and Appendix G. The significance of the impact to habitat depends on the extent of habitat disturbed and length of time the habitat is unavailable (for example: minor – several days, medium – several weeks to months, high - breeding season affecting juvenile survival,

or over winter affecting adult survival).

Cumulative effects. The cumulative effects assessment evaluates two consequences: 1) the project's proportional share of reasonably foreseeable impacts on burrowing owls and habitat caused by the project or in combination with other projects and local influences having impacts on burrowing owls and habitat, and 2) the effects on the regional owl population resulting from the project's impacts to burrowing owls and habitat.

Mitigation goals. Establishing goals will assist in planning mitigation and selecting measures that function at a desired level. Goals also provide a standard by which to measure mitigation success. Unless specifically provided for through other FGC Sections or through specific regulations, take, possession or destruction of individual burrowing owls, their nests and eggs is prohibited under FGC sections 3503, 3503.5 and 3513. Therefore, a required goal for all project activities is to avoid take of burrowing owls. Under CEQA, goals would consist of measures that would avoid, minimize and mitigate impacts to a less than significant level. For individual projects, mitigation must be roughly proportional to the level of impacts, including cumulative impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). In order for mitigation measures to be effective, they must be specific, enforceable, and feasible actions that will improve environmental conditions. As set forth in more detail in Appendix A, the current scientific literature supports the conclusion that mitigation for permanent habitat loss necessitates replacement with an equivalent or greater habitat area for breeding, foraging, wintering, dispersal, presence of burrows, burrow surrogates, presence of fossorial mammal dens, well drained soils, and abundant and available prey within close proximity to the burrow.

MITIGATION METHODS

The current scientific literature indicates that any site-specific avoidance or mitigation measures developed should incorporate the best practices presented below or other practices confirmed by experts and the Department. The Department is available to assist in the development of site-specific avoidance and mitigation measures.

Avoiding. A primary goal is to design and implement projects to seasonally and spatially avoid negative impacts and disturbances that could result in take of burrowing owls, nests, or eggs. Other avoidance measures may include but not be limited to:

- Avoid disturbing occupied burrows during the nesting period, from 1 February through 31 August.
- Avoid impacting burrows occupied during the non-breeding season by migratory or non-migratory resident burrowing owls.
- Avoid direct destruction of burrows through chaining (dragging a heavy chain over an area to remove shrubs), disking, cultivation, and urban, industrial, or agricultural development.
- Develop and implement a worker awareness program to increase the on-site worker's recognition of and commitment to burrowing owl protection.
- Place visible markers near burrows to ensure that farm equipment and other machinery does not collapse burrows.
- Do not fumigate, use treated bait or other means of poisoning nuisance animals in areas where burrowing owls are known or suspected to occur (e.g., sites observed with nesting

owls, designated use areas).
- Restrict the use of treated grain to poison mammals to the months of January and February.

Take avoidance (pre-construction) surveys. Take avoidance surveys are intended to detect the presence of burrowing owls on a project site at a fixed period in time and inform necessary take avoidance actions. Take avoidance surveys may detect changes in owl presence such as colonizing owls that have recently moved onto the site, migrating owls, resident burrowing owls changing burrow use, or young of the year that are still present and have not dispersed. Refer to Appendix D for take avoidance survey methodology.

Site surveillance. Burrowing owls may attempt to colonize or re-colonize an area that will be impacted; thus, the current scientific literature indicates a need for ongoing surveillance at the project site during project activities is recommended. The surveillance frequency/effort should be sufficient to detect burrowing owls if they return. Subsequent to their new occupancy or return to the site, take avoidance measures should assure with a high degree of certainty that take of owls will not occur.

Minimizing. If burrowing owls and their habitat can be protected in place on or adjacent to a project site, the use of buffer zones, visual screens or other measures while project activities are occurring can minimize disturbance impacts. Conduct site-specific monitoring to inform development of buffers (see Visibility and sensitivity above). The following general guidelines for implementing buffers should be adjusted to address site-specific conditions using the impact assessment approach described above. The CEQA lead agency and/or project proponent is encouraged to consult with the Department and other burrowing owl experts for assistance in developing site-specific buffer zones and visual screens.

Buffers. Holroyd et al. (2001) identified a need to standardize management and disturbance mitigation guidelines. For instance, guidelines for mitigating impacts by petroleum industries on burrowing owls and other prairie species (Scobie and Faminow, 2000) may be used as a template for future mitigation guidelines (Holroyd et al. 2001). Scobie and Faminow (2000) developed guidelines for activities around occupied burrowing owl nests recommending buffers around low, medium, and high disturbance activities, respectively (see below).

Recommended restricted activity dates and setback distances by level of disturbance for burrowing owls (Scobie and Faminow 2000).

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

* meters (m)

Based on existing vegetation, human development, and land uses in an area, resource managers may decide to allow human development or resource extraction closer to these area/sites than recommended above. However, if it is decided to allow activities closer than

the setback distances recommended, a broad-scale, long-term, scientifically-rigorous monitoring program ensures that burrowing owls are not detrimentally affected by alternative approaches.

Other minimization measures include eliminating actions that reduce burrowing owl forage and burrowing surrogates (e.g. ground squirrel), or introduce/facilitate burrowing owl predators. Actions that could influence these factors include reducing livestock grazing rates and/or changing the timing or duration of grazing or vegetation management that could result in less suitable habitat.

Burrow exclusion and closure. Burrow exclusion is a technique of installing one-way doors in burrow openings during the non-breeding season to temporarily exclude burrowing owls, or permanently exclude burrowing owls and close burrows after verifying burrows are empty by site monitoring and scoping. Exclusion in and of itself is not a take avoidance, minimization or mitigation method. Eviction of burrowing owls is a potentially significant impact under CEQA.

The long-term demographic consequences of these techniques have not been thoroughly evaluated, and the fate of evicted or excluded burrowing owls has not been systematically studied. Because burrowing owls are dependent on burrows at all times of the year for survival and/or reproduction, evicting them from nesting, roosting, and satellite burrows may lead to indirect impacts or take. Temporary or permanent closure of burrows may result in significant loss of burrows and habitat for reproduction and other life history requirements. Depending on the proximity and availability of alternate habitat, loss of access to burrows will likely result in varying levels of increased stress on burrowing owls and could depress reproduction, increase predation, increase energetic costs, and introduce risks posed by having to find and compete for available burrows. Therefore, exclusion and burrow closure are not recommended where they can be avoided. The current scientific literature indicates consideration of all possible avoidance and minimization measures before temporary or permanent exclusion and closure of burrows is implemented, in order to avoid take.

The results of a study by Trulio (1995) in California showed that burrowing owls passively displaced from their burrows were quickly attracted to adjacent artificial burrows at five of six passive relocation sites. The successful sites were all within 75 meters (m) of the destroyed burrow, a distance generally within a pair's territory. This researcher discouraged using passive relocation to artificial burrows as a mitigation measure for lost burrows without protection of adjacent foraging habitat. The study results indicated artificial burrows were used by evicted burrowing owls when they were approximately 50-100 m from the natural burrow (Thomsen 1971, Haug and Oliphant 1990). Locating artificial or natural burrows more than 100 m from the eviction burrow may greatly reduce the chances that new burrows will be used. Ideally, exclusion and burrow closure is employed only where there are adjacent natural burrows and non-impacted, sufficient habitat for burrowing owls to occupy with permanent protection mechanisms in place. Any new burrowing owl colonizing the project site after the CEQA document has been adopted may constitute changed circumstances that should be addressed in a re-circulated CEQA document.

The current scientific literature indicates that burrow exclusion should only be conducted by qualified biologists (meeting the Biologist's Qualifications above) during the non-breeding

season, before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance and/or scoping. The literature also indicates that when temporary or permanent burrow exclusion and/or burrow closure is implemented, burrowing owls should not be excluded from burrows unless or until:

- A Burrowing Owl Exclusion Plan (see Appendix E) is developed and approved by the applicable local DFG office;
- Permanent loss of occupied burrow(s) and habitat is mitigated in accordance with the Mitigating Impacts sections below. Temporary exclusion is mitigated in accordance with the item #1 under Mitigating Impacts below.
- Site monitoring is conducted prior to, during, and after exclusion of burrowing owls from their burrows sufficient to ensure take is avoided. Conduct daily monitoring for one week to confirm young of the year have fledged if the exclusion will occur immediately after the end of the breeding season.
- Excluded burrowing owls are documented using artificial or natural burrows on an adjoining mitigation site (if able to confirm by band re-sight).

Translocation (Active relocation offsite >100 meters). At this time, there is little published information regarding the efficacy of translocating burrowing owls, and additional research is needed to determine subsequent survival and breeding success (Klute et al. 2003, Holroyd et al. 2001). Study results for translocation in Florida implied that hatching success may be decreased for populations of burrowing owls that undergo translocation (Nixon 2006). At this time, the Department is unable to authorize the capture and relocation of burrowing owls except within the context of scientific research (FGC §1002) or a NCCP conservation strategy.

Mitigating impacts. Habitat loss and degradation from rapid urbanization of farmland in the core areas of the Central and Imperial valleys is the greatest of many threats to burrowing owls in California (Shuford and Gardali, 2008). At a minimum, if burrowing owls have been documented to occupy burrows (see Definitions, Appendix B) at the project site in recent years, the current scientific literature supports the conclusion that the site should be considered occupied and mitigation should be required by the CEQA lead agency to address project-specific significant and cumulative impacts. Other site-specific and regionally significant and cumulative impacts may warrant mitigation. The current scientific literature indicates the following to be best practices. If these best practices cannot be implemented, the lead agency or lead investigator may consult with the Department to develop effective mitigation alternatives. The Department is also available to assist in the identification of suitable mitigation lands.

1. Where habitat will be temporarily disturbed, restore the disturbed area to pre-project condition including decompacting soil and revegetating. Permanent habitat protection may be warranted if there is the potential that the temporary impacts may render a nesting site (nesting burrow and satellite burrows) unsustainable or unavailable depending on the time frame, resulting in reduced survival or abandonment. For the latter potential impact, see the permanent impact measures below.
2. Mitigate for permanent impacts to nesting, occupied and satellite burrows and/or burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owls impacted are replaced based on the information provided in Appendix A. Note: A

minimum habitat replacement recommendation is not provided here as it has been shown to serve as a default, replacing any site-specific analysis and discounting the wide variation in natal area, home range, foraging area, and other factors influencing burrowing owls and burrowing owl population persistence in a particular area.

3. Mitigate for permanent impacts to nesting, occupied and satellite burrows and burrowing owl habitat with (a) permanent conservation of similar vegetation communities (grassland, scrublands, desert, urban, and agriculture) to provide for burrowing owl nesting, foraging, wintering, and dispersal (i.e., during breeding and non-breeding seasons) comparable to or better than that of the impact area, and (b) sufficiently large acreage, and presence of fossorial mammals. The mitigation lands may require habitat enhancements including enhancement or expansion of burrows for breeding, shelter and dispersal opportunity, and removal or control of population stressors. If the mitigation lands are located adjacent to the impacted burrow site, ensure the nearest neighbor artificial or natural burrow clusters are at least within 210 meters (Fisher et al. 2007).
4. Permanently protect mitigation land through a conservation easement deeded to a non-profit conservation organization or public agency with a conservation mission, for the purpose of conserving burrowing owl habitat and prohibiting activities incompatible with burrowing owl use. If the project is located within the service area of a Department-approved burrowing owl conservation bank, the project proponent may purchase available burrowing owl conservation bank credits.
5. Develop and implement a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls (see Management Plan and Artificial Burrow sections below, if applicable).
6. Fund the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment.
7. Habitat should not be altered or destroyed, and burrowing owls should not be excluded from burrows, until mitigation lands have been legally secured, are managed for the benefit of burrowing owls according to Department-approved management, monitoring and reporting plans, and the endowment or other long-term funding mechanism is in place or security is provided until these measures are completed.
8. Mitigation lands should be on, adjacent or proximate to the impact site where possible and where habitat is sufficient to support burrowing owls present.
9. Where there is insufficient habitat on, adjacent to, or near project sites where burrowing owls will be excluded, acquire mitigation lands with burrowing owl habitat away from the project site. The selection of mitigation lands should then focus on consolidating and enlarging conservation areas located outside of urban and planned growth areas, within foraging distance of other conserved lands. If mitigation lands are not available adjacent to other conserved lands, increase the mitigation land acreage requirement to ensure a selected site is of sufficient size. Offsite mitigation may not adequately offset the biological and habitat values impacted on a one to one basis. Consult with the Department when determining offsite mitigation acreages.
10. Evaluate and select suitable mitigation lands based on a comparison of the habitat attributes of the impacted and conserved lands, including but not limited to: type and structure of habitat being impacted or conserved; density of burrowing owls in impacted and conserved habitat; and significance of impacted or conserved habitat to the species range-wide. Mitigate for the highest quality burrowing owl habitat impacted first and foremost when identifying mitigation lands, even if a mitigation site is located outside of

a lead agency's jurisdictional boundary, particularly if the lead agency is a city or special district.

11. Select mitigation lands taking into account the potential human and wildlife conflicts or incompatibility, including but not limited to, human foot and vehicle traffic, and predation by cats, loose dogs and urban-adapted wildlife, and incompatible species management (i.e., snowy plover).
12. Where a burrowing owl population appears to be highly adapted to heavily altered habitats such as golf courses, airports, athletic fields, and business complexes, permanently protecting the land, augmenting the site with artificial burrows, and enhancing and maintaining those areas may enhance sustainability of the burrowing owl population onsite. Maintenance includes keeping lands grazed or mowed with weed-eaters or push mowers, free from trees and shrubs, and preventing excessive human and human-related disturbance (e.g., walking, jogging, off-road activity, dog-walking) and loose and feral pets (chasing and, presumably, preying upon owls) that make the environment uninhabitable for burrowing owls (Wesemann and Rowe 1985, Millsap and Bear 2000, Lincer and Bloom 2007). Items 4, 5 and 6 also still apply to this mitigation approach.
13. If there are no other feasible mitigation options available and a lead agency is willing to establish and oversee a Burrowing Owl Mitigation and Conservation Fund that funds on a competitive basis acquisition and permanent habitat conservation, the project proponent may participate in the lead agency's program.

Artificial burrows. Artificial burrows have been used to replace natural burrows either temporarily or long-term and their long-term success is unclear. Artificial burrows may be an effective addition to in-perpetuity habitat mitigation if they are augmenting natural burrows, the burrows are regularly maintained (i.e., no less than annual, with biennial maintenance recommended), and surrounding habitat patches are carefully maintained. There may be some circumstances, for example at airports, where squirrels will not be allowed to persist and create a dynamic burrow system, where artificial burrows may provide some support to an owl population.

Many variables may contribute to the successful use of artificial burrows by burrowing owls, including pre-existence of burrowing owls in the area, availability of food, predators, surrounding vegetation and proximity, number of natural burrows in proximity, type of materials used to build the burrow, size of the burrow and entrance, direction in which the burrow entrance is facing, slope of the entrance, number of burrow entrances per burrow, depth of the burrow, type and height of perches, and annual maintenance needs (Belthoff and King 2002, Smith et al. 2005, Barclay et al. 2011). Refer to Barclay (2008) and (2011) and to Johnson et al. 2010 (unpublished report) for guidance on installing artificial burrows including recommendations for placement, installation and maintenance.

Any long-term reliance on artificial burrows as natural burrow replacements must include semi-annual to annual cleaning and maintenance and/or replacement (Barclay et al. 2011, Smith and Conway 2005, Alexander et al. 2005) as an ongoing management practice. Alexander et al. (2005), in a study of the use of artificial burrows found that all of 20 artificial burrows needed some annual cleaning and maintenance. Burrows were either excavated by predators, blocked by soil or vegetation, or experienced substrate erosion forming a space beneath the tubing that prevented nestlings from re-entering the burrow.

Mitigation lands management plan. Develop a Mitigation Lands Management Plan for projects that require off-site or on-site mitigation habitat protection to ensure compliance with and effectiveness of identified management actions for the mitigation lands. A suggested outline and related vegetation management goals and monitoring success criteria can be found in Appendix E.

Mitigation Monitoring and Reporting

Verify the compliance with required mitigation measures, the accuracy of predictions, and ensure the effectiveness of all mitigation measures for burrowing owls by conducting follow-up monitoring, and implementing midcourse corrections, if necessary, to protect burrowing owls. Refer to CEQA Guidelines Section 15097 and the CEQA Guidelines for additional guidance on mitigation, monitoring and reporting. Monitoring is qualitatively different from site surveillance; monitoring normally has a specific purpose and its outputs and outcomes will usually allow a comparison with some baseline condition of the site before the mitigation (including avoidance and minimization) was undertaken. Ideally, monitoring should be based on the Before-After Control-Impact (BACI) principle (McDonald et al. 2000) that requires knowledge of the pre-mitigation state to provide a reference point for the state and change in state after the project and mitigation have been implemented.

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Appendix A. Burrowing Owl Natural History and Threats

Diet

Burrowing owl diet includes arthropods, small rodents, birds, amphibians, reptiles, and carrion (Haug et al. 1993).

Breeding

In California, the breeding season for the burrowing owl typically occurs between 1 February and 31 August although breeding in December has been documented (Thompson 1971, Gervais et al. 2008); breeding behavior includes nest site selection by the male, pair formation, copulation, egg laying, hatching, fledging, and post-fledging care of young by the parents. The peak of the breeding season occurs between 15 April and 15 July and is the period when most burrowing owls have active nests (eggs or young). The incubation period lasts 29 days (Coulombe 1971) and young fledge after 44 days (Haug et al. 1993). Note that the timing of nesting activities may vary with latitude and climatic conditions. Burrowing owls may change burrows several times during the breeding season, starting when nestlings are about three weeks old (Haug et al. 1993).

Dispersal

The following discussion is an excerpt from Gervais et al (2008):

> "The burrowing owl is often considered a sedentary species (e.g., Thomsen 1971). A large proportion of adults show strong fidelity to their nest site from year to year, especially where resident, as in Florida (74% for females, 83% for males; Millsap and Bear 1997). In California, nest-site fidelity rates were 32%–50% in a large grassland and 57% in an agricultural environment (Ronan 2002, Catlin 2004, Catlin et al. 2005). Differences in these rates among sites may reflect differences in nest predation rates (Catlin 2004, Catlin et al. 2005). Despite the high nest fidelity rates, dispersal distances may be considerable for both juveniles (natal dispersal) and adults (postbreeding dispersal), but this also varied with location (Catlin 2004, Rosier et al. 2006). Distances of 53 km to roughly 150 km have been observed in California for adult and natal dispersal, respectively (D. K. Rosenberg and J. A. Gervais, unpublished data), despite the difficulty in detecting movements beyond the immediate study area (Koenig et al. 1996)."

Habitat

The burrowing owl is a small, long-legged, ground-dwelling bird species, well-adapted to open, relatively flat expanses. In California, preferred habitat is generally typified by short, sparse vegetation with few shrubs, level to gentle topography and well-drained soils (Haug et al. 1993). Grassland, shrub steppe, and desert are naturally occurring habitat types used by the species. In addition, burrowing owls may occur in some agricultural areas, ruderal grassy fields, vacant lots and pastures if the vegetation structure is suitable and there are useable burrows and foraging habitat in proximity (Gervais et al 2008). Unique amongst North

American raptors, the burrowing owl requires underground burrows or other cavities for nesting during the breeding season and for roosting and cover, year round. Burrows used by the owls are usually dug by other species termed host burrowers. In California, California ground squirrel (*Spermophilus beecheyi*) and round-tailed ground squirrel (*Citellus tereticaudus*) burrows are frequently used by burrowing owls but they may use dens or holes dug by other fossorial species including badger (*Taxidea taxus*), coyote (*Canis latrans*), and fox (e.g., San Joaquin kit fox, *Vulpes macrotis mutica*; Ronan 2002). In some instances, owls have been known to excavate their own burrows (Thompson 1971, Barclay 2007). Natural rock cavities, debris piles, culverts, and pipes also are used for nesting and roosting (Rosenberg et al. 1998). Burrowing owls have been documented using artificial burrows for nesting and cover (Smith and Belthoff, 2003).

Foraging habitat. Foraging habitat is essential to burrowing owls. The following discussion is an excerpt from Gervais et al. (2008):

> "Useful as a rough guide to evaluating project impacts and appropriate mitigation for burrowing owls, adult male burrowing owls home ranges have been documented (calculated by minimum convex polygon) to comprise anywhere from 280 acres in intensively irrigated agroecosystems in Imperial Valley (Rosenberg and Haley 2004) to 450 acres in mixed agricultural lands at Lemoore Naval Air Station, CA (Gervais et al. 2003), to 600 acres in pasture in Saskatchewan, Canada (Haug and Oliphant 1990). But owl home ranges may be much larger, perhaps by an order of magnitude, in non-irrigated grasslands such as at Carrizo Plain, California (Gervais et al. 2008), based on telemetry studies and distribution of nests. Foraging occurs primarily within 600 m of their nests (within approximately 300 acres, based on a circle with a 600 m radius) during the breeding season."

Importance of burrows and adjacent habitat. Burrows and the associated surrounding habitat are essential ecological requisites for burrowing owls throughout the year and especially during the breeding season. During the non-breeding season, burrowing owls remain closely associated with burrows, as they continue to use them as refuge from predators, shelter from weather and roost sites. Resident populations will remain near the previous season's nest burrow at least some of the time (Coulombe 1971, Thomsen 1971, Botelho 1996, LaFever et al. 2008).

In a study by Lutz and Plumpton (1999) adult males and females nested in formerly used sites at similar rates (75% and 63%, respectively) (Lutz and Plumpton 1999). Burrow fidelity has been reported in some areas; however, more frequently, burrowing owls reuse traditional nesting areas without necessarily using the same burrow (Haug et al. 1993, Dechant et al. 1999). Burrow and nest sites are re-used at a higher rate if the burrowing owl has reproduced successfully during the previous year (Haug et al. 1993) and if the number of burrows isn't limiting nesting opportunity.

Burrowing owls may use "satellite" or non-nesting burrows, moving young at 10-14 days, presumably to reduce risk of predation (Desmond and Savidge 1998) and possibly to avoid nest parasites (Dechant et al. 1999). Successful nests in Nebraska had more active satellite burrows within 75 m of the nest burrow than unsuccessful nests (Desmond and Savidge

1999). Several studies have documented the number of satellite burrows used by young and adult burrowing owls during the breeding season as between one and 11 burrows with an average use of approximately five burrows (Thompsen 1984, Haug 1985, Haug and Oliphant 1990). Supporting the notion of selecting for nest sites near potential satellite burrows, Ronan (2002) found burrowing owl families would move away from a nest site if their satellite burrows were experimentally removed through blocking their entrance.

Habitat adjacent to burrows has been documented to be important to burrowing owls. Gervais et al. (2003) found that home range sizes of male burrowing owls during the nesting season were highly variable within but not between years. Their results also suggested that owls concentrate foraging efforts within 600 meters of the nest burrow, as was observed in Canada (Haug and Oliphant 1990) and southern California (Rosenberg and Haley 2004). James et al. (1997), reported habitat modification factors causing local burrowing owl declines included habitat fragmentation and loss of connectivity.

In conclusion, the best available science indicates that essential habitat for the burrowing owl in California must include suitable year-round habitat, primarily for breeding, foraging, wintering and dispersal habitat consisting of short or sparse vegetation (at least at some time of year), presence of burrows, burrow surrogates or presence of fossorial mammal dens, well-drained soils, and abundant and available prey within close proximity to the burrow.

Threats to Burrowing Owls in California

Habitat loss. Habitat loss, degradation, and fragmentation are the greatest threats to burrowing owls in California. According to DeSante et al. (2007), "the vast majority of burrowing owls [now] occur in the wide, flat lowland valleys and basins of the Imperial Valley and Great Central Valley [where] for the most part,...the highest rates of residential and commercial development in California are occurring." Habitat loss from the State's long history of urbanization in coastal counties has already resulted in either extirpation or drastic reduction of burrowing owl populations there (Gervais et al. 2008). Further, loss of agricultural and other open lands (such as grazed landscapes) also negatively affect owl populations. Because of their need for open habitat with low vegetation, burrowing owls are unlikely to persist in agricultural lands dominated by vineyards and orchards (Gervais et al. 2008).

Control of burrowing rodents. According to Klute et al. (2003), the elimination of burrowing rodents through control programs is a primary factor in the recent and historical decline of burrowing owl populations nationwide. In California, ground squirrel burrows are most often used by burrowing owls for nesting and cover; thus, ground squirrel control programs may affect owl numbers in local areas by eliminating a necessary resource.

Direct mortality. Burrowing owls suffer direct losses from a number of sources. Vehicle collisions are a significant source of mortality especially in the urban interface and where owls nest alongside roads (Haug et al. 1993, Gervais et al. 2008). Road and ditch maintenance, modification of water conveyance structures (Imperial Valley) and discing to control weeds in fallow fields may destroy burrows (Rosenberg and Haley 2004, Catlin and Rosenberg 2006) which may trap or crush owls. Wind turbines at Altamont Pass Wind Resource Area are known to cause direct burrowing owl mortality (Thelander et al. 2003). Exposure to

pesticides may pose a threat to the species but is poorly understood (Klute et al. 2003, Gervais et al. 2008).

Appendix B. Definitions

Some key terms that appear in this document are defined below.

Adjacent habitat means burrowing owl habitat that abuts the area where habitat and burrows will be impacted and rendered non-suitable for occupancy.

Breeding (nesting) season begins as early as 1 February and continues through 31 August (Thomsen 1971, Zarn 1974). The timing of breeding activities may vary with latitude and climatic conditions. The breeding season includes pairing, egg-laying and incubation, and nestling and fledging stages.

Burrow exclusion is a technique of installing one-way doors in burrow openings during the non-breeding season to temporarily exclude burrowing owls or permanently exclude burrowing owls and excavate and close burrows after confirming burrows are empty.

Burrowing owl habitat generally includes, but is not limited to, short or sparse vegetation (at least at some time of year), presence of burrows, burrow surrogates or presence of fossorial mammal dens, well-drained soils, and abundant and available prey.

Burrow surrogates include culverts, piles of concrete rubble, piles of soil, burrows created along soft banks of ditches and canals, pipes, and similar structures.

Civil twilight - Morning civil twilight begins when the geometric center of the sun is 6 degrees below the horizon (civil dawn) and ends at sunrise. Evening civil twilight begins at sunset and ends when the geometric center of the sun reaches 6 degrees below the horizon (civil dusk). During this period there is enough light from the sun that artificial sources of light may not be needed to carry on outdoor activities. This concept is sometimes enshrined in laws, for example, when drivers of automobiles must turn on their headlights (called lighting-up time in the UK); when pilots may exercise the rights to fly aircraft. Civil twilight can also be described as the limit at which twilight illumination is sufficient, under clear weather conditions, for terrestrial objects to be clearly distinguished; at the beginning of morning civil twilight, or end of evening civil twilight, the horizon is clearly defined and the brightest stars are visible under clear atmospheric conditions.

Conservation for burrowing owls may include but may not be limited to protecting remaining breeding pairs or providing for population expansion, protecting and enhancing breeding and essential habitat, and amending or augmenting land use plans to stabilize populations and other specific actions to avoid the need to list the species pursuant to California or federal Endangered Species Acts.

Contiguous means connected together so as to form an uninterrupted expanse in space.

Essential habitat includes nesting, foraging, wintering, and dispersal habitat.

Foraging habitat is habitat within the estimated home range of an occupied burrow, supports suitable prey base, and allows for effective hunting.

Host burrowers include ground squirrels, badgers, foxes, coyotes, gophers etc.

Locally significant species is a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA §15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G). Examples include a species at the outer limits of its known range or occurring in a unique habitat type.

Non-breeding season is the period of time when nesting activity is not occurring, generally September 1 through January 31, but may vary with latitude and climatic conditions.

Occupied site or occupancy means a site that is assumed occupied if at least one burrowing owl has been observed occupying a burrow within the last three years (Rich 1984). Occupancy of suitable burrowing owl habitat may also be indicated by owl sign including its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site.

Other impacting activities may include but may not be limited to agricultural practices, vegetation management and fire control, pest management, conversion of habitat from rangeland or natural lands to more intensive agricultural uses that could result in "take". These impacting activities may not meet the definition of a project under CEQA.

Passive relocation is a technique of installing one-way doors in burrow openings to temporarily or permanently evict burrowing owls and prevent burrow re-occupation.

Peak of the breeding season is between 15 April and 15 July.

Sign includes its tracks, molted feathers, cast pellets (defined as 1-2" long brown to black regurgitated pellets consisting of non-digestible portions of the owls' diet, such as fur, bones, claws, beetle elytra, or feathers), prey remains, egg shell fragments, owl white wash, nest burrow decoration materials (e.g., paper, foil, plastic items, livestock or other animal manure, etc.), possible owl perches, or other items.

Appendix C. Habitat Assessment and Reporting Details

Habitat Assessment Data Collection and Reporting

Current scientific literature indicates that it would be most effective to gather the data in the manner described below when conducting project scoping, conducting a habitat assessment site visit and preparing a habitat assessment report:

1. Conduct at least one visit covering the entire potential project/activity area including areas that will be directly or indirectly impacted by the project. Survey adjoining areas within 150 m (Thomsen 1971, Martin 1973), or more where direct or indirect effects could potentially extend offsite. If lawful access cannot be achieved to adjacent areas, surveys can be performed with a spotting scope or other methods.
2. Prior to the site visit, compile relevant biological information for the site and surrounding area to provide a local and regional context.
3. Check all available sources for burrowing owl occurrence information regionally prior to a field inspection. The CNDDB and BIOS (see References cited) may be consulted for known occurrences of burrowing owls. Other sources of information include, but are not limited to, the Proceedings of the California Burrowing Owl Symposium (Barclay et al. 2007), county bird atlas projects, Breeding Bird Survey records, eBIRD (http://ebird.org), Gervais et al. (2008), local reports or experts, museum records, and other site-specific relevant information.
4. Identify vegetation and habitat types potentially supporting burrowing owls in the project area and vicinity.
5. Record and report on the following information:
   a. A full description of the proposed project, including but not limited to, expected work periods, daily work schedules, equipment used, activities performed (such as drilling, construction, excavation, etc.) and whether the expected activities will vary in location or intensity over the project's timeline;
   b. A regional setting map, showing the general project location relative to major roads and other recognizable features;
   c. A detailed map (preferably a USGS topo 7.5' quad base map) of the site and proposed project, including the footprint of proposed land and/or vegetation-altering activities, base map source, identifying topography, landscape features, a north arrow, bar scale, and legend;
   d. A written description of the biological setting, including location (Section, Township, Range, baseline and meridian), acreage, topography, soils, geographic and hydrologic characteristics, land use and management history on and adjoining the site (i.e., whether it is urban, semi-urban or rural; whether there is any evidence of past or current livestock grazing, mowing, disking, or other vegetation management activities);
   e. An analysis of any relevant, historical information concerning burrowing owl use or occupancy (breeding, foraging, over-wintering) on site or in the assessment area;
   f. Vegetation type and structure (using Sawyer et al. 2009), vegetation height, habitat types and features in the surrounding area plus a reasonably sized (as supported with logical justification) assessment area; (Note: use caution in discounting habitat based on grass height as it can be a temporary condition variable by season and conditions (such as current grazing regime) or may be distributed as a mosaic).

g. The presence of burrowing owl individuals or pairs or sign (see Appendix B);
h. The presence of suitable burrows and/or burrow surrogates (>11 cm in diameter (height and width) and >150 cm in depth) (Johnson et al. 2010), regardless of a lack of any burrowing owl sign and/or burrow surrogates; and burrowing owls and/or their sign that have recently or historically (within the last 3 years) been identified on or adjacent to the site.

Appendix D. Breeding and Non-breeding Season Surveys and Reports

Current scientific literature indicates that it is most effective to conduct breeding and non-breeding season surveys and report in the manner that follows:

Breeding Season Surveys

Number of visits and timing. Conduct 4 survey visits: 1) at least one site visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least three weeks apart, between 15 April and 15 July, with at least one visit after 15 June. Note: many burrowing owl migrants are still present in southwestern California during mid-March, therefore, exercise caution in assuming breeding occupancy early in the breeding season.

Survey method. Rosenberg et al. (2007) confirmed walking line transects were most effective in smaller habitat patches. Conduct surveys in all portions of the project site that were identified in the Habitat Assessment and fit the description of habitat in Appendix A. Conduct surveys by walking straight-line transects spaced 7 m to 20 m apart, adjusting for vegetation height and density (Rosenberg et al. 2007). At the start of each transect and, at least, every 100 m, scan the entire visible project area for burrowing owls using binoculars. During walking surveys, record all potential burrows used by burrowing owls as determined by the presence of one or more burrowing owls, pellets, prey remains, whitewash, or decoration. Some burrowing owls may be detected by their calls, so observers should also listen for burrowing owls while conducting the survey.

Care should be taken to minimize disturbance near occupied burrows during all seasons and not to "flush" burrowing owls especially if predators are present to reduce any potential for needless energy expenditure or burrowing owl mortality. Burrowing owls may flush if approached by pedestrians within 50 m (Conway et al. 2003). If raptors or other predators are present that may suppress burrowing owl activity, return at another time or later date for a follow-up survey.

Check all burrowing owls detected for bands and/or color bands and report band combinations to the Bird Banding Laboratory (BBL). Some site-specific variations to survey methods discussed below may be developed in coordination with species experts and Department staff.

Weather conditions. Poor weather may affect the surveyor's ability to detect burrowing owls, therefore, avoid conducting surveys when wind speed is >20 km/hr, and there is precipitation or dense fog. Surveys have greater detection probability if conducted when ambient temperatures are >20° C, <12 km/hr winds, and cloud cover is <75% (Conway et al. 2008).

Time of day. Daily timing of surveys varies according to the literature, latitude, and survey method. However, surveys between morning civil twilight and 10:00 AM and two hours before sunset until evening civil twilight provide the highest detection probabilities (Barclay pers. comm. 2012, Conway et al. 2008).

Alternate methods. If the project site is large enough to warrant an alternate method, consult current literature for generally accepted survey methods and consult with the Department on the proposed survey approach.

Additional breeding season site visits. Additional breeding season site visits may be necessary, especially if non-breeding season exclusion methods are contemplated. Detailed information, such as approximate home ranges of each individual or of family units, as well as foraging areas as related to the proposed project, will be important to document for evaluating impacts, planning avoidance measure implementation and for mitigation measure performance monitoring.

Adverse conditions may prevent investigators from determining presence or occupancy. Disease, predation, drought, high rainfall or site disturbance may preclude presence of burrowing owls in any given year. Any such conditions should be identified and discussed in the survey report. Visits to the site in more than one year may increase the likelihood of detection. Also, visits to adjacent known occupied habitat may help determine appropriate survey timing.

Given the high site fidelity shown by burrowing owls (see Appendix A, Importance of burrows), conducting surveys over several years may be necessary when project activities are ongoing, occur annually, or start and stop seasonally. (See Negative surveys).

Non-breeding Season Surveys

If conducting non-breeding season surveys, follow the methods described above for breeding season surveys, but conduct at least four (4) visits, spread evenly, throughout the non-breeding season. Burrowing owl experts and local Department staff are available to assist with interpreting results.

Negative Surveys

Adverse conditions may prevent investigators from documenting presence or occupancy. Disease, predation, drought, high rainfall or site disturbance may preclude presence of burrowing owl in any given year. Discuss such conditions in the Survey Report. Visits to the site in more than one year increase the likelihood of detection and failure to locate burrowing owls during one field season does not constitute evidence that the site is no longer occupied, particularly if adverse conditions influenced the survey results. Visits to other nearby known occupied sites can affirm whether the survey timing is appropriate.

Take Avoidance Surveys

Field experience from 1995 to present supports the conclusion that it would be effective to complete an initial take avoidance survey no less than 14 days prior to initiating ground disturbance activities using the recommended methods described in the Detection Surveys section above. Implementation of avoidance and minimization measures would be triggered by positive owl presence on the site where project activities will occur. The development of avoidance and minimization approaches would be informed by monitoring the burrowing owls.

Burrowing owls may re-colonize a site after only a few days. Time lapses between project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance.

Survey Reports

Report on the survey methods used and results including the information described in the Summary Report and include the reports within the CEQA documentation:

1. Date, start and end time of surveys including weather conditions (ambient temperature, wind speed, percent cloud cover, precipitation and visibility);
2. Name(s) of surveyor(s) and qualifications;
3. A discussion of how the timing of the survey affected the comprehensiveness and detection probability;
4. A description of survey methods used including transect spacing, point count dispersal and duration, and any calls used;
5. A description and justification of the area surveyed relative to the project area;
6. A description that includes: number of owls or nesting pairs at each location (by nestlings, juveniles, adults, and those of an unknown age), number of burrows being used by owls, and burrowing owl sign at burrows. Include a description of individual markers, such as bands (numbers and colors), transmitters, or unique natural identifying features. If any owls are banded, request documentation from the BBL and bander to report on the details regarding the known history of the banded burrowing owl(s) (age, sex, origins, whether it was previously relocated) and provide with the report if available;
7. A description of the behavior of burrowing owls during the surveys, including feeding, resting, courtship, alarm, territorial defense, and those indicative of parents or juveniles;
8. A list of possible burrowing owl predators present and documentation of any evidence of predation of owls;
9. A detailed map (1:24,000 or closer to show details) showing locations of all burrowing owls, potential burrows, occupied burrows, areas of concentrated burrows, and burrowing owl sign. Locations documented by use of global positioning system (GPS) coordinates must include the datum in which they were collected. The map should include a title, north arrow, bar scale and legend;
10. Signed field forms, photos, etc., as appendices to the field survey report;
11. Recent color photographs of the proposed project or activity site; and
12. Original CNDDB Field Survey Forms should be sent directly to the Department's CNDDB office, and copies should be included in the environmental document as an appendix. (http://www.dfg.ca.gov/bdb/html/cnddb.html).

Appendix E. Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans

Whereas the Department does not recommend exclusion and burrow closure, current scientific literature and experience from 1995 to present, indicate that the following example components for burrowing owl artificial burrow and exclusion plans, combined with consultation with the Department to further develop these plans, would be effective.

Artificial Burrow Location

If a burrow is confirmed occupied on-site, artificial burrow locations should be appropriately located and their use should be documented taking into consideration:

1. A brief description of the project and project site pre-construction;
2. The mitigation measures that will be implemented;
3. Potential conflicting site uses or encumbrances;
4. A comparison of the occupied burrow site(s) and the artificial burrow site(s) (e.g., vegetation, habitat types, fossorial species use in the area, and other features);
5. Artificial burrow(s) proximity to the project activities, roads and drainages;
6. Artificial burrow(s) proximity to other burrows and entrance exposure;
7. Photographs of the site of the occupied burrow(s) and the artificial burrows;
8. Map of the project area that identifies the burrow(s) to be excluded as well as the proposed sites for the artificial burrows;
9. A brief description of the artificial burrow design;
10. Description of the monitoring that will take place during and after project implementation including information that will be provided in a monitoring report.
11. A description of the frequency and type of burrow maintenance.

Exclusion Plan

An Exclusion Plan addresses the following including but not limited to:

1. Confirm by site surveillance that the burrow(s) is empty of burrowing owls and other species preceding burrow scoping;
2. Type of scope and appropriate timing of scoping to avoid impacts;
3. Occupancy factors to look for and what will guide determination of vacancy and excavation timing (one-way doors should be left in place 48 hours to ensure burrowing owls have left the burrow before excavation, visited twice daily and monitored for evidence that owls are inside and can't escape i.e., look for sign immediately inside the door).
4. How the burrow(s) will be excavated. Excavation using hand tools with refilling to prevent reoccupation is preferable whenever possible (may include using piping to stabilize the burrow to prevent collapsing until the entire burrow has been excavated and it can be determined that no owls reside inside the burrow);
5. Removal of other potential owl burrow surrogates or refugia on site;
6. Photographing the excavation and closure of the burrow to demonstrate success and sufficiency;

7. Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take;
8. How the impacted site will continually be made inhospitable to burrowing owls and fossorial mammals (e.g., by allowing vegetation to grow tall, heavy disking, or immediate and continuous grading) until development is complete.

Appendix F. Mitigation Management Plan and Vegetation Management Goals

Mitigation Management Plan

A mitigation site management plan will help ensure the appropriate implementation and maintenance for the mitigation site and persistence of the burrowing owls on the site. For an example to review, refer to Rosenberg et al. (2009). The current scientific literature and field experience from 1995 to present indicate that an effective management plan includes the following:

1. Mitigation objectives;
2. Site selection factors (including a comparison of the attributes of the impacted and conserved lands) and baseline assessment;
3. Enhancement of the conserved lands (enhancement of reproductive capacity, enhancement of breeding areas and dispersal opportunities, and removal or control of population stressors);
4. Site protection method and prohibited uses;
5. Site manager roles and responsibilities;
6. Habitat management goals and objectives:
    a. Vegetation management goals,
        i. Vegetation management tools:
            1. Grazing
            2. Mowing
            3. Burning
            4. Other
    b. Management of ground squirrels and other fossorial mammals,
    c. Semi-annual and annual artificial burrow cleaning and maintenance,
    d. Non-natives control – weeds and wildlife,
    e. Trash removal;
7. Financial assurances:
    a. Property analysis record or other financial analysis to determine long-term management funding,
    b. Funding schedule;
8. Performance standards and success criteria;
9. Monitoring, surveys and adaptive management;
10. Maps;
11. Annual reports.

Vegetation Management Goals

- Manage vegetation height and density (especially in immediate proximity to burrows). Suitable vegetation structure varies across sites and vegetation types, but should generally be at the average effective vegetation height of 4.7 cm (Green and Anthony 1989) and <13 cm average effective vegetation height (MacCracken et al. 1985*a*).
- Employ experimental prescribed fires (controlled, at a small scale) to manage vegetation structure;

- Vegetation reduction or ground disturbance timing, extent, and configuration should avoid take. While local ordinances may require fire prevention through vegetation management, activities like disking, mowing, and grading during the breeding season can result in take of burrowing owls and collapse of burrows, causing nest destruction. Consult the take avoidance surveys section above for pre-management avoidance survey recommendations;
- Promote natural prey distribution and abundance, especially in proximity to occupied burrows; and
- Promote self-sustaining populations of host burrowers by limiting or prohibiting lethal rodent control measures and by ensuring food availability for host burrowers through vegetation management.

Refer to Rosenberg et al. (2009) for a good discussion of managing grasslands for burrowing owls.

Mitigation Site Success Criteria

In order to evaluate the success of mitigation and management strategies for burrowing owls, monitoring is required that is specific to the burrowing owl management plan. Given limited resources, Barclay et al. (2011) suggests managers focus on accurately estimating annual adult owl populations rather than devoting time to estimating reproduction, which shows high annual variation and is difficult to accurately estimate. Therefore, the key objective will be to determine accurately the number of adult burrowing owls and pairs, and if the numbers are maintained. A frequency of 5-10 years for surveys to estimate population size may suffice if there are no changes in the management of the nesting and foraging habitat of the owls.

Effective monitoring and evaluation of off-site and on-site mitigation management success for burrowing owls includes (Barclay, pers. comm.):

- Site tenacity;
- Number of adult owls present and reproducing;
- Colonization by burrowing owls from elsewhere (by band re-sight);
- Evidence and causes of mortality;
- Changes in distribution; and
- Trends in stressors.

APPENDIX E – Native American Heritage Correspondence

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Native American Heritage Commission
1560 Harbor Boulevard, Suite 100
West Sacramento, CA 95691

RE: Sacred Lands File Search and Native American Contacts List for the "UPRR Pedestrian and Bicycle Trail," located in the City of Kerman; Fresno County, California

Dear Mr. Singleton,

The City of Kerman is requesting a record search of the NAHC Sacred Lands file and a Native American Contacts list for the subject project. The City is currently in the process of preparing plans for the Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail Project. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the provided maps.

If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jerry Jones
Project Engineer

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

December 30, 2014

Jerry Jones
YAMABE & HORN ENGINEERING INC.
2985 North Burl Ave., Ste 101
Fresno, CA 93727

RE: UPRR Pedestrian and Bicycle Trail, Fresno County
Sent by FAX: 559-244-3120
2 Pages
Mr. Jones;

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3712.

Sincerely,

Katy Sanchez
Associated Government Program Analyst

Native American Contacts
Fresno County
December 30, 2014

Santa Rosa Rancheria Tachi Yokut Tribe
Rueben Barrios Sr., Chairperson
P.O. Box 8 Tache
Lemoore , CA 93245 Tachi
(559) 924-1278 Yokut
(559) 924-3583 Fax

Kings River Choinumni Farm Tribe
Stan Alec
3515 East Fidora Avenue Foothill Yokuts
Fresno , CA 93726 Choinumni
(559) 647-3227 Cell

Sierra Nevada Native American Coalition
Lawrence Bill, Interim Chairperson
P.O. Box 125 Mono
Dunlap , CA 93621 Foothill Yokuts
(559) 338-2354 Choinumni

The Choinumni Tribe of Yokuts
Rosemary Smith, Chairperson
1099 Pistachio Avenue Choinumni
Clovis , CA 96311 Foothill YoKut
monoclovis@yahoo.com

Choinumni Tribe; Choinumni/Mono
Lorrie Planas
2736 Palo Alto Choinumni
Clovis , CA 93611 Mono

Traditional Choinumni Tribe
David Alvarez, Chairperson
2415 E. Houston Avenue Choinumni
Fresno , CA 93720
davealvarez@sbcglobal.net
(559) 292-5057 Fax
(559) 323-6231
(559) 217-0396 Cell

Chowchilla Tribe of Yokuts
Jerry Brown
10553 N. Rice Road North Valley Yokuts
Fresno , CA 93730
(559) 434-3160

Santa Rosa Rancheria Tachi Yokut Tribe
Lalo Franco, Cultural Coordinator
P.O. Box 8 Tachi
Lemoore , CA 93245 Tache
(559) 924-1278 Ext. 5 Yokut
(559) 924-3583 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed "UPRR Redestrian and Bicycle Trail", City of Kerman, Fresno County.

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Bob Pennell, Cultural Resource Director
Table Mountain Rancheria
P.O. Box 410
Friant, CA 93626

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Pennell,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

The project will require ground disturbance. The construction of the 10 foot wide Pedestrian and Bicycle Trail will require earthwork to accommodate the proposed trail and surface drainage to a depth of no more than 5 feet.

The Native American Heritage Commission has identified you as an individual who might have concerns about, or additional knowledge of, ancestral cultural resources in the project area. Please notify me if you are aware of any areas of concern within or in close proximity to the project area. Early identification of Native American cultural resources will ensure their consideration during the Project planning phase.

If you have any comments or concerns, please respond within 30 days of receipt of this letter. If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jerry Jones
Project Engineer

TABLE MOUNTAIN RANCHERIA

TRIBAL GOVERNMENT OFFICE

December 19, 2014

Yamabe & Horn
Jerry Jones, Project Engineer
2985 North Burl Avenue, Suite 101
Fresno, Ca. 93727

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail City of Kerman, CA

Dear Jerry Jones:

This is in response to your letter dated December 11, 2015, regarding, Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail City of Kerman, CA., project.

We appreciate receiving notice; however, this project site is beyond our area of interest.

Sincerely,

Bob Pennell
Cultural Resources Director

23736
Sky Harbour Road
Post Office
Box 410
Friant
California
93626
(559) 822-2587
Fax
(559) 822-2693

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Robert Marquez, Chairperson
Cold Springs Rancheria of Mono Indians
P.O. Box 209
Tollhouse, CA 93667

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Marquez,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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If you have any comments or concerns, please respond within 30 days of receipt of this letter. If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jerry Jones
Project Engineer

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Mandy Marine, Board Chairperson
Dunlap Band of Mono Historical Preservation Society
P.O. Box 18
Dunlap, CA 93621

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Ms. Marine,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Robert Ledger Sr., Chairperson
Dumna Wo-Wah Tribal Government
2216 East Hammond Street
Fresno, CA 93702

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Ledger,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

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Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Liz Hutchins Kipp, Chairperson
Big Sandy Rancheria of Mono Indians
P.O. Box 337/37302
Auberry, CA 93602

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Ms. Hutchins Kipp,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

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2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Ron Goode, Chairperson
North Fork Mono Tribe
13396 Tollhouse Road
Clovis, CA 93619

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Goode,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Lalo Franco, Cultural Coordinator
Santa Rosa Tachi Rancheria
P.O. Box 8
Lemoore, CA 93245

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Franco,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

December 11, 2014

Jerry Brown
Chowchilla Tribe of Yokuts
10553 N. Rice Road
Fresno, CA 93720

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Brown,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

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Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

January 6, 2015

Rueben Barrios Sr., Chairperson
Santa Rosa Rancheria Tachi Yokut Tribe
P.O. Box 8
Lemoore, CA 93245

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Barrios,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

Yamabe & Horn
Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

January 6, 2015

Rosemary Smith, Chairperson
The Choinumni Tribe of Yokuts
1099 Pistachio Avenue
Clovis, CA 93611

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mrs. Smith,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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If you have any comments or concerns, please respond within 30 days of receipt of this letter. If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jerry Jones
Project Engineer

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

January 6, 2015

Lawrence Bill, Interim Chairperson
Sierra Nevada Native American Coalition
P.O. Box 125
Dunlap, CA 93621

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Bill,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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Sincerely,

Jerry Jones
Project Engineer

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

January 6, 2015

David Alvarez, Chairperson
Traditional Choinumni Tribe
2415 E. Houston Avenue
Fresno, CA 93720

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Alvarez,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

The project will require ground disturbance. The construction of the 10 foot wide Pedestrian and Bicycle Trail will require earthwork to accommodate the proposed trail and surface drainage to a depth of no more than 5 feet.

The Native American Heritage Commission has identified you as an individual who might have concerns about, or additional knowledge of, ancestral cultural resources in the project area. Please notify me if you are aware of any areas of concern within or in close proximity to the project area. Early identification of Native American cultural resources will ensure their consideration during the Project planning phase.

If you have any comments or concerns, please respond within 30 days of receipt of this letter. If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jerry Jones
Project Engineer

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Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

January 6, 2015

Stan Alec
Kings River Choinumni Farm Tribe
3515 East Fidora Avenue
Fresno, CA 93726

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mr. Alec,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

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If you have any comments or concerns, please respond within 30 days of receipt of this letter. If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jerry Jones
Project Engineer

F:\2013\13-236\Environmental\CEQA\Native American Correspondence\13-236_Tribe Letter_Alec.doc

Yamabe & Horn Engineering, Inc.

2985 North Burl Avenue, Suite 101
Fresno, CA 93727
(559) 244-3123
(559) 244-3120 fax
www.yandhengr.com

January 6, 2015

Lorrie Planas
Choinumni Tribe; Choinumni/Mono
2736 Palo Alto
Clovis, CA 93611

RE: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail
City of Kerman, CA

Dear Mrs. Planas,

The City of Kerman is currently in the process of preparing plans for the UPRR Pedestrian and Bicycle Trail. The Project consists of the construction of a 10 foot wide Pedestrian and Bicycle Trail along the north side of the UPRR from Siskiyou Avenue to 1300 feet east and then north to California Avenue as shown on the attached Kerman 7.5' USGS topographic quadrangle map, Township 14 South, Range 17 East, Section 12, Mount Diablo Meridian.

The project will require ground disturbance. The construction of the 10 foot wide Pedestrian and Bicycle Trail will require earthwork to accommodate the proposed trail and surface drainage to a depth of no more than 5 feet.

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If you have any comments or concerns, please respond within 30 days of receipt of this letter. If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jerry Jones
Project Engineer

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APPENDIX F – Southern San Joaquin Valley Information Center Record Search Results

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

FRESNO KERN KINGS MADERA TULARE

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 46 MEC
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289 FAX (661) 654-2415
E-mail: ssjvic@csub.edu

To: Jerry Jones
Yamabe & Horn Engineering, Inc.
2985 North Burl Ave., Suite 101
Fresno, CA 93727

Record Search 14-476

Date: January 5, 2015

Re: Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail

County: Fresno

Map(s): Kerman 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law. The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Directory (3/18/13), California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies conducted within the project area. There have been three studies conducted within the one-half mile radius, FR-01799, FR-02188, and FR-02281.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There are no recorded cultural resources within project area or within the one-half mile radius and it is not known if any exist there. Please note that no data does not mean negative data.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of the construction of a ten foot wide pedestrian and bicycle trial. Further, we understand the project area has been previously used for agricultural purposes. It should be noted that farming does not constitute development because it does not destroy cultural resources, but merely moves them around within the plow zone. As this project area has not been previously developed and has never been previously investigated for cultural resources, we recommend a qualified, professional archaeologist conduct a field survey prior to ground disturbance activities to determine if cultural resources are present. A list of professionals is available at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission will consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator **Date:** January 5, 2015

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

APPENDIX G – Comment Letters and Responses to Comments

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
180 Promenade Circle, Suite 115
Sacramento, CA 95834
(916) 928-3809

February 24, 2015

Jerry Jones
Contract City Engineer for
City of Kerman
2985 N. Burl Avenue, #101
Fresno, California 93727-0833

Dear Mr. Jones:

SUBJECT: SCH 2015011027 City of Kerman, UPRR Pedestrian and Bicycle Trail Project – Neg Dec

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission's Rail Crossings and Engineering Branch (RCEB) has received the Negative Declaration *(Neg Dec)*, submitted by the City of Kerman (City), for the proposed Union Pacific Railroad (UPRR) Pedestrian and Bicycle Trail Project from the State Clearinghouse.

The proposed project consists of a 10 foot wide asphalt pedestrian and bicycle trail along the north side of the UPRR track (leased to the San Joaquin Valley Railroad (SJVR)) from Siskiyou Avenue and the adjacent Siskiyou Avenue crossing (DOT #752964D) to 1300 feet east to Park Avenue and then north, via a 10 foot wide concrete sidewalk along the west side of Park Avenue, to California Avenue. The Siskiyou Avenue crossing is equipped with crossbucks only and has no active warning (automatic gate arm with flashing signals assembly) devices. There are also no sidewalks across the track.

After a review of the proposed project, RCEB makes the following recommendations:

1. The City should work with both railroad companies (UPRR and SJVR) to install active warning devices at the Siskiyou Avenue crossing.
2. The City should consider installing sidewalks across the track since they indicate in their Negative Declaration that they do expect at some future date to have commercial and industrial development south of the track.
3. The City should work with both railroad companies (UPRR and SJVR) to replace the asphalt crossing surface with concrete panels.
4. The City should consider installing a crosswalk from the west side of Siskiyou Avenue, where a housing subdivision is located, to the east side of Siskiyou Avenue where one end of the trail is proposed.
5. The City should install fencing where the trail runs parallel to the track.

Please be advised that any construction near a rail track within a project area shall comply with the Commission's General Orders (GOs), including GO 26-D (Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings), GO 72-B (Construction &

Maintenance - Standard types of pavement construction at railroad grade crossings), GO 75-D (Warning Devices for at-grade railroad crossings); GO 88-B (Alterations of railroad crossings), and GO 118 (Construction, reconstruction and maintenance of walkways adjacent to railroad trackage, and the control of vegetation adjacent to railroad tracks). Details on the Commission's General Orders are located here http://www.cpuc.ca.gov/crossings.

Modification of an existing public crossing requires authorization from the Commission through the use of the GO 88-B request process. Prior to submission of a GO 88-B request, the City shall arrange a diagnostic meeting with RCEB and the railroad companies to discuss relevant safety issues and requirements for the Commission's authorization.

If you have any questions in this matter, please contact me at (916) 928-3809 or send an email to me at marvin.kennix@cpuc.ca.gov.

Sincerely,

Marvin Kennix
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

City of Kerman

A Place Where "Community Comes First"

DEPARTMENT: CITY MANAGER
STAFF REPORT
CITY COUNCIL MEETING
COUNCIL MEETING DATE: MARCH 18, 2015

To: Mayor and City Council
From: Luis Patlan, City Manager/Director of Planning & Development
Subject: Review of Madera Avenue Master Streetscape Plan

RECOMMENDATION

Council receive presentation of the Madera Avenue Master Streetscape Plan and direct staff accordingly.

EXECUTIVE SUMMARY

On April 18, 2012, the City Council accepted the Madera Avenue Master Streetscape Plan. The City of Kerman developed the Madera Avenue Master Streetscape Plan through a Caltrans Transportation Planning Grant. Opticos Design, Inc. was the led consultant in the preparation of the plan.

OUTSTANDING ISSUES

None.

DISCUSSION

The City of Kerman received a Caltrans a $175,000 Transportation Planning Grant in 2009 to fund the preparation of the Madera Avenue Master Streetscape Plan. The purpose of the plan was to conduct a comprehensive evaluation of Madera Avenue between Whitesbridge Road and California Avenue, and to make specific recommendations regarding traffic calming measures, pedestrian crossing improvements, hardscape upgrades, enhanced landscaping, wayfinding signage, decorative lighting, and street furniture. The goal is to provide a blueprint for improvements to Madera Avenue over a period of time.

A copy of the Madera Avenue Master Streetscape Plan is attached to this report. The plan provides a comprehensive evaluation of the existing conditions of Madera Avenue followed by a focus on specific recommendations to improve pedestrian safety, implement traffic calming measures, provide wayfinding signage, and beautification of the streetscape through new street furniture, decorative lighting, and landscaping features.

The estimated cost for the specified "Baseline" design recommendations contained in the plan is $3.5 million. The plan breaks down the proposed improvements in Tiers 1 through 6 with associated costs for each tier (Chapter 7, Page 7-32). These costs do not include the "Alternative" or "Road Diet" design strategies that include installation of roundabouts at Kearney Blvd. at Madera Ave. and E Street and Madera Ave. and travel lane reductions between California and San Joaquin Avenue with bike lanes and associated curb extensions.

Madera Avenue is a designated state route controlled by the California Department of Transportation (Caltrans). Any improvements along this roadway will require review and approval by Caltrans. This will be a major challenge to the effective implementation of the identified improvements. For example, staff has had some preliminary discussions with Caltrans regarding two specific roadway improvements at the intersection of California and Madera and San Joaquin and Madera. In both cases Caltrans staff was opposed to the installation of a median and dedicated left turn lane pocket on south side of California and the installation of a mid-block pedestrian crossing at San Joaquin where students cross to shop at the convenient store on the east side of Madera Avenue. Staff intends to schedule follow-up meetings with Caltrans to discuss the plan and implementation process.

Staff will be evaluating and recommending projects for inclusion in the Five-Year Capital Improvement Program for FY 15-16 through FY 19-20 as part of the upcoming budget process.

FISCAL IMPACT

The estimated cost for the specified improvements identified in the plan is $3.5 million. These improvements will be evaluated and funds budgeted annually as part of the Capital Improvement Program.

PUBLIC HEARING

None.

Attachments:

A. Madera Avenue Master Streetscape Plan

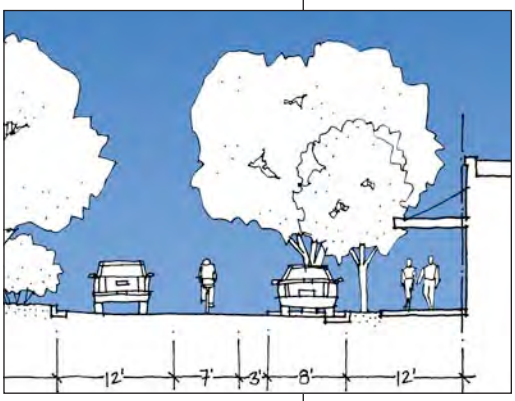
Attachment ‘A’

Madera Avenue Master Streetscape Plan

CITY OF KERMAN

Madera Avenue Streetscape Master Plan

Final Draft: January 2012
Updated March 2012



Prepared By:

Nelson\Nygaard
San Francisco, California

Local Government Commission
Sacramento, California

Opticos Design, Inc.
Berkeley, California

Madera Avenue Streetscape Master Plan
A Report to the City of Kerman, CA
Final Draft: January 2012
Updated March 2012

City of Kerman - Staff

Luis Patlan, Director, Planning and Development
Olivia Pimentel, Planning Technician
Gary Horn, P.E., City Engineer
Ken Moore, Public Works Director
Tim Przybyla, Finance Director

Kerman City Council

Gary K. Yep, Mayor
Douglas Wilcox, Mayor Pro Tem
Kanwaldeep S. Dhaliwal
Jack Sidhu
Richard Stockwell

Planning Commission

Robert D. Epperson, Chairperson
Mike Arabian, Vice Chairperson
Robert Bandy
Paul Brar
Nathan Fox
Michael L. Lopez
Kevin Nehring

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Sacramento, California 95814
916.448.1198

Nelson\Nygaard
Michael Moule, P.E., Principal
Kevin Shively
Michael Alba
116 New Montgomery Street
San Francisco, California 94105
415.284.1544

Funding for this project provided by a Caltrans Environmental Justice: Context Sensitive Design Planning Grant.

Table of Contents

Executive Summary

This document is the outcome of a community-based planning process for the Madera Avenue Corridor in Kerman, a city of approximately 13,500 residents in west-central Fresno County, California. The project area includes an approximately 1 mile stretch of South Madera Avenue – State Route 145 – between Whitesbridge Avenue (State Route 180) to the north and California Street to the south .

The City of Kerman has a unique situation by having two state routes bisecting the community. From east to west is State Route 180 (Whitesbridge Road) and from north to south is State Route 145 (Madera Avenue). These two roadways serve as key transportation corridors for the residents, visitors, and surrounding businesses and farming operations.

Madera Avenue (State Route 145) is of particular importance since this roadway traverses the historic downtown of Kerman and, as such, serves as the community's main street. This key roadway provides many opportunities for the community but also creates some challenges for pedestrians and visitors to the downtown core.

In an effort to conduct a comprehensive analysis of the challenges and opportunities posed by Madera Avenue, the City of Kerman decided to seek grant funds to pay for the cost of the study. In late 2009 the City of Kerman was awarded a grant through

the California Department of Transportation to prepare the Madera Avenue Master Streetscape Plan. This plan is the culmination of community input and technical analysis on the existing conditions of the Madera Avenue corridor and contains specific recommendations to improve the safety, mobility and access of the roadway as well as enhance its aesthetic qualities through streetscape improvements.

The primary purpose of the Madera Avenue Master Streetscape Plan is fourfold:

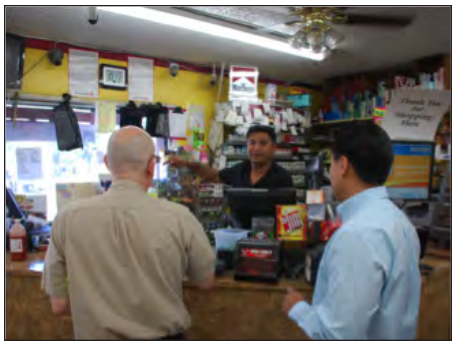
- First, the plan evaluates the existing conditions of the Madera Avenue corridor between Whitesbridge Road (SR 180) to the north and California Avenue to the south in order to assess safety, mobility, and access.
- Secondly, the plan proposes specific short, mid, and long-term recommendations to address pedestrian safety and improve mobility through a series of traffic calming measures and enhanced roadway design improvements.
- Thirdly, the plan seeks to tie Madera Avenue corridor together through a unified landscape theme, wayfinding signage, street furniture, lighting, and hardscape features.
- Lastly, the plan provides project cost estimates for the various recommendations and identifies possible funding sources to finance specific design improvements.

Acknowledgements

This document was prepared through close coordination with City Staff, an 18-member Community Advisory Committee, and a multi-disciplinary professional consultant team. Opticos Design, Inc., a Berkeley-based urban design and architecture firm, provided community planning and urban design expertise and prepared the plan document. The San Francisco office of Nelson\Nygaard focused on circulation and traffic. The Local Government Commission (LGC), a Sacramento-based nonprofit organization that works with local governments and communities to build healthy, livable places, assisted with community outreach and facilitation. Yamabe & Horn Engineering, Inc. assisted with conceptual civil engineering and project management.

Plan Organization

This plan is composed of 6 chapters. Chapter 1 introduces the project and outlines the process. Chapter 2 presents the existing conditions, and includes a discussion of key issues and opportunities. Chapter 3 describes a series of Frameworks that describe overarching Goals for the corridor. While Chapter 4 describes comprehensive design alternatives for the corridor, Chapter 5 describes additional detailed design elements. Chapter 6 outlines next steps and provides recommendations for funding and implementation. Finally, the Appendix provides resources and records from the community process, including participant lists, workshop flyers, and meeting notes.



Top Left: *Focus group sessions engaged members of the business community, public agencies, and community service organizations.* ***Above:*** *In addition to focus groups, the design team visited local businesses to discuss issues for the corridor.*

Community Outreach Summary

Design charrettes are an increasingly popular tool for neighborhood and street design programs. Charrettes are community-based design exercises that come out of a sincere intent to have the public involved in a meaningful way to craft their own future. This format allows residents, users of a street, or whatever population is targeted to be the primary force behind the designs. They are typically brought together for several sessions over a short period of time, before the charrette project team finalizes the designs and prepares a report like this one.

In April of 2011 the project team held an advisory committee meeting with members of the City Council, Planning Commission, City staff, business leaders, Kerman Unified School District and Caltrans. Participants at the meeting discussed the issues for the study area and the goals of the project and the charrette process to be utilized. Members of the project team also conducted a site audit at this time, noting the conditions in the study area. The advisory committee divided the charrette process into two visits from June to July of 2011. The input gathered from these visits forms the basis for the recommendations in this report.

Outreach Methods

Several outlets were utilized to help publicize the events for the charrette activities. English and Spanish-language flyers were distributed through various outlets such as at City Hall, through the different programs at the Parks and Recreation Department, and with the help of the Chamber of Commerce. Articles describing the project, as well as a paid advertisement, were published in the local newspaper, *The Kerman News*, prior to the charrette activities. Media releases were also submitted to the local radio station for announcement during programming. Project team members also

visited local businesses along the corridor to help spread the word about the public activities. Examples of the materials used for outreach can be found in Appendix 1.1.

Focus Group Meetings and Interviews

The project team held focus group meetings with various community stakeholders on June 10, 2011. These groups are typically smaller to allow for more conversations about particular streets or intersections, safety issues in general, or land uses and economic development. Meetings were held with the following groups:

- Local business owners and the Chamber of Commerce
- City agency staff, emergency responders and Caltrans
- Planning Commissioners and community service organizations

On July 14, project team members also conducted individual site interviews with minority-owned businesses along the Madera Avenue corridor. Notes from the focus group sessions and the site interviews can be found in Appendix 1.3 of this report.

Public Charrette Events

Public events were held at the Kerman City Hall Council Chambers and were open to anyone in the community. These events occurred over the course of two visits by the project team from June 10-11, and July 12-14, 2011.

The opening session of the charrette process was held on Thursday, June 10. Luis Patlan, Director of Planning and Development, welcomed participants to the workshop and provided background on the design project and the City's goals for developing a

Community Priorities Identified:

- Add crosswalk at San Joaquin Avenue
- High visibility markings at crosswalks
- More street furniture (benches, trash cans, recycling bins)
- Shade
- Brick pavers in crosswalks
- Bicycle lanes
- Improve safety and access at Memorial Park
- Fix crosswalk at C Street

Above: *Residents identify and vote for their priority goals regarding the future of the Madera Avenue corridor.*

master streetscape plan for Madera Avenue. Paul Zykofsky, Associate Director of the Local Government Commission, followed Mr. Patlan with a presentation on creating healthy and safe streets, and an overview of the charrette process.

After this presentation, participants were provided index cards and asked to write down their future vision for Madera Avenue. They were then asked to take part in another exercise to help identify priorities for Madera Avenue. Participants were given adhesive dots to use as votes for the issues they felt were the most important to address for the corridor. The results of this exercise are shown on this page, and this information was carried over to help guide the project team in developing the recommendations over the course of the charrette process.

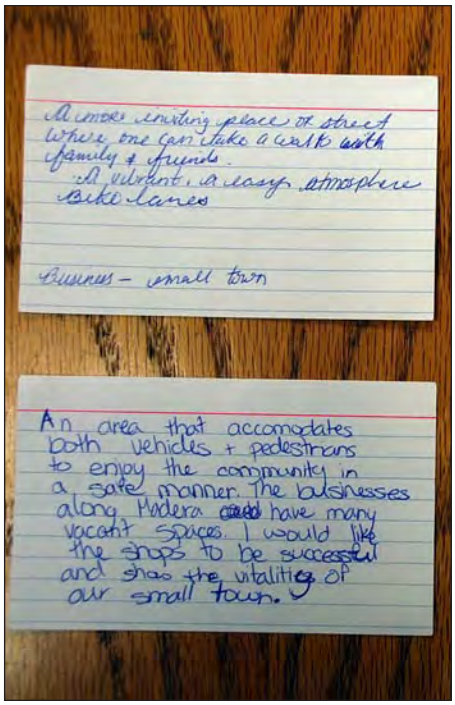
Walk Audit

On Saturday, June 11, the project team led a walking tour along Madera Avenue, from A Street up to Kearney Boulevard. The tour group observed existing land uses and street conditions, including design, walkability, traffic patterns, intersections, crossings, sidewalk conditions, and other features. The group shared ideas for some of the problems identified along the corridor.

Upon return from the walk audit, the group got light refreshments and gathered around a printed map to begin outlining potential improvements along Madera Avenue. The project team took the input from these activities back home and began working on the initial recommendations for the corridor.

Open House Sessions

The project team returned to Kerman the following month (July 12-14) and held



Above (Clockwise from Top Right): *The opening workshop; The design team discusses possible improvements for the corridor; Residents' future visions were recorded on index cards; Walk audit participants observe truck traffic patterns around Plaza Veterans Park.*

Left: *Closing presentation of the design charrette, introducing initial recommendations to residents.*

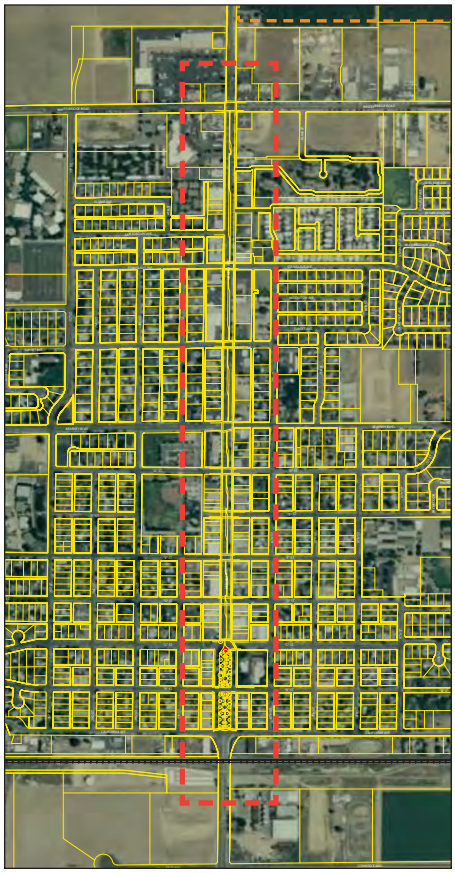
"open house" sessions at the Kerman City Hall Council Chambers. These sessions provided an opportunity for anyone from the public to stop by the Council Chambers and visit with the project team as they were developing designs for the corridor, and to provide their input.

Presentation of Initial Recommendations

During this second visit, the project team held a public workshop at Kerman City Hall on July 14 to present the first draft of recommendations to residents. Those who had participated in previous charrette activities were directly invited to attend this session. Paul Zykofsky reviewed key findings from the previous workshops and meetings; Stefan Pellegrini from Opticos Design shared the team's initial recommendations, including visuals of potential changes. Michael Moule of Nelson\Nygaard offered more detail on some of the engineering concepts shown in the recommendations. At the conclusion, they opened the floor to comments and questions from those in attendance. A listing of the comments is included in the Appendix 1.2.

Report Draft Process

After the first two charrette visits, additional opportunities to gather more input were provided. The presentation was made available through the City, for people to provide comments through a less public manner. Members of the Advisory Committee and the City helped the team refine the recommendations in this report through a "review and comment" process. This final report will be presented to the City Council and the public at an open hearing.



Project Area and the Community

The City of Kerman is located at the intersection of State Route 180 and State Route 145 in west central Fresno County, approximately 20 miles west of Fresno and 17 miles south of Madera. The project study area specifically focuses on the South Madera Avenue (Highway 145) corridor within the city's central commercial district, from Whitesbridge Avenue (State Route 180) at the northern limit to California Avenue at the southern extent.

State Route 145 is part of the California Freeway and Expressway System, connecting to State Routes 99 and 41 in Madera to the north and to Interstate 5 (near Coalinga) to the southwest. Largely a two-lane, rural road, SR 145 becomes a 4-lane divided roadway as it passes through Kerman as Madera Avenue, and serves as an important north-south connector for the community. Whitesbridge Avenue (State Route 180) connects Kerman to State Route 33 to the east and Fresno and Kings Canyon National Park to the east; Palm-lined Kearney Boulevard also connects Kerman to Fresno and the historic Kearney Mansion, 16 and 8 miles to the east, respectively.

Along its most heavily used segment, Madera Avenue carries approximately 16,500 cars per day on average with peak volumes reaching 1,350 per hour. Along with serving the local passenger vehicle traffic, Madera Avenue serves as an important truck route that provides truck passage between farms, processing facilities and markets particularly during the peak harvest months beginning in September.

During the five years between 2003 and 2008, there were 15 reported crashes involving vehicles in Kerman. Nearly all of these crashes occurred along Madera Avenue with a heavy concentration (nearly 2/3) in the area immediately surrounding the Kearney Boulevard intersection. Among the crashes during that time period, there were 4 that involved pedestrians, two of which occurred along Madera Avenue (one at Sunset Avenue and one at D Street), and 2 involving bicycles along Madera at F Street and California Ave near the packing plant.

A network of assorted facilities and important community spaces engages the project area, helping to stimulate activity along the corridor. Three schools are found within four blocks of Madera Avenue, including Kerman Floyd Elementary school, Kerman Middle school, and Kerman High School. At the southern end of the project area, Veterans Park is an important civic community destination, while Kerckhoff Park, which serves as a large multi-purpose park for sports competitions and community events such as the annual Harvest Festival, is centrally located only one block from the corridor.

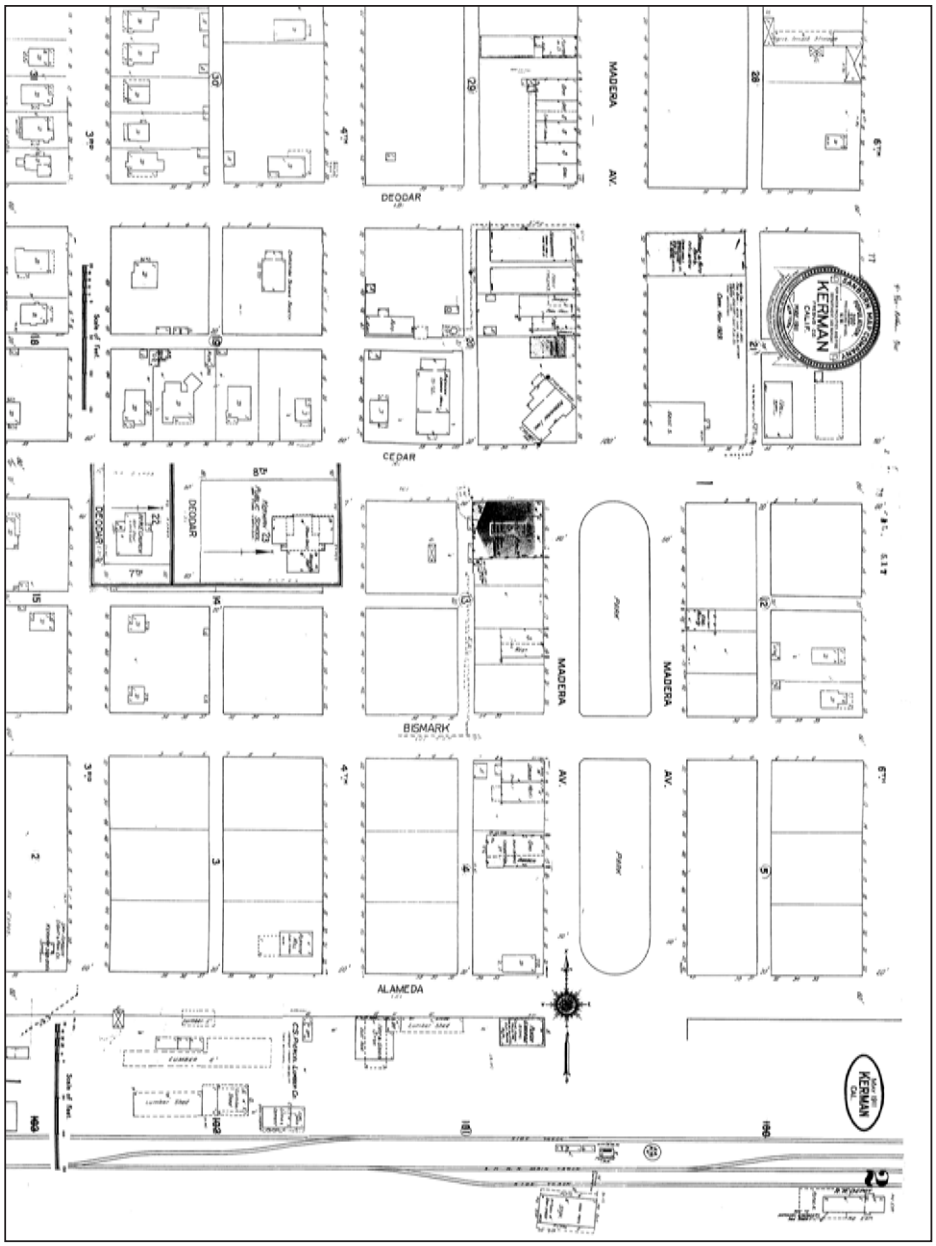
The street includes a wide variety of commercial and service establishments, including restaurants, markets, drug stores, medical and personal offices, and specialty retail stores. At the time of writing, major activity centers included local telecom business Sebastian, at the corner of South Madera Avenue and C Street, and the Kerman United Health Center, along Madera at Kearney Boulevard.

Demographic Background

The population of Kerman is approximately 13,500 people, according to the 2010 Census. Based on 2000 Census data, though the population maintains a relatively even age distribution, the city skews slightly toward younger residents; Kerman's median age was 27 years, with 35% under age 18. The median household income was reported as $31,188, with 20% below the poverty line. Approximately 65% of the community identifies itself as Latino.

Historical Background

Kerman began modestly around 1891 as a simple watering stop on the Southern Pacific Railroad Company's line between Tracy and Fresno. The land was ultimately acquired by Los Angeles-based investors William Kerckoff and Jacob Mansar, who joined names to dub the community "Kerman" in 1906; the small farming town was incorporated in 1946. The City was initially laid out as a series of square blocks south of Kearney Boulevard, with numbered streets (1st through 8th) running north-south and lettered streets (A through G) running east-west; the historic commercial core developed along Madera roughly between C and G Streets, with many buildings dating from the 1940s and 1950s. Historic photos of the street show two travel lanes with head-in diagonal parking during this period, and a vibrant and active commercial district.



Development subsequently spread to the north toward State Route 180 as the City grew, and Madera Avenue was expanded to five lanes. In 1995 the roadway was renovated to include a landscaped central median, new street trees, and traffic management and control elements at multiple intersections.

Top Left: *A Sanborn Map showing downtown Kerman's blocks and building footprints from 1929.* **Above:** *Historic images from downtown Kerman.*

Existing Roadway Characteristics

Today, the South Madera Avenue corridor exhibits a variety of characteristics along its route. The project area's southernmost blocks recall its role as the city's historic downtown center: the street maintains many small-footprint traditional commercial blocks, and also holds important civic spaces including the Plaza Veterans Park and City Hall. Journeying farther north, Madera Avenue's newer urban fabric gradually becomes more auto-oriented, with setback commercial buildings and surface parking lots.

The corridor is thus not a homogenous environment; its character varies widely along its length, based on variations in elements such as building form, treatment of frontage, and vehicular access. It can be divided into a series of four significant context zones. The map on the right indicates the approximate extents of the zones and the pictures on the opposite page are taken from the four different zones.

Within the project area, the typical cross-section of South Madera Avenue measures 100' in width, with sidewalks, a parking lane, two travel lanes in either direction, and a central landscaped median/turn lane.

Auto-Oriented Commercial

The commercial blocks north of San Joaquin Avenue, and in the vicinity of Whitesbridge Avenue, are almost exclusively auto-oriented. Surface parking lots are vast; sidewalk quality is inconsistent, with few shading elements and interruptions by street sign and utility poles, and multiple curb cuts for driveways. This zone should give priority to upgrading basic sidewalk facilities and improving connectivity in a challenging pedestrian environment.

Transitional, Mixed Commercial Area

North of F Street the character transitions from predominantly commercial to a mix of commercial, service, residential, and office uses, and the building pattern becomes gradually more fragmented, with a mix of street-oriented buildings, parking lots, vacant and underutilized properties. The transitional zone continues to approximately San Joaquin Avenue.

Historic Commercial Core

Kerman's historic commercial corridor developed roughly between C Street and G Street. Between C Street and F Street, buildings are predominantly oriented to the street, with pedestrian-scaled commercial shopfronts and entrances.

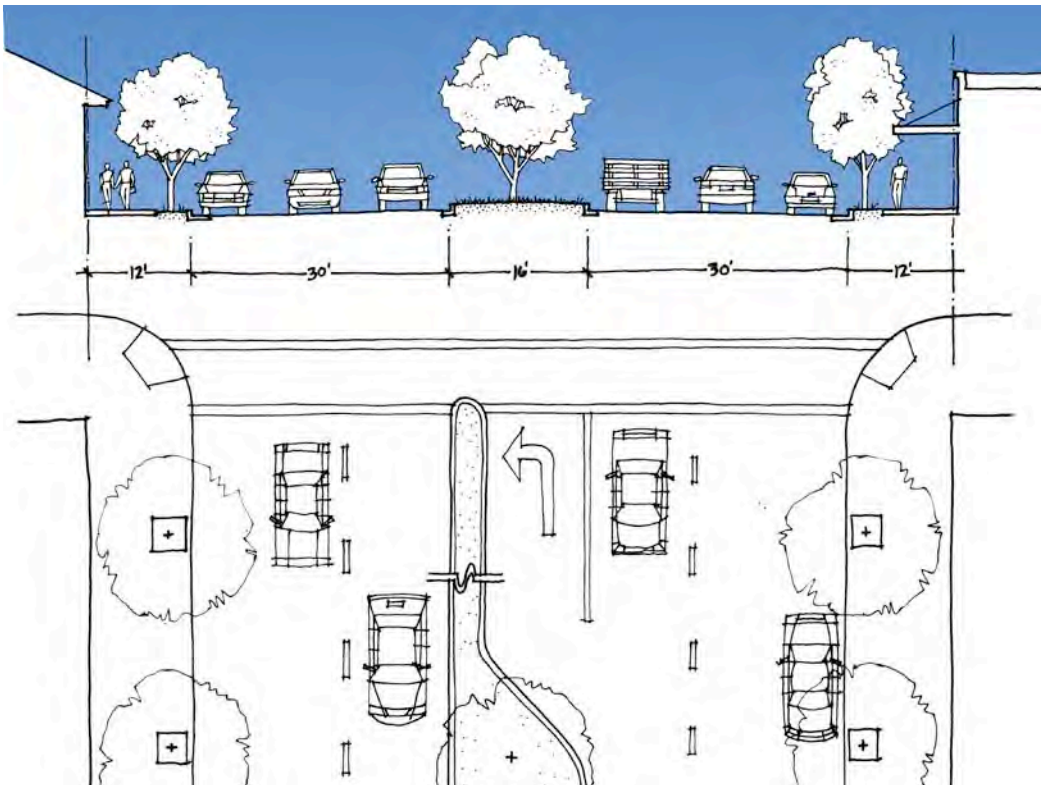
As traffic and use patterns have changed along Madera Avenue over time, many of the existing structures have begun to change their relationship to the street. Some buildings utilize large-scale signage directed toward vehicular patrons, and orient their entrances toward surface parking lots rather than the pedestrian sidewalk. Elsewhere older buildings have been replaced with newer structures set back on their lots behind parking lots. This transitional commercial zone requires a balance between pedestrian safety and amenities, and auto-oriented mobility.

Plaza Veterans Park

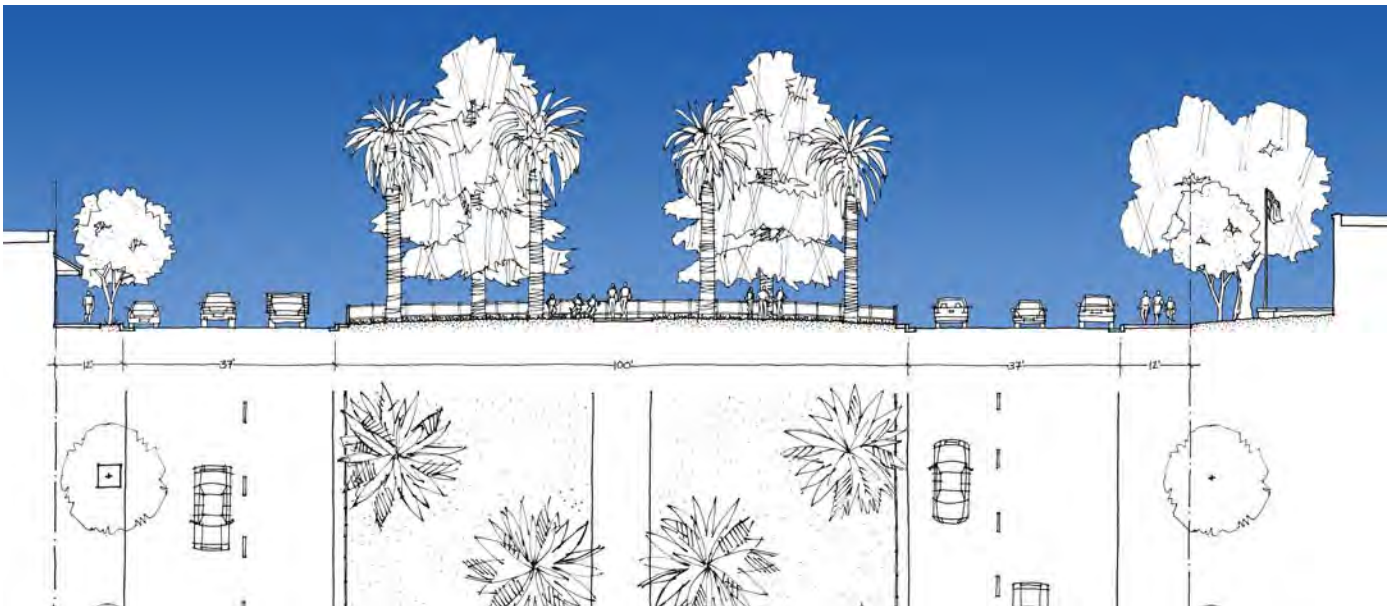
At the southern end of the project area between California/A Street and C Street, the roadway right-of-way measures 200 feet in width, with sidewalks, on-street parking, and two pairs of travel lanes that divide around the 100 foot wide Veterans Park. The size, quality, and centrality of this green space make the park an exceptional community asset and marks an important southern gateway into the community. The area includes important civic institutions and major employment centers. However, the park is not easily accessible for pedestrians, and traffic behavior and speed does not encourage pedestrian activity. The park remains underutilized as a gathering place for the community.

The design proposals described in Chapters 3 and 4 seek to calibrate future streetscape design to the distinct characters and needs of these contextual zones.

Above: *Images of the four different roadway characteristics. Auto-oriented commercial area, Transitional, Mixed Commercial Area, Pedestrian-Oriented Historic Commercial Core, and Plaza Veterans Park (north to south and top to bottom)*



Above: *A typical section through South Madera Avenue shows undefined outside travel lanes which encourage higher speeds and truck usage while inhibiting comfortable use of on-street parking, and small street trees which offer little shading for pedestrians.*



Above: *A section through Plaza Veterans Park illustrates an expansive and exceptional community green space, and its unfortunate inaccessibility as it is surrounded by multiple traffic lanes and consistent fencing.*

Key Issues

Madera Avenue as Main Street

Madera Avenue serves a dual role as a main street through Kerman's historic downtown core and a state highway serving outside commuters, farming and businesses operations. Its physical design currently accommodates a high volume of commuter and truck traffic and relatively high travel speeds.

This design can be incongruent with the community's desire for Madera Avenue to serve as a true main street. Changes to the design of Madera Avenue will be a challenge since this roadway is a designated State Route 145 with oversight by the California Department of Transportation (Caltrans). The city must work closely with Caltrans on design changes that will allow the roadway to serve as a main street consistent with Caltrans "Main Streets: Flexibility in Design & Operations" manual.

The manual provides design exceptions to the highway design standards that may be appropriate when designing state highways that also must function as community's main street. These exceptions include:

> "installing traffic calming devices, lowering speeds, wider sidewalks, roundabouts, and providing other street amenities that provide a feeling that a town's main street is where you want to be".

The "Main Streets: Flexibility in Design & Operations" manual should be a reference source for working with Caltrans on design modifications to Madera Avenue.

Challenging Pedestrian Environment

Today, Madera Avenue is designed as a typical state route based on Caltrans standards consisting of wide pavement expanses with four travel lanes, on-street parking, oversized median, limited pedestrian crossings, signalized intersections, and multiple left turn pockets. The design makes is challenging for pedestrians to comfortably navigate.

The roadway is better designed to accommodate vehicular traffic rather than accommodating movement of pedestrians. Contemporary development, particularly along the northern portion of the corridor has introduced large areas of surface parking and multiple curb cuts along the street's frontage, creating gaps that discourage walkability. The volume and speed of traffic coupled with the limited pedestrian crossings creates potential safety issues for pedestrians along Madera Avenue. For example, pedestrian tend to cross Madera Avenue where no mid-block crossing exists. This is particularly the case at the intersection of San Joaquin and Madera Avenue where school kids cross to patronize the U-Save Mini Mart even though there is no mid-block crossing.

Lack of Pedestrian Amenities

Pedestrian amenities are critical components of a roadway in term of encouraging walkability. Although Madera Avenue does have sidewalks on both sides of the roadway the sidewalk quality is narrow and inconsistent, often disrupted by street signs, posts or curb cuts. Pedestrian-scale lighting is insufficient, particularly on the block surrounding Plaza Veterans Park. There is also a lack of accessible, quality public space along the street such

Above: *An oversized left-turn pocket minimizes median plantings; An empty tree well and light poles interrupt usability of the narrow sidewalk; A long surface parking lot edges a sidewalk; Beautiful Plaza Veterans Park is made inaccessible by fencing and wide surrounding streets.*

as street furniture or strategic areas where the public can sit and socialize or seek haven from the hot summer sun. One area that can serve as a pedestrian destination and vibrant community space is Plaza Veteran's Park; however, the use of this space is limited due to high volume and speed of traffic as well limited crosswalk access points.

Basic Landscaping

Landscaping is a key component of urban form. It adds color, texture and vibrancy to public spaces such as in medians, along sidewalks, planters, and other areas. Madera Avenue has a raised landscaped median that includes mostly turf, redwoods, and crape myrtles with few to no shrubs or ground cover. The landscaping in the median is high maintenance and high water usage due to the large turf areas. During the summer months, the landscaping requires weekly maintenance and extensive use of man power to prepare for maintenance due to the need for lane closure.

In addition, the species and location of street trees along the sidewalks are placed in areas that conflict with awnings/canopies and storefronts. It appears that many of the street trees have been removed due to uprooting of the sidewalk. The tree wells appear to be too small, poorly irrigated and are devoid of decorative tree grates. Trees could also use regular pruning to ensure property growth and aesthetic appeal.

Lack of Cohesive Identity

Although Madera Avenue offers many amenities, the street's current organization does not actively encourage residents and visitors to patronize the City's businesses. On many levels, the street lacks a cohesive identity which could help to make it more attractive and appealing:

- The checkmarked pattern of commercial buildings and vacant spaces creates a fragmented pedestrian environment where residents and visitors might otherwise be encouraged to stroll between destinations.
- The use and application of pedestrian-scaled elements, such as storefront windows, building canopies, and pedestrian-scaled signage is irregular.
- Buildings along the street do not present a cohesive architectural style or theme. While many buildings share a "midcentury modern" design, some have been covered with uninteresting cladding materials, while others are in need of renovation. There are examples of new buildings that have been constructed with good design elements that can serve as a basis for representing a strong sense of identity in the future.
- Parking faces similar issues of organization. Although the parking analysis determined that sufficient on-street parking exists along the corridor, the use is limited because the available parking is not clearly delineated (especially behind buildings), it lacks clear signage, and poor lighting discourages nighttime use. The challenge of parking along Madera Avenue is exacerbated by regular truck traffic, which makes it difficult for residents and visitors to exit and enter vehicles parked along the corridor.
- Street signs and banner formats vary throughout the project area; more coordinated signage could improve the corridor's cohesiveness, and additional signage could help visitors locate important local destinations, such city hall, post office, library, community center, etc. New gateway treatments at both ends of the roadway would also encourage a more cohesive identity for residents and visitors.

Key Opportunities

As Kerman grows and changes, its downtown area should be positioned to serve as a vibrant destination point and the Madera Avenue corridor as a safe and welcoming main street for all users.

Strengthen Madera Avenue as the Community's Main Street

Madera Avenue once provided retail and businesses services to residents and regional visitors in a traditional main street environment, particularly south of G Street. As the City has grown and the vehicle became the dominant mode of transportation, the pattern of development and purchasing habits shifted away form downtown while streets were designed to reflect this new reality by focusing more on the vehicle and less on the pedestrian.

Today, much of the retail and major shopping opportunities have moved northward along the street and extended along Whitesbridge Road. In the future, it will be important to work to maintain the focus on the downtown as an important destination, particularly as commercial opportunities increase in the city and the region.

The development of strategies and policies to encourage businesses downtown will be important to the long-term health of the corridor. The introduction of strategic roadway design elements will also be critical to creating a pedestrian-friendly, cohesive, safe, and welcoming corridor.

Downtown Beautification Strategies

Improving the downtown corridor could includes basic and simple strategies, such as regularly power washing sidewalks, picking up litter, to more extensive and coordinated strategies, such as building façade improvements, holiday related decorations, parades, flowers on the street, murals and other public art.

These and similar type efforts can be coordinated between the City, the Chamber of Commerce and community-based service groups to focus on programs including, but not limited to, Downtown Clean-Up Day to remove graffiti, litter and other debris from sidewalk and alleyways, Adopt a Planter Program to encourage the panting and maintenance of flowers beds or pots that add color along the corridor, Downtown Mural Program to fundraise and fund artist's commissioned murals focusing on the history of downtown and the community, and Thursday Night Farmer's Market at Plaza Veterans' Park in order to showcase local agriculture, draw people to the downtown, and encourage greater community interaction. These and other efforts could help create an inviting and vibrant downtown corridor.

Enhance Streetscape along the Corridor

Generally speaking, the streetscape consists of all elements between the face of the curb and other improvements that exist along the roadway corridor. Frequently, the design of the roadway cross section will have a critical influence on the comfort, safety, and appearance of the street. If streetscapes are comfortable and safe for people, the pedestrian activity along those streets will increase.

The use of proper street trees, lighting, furnishings, paving, and signage are fundamental elements to a functional, inviting, and safe streetscape. Street trees are the main element that provides a variety of character to the streetscape which creates an inviting place to shop in addition to providing shade from the sun, cleaning of the air, and moderating temperature. Lighting not only provides comfort and safety during nighttime hours but it helps create a unity of appearance. Street furnishings add character to the pedestrian experience. Many of these items, such as benches and tables, also provide great opportunities to gather and interact. Other items, such as planters, trash receptacles, ganged newspaper racks, and bicycle racks promote cleanliness and unify the street scene. Brick pavers or stone accented concrete within the walkway and crossings liven up the pedestrian realm and create an inviting atmosphere. Lastly, the proper design and location of wayfinding signage enables people to successfully navigate through the City to public areas, such as City Hall, Library, Community Center, Post Office, by showing their location in relation to their surrounding environment.

Focus on Pedestrian-Friendly Design Elements

An attractive well-designed urban street is the result of a comprehensive design approach that balances the needs of pedestrians, bicyclists and automobiles for safety, security and aesthetics. Re-creating the street and sidewalk as the center of the community life is a critical component of an effective streetscape design. Streetscapes were once the primary places were people of all ages walked, biked, shopped, and ate. The Madera Avenue corridor must be recaptured as the hub or focus of the community where people can walk, shop, and interact. By creating a more active pedestrian

Responding to Context

Madera Avenue is not a homogenous environment but rather a complex place that plays an important role as both a regional route and a local community main street. While older portions hold great potential for a pedestrian-oriented shopping environment, other, newer sections will likely be primarily auto-oriented for quite some time. While the street can certainly benefit from a more unified character and identity, future visioning may desire several solutions for the streetscape in order to sensitively respond to these variations in character and need.

Other Future Design Considerations

A truck bypass that would re-route trucks off of South Madera Avenue was discussed. Further analysis would be required in order to fully explore the feasibility of this idea. This concept would need to be included in the circulation element of the General Plan and would require acceptance by Caltrans and by the community at large.

Overview

This chapter presents and discusses a series of design frameworks for Madera Avenue. These frameworks organize the concepts and initiatives that emerged from analysis and discussions with community stakeholders, and set the overall vision for the corridor. Detailed designs are discussed in Chapters 4 and 5.

The frameworks focus on pedestrian realm improvements; improvements to the bicycle network; traffic calming strategies; gateway and wayfinding strategies; and parking.

These frameworks are interrelated and should not be considered independently when thinking about changes to the corridor.

chapter 3 Corridor Design Frameworks

Pedestrian Realm Improvements

Existing Pedestrian Realm

Madera Avenue is a designated state route by the Caltrans. Its design is based on carrying a high volume of traffic through the region. As a four-lane divided roadway, Madera Avenue has fairly consistent pedestrian amenities, with a uniform 12' wide sidewalk for the length of the project area. However, pedestrians must navigate excessive driveway curb cuts, narrow and occasionally blocked sidewalks, little or no shade in many locations, inadequate lighting, and difficult crossings. There are several recommendations that should be considered in order to create an improved environment for pedestrians. These include:

Curb Extensions

Curb extensions, also known as bulb-outs or neck-downs, extend the sidewalk and curb line into the parking lane, reducing effective street widths and improving safety conditions for pedestrians. Curb extensions can significantly improve pedestrian crossings by:

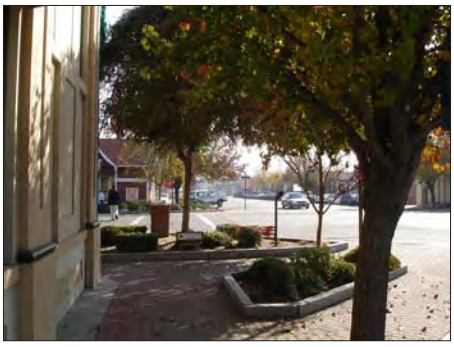
- reducing the distance of pedestrian crossings and thus pedestrian's exposure to traffic while they cross the street;
- improving sight lines between drivers and pedestrians waiting to cross the street;
- reducing vehicle turning speeds; and
- calming traffic by visually and physically narrowing the roadway.

Curb extensions prevent motorists from parking too close to a crosswalk, which can visually screen pedestrians from traffic, or from parking in a manner that can block a curb ramp or crosswalk. They also improve the public realm by providing adequate space for accessible ramps and crossing infrastructure, as well as additional space for landscaping and streetscape features. Bollards can be incorporated at the end of curb extensions to provide added comfort and safety.

Curb extensions should not extend into travel lanes or bicycle lanes. Typically, curb extensions extend 6-7 feet from the curb (the approximate width of a parked car). The turning needs of larger vehicles and street sweepers, as well as the need to preserve u-turning movements, should be considered in their design, although the presence of on-street bicycle lanes does widen the effective turning radius for vehicles.

Curb extensions can also be used at mid-block locations to benefit pedestrians and to add opportunities for additional landscaping.

Along Madera Avenue, curb extensions should be installed at every major intersection, and at any location where a mid-block crossing is utilized. In locations where u-turn movements should be preserved, the southwest and northeast curb extensions facing Madera Avenue at any intersection may be eliminated in a manner that still maintains a shortened crossing distance in the north-south direction. As the existing Madera Avenue storm drainage system involves primarily only gutter flow with very few inlets, most of the curb extensions on Madera Avenue should be built as concrete "planters" that do not attach to the existing curb, leaving the existing gutter open for drainage.



Above: *Landscaped curb extensions; Curb extensions at a mid-block crossing; a pedestrian refuge within a street median; A bulb-out formed by curbed planters; Colorized crosswalks improve visibility and beautify the street.*

Universally Accessible Curb Ramps

To improve mobility for all and to comply with Americans with Disabilities Act ADA regulations, curb ramps should be installed at every intersection. Where feasible, two per corner at right angles to the curb should be encouraged, rather than having one "diagonal" curb ramp per corner (acceptable but not recommended). Slopes must comply with ADA standards with a maximum slope of 1:12. Curb ramp slopes must be perpendicular to any grade break, and wherever possible should align with the crosswalks for the benefit of the visually impaired. Ramps must also have level landings at any locations where pedestrians must turn in order to use the ramp -- landings must be at least 48 by 48 inches. Ramps must have detectable warning strips (truncated domes) placed in a two-foot wide band behind the normal curb location.

Mid-Block Crossings

Developing formalized locations for mid-block crossings at unsignalized locations greatly improves pedestrian mobility and safety, and can help to encourage additional window-shopping and economic activity. Conventionally, pedestrians desiring to cross a street mid-block are often forced to choose between walking toward the next major intersection, or hazarding a crossing where drivers do not expect to encounter pedestrians. This is the case along Madera Avenue at San Joaquin Avenue, where students cross between Kerman High School and the U-Save Mini Mart. To accommodate and enhance unsignalized crossings along a wide, medianized street such as Madera Avenue, several treatments may be employed to enable a shorter, protected, and comfortable crossing. As described below, these treatments include pedestrian refuges in the median and high-visibility crosswalk markings.

Raised Medians as Pedestrian Refuges

The safety benefits of curbed medians and roadway channelization for vehicles have been documented in a number of research studies that have demonstrated reduced collision rates on facilities where they are present. Federal research has also shown that raised medians play a role in reducing pedestrian crash rates by about 40% at multi-lane unsignalized crossings (Safety Effects of Marked vs. Unmarked Crosswalks, FHWA, 2005). Crosswalks that cut through the median's raised curb promote pedestrian safety and comfort by giving pedestrians the opportunity to cross one direction of vehicular traffic at a time.

Madera Avenue's current median already promotes the potential for safer, convenient mid-block crossings, and is wide enough to provide a safe refuge for a bicycle or a person pushing a stroller. Within the historic downtown core, mid-block or unsignalized crossings should be implemented as often as each block in order to promote pedestrian crossings between businesses. North of Kearney Boulevard, additional unsignalized crossings should be considered to minimize distances between intersections, including a crossing at San Joaquin Avenue.

A walkway cut through the median should be a minimum of 6' wide to accommodate persons in wheelchairs and allow pedestrians to pass each other or walk comfortably side by side. Detectable warning surfaces (truncated domes) should be provided on both approaches. The ends of the walkway should be aligned with marked crosswalks and provide an accessible route of travel (per current accessibility guidelines).

High-Visibility Crosswalk Markings

High-visibility markings signal to motorists that they should be aware of the potential presence of individuals in the roadway. Every crosswalk across Madera Avenue should have longitudinal markings, which have greater visibility than the simple parallel lines. The markings should be 2 feet wide, a minimum of 10 feet long, and spaced to avoid the wheel paths of vehicles to provide a longer maintenance cycle.

Alternative Paving Treatments for Pedestrian Crossings

Special crosswalks with enhanced markings can be used to increase the visibility of the crosswalk on uncontrolled approaches to unsignalized intersections, at mid-block crossings and in pedestrian-intensive areas. This may consist of pavers or other textured crosswalk treatments, raised crosswalks, passively activated in-pavement lighting, or uniquely designed markings. These treatments may be used to define the historic Madera commercial corridor between California Street and Kearney Boulevard. Care should be given to make sure that pavers or other crosswalk treatments are smooth and level to allow for passage by someone in a wheelchair

Advance Yield Lines

On multi-lane roadways, many crashes involving pedestrians at marked crosswalks are the "multiple threat" crash type. These crashes occur when a driver in the first lane stops for the pedestrian but stops in close proximity to the crosswalk, reducing the sight lines between the pedestrian and drivers in the next lane. By placing a yield line and accompanying sign in advance of the crosswalk, the sight lines are opened up for pedestrians, and the chance of a crash is reduced. Advance yield lines should always be used at any unsignalized mid-block crosswalk with more than one lane in each direction. In addition, advance yield lines are recommended at marked crosswalks at unsignalized intersections if the lines can be placed at the intersection in a manner that does not create potential for driver confusion.

Pedestrian-Scale Lighting

Good outdoor lighting can create and encourage a pedestrian friendly environment, which is especially beneficial to business districts. Pedestrian-scale lights improve walkway illumination for pedestrian traffic and enhance community safety and business exposure. Typically, this lighting is positioned over the sidewalk, rather than the street, at about 12 to 15 feet above the sidewalk. Frequent lampposts at lower height with good illumination work best where there is high pedestrian activity.

Existing lighting along Madera Avenue serves to illuminate the roadway rather than the pedestrian realm. This discourages people from using the sidewalks during the evening hours. Poor pedestrian lighting is even more pronounced along both sides of Plaza Veteran's Park south of E Street.

Pedestrian-scale lighting and motor vehicle-scale lighting each should be provided as a complement to the other to ensure that both sidewalks and travel lanes are effectively illuminated.

Above: *Illustration of landscaped curb extensions at a potential mid-block crossing to facilitate regular student crossings at San Joaquin and Madera Avenues.* ***Left (Top to Bottom):*** *A pedestrian refuge within a street median with the crosswalk angled through the median to force the pedestrian to look in the direction of oncoming traffic; Inviting landscaping in a median's mid-block pedestrian refuge; High-visibility striping and bulb-outs at a mid-block crossing support circulation in a main-street commercial environment; pedestrian-scaled lighting.*

Other Improvements

Pedestrian-Friendly Signal Timing: At a minimum, signal timing should allow an average person to cross intersections at a reasonable walking speed of at least 3.5 feet per second. In addition, youth, elderly, and people with disabilities take longer than others to cross the street. Where appropriate, pedestrian crossing time should take the needs of these persons into consideration. Beyond these basic considerations, signals can be programmed with leading pedestrian intervals or pedestrian head starts, which provide pedestrians a "walk" two to three seconds in advance of the green vehicular movement, allowing pedestrians to establish a presence in the crosswalk before vehicles are allowed to turn.

Countdown Pedestrian Signals: Safety may be improved at signalized intersections by enhancing traffic signal equipment and/or providing more information to travelers. Countdown pedestrian signals – which are now required for all pedestrian signals – can be effective in communicating how much time is left to cross the street. By keeping the pedestrian informed, these devices result in fewer pedestrians remaining in the intersection at the end of the pedestrian clearance interval, and improve safety for all users of the roadway.

Traffic Calming

Many of the following initiatives focus on creating a safer pedestrian and bicycle network along the corridor. Calming traffic along Madera Avenue, including reducing travel speeds and modifying driver behavior in the vicinity of intersections, can help to make the area more appealing for pedestrians. Techniques to discuss include reducing lane widths, innovative intersection controls such as roundabouts, and road diets.

Lane Width Reduction

Reduction of lane width is a commonly used tool for reducing traffic speeds and preserving public right-of-way for other uses. Information published by the Federal Highway Administration in *Mitigation Strategies for Design Exceptions*, July 2007, shows that a reduction in lane width from 12 feet to 11 feet on a two-lane highway results in an average decrease in free-flow speed ranging between 0.4 to 4.7 miles per hour, depending on the width of the shoulder. In addition, this publication cites research that has found little difference in average collision rates for streets that have 11-foot travel lanes as compared to streets with 12-foot travel lanes. In *Traffic Calming – State of the Practice*, published by the Institute of Transportation Engineers in association with the FHWA, narrowed road widths are identified as a traffic calming method to reduce the free-flow speed of traffic.

The American Association of State Highway and Transportation Officials (AASHTO), in the publication *A Policy on Geometric Design of Highways and Streets*, 2004, states that lane widths generally range from nine to twelve feet with twelve feet being the prevailing standard width nationwide. AASHTO further states that lane widths of eleven feet are acceptable in urban areas where pedestrian, right-of-way or existing development constrains twelve-foot lanes. While the Caltrans Highway Design Manual (HDM) indicates that travel lane widths shall be 12 feet wide, the Caltrans publication *Main Streets: Flexibility in Design and Operations*, 2005, indicates that there are some instances when Caltrans will approve design exceptions for lane widths narrower than the standard 12 feet. Additionally, the draft Caltrans Highway Design Manual revisions released earlier this year allow for 11 foot lanes on streets posted at less than 40 mph with daily truck volumes less than 250 per lane.

Currently, lanes along Madera Avenue are striped at approximately 11.5 feet wide, although the outer travel lane appears to be far wider as it flows freely into the unmarked parking lane that is rarely used on many blocks.

Reduced lane widths combined with other traffic calming features may encourage slower speeds, which is desirable for a main street. Where existing right of way is limited, reducing lane widths can help to provide adequate shoulder width for bike lanes and sidewalks.

A key consideration for narrowed lane widths on corridors that experience frequent truck or recreational vehicle traffic is the provision of adjacent roadway spaces. On these corridors, it is desirable for some type of "buffer" to exist between the 11-foot wide lanes and opposing traffic and on-street parking. This can be accomplished by striping a one-foot offset from adjacent vertical curbs, providing a center two-way left-turn lane, or

providing an on-street bicycle lane. While large vehicles by law are limited to 8.5 feet in width and would not be expected to actively travel in these buffer areas, the separation helps to accommodate large vehicle turning movements and oversize loads.

The use of 11-foot wide travel lanes on Madera Avenue in Kerman would be expected to have little impact on large vehicles, other than a potential decrease in speeds as drivers adjust to the roadway conditions. The 11-foot wide lanes would still accommodate truck maneuverability, even for oversize loads, as they would be flanked by a center turn lane and an on-street bicycle lane or buffer.

Road Diets

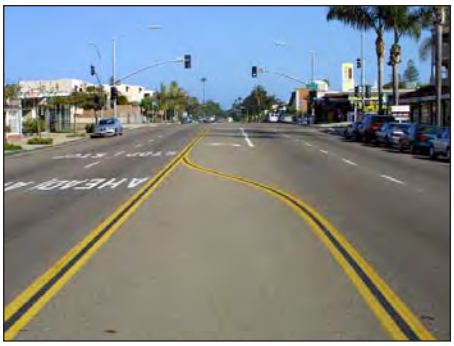
During the design workshop the consultant team discussed the potential for reducing the number of general use traffic lanes along portions of the Madera Avenue corridor, in order to increase vehicular safety; provide more space, safety, and comfort for pedestrians and bicyclists; and to create a more economically friendly environment. Practitioners generally refer to such a reduction as a "Road Diet."

These conversions have been used by communities throughout the U.S. to address traffic safety, accessibility and bicycle facilities. Typically, road diets are associated with the conversion of streets from four lanes (two through lanes in each direction) to three lanes, (one through lane in each direction, and a center two-way left-turn lane, or median with turning pockets); though they can take other forms depending on the existing roadway configuration. Road diets in downtown corridors often result in an environment that is safer and friendlier to drivers, bicyclists, and pedestrians. The slowing of vehicular traffic generally results in a reduction in collisions and an increased comfort level for pedestrians and bicyclists. The reduction in lanes also provides enough room to add bicycle lanes.

Despite the decrease in travel lanes, road diets can often result in improved vehicle operations by allowing the provision of roundabouts, dedicated turn lanes, or customized signal timing to make intersections operate more efficiently. At the same time, road diets may increase the availability of on-street parking, and make off-street parking easier to access.

The combination of increased safety, efficiency and user comfort has also been seen to have a positive impact on businesses located along road diet corridors. Case studies have shown that downtown corridors that undergo a road diet generally experience an increase in sales and property values while experiencing a decrease in vacancy rates. This is often attributed to the fact that after the implementation of a road diet, it is easier for drivers and bicyclists to access businesses; since pedestrians feel more comfortable, they are more likely to visit multiple businesses during one trip.

Reducing the number of lanes along Madera Avenue would likely have similar positive impacts, and may allow additional room for other potential amenities discussed during the workshop, such as Class II bicycle facilities, more generous planting zones for canopy street trees, and additional public space for pedestrians.



Above: *La Jolla Boulevard in the Bird Rock neighborhood of San Diego was improved through a road diet with several roundabouts. Since then the area has seen private investment and increased pedestrian activity.*

Roundabouts

Changes to the physical character of the roadway will invariably have an impact on traffic flow along the corridor, in particular if a road diet is implemented. The design team discussed roundabouts as an innovative solution to improve key intersections and improve overall traffic flow along the corridor, particularly if a road diet is pursued.

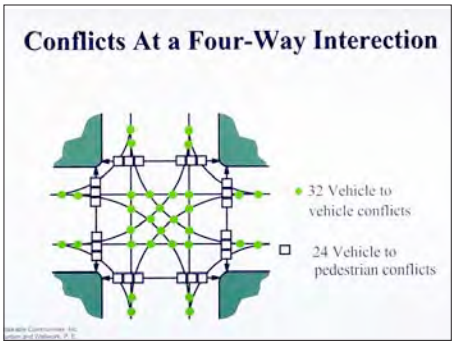
Roundabouts are still new in the U.S. and many communities express concern when they are first proposed. However, once built, residents often embrace them and recognize that they are safer, quieter, more attractive and more efficient than signalized intersections. While traffic engineers often recommend roundabouts because they are more efficient than a typical stop-controlled or signalized intersection, the lower speeds and more predictable vehicular movement also make them safer for pedestrians and bicyclists.

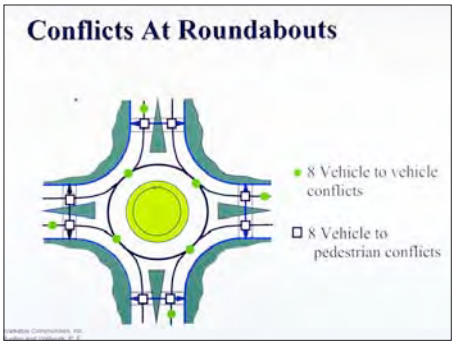
At the time of writing, Caltrans was considering installation of a roundabout at the Madera Avenue/SR 145 and Jensen Avenue intersection, approximately 1 mile south of the project area. If implemented, this roundabout will invariably influence local knowledge of and comfort with roundabouts, and may even impact the behavior of drivers entering Kerman from the south.

Additional benefits of roundabouts that should be considered include:

- A typical 4-way intersection, may have as many as 32 vehicle-to-vehicle conflicts. A typical roundabout would reduce these conflicts to 8. Properly designed roundabouts are designed to bring vehicle speeds down to 15-20 mph, speeds at which motorists are much more likely to yield to pedestrians. The splitter island in a roundabout provides a refuge for pedestrians as they cross the street and simplifies the crossing by letting them focus on vehicles traveling in only one direction.
- Because roundabouts are more efficient at moving traffic it is often possible to use a one-lane roundabout as a viable alternative to a conventional intersection with four or more lanes. While the existing Madera Avenue cross section requires pedestrians to cross as much as 76 feet, a one-lane roundabout could break the pedestrian crossing into as little as two, 12-14 foot legs.
- Roundabouts also work well for bicyclists. Most bicyclists at roundabouts simply take the travel lane since vehicles are circulating at a comfortable bicycle speed. . On high-volume roundabouts, particularly those with multiple lanes, less confident bicyclists can be provided a ramp on the approach to the roundabout so they can exit and walk their bicycle across at the crosswalk.
- Roundabouts can be designed for long or wide vehicles (such as emergency vehicles, buses, and wide-load or extended bed trucks) with a mountable truck apron to allow space for wheels or equipment to pass over for turning movements.

Along Madera Avenue, a roundabout should be considered at the Kearney Boulevard intersection to replace the existing traffic signal. This roundabout can be built large enough to accommodate full-size tractor-trailer vehicles, including turning movements. Preliminary traffic modeling and analysis suggests that this intersection can function at an improved level of service with a roundabout, even with a reduction in the total number of travel lanes (a road diet). A roundabout may also be considered at the E Street intersection. Right-of-way is somewhat constrained at E Street, so this round-





Above: *Urban single-lane roundabout; Diagrams (courtesy Dan Burden) illustrate typical conflicts at conventional four-way intersections and single-lane roundabouts; A wide, dangerously undefined intersection at California Ave.*

about would need to have a smaller diameter, which would allow through movements by tractor-trailer vehicles, but left turns would be restricted to single unit trucks.

Other Intersection Improvements

The City should consider additional improvements at key intersections to improve traffic flow and improve access and safety for pedestrians, including the following:

South of Veteran's Park (Madera Avenue at A Street/California Street): This intersection can benefit from the installation of a median south of the park, and channelization and realignment of the lanes to help motorists stay within the appropriate travel lane. This can be accomplished by using curvature that is appropriate for the posted travel speed of the street. Changing the geometry of the corners at the end of the park will reduce pedestrian crossing distance and further reduce the sea of asphalt that exists today.

If a road diet is pursued on Madera Avenue, further narrowing of the roadway is possible, including the provision of a buffered sidewalk along both sides of the park, which would allow the fence around the park to be removed, providing better access to this underutilized park.

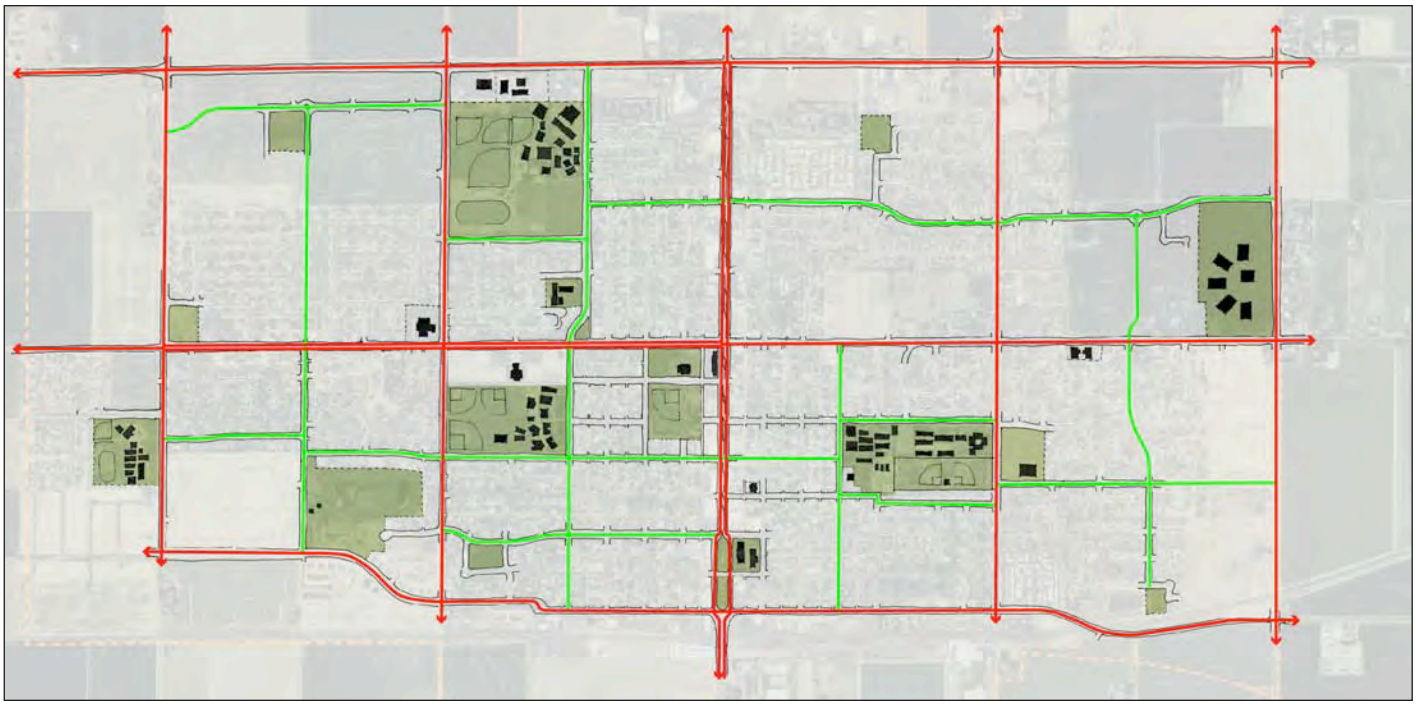
North of Veteran's Park (Madera Avenue at C Street): The design includes curb extensions and revisions to the median at the north end of the park. The narrowed roadway allows for crosswalks to the north end of the park, and a true pedestrian refuge at for the crosswalk on the north side of C Street.

If a road diet is pursued on Madera, the median refuge at C Street can be even wider, allowing for easier crossings to the park. The narrower roadway would allows a simple 1-lane crossing from City Hall to the park, and would provide space for a buffered sidewalk as described earlier.

Turn Pocket Reductions

The left turn pockets in the median on Madera Avenue are designed in an attempt to meet Caltrans HDM standards for deceleration and storage. In an urban setting where prevailing speeds are lower, drivers expect other vehicles to regularly slow down for many reasons, including left and right turn movements, yielding to pedestrians, making parking maneuvers, etc. Full length deceleration lanes are not as important in these situations. Based on appropriate urban speeds and driver expectation, a total length for turn pockets on Madera Avenue is recommended to be approximately 180 feet, from the beginning of the taper to the limit line. At major intersections, turn pockets may need to be slightly longer. The following turn pockets are recommended to be shortened, in order to provide additional space for landscaping:

- Southbound at C Street
- Southbound at Stanislaus Avenue
- Northbound for turning into the shopping center at Whitesbridge Avenue



Bicycle Network

An expansive bicycle network, in addition to supporting an effective open space network, is beneficial in providing safe, healthy, and sustainable options for travel throughout the entire community. The east-west streets that pass through the project area connect the Madera Avenue corridor to important sites throughout the city. Connections should be developed and improved between important community destinations such as schools, parks, civic and institutional facilities, residential neighborhoods, and commercial services. Kerman's Bicycle Master Plan proposes Class II routes (on-street bicycle lanes) along the city's half-mile street grid. The workshop design team also explored opportunities to expand this network by introducing further Class III bicycle facilities (shared bicycle routes) that extend into neighborhoods and offer direct connections to major community spaces. Several streetscape designs also demonstrate the opportunity for bicycle facilities to be incorporated along Madera Avenue itself.

Above: *Proposed Class II bicycle routes (red), and proposed Class III bicycle and pedestrian connections (green); A lack of on-street bicycle facilities often leads to conflicts between bicyclists and pedestrians on sidewalks.*

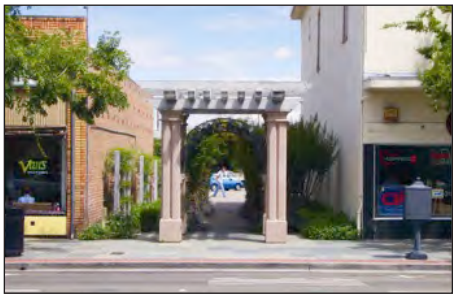
Landscaping and Frontage

With regards to landscaping and greening, public space amenities along Madera Avenue can be improved in three major ways. First, the landscaping in the median can be improved to remove large turf areas, add more shade trees, shrubs, and ground cover. Second, street tree planting should be improved along sidewalks. Thirdly, the City should work with private landowners to improve vacant and/or underutilized land fronting the roadway.

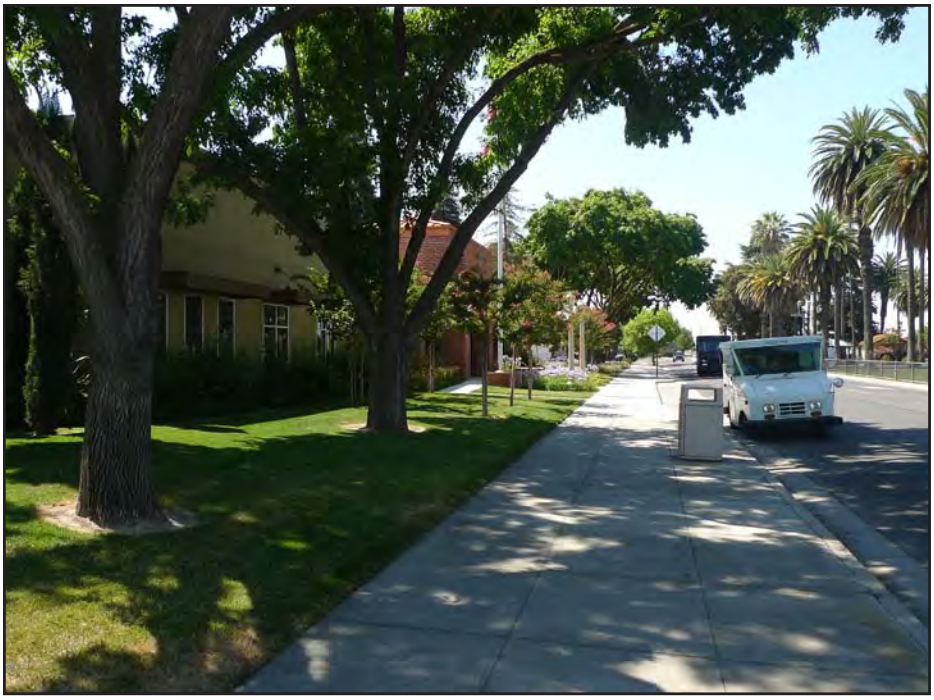
Landscaped Median

Madera Avenue features an existing raised median with sufficient width to provide ample landscaping. The current landscaping consists mostly of turf area with a variety of trees interspersed and little to no shrubs or groundcover. The turf area is high maintenance resulting in high water demand. Because Madera Avenue is a state route, the City must pull an encroachment permit from Caltrans and use most of its available crews to shut the inside lane for maintenance every week during the summer months.

The landscaping in the median should be redone with the goal of reducing maintenance time and introducing drought tolerant trees and plants to create an attractive and unified landscape theme along the corridor. The use of palms can be incorporated at the nose of the medians to be consistent with palm tree theme used in the City's logo. A variety of shrubs and ground cover can be used to add texture and color to the median. A 24" inch maintenance adobe red stamped concrete curbing can be included along the border of the median similar to the recently installed median in Kearney Boulevard.



Top Left: *A "landscape zone" beautifully conceals a surface parking lot.* ***Above:*** *Pedestrian signage and street furniture invites passers-by; Small empty lots along Madera Avenue could be converted into gardens or other small public spaces.*

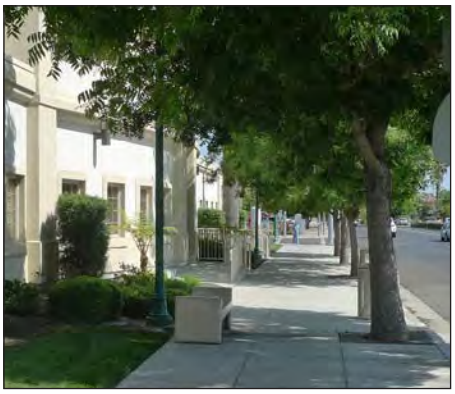


Street Trees

Landscaping is an important component of a pedestrian-oriented streetscape. When properly designed, plantings along a street corridor add warmth to an otherwise totally hardscaped space; and street trees both provide shade and add a sense of enclosure to the sidewalk. Along Madera Avenue, the design team observed several potential issues with street trees, including the following:

- Small trees have been planted in many locations that are not able to provide shade due to their size and species;
- Trees in many locations come into conflict with building canopies that extend over the right-of-way due to their planting location and the width of the sidewalk;
- Trees result in uneven or cracked sidewalks, due to inadequately sized tree wells and perhaps ineffective root barriers;
- Tree wells have not been properly covered with tree well covers.

Street trees should be selected and placed to maximize a continuous, verdant shade canopy for pedestrians. In order for trees to grow to a substantial size they will typically require a tree well at least 6' wide and 5' deep and will require space and periodic pruning to ensure minimal conflict with building facades as they grow taller. Where curb extensions are implemented, larger street trees can be planted with a broader tree well, further away from building facades. Care should be taken to choose deep-rooted tree species that are tolerant of root pruning, such as sycamore (*platanus occidentalis*), and in any case, should be installed with a minimum 18" deep "surround" style root barrier to minimize sidewalk heaving and cracking.



Top Left: *Great canopy trees at Kerman City Hall.* ***Above:*** *Example of a thoughtful balance of hardscaping and landscaping, adding interest to a sidewalk; Shady street trees and regular landscaping create a welcoming pedestrian realm; a planted median.*

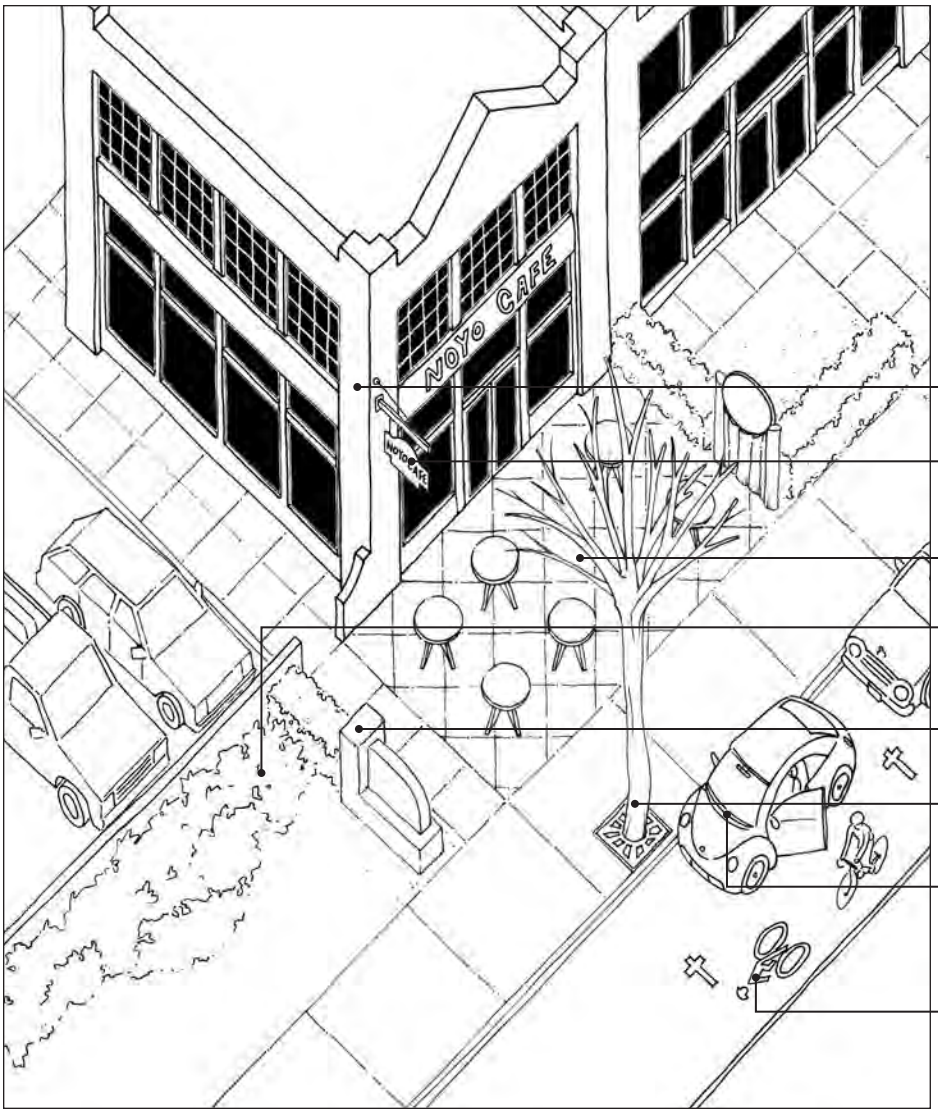
Private Frontage Improvements

Creating a good, walkable community goes beyond establishing continuous pedestrian amenities such as sidewalks and safe crossings; the nature and character of buildings, and the way they orient to the street, is also important. Buildings oriented to the street create the sense of a more "enclosed" and comfortable space for walking, and offer visual interest that may encourage pedestrians to further explore the street.

Currently, many buildings along Madera Avenue do not contribute to a comfortable walking environment, with large expanses of surface parking facing the street. In the short term, basic public realm improvements should be supplemented by initiatives for regular landscaping, pedestrian-scaled signage and lighting, and improvements to building facades.

Implementation of a "landscape and frontage zone" along the corridor should be considered. Private property owners could be encouraged to establish this zone within the front 5'-10' of their properties where a concerted effort could be made to remove or soften impermeable surfaces, introduce aesthetically pleasing screening (such as low walls or fences), landscaping (such as hedges and climbing vines), pedestrian-scaled signage, and pedestrian amenities (such as additional lighting and seating). Businesses such as restaurants could utilize this space for outdoor seating. Improvements could also encourage the closing of extraneous driveways and curb cuts.

In the short term, this work could be incentivized in the same way as a façade improvement program. In the long term, new buildings should be built with placement, form, and orientation requirements that help to encourage a better pedestrian environment.



Left: *Concepts for ideal walkable frontage.*

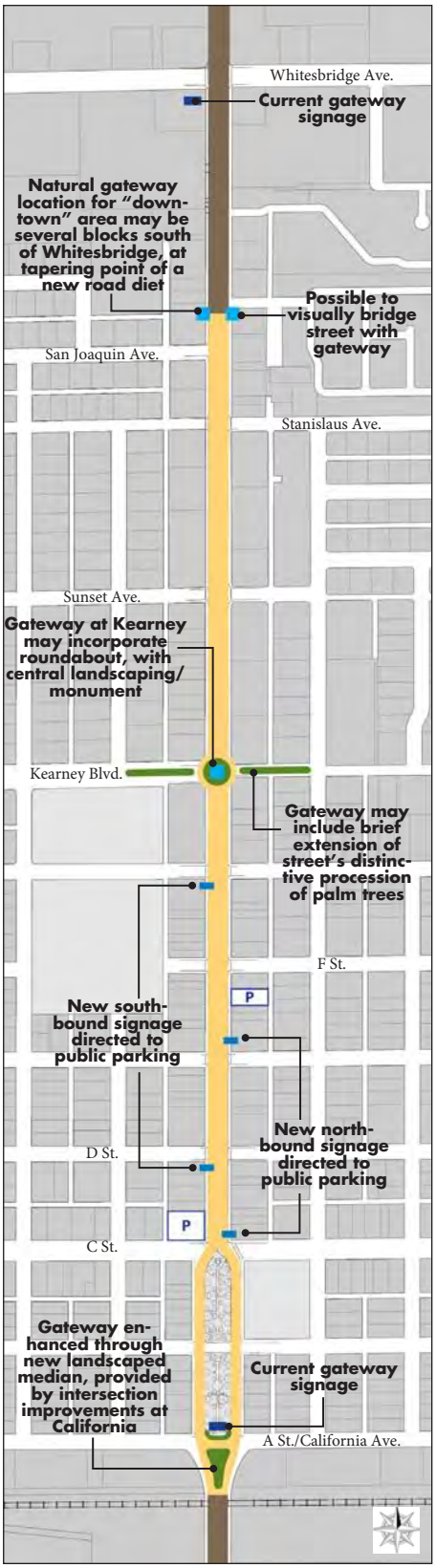
Gateways and Wayfinding

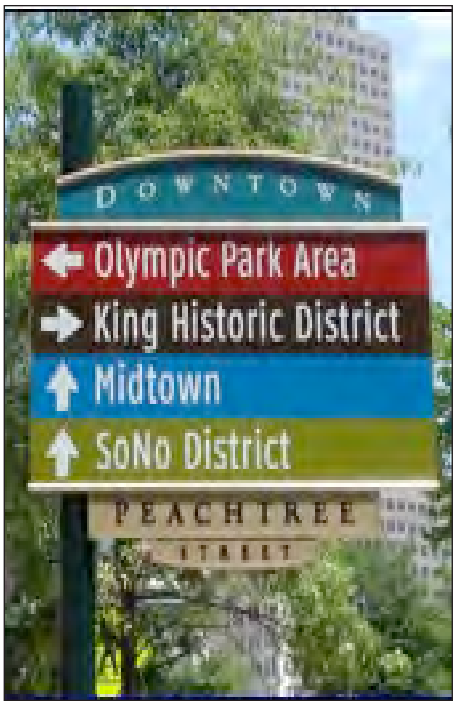
Madera Avenue provides an important entry route into the City and hence a "first impression" of the community for many visitors. Improvements to public and private-realm elements within the project area should be coordinated to present a high-quality, well-designed environment. The study area also provides many opportunities to provide visual gateways at transition points along the corridor.

Entering the City from the south, the vibrant green of Plaza Veterans Park provides a natural opportunity to welcome highway-bound visitors and suggest that the corridor is transitioning to a different character. A proposed road diet surrounding the Park may similarly encourage slower speeds, allow the historic Kerman sign to become far more visible to drivers, and welcome travelers into the central portion of the community. It would also provide additional space for landscaping to frame the gateway.

The transition from rural highway to community downtown is more ambiguous as one approaches Kerman from the north. A gateway sign currently welcomes visitors at the intersection of Madera and Whitesbridge Avenues, yet its location on the corner of a Carl's Jr. parking lot detracts from its visibility and effectiveness. Any gateway elements in this area may face the risk of being visually lost amidst the auto-oriented commercial parking lots and major directory signage. A compelling alternative for welcoming southbound traffic may be to implement a well-designed gateway element, a few blocks beyond Whitesbridge as one enters the transitional commercial zone. This option may be more visually effective, and perhaps be a truer "gateway" location for entrance into Kerman's primary community corridor.

One further primary gateway opportunity to consider is Madera Avenue's intersection at Kearney Blvd. Kearney is a significant and historic east-west connection that provides an elegant palm-lined route directly to Fresno. This intersection may be an ideal location for a roundabout, allowing traffic to flow smoothly and slowly through the intersection while also offering space for highly visible coordinated gateway landscaping and signage at the roundabout's center, and completing the Kearney Boulevard concept between Fresno and Kerman.





Signage and Wayfinding

Signage was also discussed as a design element in need of improvement. Improvements to public signage may increase orientation and wayfinding in the area, and assist in connecting visitors traveling along Madera Avenue to important community destinations, such as local parks and downtown amenities, as well as public parking lots. If possible, signs should be clustered together on the same monument to avoid visual clutter of multiple poles and signs along the street, and should be located in visible locations where pedestrian activity occurs. Greater consistency in the city's street banners may also present a more cohesive community identity to visitors. New signs should include directional signing to carefully-placed, off-street parking lots available to downtown patrons.

Workshop discussions also considered changes to the existing standards regulating private signs, including the promotion of more pedestrian scale and quality signage. Appropriate regulations can ensure that standards of signage and landscaping are consistent across Kerman and done so within the community's traditional character.

Above: *Kerman's current signage at north- and southbound gateways; Example of a street-scaled gateway feature; Example of appealing wayfinding signage.*

Parking

More than a thoroughfare for traffic passing through Kerman, Madera Avenue is a place of commercial exchange and social interaction. By providing access to people, places and services, parking is a key element of the streetscape and the economic and social functionality of Madera Avenue. Available parking in off-street lots located behind, to the side of, and sometimes in front of local businesses, and on-street parking along Madera Avenue and its cross streets, provide a means of automobile access to businesses, services, parks, and other public spaces up and down Madera Avenue. Other principal modes of access to destinations along Madera include bicycling, walking, ridesharing, and public transportation.

When planning changes to the streetscape and parking supply, it is important to note that many employees and patrons of establishments on Madera Avenue use more than one mode of transportation to access their destination. Every person arriving in the district, whether by car, bicycle, or bus, must walk at least part of the way to their final destination, whether that means walking from home, from where they park their vehicle or bicycle, or the location where they get off the bus. Moreover, as in many healthy main street districts, pedestrians who shop at one store often walk to or stop and shop at other retail establishments and/or utilize other public services in the vicinity on the way.

The key to managing parking in a way that supports the businesses and activities along Madera Avenue is to ensure that as the corridor and the City continue to grow, it is always easy to find a parking space on each block, within easy walking distance of every establishment.

Existing Conditions: Inventory and Availability

A field study of the corridor confirmed that parking is widely available on-street and off-street within one block of Madera Avenue during periods of time that typically reflect periods of peak demand. The full parking survey can be found in the in the appendix. Observations noted that:

- Consistent with the findings of the parking surveys, parking is widely available on-street, directly in front of most business establishments – even during midday on weekdays – which are typically periods of peak demand.
- For all but a few establishments, off-street parking was also widely available when observed in person.
- Parking is widely available on cross-streets of Madera Avenue.
- Many customers were observed walking from one shop to another, after parking once on-street or in a nearby off-street lot.

The most significant concern related to parking expressed by stakeholders was the safety of parallel parking along stretches of Madera Avenue where trucks and high speed traffic commonly use the adjacent lane. This concern is addressed by all of the streetscape alternatives presented in this plan, which provide sufficient right of way for curbside parking and through movements, and which include traffic calming measures which can be expected to prevent speeding in the corridor.

Above: *Fast traffic in undefined outer lanes inhibits on-street parking; Without off-street parking requirements, underutilized spaces could become lively outdoor dining areas; Improved signage could aid use of existing public parking.*

Above: *Without requirements for off-street parking, businesses' underutilized surface parking spaces could be converted into lively spaces for outdoor seating. The sketch above illustrates La Ramada's front parking stalls converted into a small garden for outdoor dining; the adjacent lot is softened by a landscaping zone and opened for public parking usage.*

Future Needs and Recommendations

Even with selective development on vacant lots and significant changes to the streetscape, such as installing curb extensions at intersections and new mid-block pedestrian crossings, the design team found that the supply of on-street and off-street parking in the corridor would be sufficient to accommodate new commercial development in the corridor without construction of new off-street parking facilities.

Based on the analysis of existing conditions and future needs in the corridor, the following overarching recommendations were established:

- Consider back-in angled parking on Madera Ave and on cross streets within one block of Madera Ave. Back-in angled parking spaces are arranged in an angled pattern, similar to head-in angled parking, but drivers back in to the space instead of head-in. This improves safety for all travelers by allowing drivers to see oncoming traffic when they pull out. Back-in angled parking also increases front door parking for businesses by between 20% and 70% compared to parallel parking.
- Accommodate new development with no requirement for new off-street parking.
- Incentivize conversion of underutilized off-street parking to unpaved green space, particularly along highly-visible sidewalk frontage.
- Negotiate to establish a public lot south of La Ramada.
- Require any new off-street parking to be located behind buildings (alley access).
- Manage on-street parking, implementing time limits and appropriate enforcement where necessary to ensure availability as Madera Avenue grows.

Above: *Cones block central lanes during routine maintenance of the median, demonstrating Madera Avenue's comfortable functionality as a two-lane thoroughfare.*

Overview

During the workshop, the design team explored two principal alternatives for future improvements to Madera Avenue's streetscape:

1. Maintaining the four-travel-lane section, and simply supplementing the current street structure with improvements for pedestrian safety, connectivity, and comfort, such as curb extensions and an expanded and improved crosswalk network.
2. Reducing the cross-section from four lanes (plus turn lanes/median) to two lanes (plus turn lanes/median), in addition to the baseline improvements to the pedestrian realm along the corridor. This "road diet" approach could be achieved through two primary means:
   - Utilizing low-cost solutions primarily involving re-striping travel lanes; or
   - Seeking more substantial streetscape solutions in long-term community visioning, including reconstruction and expansion of either the median or sidewalk.

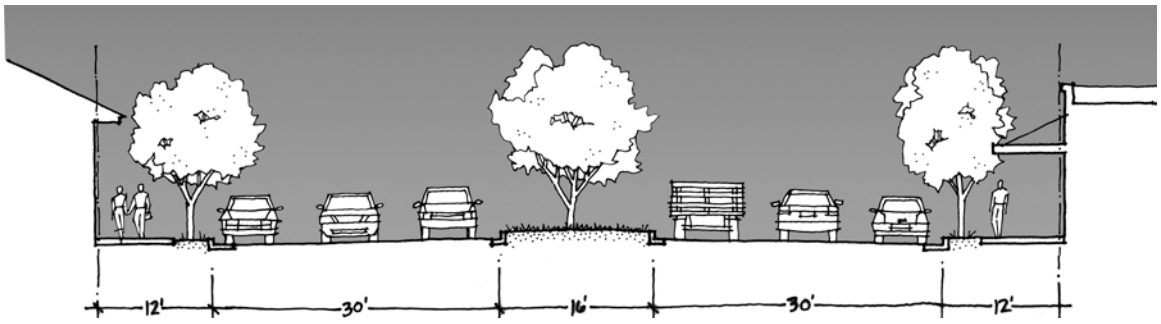
"Preferred" Strategy: Maintain Four-Lane Cross Section

The "preferred" alternative keeps the same fundamental five-lane structure of Madera Avenue, while integrating a palette of improvements that may enable a more welcoming pedestrian environment. These elements, which can be combined and added over time, can also provide the corridor with an aesthetically pleasing, unified set of public realm elements. These recommended improvements include:

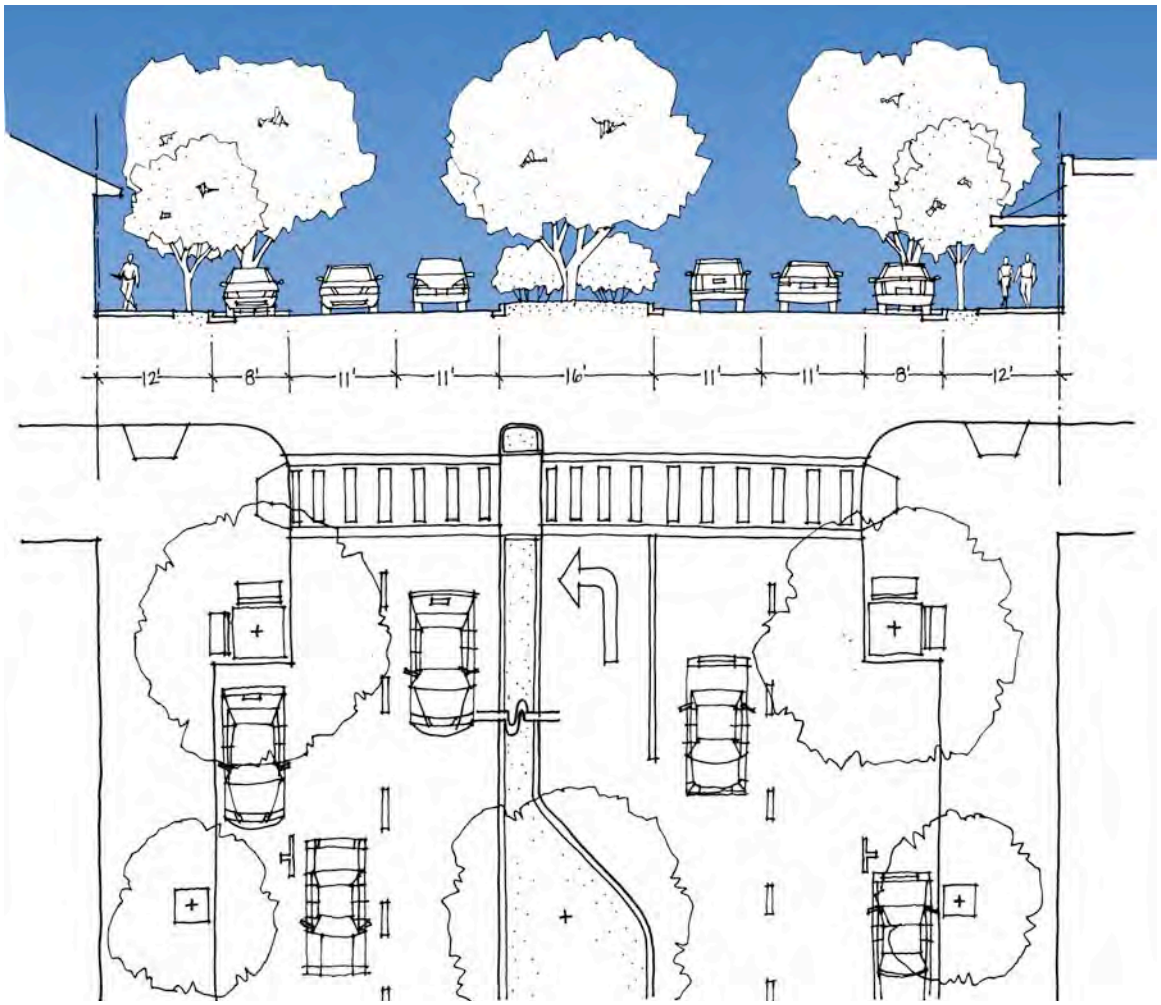
- Curb extensions at all intersections with high-visibility crosswalks that facilitate easier pedestrian crossings. In locations where u-turn movements should be preserved, the southwest and northeast curb extensions facing Madera Avenue at any intersection may be eliminated.
- Enhanced unsignalized pedestrian crossings at C Street, D Street, F Street, between Kearney Blvd. and Sunset Avenue, between Sunset Avenue and Stanislaus Avenue, and at San Joaquin Avenue, with high-visibility crosswalks, advance yield lines, and pedestrian refuges in the median.
- Shortened turn pockets in the median to create larger expanses for street trees and landscaping at the following locations: southbound at C Street; Southbound at Stanislaus Avenue; and northbound for turning into the shopping center at Whitesbridge Avenue
- Intersection improvements at California/A Street.
- Intersection improvements at C Street.
- Intersection improvements at Kearney Boulevard, including a designated left turn signal on Kearney.
- Street tree planting with larger "canopy" species in coordination with curb extensions, and along the sidewalk where possible.
- Replace turf medians with drought-tolerant native landscaping to minimize irrigation and maintenance.
- Clearly marked on-street parking spaces that provide a buffer between the sidewalk and the vehicular travel lanes.
- Continuous sidewalks with a minimum 5 foot clear pedestrian zone along the corridor, ensuring that all street furniture (including trash receptacles, street lights, street furniture, and utility poles) is placed outside the pedestrian zone.
- Coordinated pedestrian-scaled lighting, banner signage, traffic poles and mast arms, and street furniture.
- Gateway signage north of San Joaquin Avenue that welcomes southbound vehicular travelers.

Making these physical improvements to the corridor will create an environment in which pedestrians can safely and comfortably travel along and across Madera Avenue. For further illustrations of these improvements, please see Chapter 5 (Design Details).

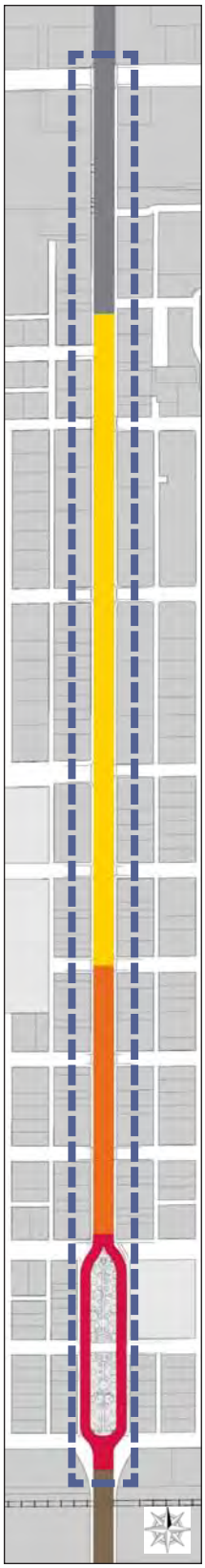
Preferred Strategy: Maintain Four Lanes

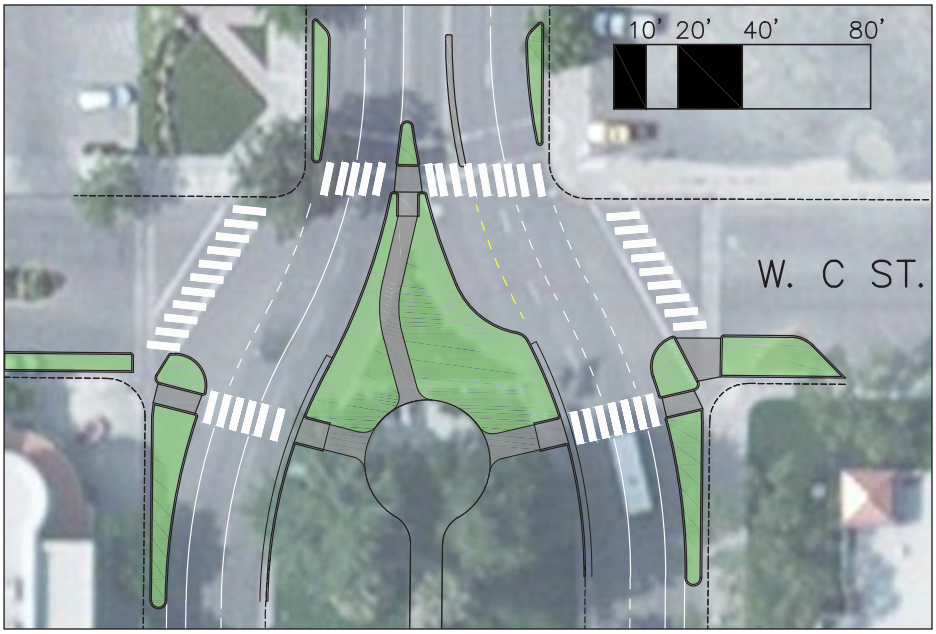


Above: *Existing Madera Avenue cross section.*

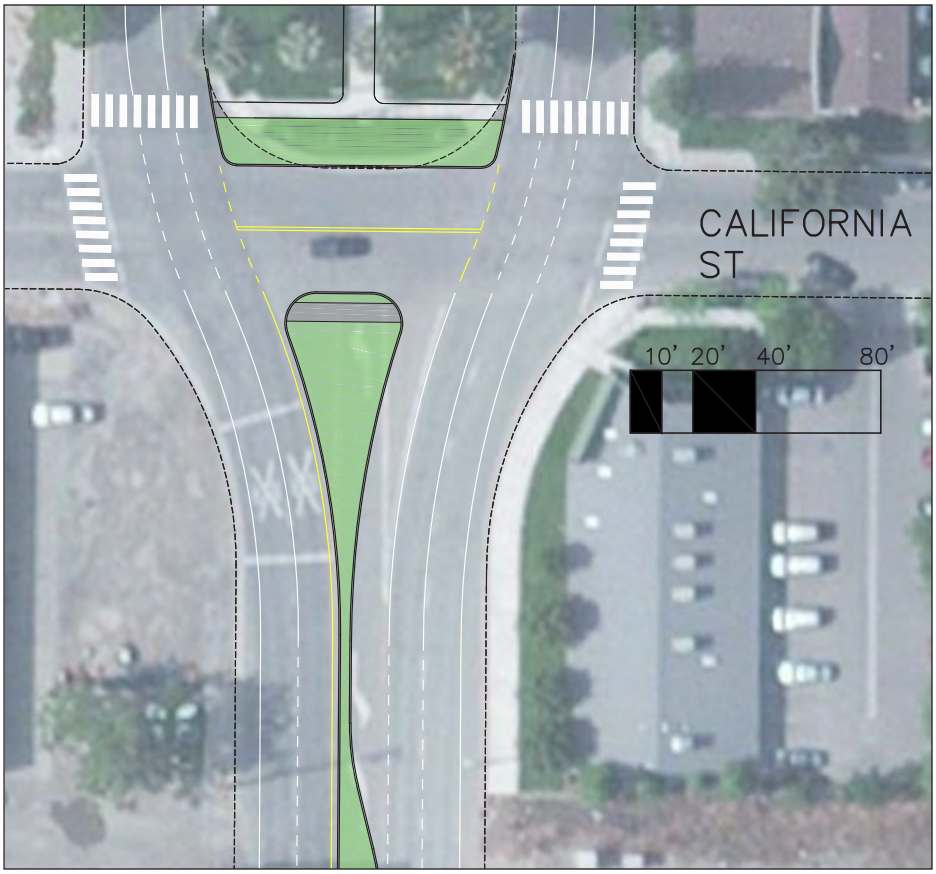


Above: *Proposed section for Madera Avenue which maintains five lanes, with curb extensions and high-visibility crosswalks. Shortened left-turn pockets and mid-block curb extensions allow larger street tree plantings.*

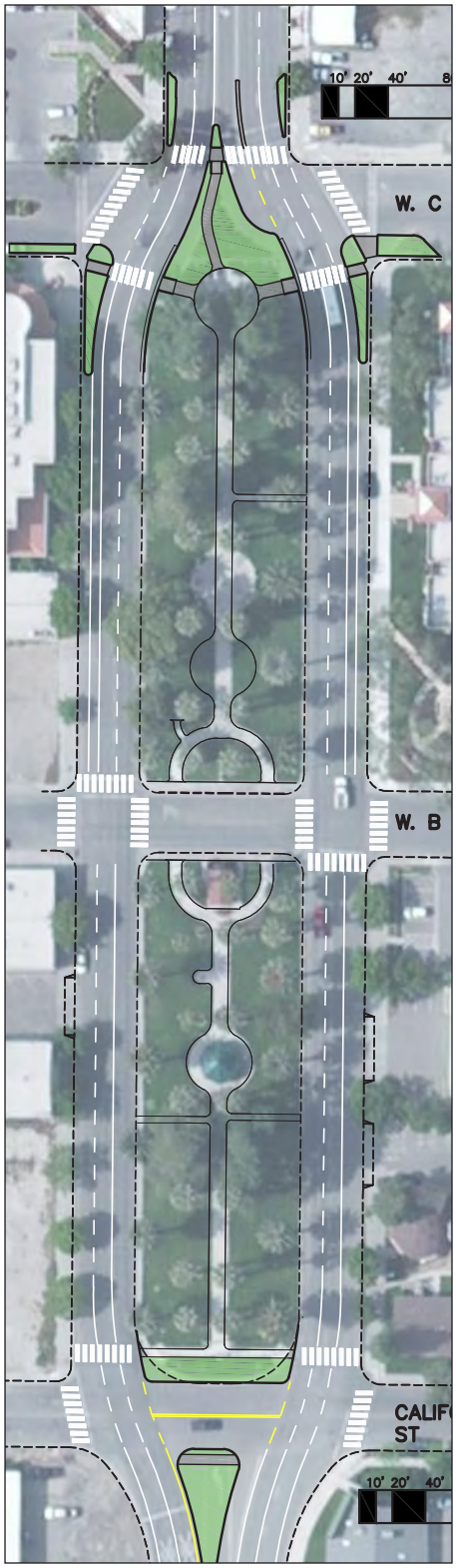




C Street/Madera Avenue intersection improvements with four-lane cross section



California Avenue/Madera Avenue intersection improvements with four-lane section



Improvements at Veterans Park

"Alternative" Strategies: Road Diet

A large portion of the Madera Avenue corridor could potentially benefit from various road diet strategies. These plans would implement the previously mentioned "baseline" improvements, but would also reduce the street from four travel lanes to two where appropriate, as described below.

Preliminary traffic analysis suggests that the reduction in travel lanes will not impose a significant reduction in Level of Service, even when taking into account the traffic growth projections outlined in the traffic study for the proposed Wal-Mart in Kerman. This traffic analysis can be found in the appendix.

The most suitable section for road diet improvements would likely be the stretch between California and San Joaquin Avenues; high numbers of driveways on Madera Avenue in the northern, auto-oriented commercial zone inhibit significant road diet improvements, as vehicular access to businesses becomes an issue; additional capacity in the vicinity of the Whitesbridge Avenue intersection may also be needed.

Employing a place-based response to changing conditions along Madera Avenue, road diet recommendations vary along the corridor's length in consistency with the needs of each context zone:

- At California Avenue (A Street), the leftmost northbound lane can be dropped to become a left turn lane onto A Street, with through traffic instructed by signs to merge to the right. In the southbound direction, the second travel lane can be introduced immediately after the crossing of A Street. This design allows for two lanes in each direction at the railroad crossing, which helps clear traffic after a train has blocked the tracks for an extended period. A narrower road here allows for roadway curvature appropriate for the posted speed of 30 mph, which will help keep drivers within the single travel lane. The narrower roadway makes it much easier for pedestrians to access the park, since they will only have to cross one travel lane in each direction.
- Between California Avenue (A Street) and C Street, the roadway can be reduced to 1 travel lane in each direction, along with a Class II bicycle lane and designated, on-street parallel parking. The narrower roadway allows for a sidewalk and planter strip to be added to the park edge on both sides of the park, providing a buffer between the park and the roadway. This makes the fence unnecessary, which further enhances access to the park.
- At C Street the road diet provides significant opportunities. Similar to the south end of the park the lanes can be realigned to allow for roadway curvature appropriate for the 30 mph posted speed. It also allows for a wide pedestrian refuge for the existing crosswalk on the north side of this intersection as well as three access pedestrian access points with crosswalks at the north end of the park. Southbound left turn movements can be maintained for passenger vehicles as shown in the drawing for this area, or for all vehicles by using a design similar to the one shown for the design of this intersection without the road diet. The curb extensions shown on the conceptual design drawing are intended to be built as concrete "planters" that do not attach to the existing curb, in order to maintain drainage in the existing gutters.
- Between C Street and F Street, the two-lane section (one-lane in each direction plus a median) should be continued, and back-in-angled parking should be implemented,

along with a narrow, but acceptable bike lane. When most vehicles are parked in the angled parking spaces, there will be more than enough room for bicyclists. On the rare occasion when very large vehicles are parked (e.g. long-bed crew cab pickup trucks, or the largest of sport utility vehicles), the bike lane will be about 4 feet wide, a minimum width, but still sufficient for use by bicyclists. If back-in angled parking is not viable, a striped bicycle lane, painted buffer, and on-street parallel parking can be implemented as described below for the section between F Street and San Joaquin Avenue. The use of head-in angled parking is not appropriate for this section due to potential conflicts between backing out vehicles, bicycles, and trucks.

- At Kearney Boulevard, a single-lane roundabout that accommodates full-truck turning movements should be implemented. Initial traffic analysis found the implementation of a roundabout at Kearney Boulevard along with a road diet would actually improve the level of service along the corridor. Without the implementation of a roundabout, the existing level of service can be maintained with a road diet and the addition of a left-turn lane.
- A smaller, optional roundabout may also be implemented at E Street. The small roundabout would accommodate full turning movements by cars; however, it would only accommodate through traffic by trucks and larger vehicles and would not be able to accommodate left or u-turn movements by these vehicles.
- Between F Street and San Joaquin Avenue, the two-lane section should be continued with a Class II bicycle lane and on-street, parallel parking. In the short term, the road diet can be achieved without relocating any curbs by implementing a striped buffer between the bike lane and the parking lane. Longer-term initiatives below describe alternatives that include curb and reconstruction
- North of San Joaquin Avenue, the two-lane section should transition back to the four-lane section. Here, there is no room for the class II bicycle lane, so shared lane markings should be provided for bicyclists in the outer lane.

Longer-term Initiatives

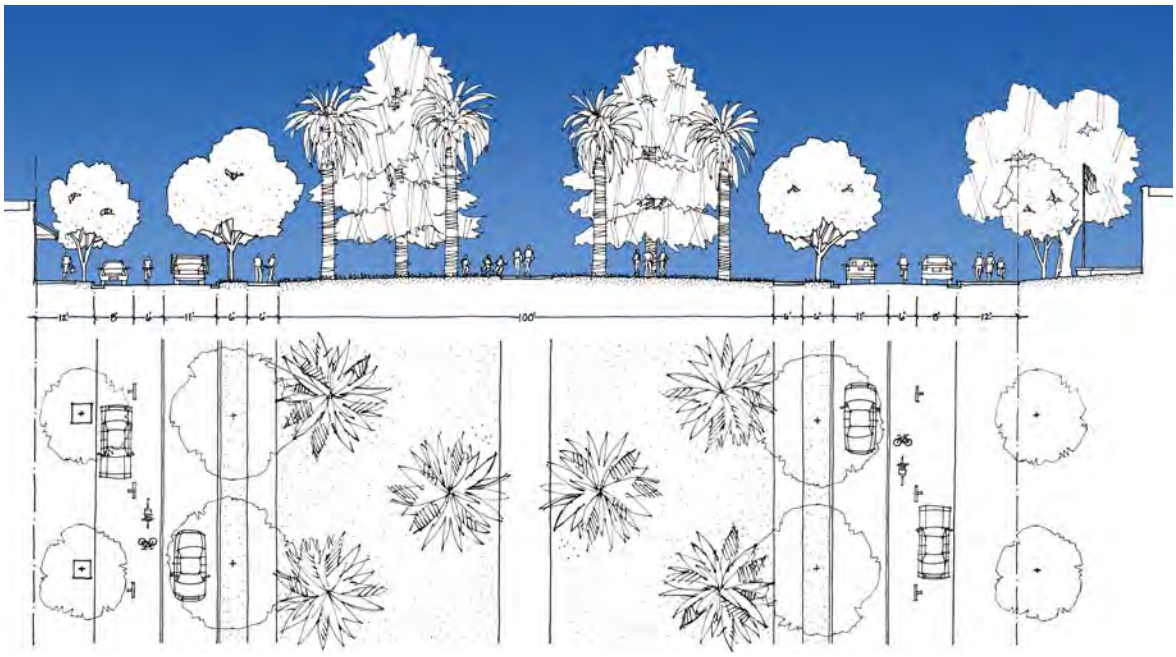
The above improvements, with the exception to the road diet and expansion of plaza veterans park, can be achieved by simple re-striping of the roadway without any change to the locations of the existing curbs along the sidewalk or median. If the road diet is found to be successful and funds were able to be secured for a more permanent implementation, a road diet would be able to accommodate either wider sidewalks or a wider median by eliminating the painted buffer between the bike lane and car lane and moving the curb along the sidewalk or median respectively. Due to the high roadway crown on Madera Avenue, the moving of the curbs would likely require a major reconstruction of the entire roadway.

Although significantly more expensive, they may be worthwhile to consider, particularly as the downtown business environment improves and evolves into more of a central destination. Expansion of the sidewalk would provide additional space for pedestrians, larger and more evenly-spaced street trees, and street furniture.

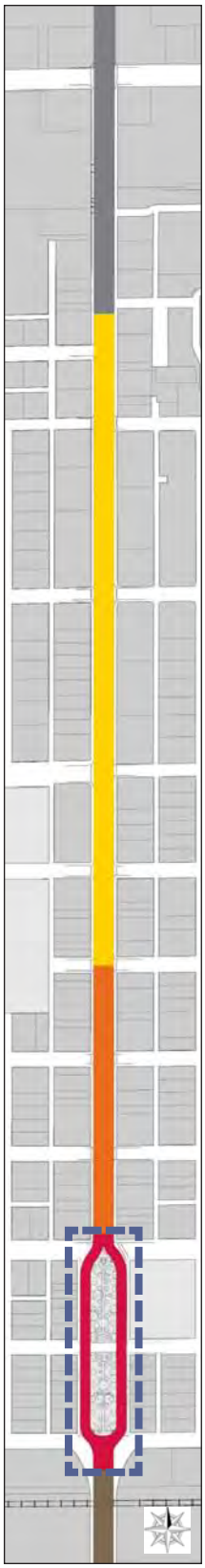
Additionally, a truck bypass that would re-route trucks off of South Madera Avenue was discussed. Further analysis would be required in order to fully explore the feasibility of this idea. This concept would need to be included in the circulation element of the General Plan and would require acceptance by Caltrans and by the community at large.

Alternative Road Diet Strategy: Plaza Veterans Park

Above: *Existing Plaza Veterans Park cross section.*



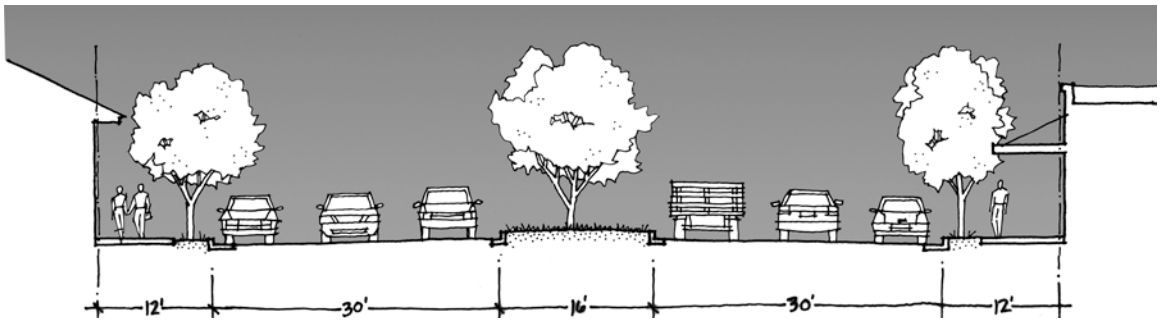
Above: *Proposed street section at Veterans Park, showing an opened edge buffered from traffic by a new 6-foot planting strip and 6-foot sidewalk; alongside single 11-foot driving lanes, new 6-foot bicycle lanes, and 8-foot parking lanes on either side of the park.*



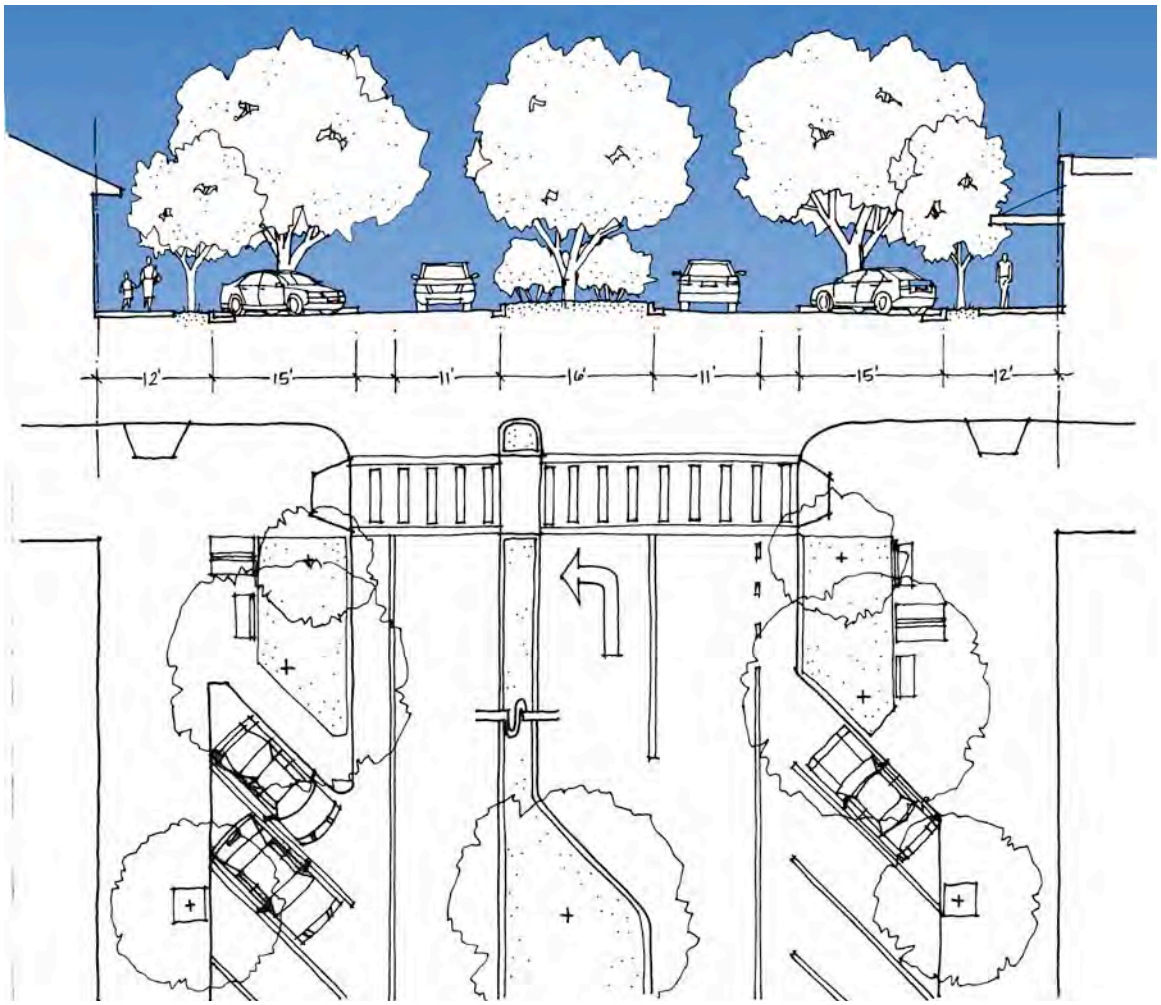
Above: *Street view of a road diet around Veterans' Park, adding a buffer planting zone to the park edge in place of current fencing.*

Above: *Aerial view of a road diet at Veterans' Park; the B Street intersection may be paved for use as plaza space for special events.*

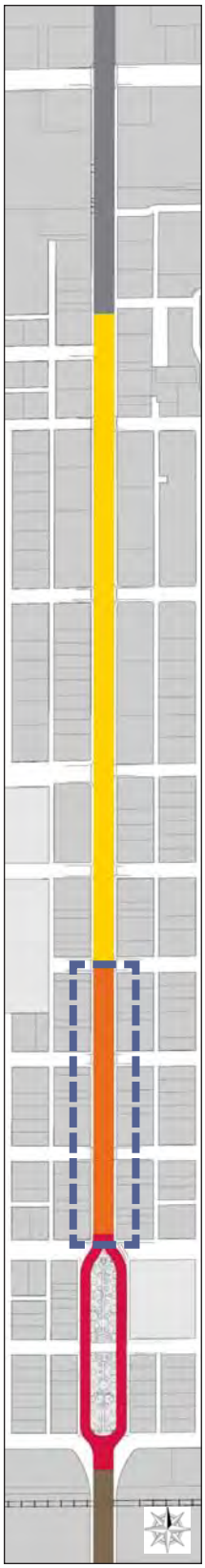
Alternative Road Diet Strategy: Re-Striping in Commercial Core

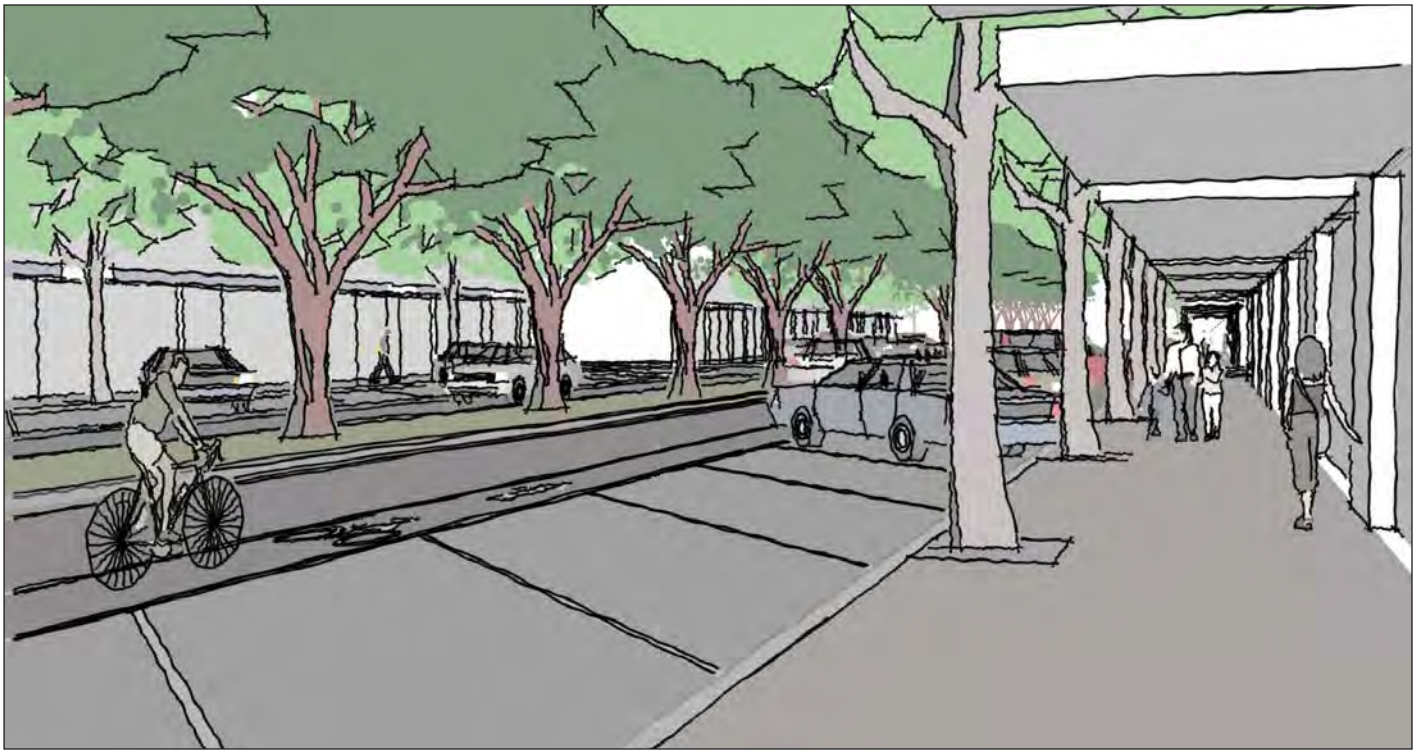


Above: *Existing Madera Avenue cross section.*



Above: *Proposed section for Madera Avenue's historic commercial core, with two travel lanes, a buffer zone, and reverse-angled parking. Curb extensions provide extra landscaping and furniture space.*

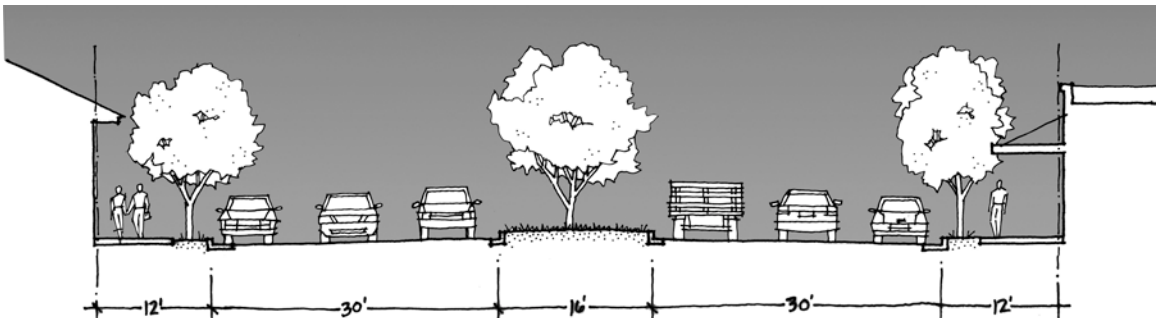




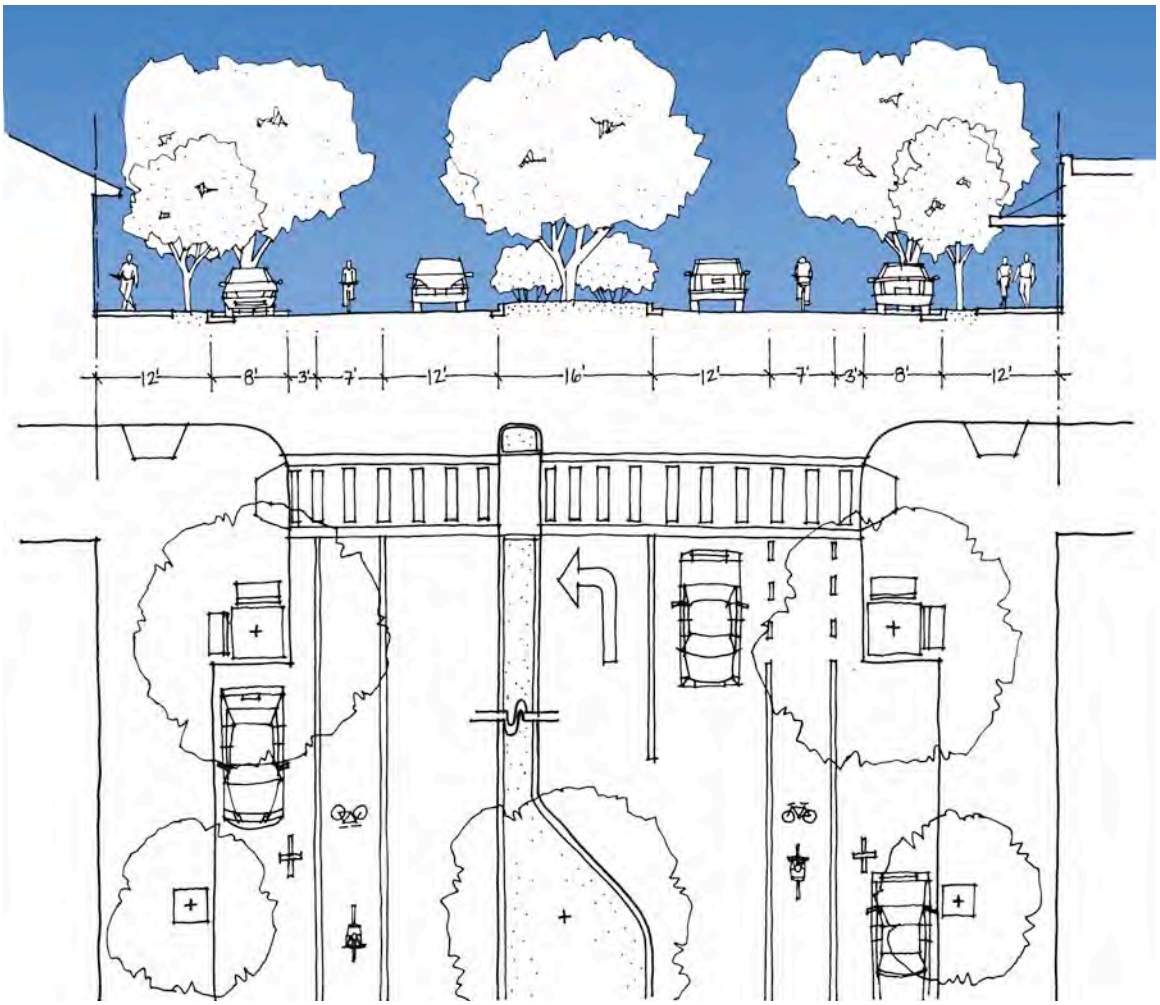
Above: *Street view of a road diet with reverse-angled parking implemented in the downtown historic commercial core.*

Above: *Aerial view of a road diet with reverse-angled parking implemented in the downtown historic commercial core.*

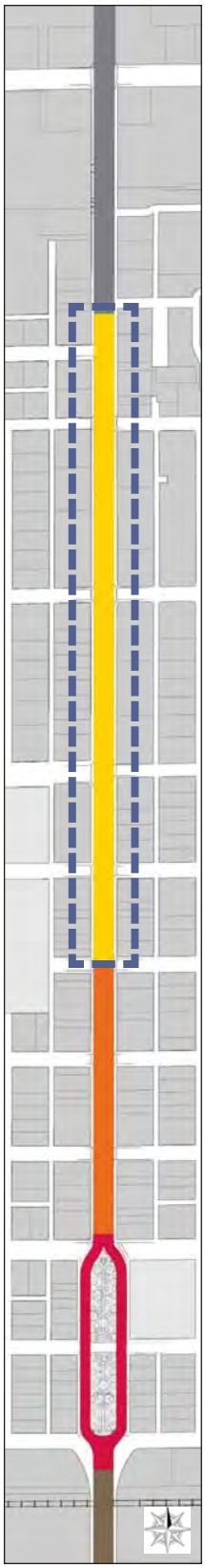
Alternative Road Diet Strategy: Re-Striping in Transitional Commercial Zone



Above: *Existing Madera Avenue cross section.*

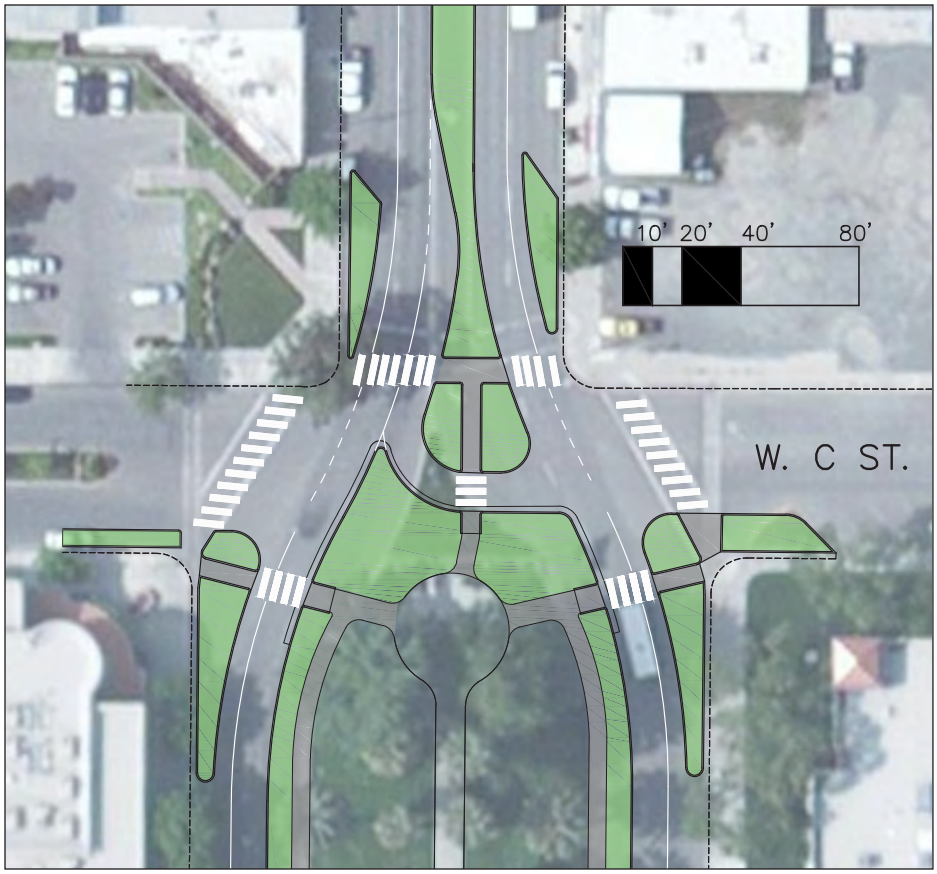


Above: *Proposed section for Madera Avenue's transitional commercial area, with two travel lanes, bicycle lanes, a buffer zone, and parallel parking. Curb extensions provide extra landscaping and furniture space.*

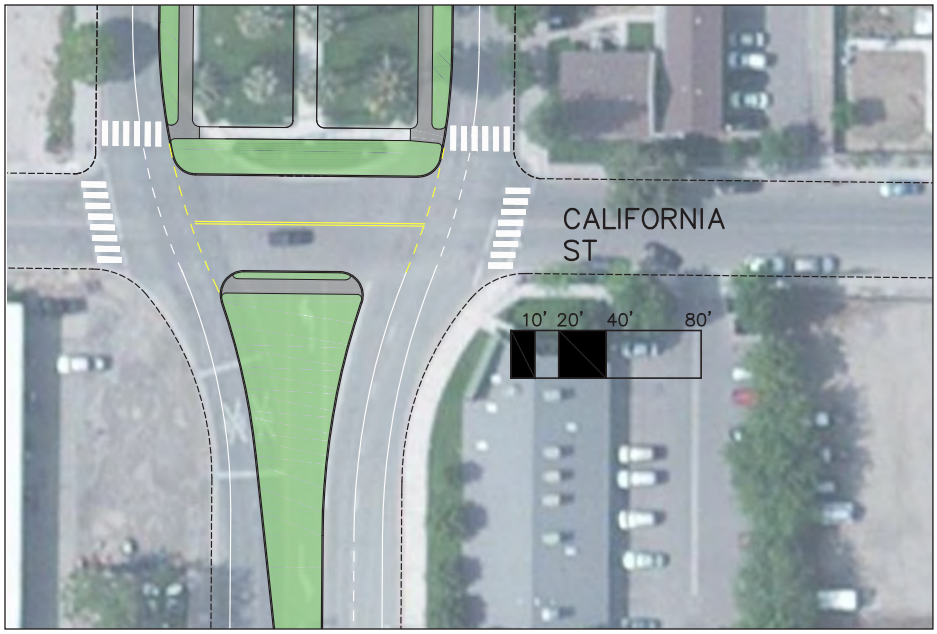


Above: *Street view of a road diet with bicycle lanes, buffer, and parallel parking implemented north of the historic commercial core.*

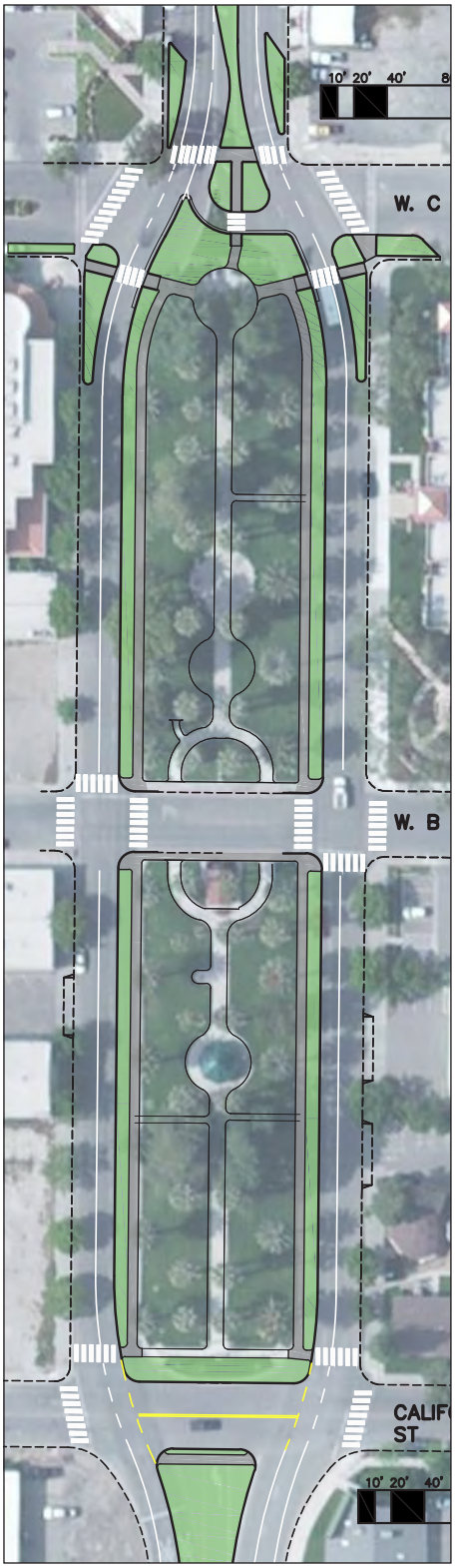
Above: *Aerial view of a road diet with bicycle lanes, buffer, and parallel parking implemented north of the historic commercial core.*



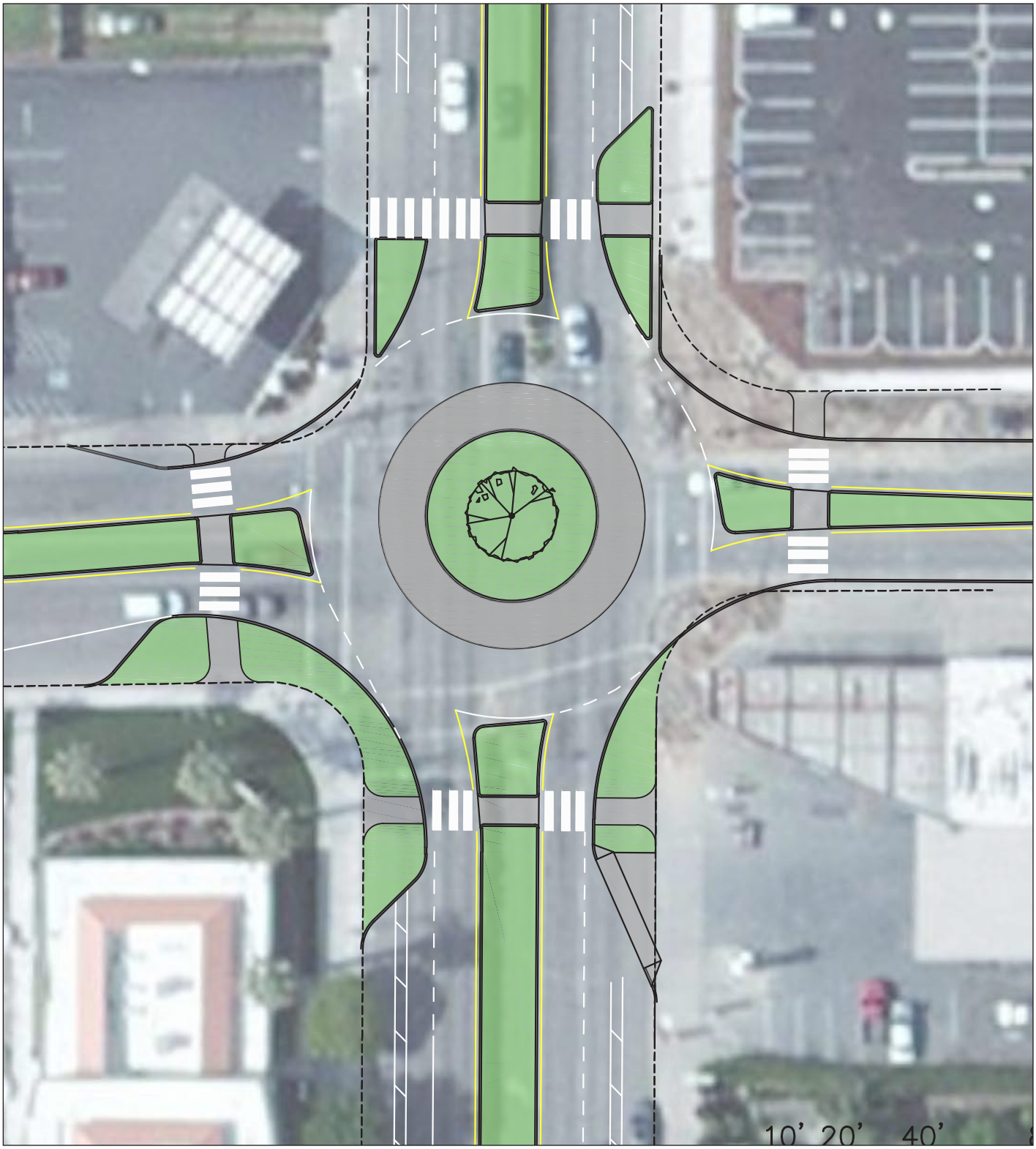
C Street/Madera Avenue intersection improvements with road diet



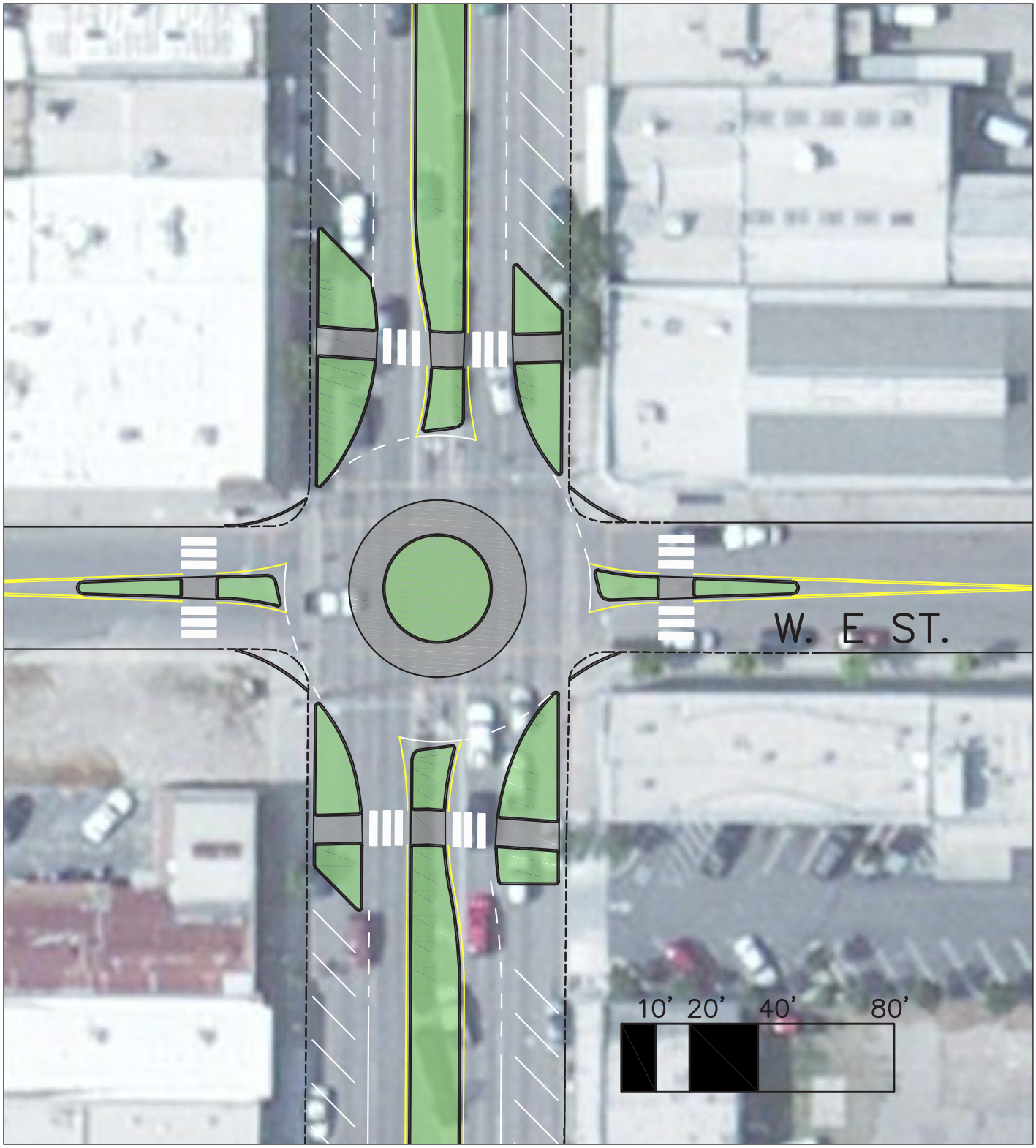
California Avenue/Madera Avenue intersection improvements with road diet



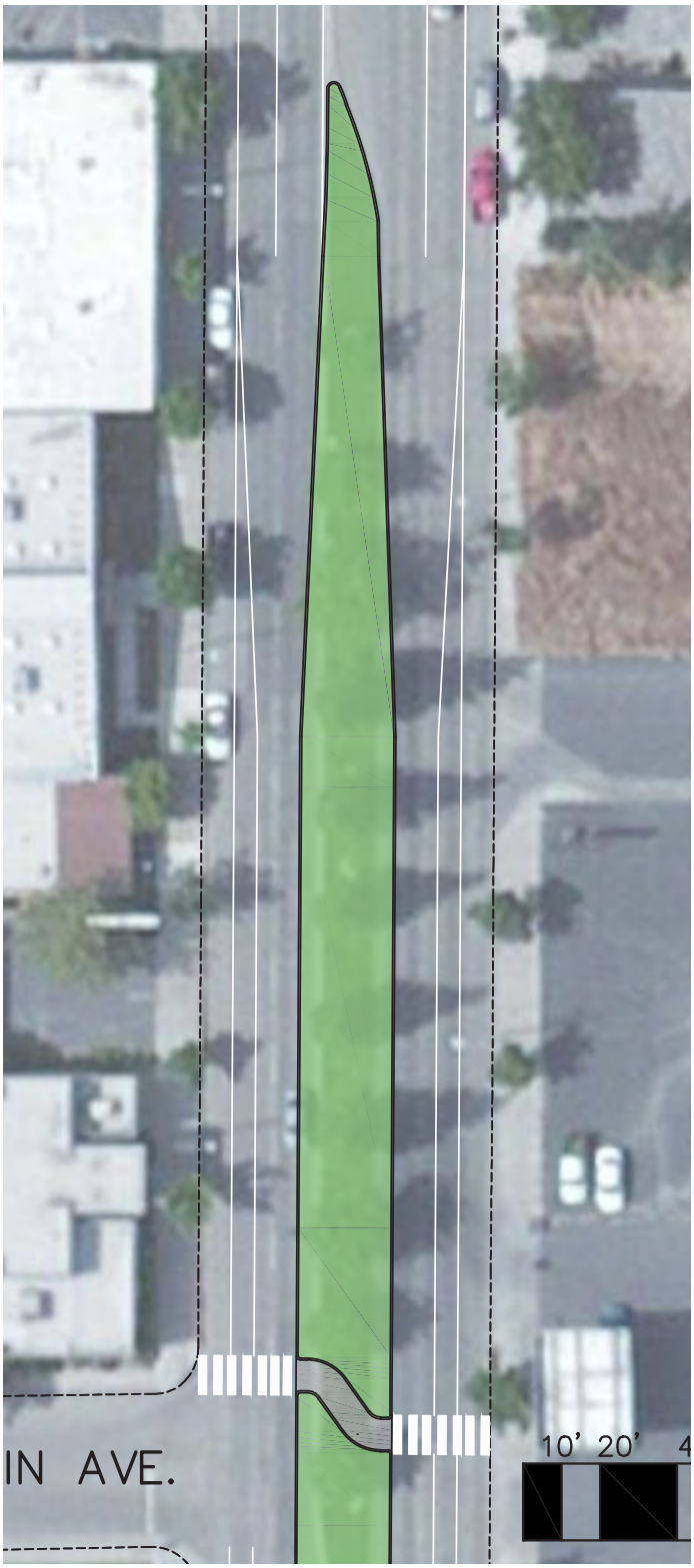
Road Diet at Veterans Park



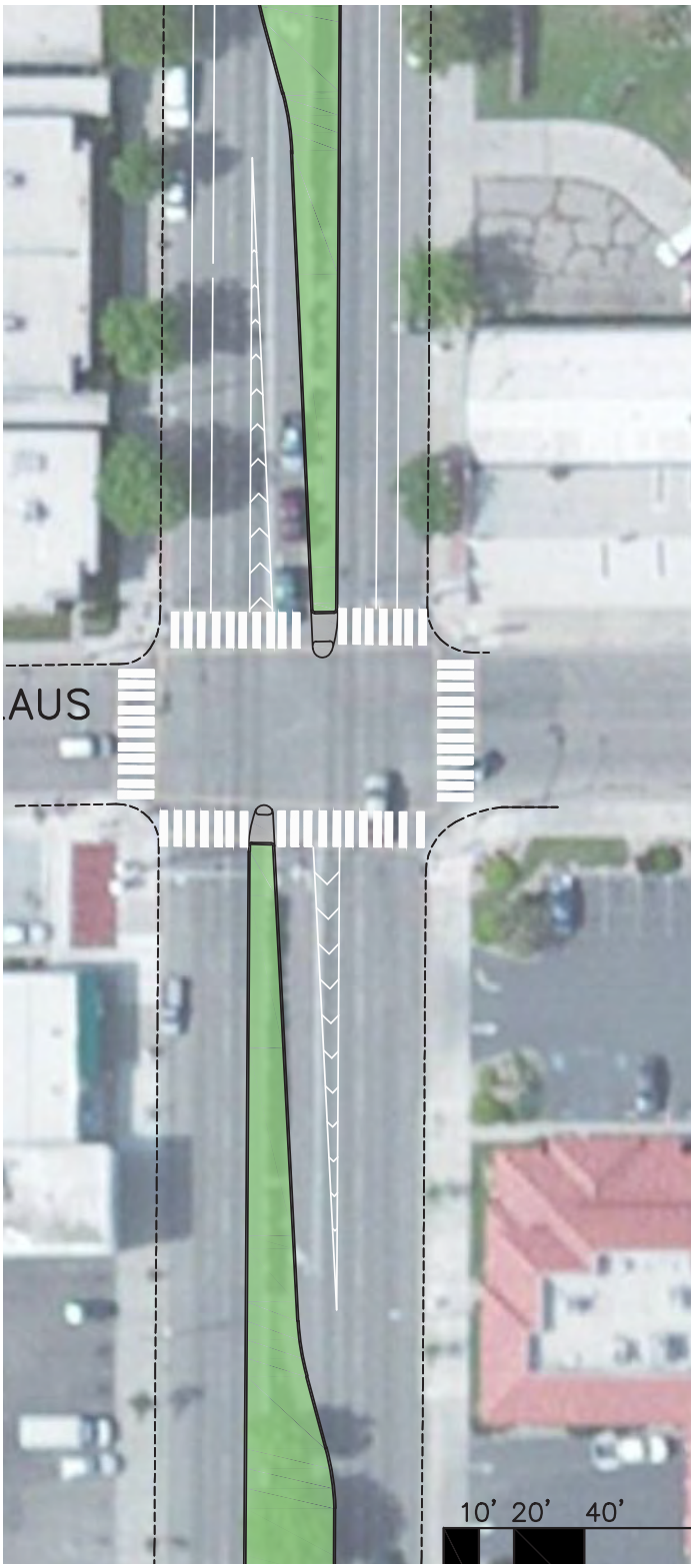
Roundabout design at Kearney Boulevard/Madera Avenue intersection



Small optional roundabout design at E Street/Madera Avenue intersection

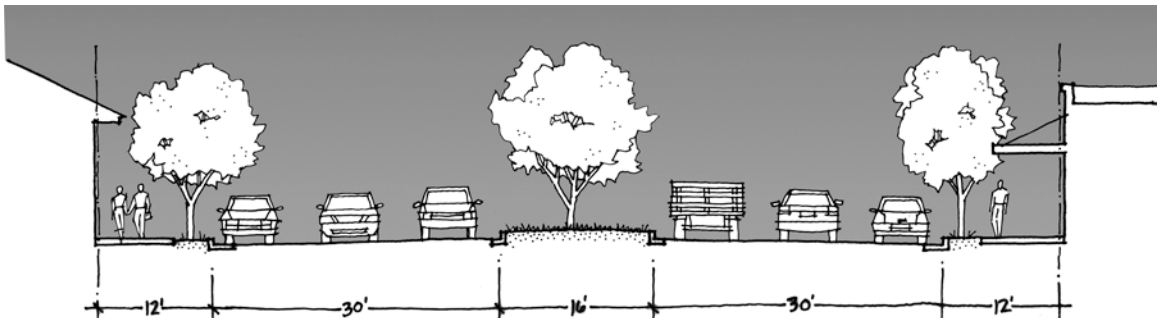


Unsignalized crossing at San Joaquin Avenue

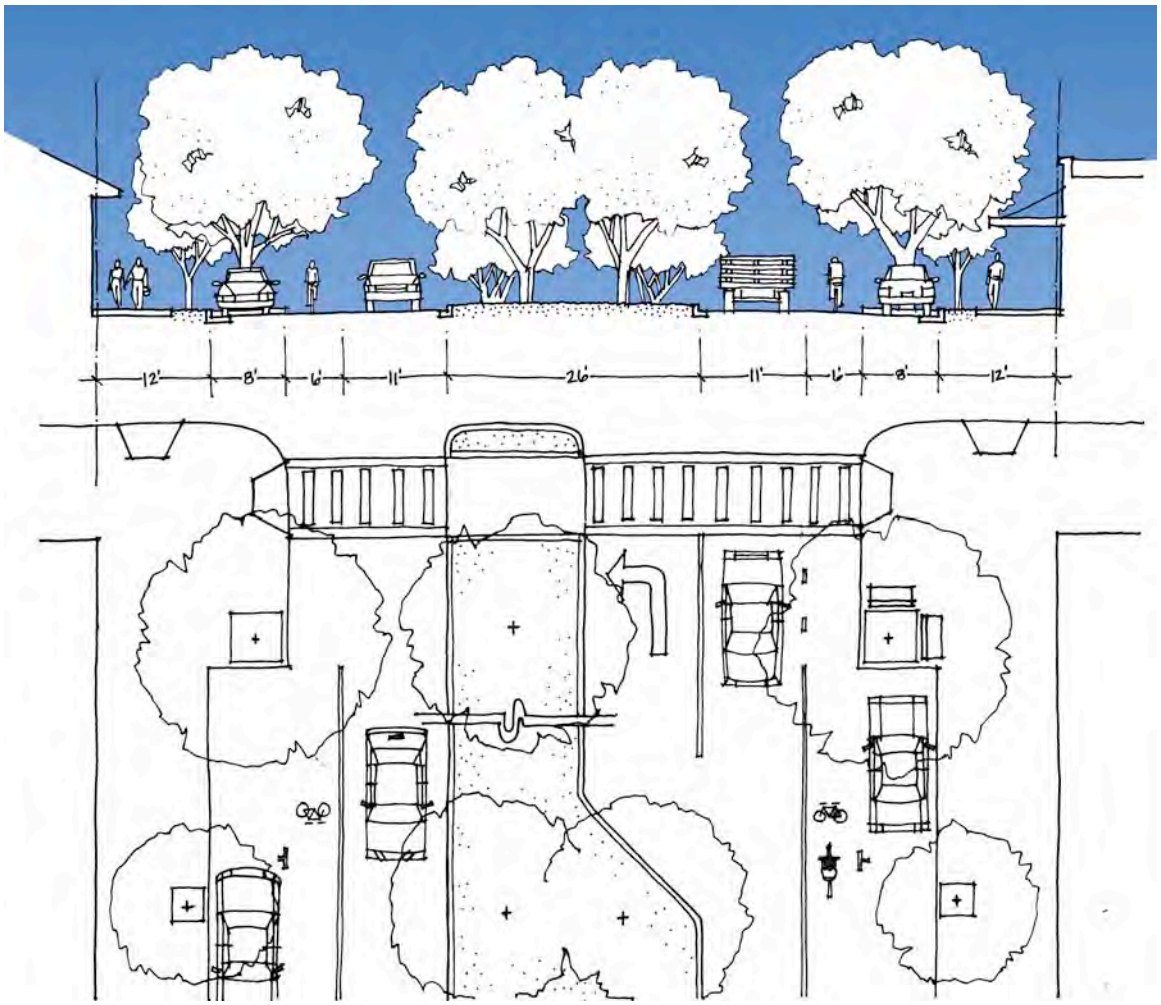


Example of shortened turn pockets (at Stanislaus Avenue)

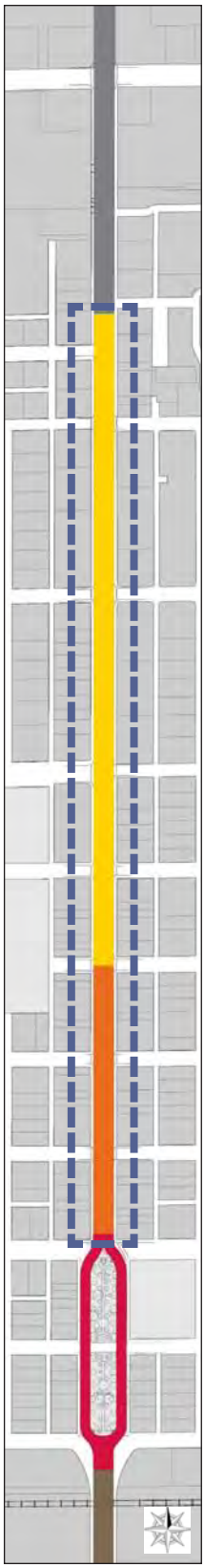
Alternative Long-Term Road Diet Strategy: Median Reconstruction



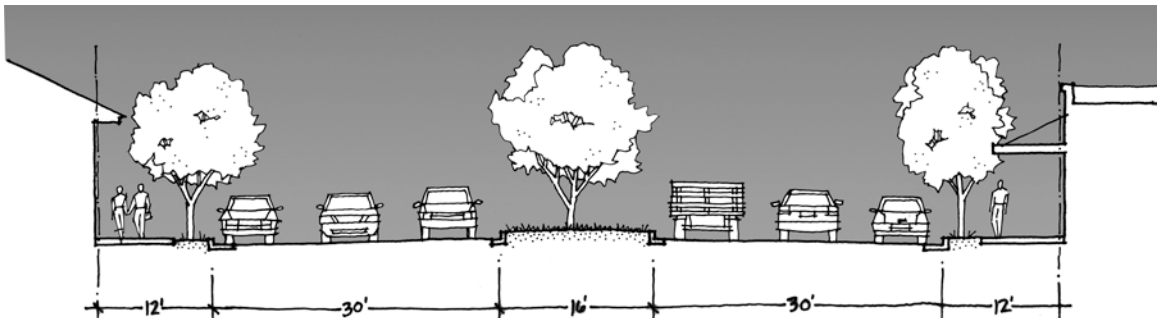
Above: *Existing Madera Avenue cross section.*



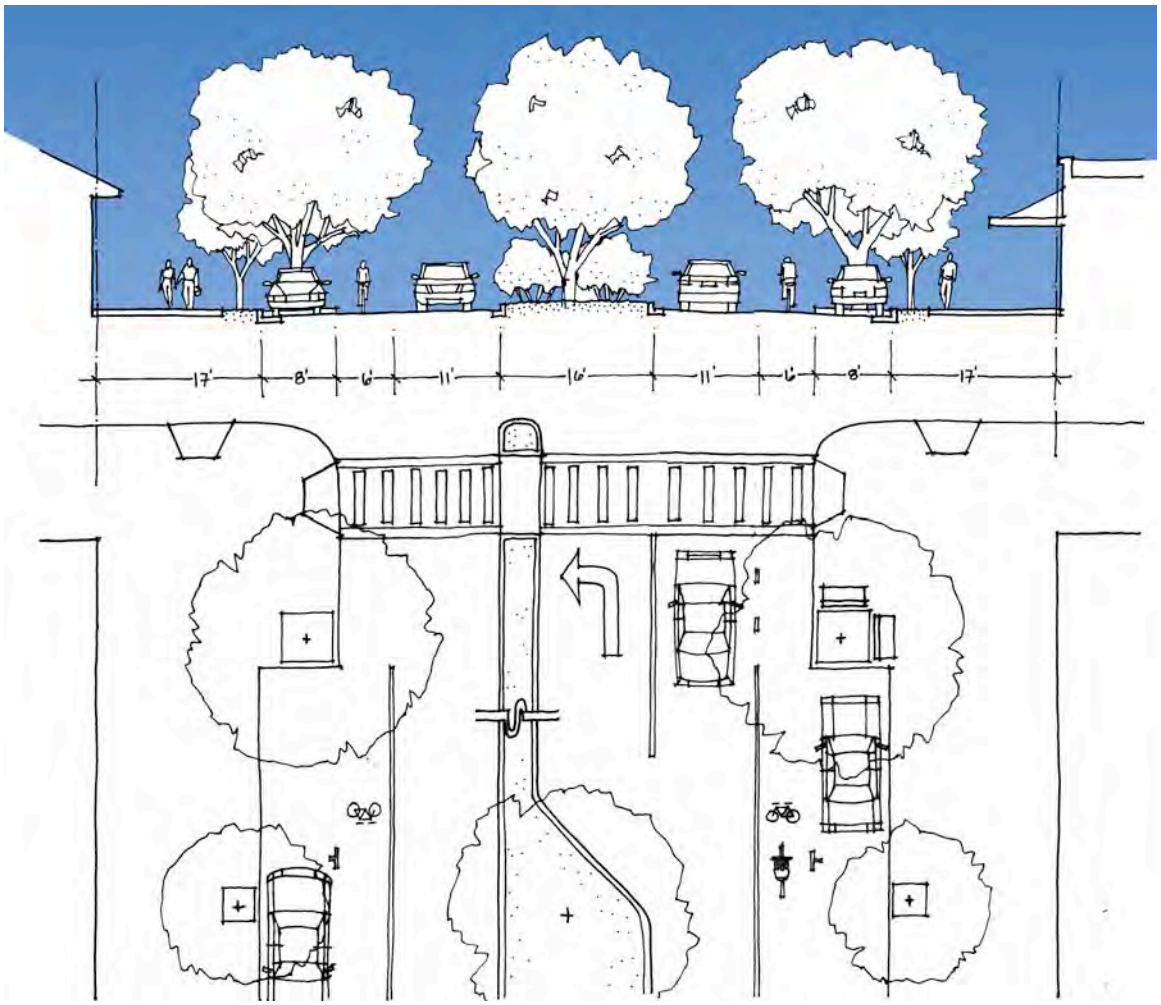
Above: *Potential long-term section improvement to Madera Avenue, widening the central planting median by reducing pavement to two vehicular travel lanes, bicycle lanes, and parking lanes, where possible.*



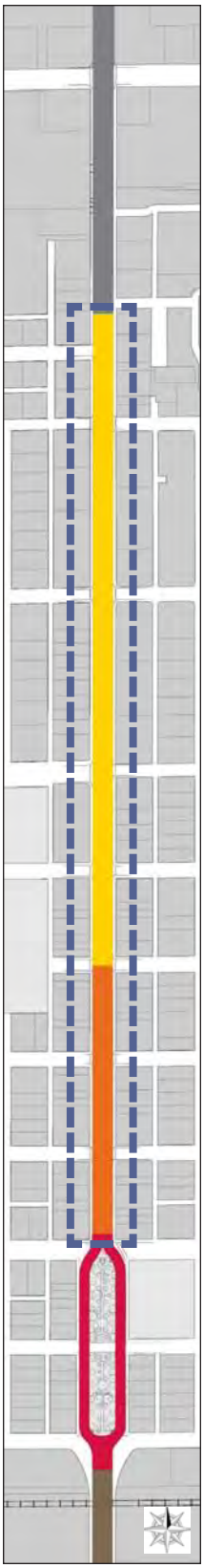
Long-Term Road Diet Strategy: Sidewalk Reconstruction

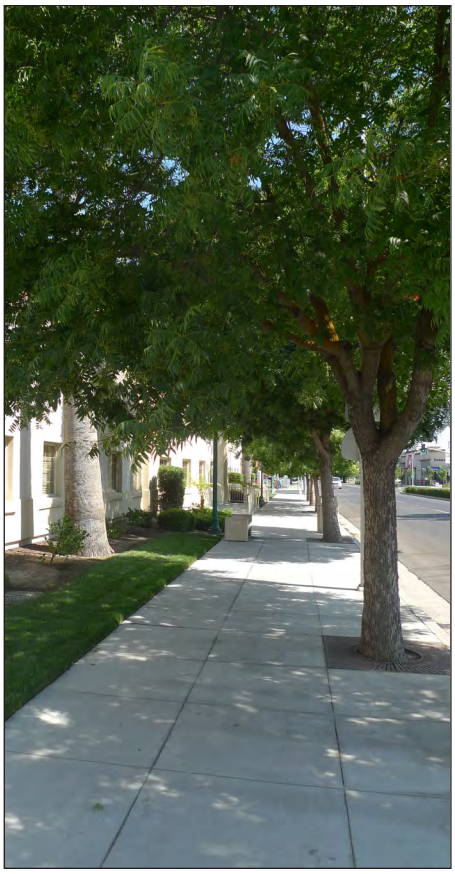


Above: *Existing Madera Avenue cross section.*



Above: *Potential long-term section improvement for Madera Avenue, expanding the sidewalk and its capacity for street furniture and landscaping by reducing the street to two travel lanes, bicycle lanes, and parking lanes.*



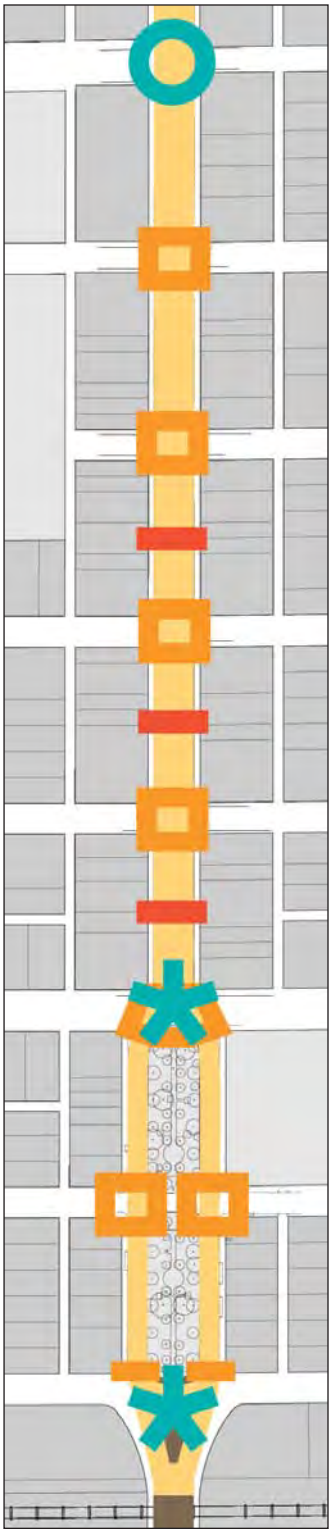


Above: *Examples of a landscaped sidewalk with street furniture in Kerman; and one of the City's remaining iconic pedestrian-scaled street lamps.*

Introduction

The following chapter presents specific details in implementing the proposed improvements to the Madera Avenue streetscape. Methods and details are provided on:

- Modifications to curbs/sidewalks, including implementation of curb extensions;
- Coordinated street furniture programs, particularly noting pedestrian-scaled lighting, benches, trash receptacles, and bike racks; and
- Development of successful community "gateway" features.



Crossings and General Improvements: South Corridor

Parking lots along sidewalk buffered by new "landscaping and frontage zone"

Formalized tree-lined entry route to Kerckhoff Park, with parking plaza

Proposed public parking lot

New mid-block crossings with curb extensions allow larger street tree plantings and street furniture zones

Curb extensions with tree plantings and high-visibility crosswalks at intersections

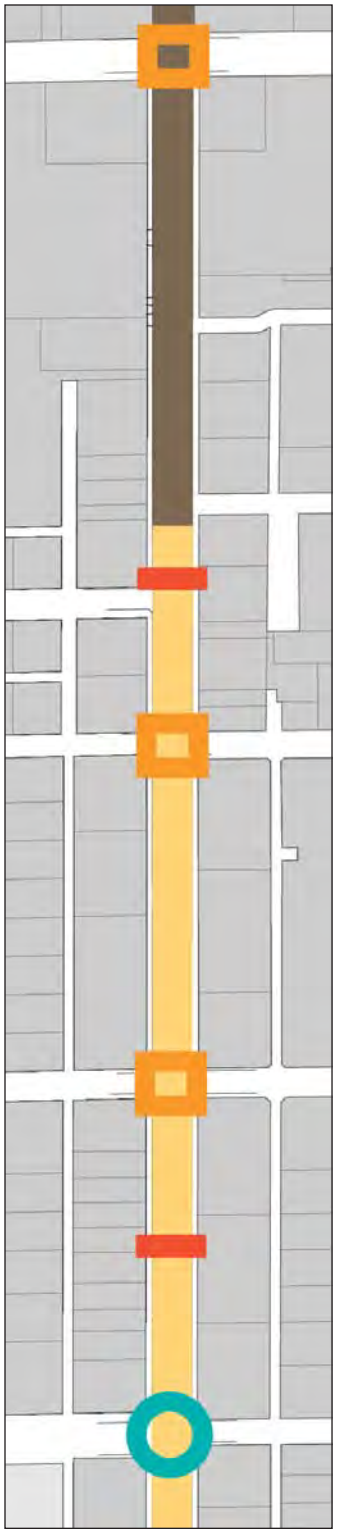
Public parking lot

New pedestrian crossings at north end of park

"Plaza" treatment of B Street at Veterans Park

New median organizes traffic at large California/ Madera intersection; Gateway welcome with low planting

Above Left: *Plan showing proposed pedestrian crossing improvements and mid-block crossings in downtown core.* **Above Right:** *Illustration of overall street improvements.*



Crossings and General Improvements: North Corridor

Shortened turn lanes allow more planting space for large median trees

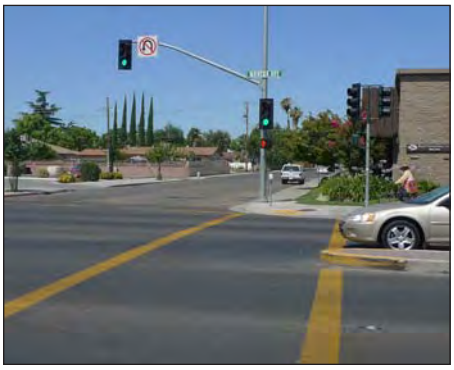
Mid-block crossing at San Joaquin Ave.

Curb extensions with tree plantings and high-visibility crosswalks at intersections

New mid-block crossings with curb extensions allow larger street tree plantings and street furniture zones

Potential roundabout and gateway at Kearney Blvd.

Above Left: *Plan showing proposed pedestrian crossing improvements and mid-block crossings on north corridor.* **Above Right:** *Illustration of overall street improvements.*



Left: *Illustration of new typical intersection improvements, including curb extensions, high-visibility crosswalks, and a mid-crossing pedestrian refuge. Compare to current typical intersection conditions (**above**, seen at Stanislaus and Madera Avenues), with long clear crossing lengths, and lower visibility striping.*

Curbs and Sidewalks

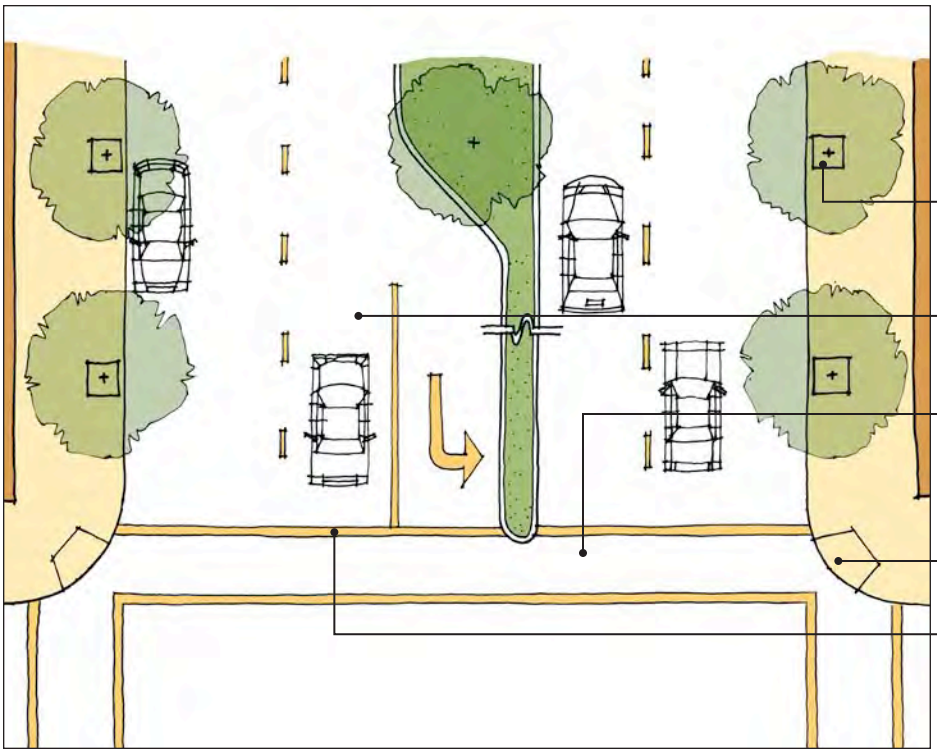
Sidewalks

Simple design updates to the organization and consistency of sidewalks may already encourage significant improvements to the ease of pedestrian travel along Madera Avenue. Though the right-of-way offers a standard 12 feet along the roadway for sidewalks, this zone is often interrupted - primarily in the northern auto-oriented commercial area - by signage posts, uncovered tree wells, and other obstructions. Pedestrian travel may be made more accessible by simply ensuring that all sidewalks allow a consistent, minimum five-foot through zone, and constraining all lighting and streetscape elements to a distinct curb-edge zone.

Curb Extensions

Curb extensions were also earlier identified as an efficient baseline tool to improve crossings at all major intersections and several key mid-block locations in the street's pedestrian network. Implementation of curb extensions can be achieved through two methods: by literal extension of the sidewalk, or by adding several curb-separated planters into the roadway. Both achieve the desired fundamental goals of increased pedestrian safety, yet have differing advantages. While extending the sidewalk increases potential space for street furniture, curbed planters may be a more economical alternative. The following illustrations depict curb extensions as integrated with other typical intersection improvements; and the two methods of implementation.

Existing Typical Intersection Design



Sidewalk width limits size of street trees that may be planted without conflicting with building canopies

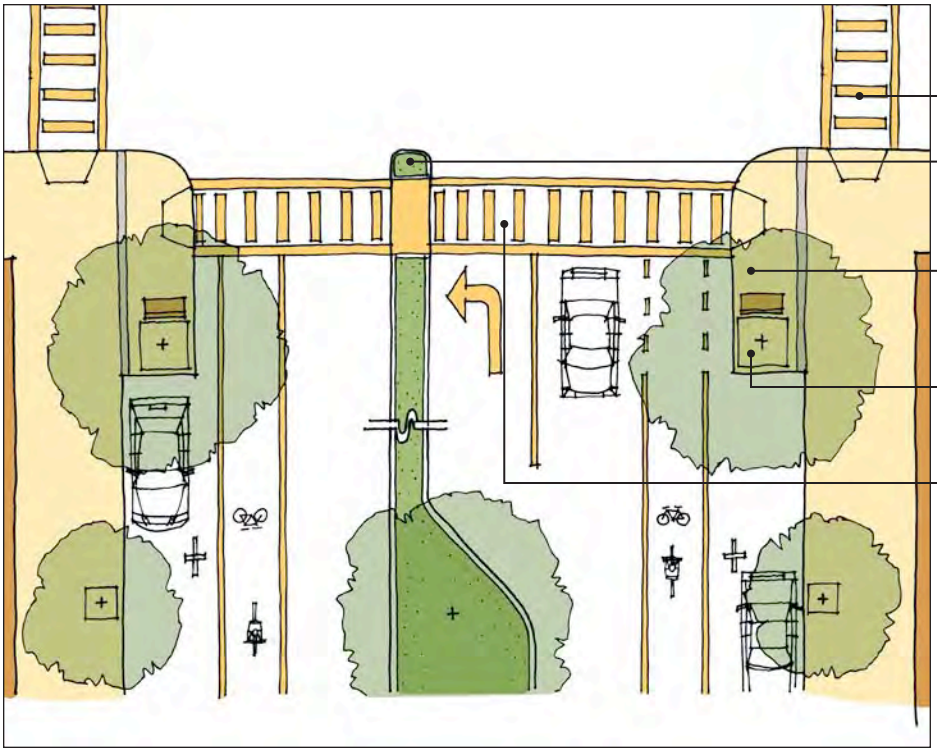
Madera Avenue typically measures 76 feet from outer curb to curb

Long crosswalks over entire length of wide street without refuge for pedestrians who may not complete crossing within signal time

Ramps on corner of sidewalk, encouraging pedestrians to stand at dangerous location where inattentive drivers may cut curb corner

Crosswalks marked by two bars only, a style that may be less visible for vehicles

Proposed Typical Intersection Design



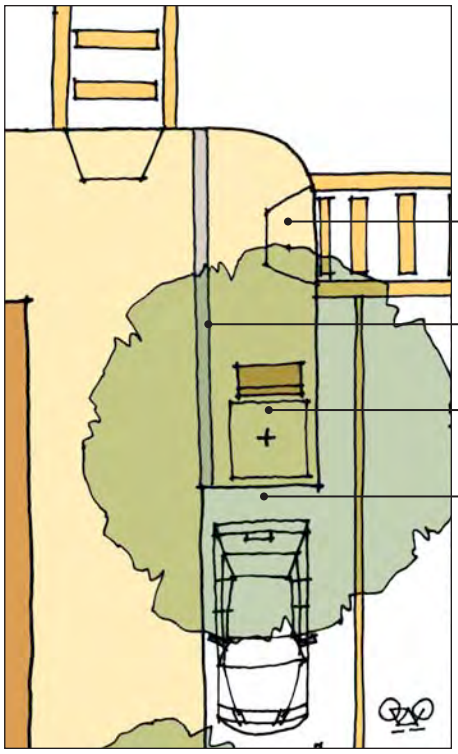
Adding vertical striping to crosswalks improves visibility for passing motorists

New median noses provide pedestrians protection for left turning vehicles and provide a safe place to pause.

New curb extensions along each east-west crossing of Madera Avenue, further improve pedestrian-vehicle visibility

Curb extensions provide opportunity for larger street tree plantings and street furniture zones

Curb extensions also increase safety by limiting clear crossing distances from 76 feet, to about 22 feet until pedestrian reaches mid-crossing refuge



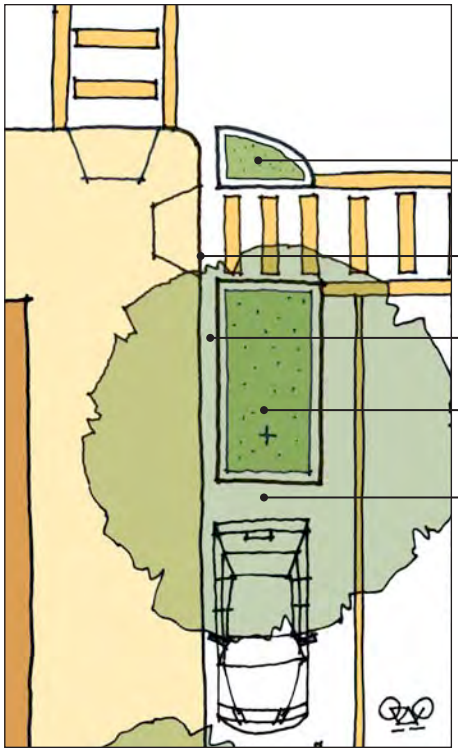
Curb Extension Option 1: New Sidewalk Addition and Grate

Ramps lead pedestrians in their direction of travel, rather than at a curb corner which could be cut short by an inattentive vehicle

Curb extension achieved by adding new sidewalk; Grate covers distance between old and new sidewalk, allowing uninterrupted drainage

Space created for new benches/street furniture and larger street trees

Curb extension is built roughly at the same depth as the parking lane



Curb Extension Option 2: Keep Sidewalk, Add Curbed Planters

Effect of "curb extension" is achieved by curbed planters, reducing vehicle speeds and giving pedestrians refuge to step into intersection for visibility and shortened crossings

Existing curb is maintained (with ramp improvements), lowering potential costs of construction

Space kept between current curb edge and curbed planters, for uninterrupted drainage

Space for larger street trees and landscaping

Curb extension is built roughly at the same depth as the parking lane

Street Furniture

In highly walkable communities, streets are not solely a route for multi-modal transportation: they also have potential to act as comfortable destinations of their own. The sidewalk realm should ideally, therefore, be designed with both purposes of transportation and destination in mind.

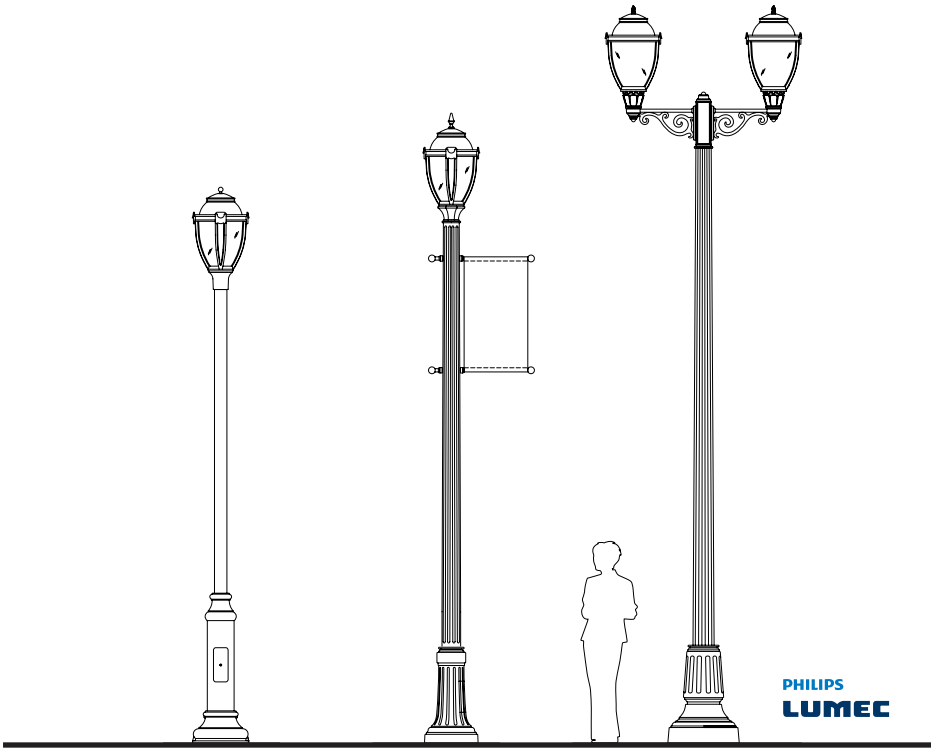
A complete urban sidewalk may be considered as maintaining three distinct zones. The earlier mentioned "through zone" accommodates uninterrupted pedestrian travel; the second, curb-side "furniture zone" ideally consolidates all stationary amenities of the sidewalk and enables the street to also function as a place of meeting and gathering. The "furniture zone" provides space for regular pedestrian-scaled lighting, benches, trash receptacles, and bicycle racks along the street. This zone also offers space for landscaping of the street, particularly street tree wells. Finally, a "frontage zone" provides space for outdoor seating. All of these zones may be implemented along a typical 12' sidewalk as illustrated.

Left: *An urban sidewalk provides space both for pedestrian travel, and for amenities such as bike racks and planting pots; the ample width also allows a "frontage zone" with outdoor seating for the storefronts.* ***Above:*** *Another clear example showing delineation between the through travel route, and a curb-side zone providing for stationary functions of the street.*

Pedestrian-Scaled Lighting

As common with many highway routes, Madera Avenue is currently lined by "cobra head" lights, with tall poles and necks which extend out over the street. However, within walkable community limits, it is also important to provide pedestrian-scaled street lamps which serve to illuminate sidewalks. These should be implemented in two scales: 10' high, single-head poles spaced every 60-75', and 14' high, double-head poles placed at street corners.

Kerman still maintains examples of wonderful historic street lights; contemporary lighting products should be chosen to coordinate with these traditional forms. Street lamp poles should also be utilized to implement a consistent banner program, contributing to a cohesive community identity.



Sample pedestrian-scale lighting products reflecting Kerman's traditional street lamps

A traditional street light in Kerman

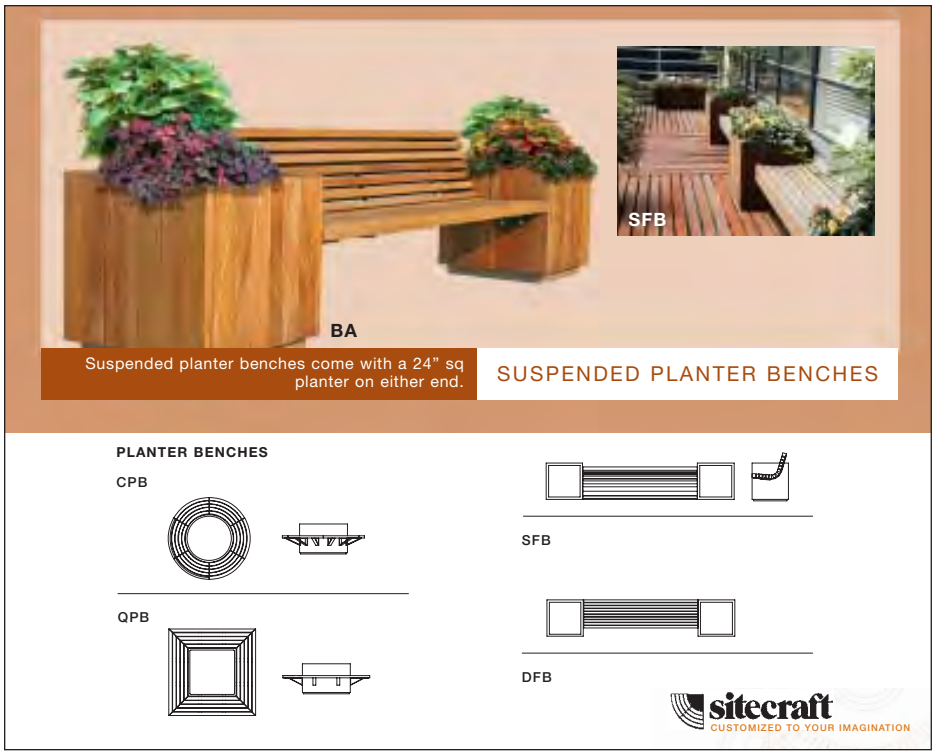
Lights coordinated with banner program

Larger poles integrated with traffic signals

Benches

Consistently-placed benches are key elements in developing more walkable neighborhood and commercial corridors. Offering opportunities for both meetings and rest, visitors are encouraged to extend their time enjoyed out on the street, rather than quickly moving to their intended destination and continuing away.

Benches should be integrated into the larger street landscaping plan where curb extensions are implemented. They may incorporate planters, or match materials used elsewhere in the streetscape. A vast variety of benches and urban seating options are possible, from contemporary to traditional to sculptural; more important than style of seating itself, is its thoughtful coordination with the overall vision of the streetscape, including other chosen street furniture elements.



Sample product with planters offers literal option to integrate benches and landscaping

Brick-base matches landscaping pavers

Benches coordinated with planter boxes

A sculptural bench, within planting strip

Bench with contemporary design

Trash Receptacles

Much like benches, regularly-provided trash receptacles are important amenities in a walkable environment. They allow extended street usage by pedestrians, support potential disposal needs of those visiting local businesses, and contribute to the order and cleanliness of the street.

Trash receptacles also come in diverse forms, and may vary stylistically based on the streetscape; coordination with other street furniture elements is ideal. They should be placed in proximity to benches at curb extension locations.

If the collection programs are possible, also providing distinct well-marked receptacle types for recycling and/or compost would be a positive addition to the streetscape.

Sample trash receptacle products

Receptacle personalized with signage

Receptacles coordinated with fencing

Colorful, playful bin encourages recycling

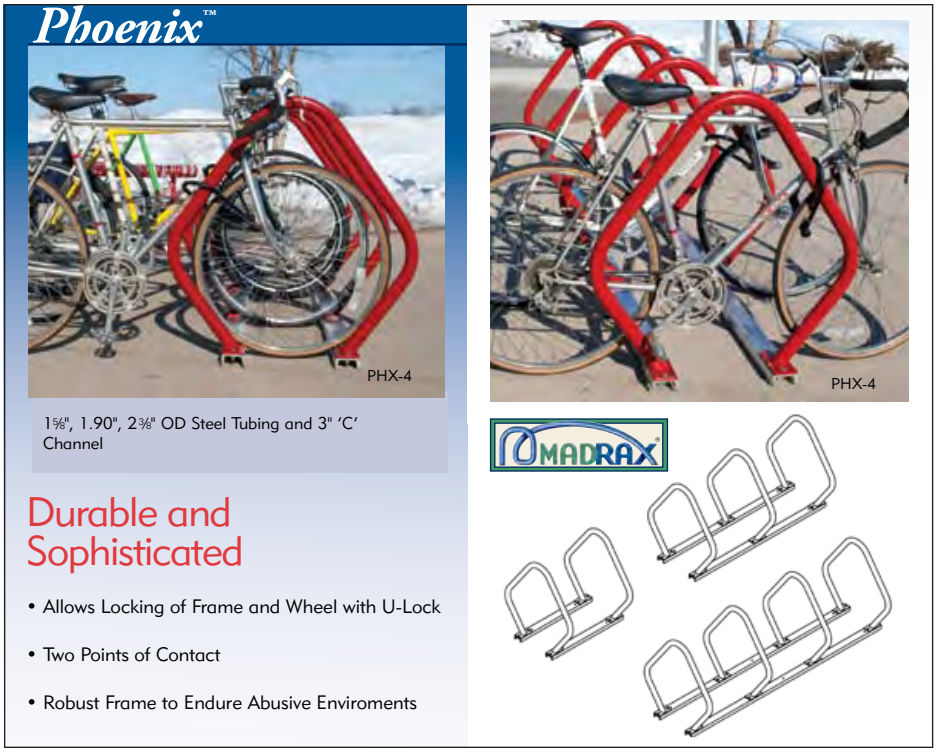
Metal-detailed bins match signage poles

Bicycle Racks

Frequent bicycle racks along the street corridor are another necessity for promoting healthy community living and easily enabling alternative modes of transportation.

Consistent provision of bicycle racks can be a great support for local business activity. Bicycle racks should be placed in at least three to four locations along the corridor.

Stylistically, bicycle racks should be coordinated with the streetscape's overall aesthetic theme. Functionally, the most important characteristic of any rack is its ability to provide two points of contact for a bicycle, offering better support for the bicycle frame as well as providing a location for a lock



Sample bike rack products with optimal two points of contact for cycle frames

Bicycle racks in curb extension zone

Racks in front of commercial space

Sculptural yet functional bike racks

Bike racks in colorful, inviting streetscape

Unique racks add to a street's character

Coordination

Many aesthetic themes are possible for a streetscape. A style may be chosen based on prominent traditional features found along the street, directed by contemporary design trends, or guided by any uniquely inspired idea for the street.

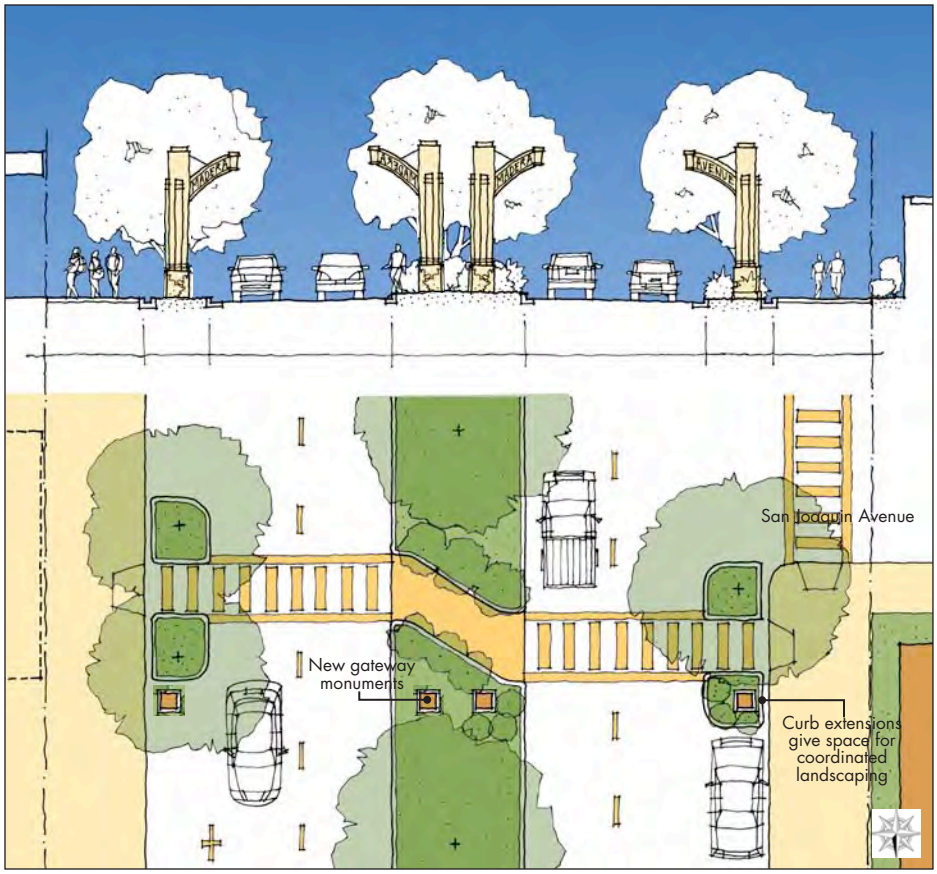
The key is simply to choose one vision, and select street furniture that is consistent with and contributes to that vision. Organizing all elements of the streetscape in one theme presents coherence in the street as a continuous, unified space. This coordination in a main street environment such as Madera Avenue also supports a strong identity and character of the greater community.

Matching benches, trash receptacles, and lighting blend fluidly into the streetscape

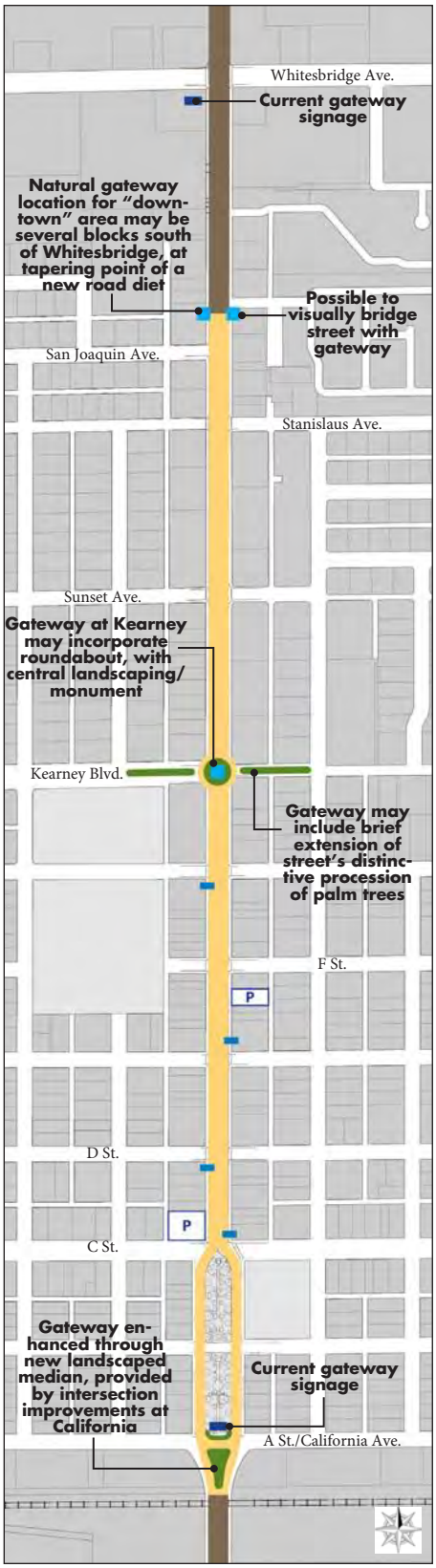
Simple street furniture coordination

Modern bike rack & granite block benches

Colorful cast concrete street features



Above: *A northern gateway scheme as it might integrate with a new crossing and curb extensions at the intersection of Madera and San Joaquin Avenues.*



Gateways

Two new City gateways are proposed south of Whitesbridge Avenue and at Kearney Boulevard; and basic landscaping enhancements are also possible at the southern gateway in coordination with California Avenue's intersection improvements.

An illustration above of a potential northern gateway shows how two pillar monuments could frame the roadway near crossing improvements at San Joaquin Avenue. The monuments shown here draw from unique art deco gateway features found on Kearney Boulevard in Fresno. This intersection may be an ideal gateway location, as a new crossing with curb extensions will already slow traffic and offer space for more significant landscaping.

The new east-west gateway at Kearney Boulevard can be implemented with similar modest signage monuments and landscaping. A new roundabout would provide easy opportunity for central gateway features in the intersection. Regardless of this potential intersection improvement, continuation of Kearney's iconic street palms in the blocks leading to Madera Avenue would also be an effective method to announce the boulevard's arrival into Kerman.

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Land Use and Regulatory Environment

For the most part, Madera Avenue is currently designated General Commercial in Kerman's 2007 General Plan Land Use Element. The General Plan sets many useful policies relevant to the revitalization of Madera Avenue, including policies to encourage the infill of vacant commercial properties and the renovation of existing commercial structures. The General Plan also sets forth three distinct design districts along Madera Avenue as follows:

1. The "Historic Townsite" spanning from California/A Street to Kearney Boulevard;
2. North of Kearney Boulevard to Whitesbridge Avenue;
3. Whitesbridge Avenue

These districts include design guidelines, many of which are implemented as standards in the City's Zoning Ordinance, and seek a somewhat distinct approach with regards to building scale, parking, signs, landscaping, setbacks, and outdoor lighting in each of the districts. Many of these guidelines are beneficial to creating a walkable environment, including guidelines for building placement and orientation to the front property line. Nonetheless, the design proposals discussed in this report suggest that a more coordinated and holistic approach to frontage and building design along Madera might help in presenting a cohesive and unified image to residents and visitors, particularly for design districts 1 and 2.

This could be accomplished through identifying a central "theme" for the corridor that could permeate both public realm elements as well as renovated building façades, and could provide additional direction for the creation of a broader set of design guidelines for the corridor that address acceptable materials, wall treatments, and colors. Madera Avenue currently has a large number of buildings in the "midcentury modern" style, incorporating streamlined design motifs, transparent storefronts, and vertically-projecting tower and signage elements that is not widespread throughout this portion of the valley. Embracing this style and establishing a more complete set of guidelines for it in renovation and new construction could help differentiate Kerman from other communities in a positive way.

The City could consider a "pattern book" or more detailed, architectural approach to the Design Guidelines for the corridor. Pattern Books typically regulate building massing, façade composition, external details, and colors and materials. Applicants might be encouraged to choose and follow an established architectural style, or an established appropriate architectural precedent, when making a new proposal. This choice can help to establish design review criteria when making a new proposal.

Frontage and Façade Improvement Programs

In the short term, improvements along Madera Avenue could focus on improved frontage.

Private property owners could be encouraged to establish a "landscape and frontage zone" within the front 5'-10' of their properties where a concerted effort could be made to organize new landscape and signage, and consider additional permeable surfaces or the closing of extraneous driveways. This could be accomplished through a "frontage improvement program" wherein the City provides some financial incentive (such as discounted/complimentary design, grants, and/or a match) for private property owners to complete the work. In the longer term, such a program could be extended to include more substantial improvements, such as façade and exterior building renovations and signage.

Signage Recommendations

Signage along Madera forms a large part of the visual landscape that visitors and residents experience. It includes both public realm signage, such as street signs and wayfinding, and private realm signage visible from the public right-of-way. While the

design team looked at ways that new public realm signage might be more integrated into a unified design for the corridor, private realm signage plays an important role as well. Many of signs do not appear to be in compliance with the City's existing sign ordinance.

Non-Conforming Signage

The City could consider a "Sunset Ordinance" for non-conforming signage. Such an ordinance would develop a strategy of amortizing non-conforming signs over a period of time. The amortization period would be based on the value of a given sign, with more substantial and expensive signs granted a longer amortization. Similar strategies have been effective in other California Cities.

In the event that such an ordinance were adopted, the California Business and Professional Code Section 5491.1 states that the City would need to conduct an inventory of illegal or abandoned signs within 120 days of adoption of any such amendment to the Sign ordinance.

New Signage

New signage could benefit from tighter standards for sign types that are appropriate to pedestrian-oriented environments, including window signs, wall signs, wall mural signs, blade signs, and awning signs. North of Kearney Boulevard standards could better address monument signage to ensure compatibility with the overall theme of the corridor.

Estimated Implementation Costs

The Appendix provides a detailed preliminary estimate that includes a tiered breakdown of costs by location.

Preliminary cost analysis for design and construction of the "Baseline" Design Alternative is $3,596,200.

Implementation Schedule	Short-term (1-5 years)	Mid-term (5–10 years)	Long-term (10+ years)	Possible Funding Sources
Baseline Alternative				
Determine Preferred Alternative for corridor	x			
Establish Working Group with City Staff and Caltrans	x			
Curb extensions		x		RSTP, RTIP, ISHF, C
Enhanced unsignalized pedestrian crossings				
at C Street	x			RSTP, RTIP, TEA
at D Street	x			RSTP, RTIP, TEA
at F Street	x			RSTP, RTIP, TEA
between Kearney Blvd. and Sunset Avenue		x		RSTP, RTIP, TEA, BTA
between Sunset Avenue and Stanislaus Avenue		x		RSTP, RTIP, TEA, BTA
at San Joaquin Avenue	x			RSTP, RTIP, TEA
Shortened turn pockets in the median		x		RTIP, ISHF
Intersection improvements at California/A Street		x		RSTP, RTIP, TEA, ISHF, C
Intersection improvements at C Street		x		RSTP, RTIP, TEA, ISHF, C
Intersection improvements at Kearney Boulevard, including a designated left turn signal on Kearney		x		RSTP, RTIP, TEA, ISHF, C
Street tree planting with larger "canopy" species in coordination with curb extensions, and along the sidewalk where possible	x	x		TEA, C
Replace turf medians with drought-tolerant native landscaping to minimize irrigation and maintenance	x			
Clearly marked on-street parking spaces that provide a buffer between the sidewalk and the vehicular travel lanes	x			RTIP
Continuous sidewalks with a minimum 5 feet clear pedestrian zone along the corridor	x			CMAQ, RSTP, TEA
Coordinated pedestrian-scaled lighting, banner signage, traffic poles and mast arms, and street furniture		x		RSTP, TEA
Public parking lots		x		
Plaza treatment at B Street			x	RSTP, RTIP, TEA
Install decorative stamped/textured concrete in sidewalks and at key crossings		x		RTIP
Road Diet Strategies (OPTIONAL)				
Restripe travel, turn and parking lanes		x		RTIP, ISHF
Add Class II bicycle lanes		x		CMAQ, RSTP, BTA, C
Curb extensions (concrete "planters")		x		RSTP, RTIP, ISHF, C
Plaza Veteran's Park widening		x		RTIP, TEA, C
Roundabout at Kearney Boulevard		x		RTIP, C
Widen median or sidewalk between F Street and San Joaquin Avenue			x	RTIP, ISHF, C
Design Improvements				
Identify Central Theme for Corridor	x			
Frontage Improvements	x			V
Façade and exterior building improvements		x	x	CDBG, D, BID
Signage improvements		x		D, BID
Install benches, trash and recycling receptacles, planters, etc.	x			D, BID, V
Install decorative pedestrian lighting along corridor	x			TEA, D, BID
Gateway monument signage at San Joaquin Avenue		x		D
Gateway monument signage at Kearney Boulevard		x		D

Key to Possible Funding Sources:

CMAQ	Congestion Mitigation and Air Quality Improvement Program
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Programs
TEA	Transportation Enhancement Activities
BTA	Bicycle Transportation Account
CDBG	Community Development Block Grants
ISHF	Infrastructure State Revolving Fund
TRIP	Total Roads Improvement Program
C	Measure C Local Transportation-Purpose Funds Program
D	Development fees
BID	Business Improvement District
V	Volunteer initiatives

Next Steps

This section lists specific improvements and an approximate implementation timeline for the City of Kerman (see Implementation Schedule on next page). Factors that will influence the timeline include the need for collaboration with Caltrans, funding sources, and priorities.

Some short-term projects could begin soon, focusing on projects that will benefit pedestrian safety and comfort while providing visible changes. For example, striping high-visibility crosswalks at intersections is a noticeable improvement, and would signal that the City is serious about making the corridor more walkable. Also, some mid-term projects are less complex, and may merit a higher priority than those with more construction impacts.

Since most of the recommended projects are on State right-of-way, Caltrans' input in selecting priorities is essential. In coordination with Caltrans, the City of Kerman must assess each project to make sure it improves the current level of connectivity for non-motorized users, as well as preserving existing connectivity for vehicles.

The following are the next steps the City can take to begin implementing the recommendations in this report:

1. Establish a Working Group involving City Staff and Caltrans to determine the following:
   - An acceptable strategy for detailed design elements.
   - Opportunities for piggybacking onto projects already scheduled.
   - Locations that may require higher priority based on factors such as improving safety.
   - Solutions for private-realm improvements, including frontage, signage, and building façades within the project area.

2. Determine a Preferred Alternative for the Corridor
   - If necessary, conduct supplemental traffic analysis that analyzes in further detail the potential impact of reducing travel lanes and/or modifying intersections to the corridor's level of service.
   - If necessary, formulate an acceptable strategy for the rerouting and/or management of truck traffic.

3. Pursue available funding based on final strategy for implementing detailed design elements.

Funding Resources

A number of funding opportunities exist for leveraging City funds to construct the projects recommended in this report. These programs offer alternatives for street design, community facilities, and other infrastructure.

Key federal funding sources for walking and bicycling are available. The Federal Highway Administration provides a matrix of funding opportunities at http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm#bp4. Support for accessing these funds can be found through your regional transportation agency.

Each of these funding sources is subject to changes in state and federal law, the economy and revenue levels, and project priorities. The following is a summary of programs as they existed at the time of this report.

Federal, State, and Regional Funding Programs

Congestion Mitigation and Air Quality Improvement Program

Funds are directed to areas that are in non-attainment of air quality maintenance areas for ozone, carbon monoxide or particulate matter. Projects that contribute to attainment are eligible including traffic flow improvement programs and bicycle and pedestrian facilities.

For more information, visit:
http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Regional Surface Transportation Program

Apportioned through MPOs and RTPAs, the program provides funding for bicycle and pedestrian facilities, safety improvements and hazard elimination, traffic management systems, intersections with high accident rates or congestion.

For more information, visit:
http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

Safe Routes to School Programs

Caltrans administers state and federally funded Safe Routes to School (SRTS) programs to improve walking and bicycling conditions in and around schools. State grants are primarily focused on infrastructure (capital) projects. Projects for federal funding can include both infrastructure or non-infrastructure (education, encouragement, enforcement and evaluation) categories.

The program seeks to fund projects that incorporate engineering, education, enforcement, encouragement and evaluation components. Engineering is listed first, because that effort creates the durable features that support other local efforts. However, successful programs often require that all 5 “E”s are addressed. Encouragement and Education programs can often be started at low cost and have proven to be very successful

in getting more children to walk or bicycle safely to school. Applicants are encouraged to develop their proposals as partnerships of the school, city and community.

For more information, visit:
http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

State Transportation Improvement Program (STIP)/
Federal Transportation Improvement Program (FTIP)

This program represents the lion's share of California's state and federal transportation dollars. Three-quarters of the program's funds are earmarked for improvements determined by locally adopted priorities contained in Regional Transportation Improvement Programs (RTIP), submitted by the Fresno Council of Governments (Fresno COG) and other regional transportation planning agencies from around the state.

STIP/FTIP funds can be used for a wide variety of projects, including road rehabilitation, intersections, bicycle and pedestrian facilities, public transit, and other projects that enhance the region's transportation infrastructure. Fresno COG has already awarded projects to the City of Kerman in the most recent round for bike lane striping and other projects. Funding for this program usually occurs every two years.

For more information, visit:
http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm
http://fresnocog.org/document.php?pid=272

Transportation Enhancement Activities

Federal Transportation Enhancement funds are for construction projects that are "over and above" normal types of transportation projects. These projects may include street trees and landscaping along roadways, pedestrian and bicycle access improvements and other scenic beautification. These are apportioned throughout the county.

For more information, visit:
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

Bicycle Transportation Account (BTA)

This state fund, administered by the Caltrans Bicycle Facilities Unit, can be used to support bicyclists, including through bike lanes, median crossings, and bicycle/pedestrian signals. Some of Kerman's desired bicycle facilities could be funded through this program. Annual BTA funding is projected to be in the range of $7 million a year, statewide.

To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan. Adoption of a plan establishes eligibility for five consecutive funding cycles.

For more information, visit:
http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Transportation Development Act (TDA)

TDA provides for two sources of funding to counties: Local Transportation Funds (LTF) and State Transit Assistance (STA). Where TDA funds are not allocated solely to public transportation, TDA may fund other transportation programs, including planning and program activities, and pedestrian and bicycle facilities. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA fund can only be used for transportation planning and mass transportation purposes.

For more information, visit:
http://www.dot.ca.gov/hq/MassTrans/State-TDA.html

Community Development Block Grants (CDBG)

Under the State Small Cities Community Development Block Grant (CDGB) Program, cities and counties may seek funding for a broad range of activities ranging from establishment and operation of revolving loan funds and construction of infrastructure improvements to construction of new housing and community facilities.

Applicants may also seek funding for planning studies and writing grant applications related to these activities. Funding programs under the CDBG Economic Development Allocation include the Planning and Technical Assistance Grants, Over-the-Counter Grants for public infrastructure associated with private-sector job creation, and Economic Enterprise Fund for small business loans. Applications under the Economic Development Allocation require a job creation/retention component.

Potential projects include street and traffic improvements, water system expansion and improvements, and sewer system expansion and improvements.

For more information, visit:
http://www.hud.gov

California Business, Transportation, and Housing Agency (BTH) Infrastructure State Revolving Fund (ISRF) Program

The Business Transportation and Housing Agency (which includes Caltrans) administers a revolving loan fund for local governments to finance infrastructure improvements, including city streets. Cities may apply for and receive loan funding from $250,000 up to $10 million, with terms of up to 30 years for a broad range of projects. Eligible applicants include cities, counties, special districts, assessment districts, joint powers authorities and redevelopment agencies. Eligible projects include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities, environmental mitigation measures, parks and recreational features, port facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment distribution, defense conversion, public safety facilities, and power and communication facilities.

For more information, visit:
http://www.ibank.ca.gov/infrastructure_loans.htm

Urban Greening for Sustainable Communities Grant Program

The Proposition 84 Bond Act of 2006 provided funds for urban greening. The Strategic Growth Council is administering these funds, and anticipates three funding cycles. Cities, counties and nonprofits are eligible to apply for these grants for projects to preserve, enhance, increase or establish community green areas such as urban forests, open spaces, wetlands and community spaces (e.g., community gardens). Funds for street trees and median landscaping might be eligible under this program. Up to 25 percent of the funds may be available for the preparation of comprehensive Urban Greening Plans. Proposal submissions for the second funding cycle concluded in Summer of 2011.

For more information, visit:
http://www.sgc.ca.gov.

Total Roads Improvement Programs (TRIP)

This program offers a huge opportunity for substantial savings by funding street maintenance and improvement projects early. California Communities® offers a pooled securitization program to assist local agencies in bonding against future payments to obtain funding for more projects today. As a pooled public offering, program participants will benefit from reduced issuance costs and better interest rates as compared to stand-alone issues. The program does not require a pledge of the local agency's General Fund.

The Gas Tax Accelerated Street Improvement Program will allow local governments to leverage their State Motor Vehicle Fuel Tax (the "Gas Excise Tax") to finance road improvement projects. The use of proceeds from the Gas Excise Tax, an 18-cent State excise tax collected on fuel sales, is restricted to the maintenance and construction of public streets and highways. The obligations will be secured solely by a pledge of Gas Excise Tax revenues of the participating agencies.

For more information, visit:
http://www.cacommunities.org/

Transportation, Community, and System Preservation (TCSP) Program

The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives.

States, metropolitan planning organizations, local governments and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Funding is subject to reauthorization beyond Fiscal Year 2011.

For more information, visit:
http://www.fhwa.dot.gov/tcsp/pi_tcsp.htm

Environmental Enhancement and Mitigation Program (EEMP)

The program offers a total of $10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. Grants are awarded in three categories: 1) Highway Landscaping and Urban Forestry Projects that offset vehicular emissions of carbon dioxide; 2) Resource Lands Projects to acquire or enhance resource lands to mitigate the loss or degradation of resource lands lying within or near the right-of-way acquired for transportation improvements; 3) Roadside Recreation Projects to acquire or develop roadside recreational opportunities.

The Guidelines and Application are published by the Natural Resources Agency each year. The Natural Resources Agency evaluates project proposals and provides a list of recommended projects to the California Transportation Commission (CTC) for consideration. The Department of Transportation administers the approved grants.

For more information, visit:
http://www.resources.ca.gov/eem/

Office of Traffic Safety Grants

The Office of Traffic Safety (OTS) administers traffic safety grant funds to reduce traffic deaths, injuries and economic losses. OTS distributes funds statewide in the form of traffic safety grants that are awarded to political subdivisions of the state based upon certain criteria. OTS develops a yearly Highway Safety Plan (HSP) that identifies the primary highway safety problems in the State and provides potential solutions. Identified in conjunction with the National Highway Traffic Safety Administration, OTS has several priority areas for grant funding, including Police Traffic Services, Emergency Medical Services, Roadway Safety, and Pedestrian and Bicycle Safety. Political subdivisions of the state are eligible to apply for and receive OTS grant funding. In addition to state governmental agencies, state colleges, and state universities, subdivisions of the state include local city and county government agencies, school districts, fire departments, and public emergency services providers. Non-profit, community-based organizations (CBOs) are eligible to apply for funding through a political subdivision of the state. For example, a county department may submit a proposal that includes funding for CBO participation. The CBO funding would be included under contractual services in the proposal budget.

For more information, visit:
http://www.ots.ca.gov/

REMOVE II Program

The REMOVE II Program provides incentives for specific projects that will reduce motor vehicle emissions within the District. Funding could go towards the construction of on- and off-street bicycle paths.

For more information, visit:
http://www.valleyair.org/grant_programs/grantprograms.htm

Measure C Local Transportation-Purpose Funds Program

Twenty-five (25%) percent of the proceeds of the retail transactions and use-tax is allocated to each city and to Fresno County for local priority improvement projects. The distribution of the funds is based on a formula incorporating street miles (25%) and proportionate population (75%), and most importantly, the funds are distributed immediately back to the communities. Funds can apply to construction and maintenance of streets and roads as well as bicycle and pedestrian facilities.

For more information, visit:
http://www.measurec.com/

Local Funding Opportunities

Development Fees

Some cities require developers to install or help pay for infrastructure improvements (streets, sidewalks, transit shelters, bike racks, landscaping, etc.) through individual development agreements. To avoid legal challenge of the City's right to levy these fees, care must be taken to apply this strategy only where there is a clear link establishing that travel generated by the private project will use the facility to be funded with the fees.

Public art funds derived from building projects can also be used for public art projects to enhance target areas.

Special Districts

A special district such as a Business Improvement District (BID) can provide up-front and on-going funding for projects benefiting specific commercial areas. Business-Based Improvement Districts are best suited for marketing, special events, and smaller expenditures like signage. Property-Based BIDs typically generate more revenues and are better suited for more expensive projects like landscaping. Landscaping and lighting districts are also sometimes established for streetscape improvements and maintenance.

Other types of facilities and infrastructure districts are sometimes created for parks, drainage and sewage. Special districts generally assess a charge levied upon parcels of real property within the district's boundaries to pay for "local improvements." Unlike redevelopment, it is necessary to charge an assessment or fee to property owners and/or merchants to fund such a district.

Volunteer Initiatives and Private Donations

In addition to funding sources, programs can be created for volunteer initiatives such as "Adopt-a" programs where individuals or groups engage in beautification projects such as tree plantings, or monitoring and keeping up local transit shelters. Local artists, art centers, or school art programs can be partners in community-based projects to create distinctive public artwork, transit shelters, sculptures, water features, or other amenities. Private donors or businesses can be solicited to sponsor downtown enhancement activities. These programs can be led by the City or by other community organizations.

MADERA AVENUE STREETSCAPE MASTER PLAN

chapter 7

Appendix

Media Releases and Flyers

SUBJECT: **Madera Avenue Streetscape Master Plan Community Workshops**

FROM: **Tony Leonard, Local Government Commission**

DATE: **Tuesday, May 31, 2011**
CONTACTS:

Luis Patlan
City of Kerman
Planning & Development Services Department
(559) 846-9389
lpatlan@cityofkerman.org

Anthony Leonard
Local Government Commission
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aleonard@lgc.org

On June 10 and 11, the City of Kerman will be hosting interactive public workshops to develop a streetscape master plan for Madera Avenue (State Route 145) from Church Avenue to State Route 180. These events will be an opportunity for the community to provide input into the development of this plan.

The input gathered from these events will help guide physical changes to the public right-of-ways to ensure safe access to and from schools, public parks and businesses, create a more pedestrian-friendly streetscape, improve biking routes along this corridor as well as help develop a more cohesive downtown area. During this process the design team will identify opportunities for traffic calming measures, landscape improvements emphasizing water conservation, improvements to lighting, signs, and street furniture, as well as ways to enhance pedestrian crossings and traffic signal design.

A design team consisting of Opticos Design, Yamabe & Horn Engineering, Nelson\Nygaard, and the Local Government Commission will lead the activities and development of the streetscape master plan.

At the Friday night opening workshop the design team will provide participants with an overview of the process, followed by a moderated group brainstorming and prioritizing session to determine the issues important to Kerman residents.

The Saturday workshop will start with a walking tour of Madera Avenue to assess walking, bicycling and driving conditions from all user points of view, followed by a design training session. The workshop will end with community design tables, where participants will break up into smaller groups and draw their solutions on maps of Madera Avenue.

Community participation is vital so all community members, leaders and business operators are invited to attend. The design team will return July 12-14 to present the initial recommendations resulting from these workshops.

WHEN:

Friday, June 10
Opening Community Workshop: Community Values and Priorities
6:00 – 7:30 pm

Saturday, June 11
Community Walkability Audit and Design Workshop
9:00 am – 1:00 pm

WHERE:

All workshops will be held at **Kerman City Hall, 850 S. Madera Avenue**

Refreshments and snacks will be provided at all events.
Spanish translation provided.

This project is made possible through an *Environmental Justice: Context Sensitive Transportation Planning Grant* from the California Department of Transportation.

FOR IMMEDIATE RELEASE

City of Kerman to Hold Community Workshop and BBQ to Show Madera Avenue Improvements

June 29, 2011, Kerman, CA — On Thursday, July 14, the City of Kerman will be hosting a public workshop and BBQ to present preliminary recommendations for their Streetscape Master Plan for Madera Avenue (State Route 145). A design team of transportation and land use consultants will present the plan concepts to the public on July 14 from 6 to 7:30 pm at Kerman City Hall. The public is encouraged to join the design team at 6 pm for a more detailed master plan review and an opportunity for the public to comment. Prior to the workshop, there will be a community BBQ and opportunity to preview the recommendations from 5-6pm at Plaza Veterans Park.

The design team of Opticos Design, Yamabe & Horn Engineering, Nelson/Nygaard and the Local Government Commission, will be returning to Kerman from July 12 to 14 to facilitate the public workshop and to highlight proposed traffic calming measures on Madera Avenue, landscape improvements, improvements to the lighting, signs and street furniture, and ways to enhance pedestrian crossings and traffic signal design. They are utilizing the input gathered from workshops and meetings held in June with residents, businesses and city staff to develop options for physical changes to Madera Avenue.

The elements of the proposed master plan are aimed at creating a more pedestrian-friendly streetscape, improving biking routes along this corridor and developing a more cohesive downtown area. The public is welcome to stop by City Hall on July 12 and 13 between the hours of 3 and 5 pm to meet with the design team and get a sneak peak of the developing plan recommendations prior to Thursday's events.

All community members, leaders and business operators are invited to attend these events. The Thursday night BBQ is free and open to the public.

When and Where:

BBQ and Plan Review
5:00-6:00pm
Plaza Veterans Park

Presentation of Plan Concepts
6:00-7:30pm
Kerman City Hall
850 S. Madera Avenue

For More Information Contact:

Luis Patlan
City of Kerman
Planning & Developemnt Services Dept
559-846-9389
lpatlan@cityofkerman.org

Anthony Leonard
Local Government Commission
916-448-1198 x 315
aleonard@lgc.org

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Join Us in Improving Madera Avenue!
Community Workshops: Madera Avenue Streetscape Master Plan
Help the City develop a streetscape plan that will include traffic calming measures, and improvements to landscaping, lighting, signs, and street furniture for Madera Avenue.
Opening Workshop
Friday, June 10
6 – 7:30 pm
Walking Tour and Design Workshop
Saturday, June 11
9 am – 1 pm
Workshops will be held at
Kerman City Hall, 850 S. Madera Avenue.
For more information, contact:
Luis Patlan, (559) 846-9389 or patlan@cityofkerman.org


Join Us!
Community Workshops:
Madera Avenue
Streetscape Master Plan
Opening Workshop
Friday, June 10
6 – 7:30 pm
Walking Tour/ Design Workshop
Saturday, June 11
9 am – 1 pm
Kerman City Hall
850 S. Madera Avenue.
For more information, contact:
Luis Patlan, (559) 846-9389 or
patlan@cityofkerman.org

Madera Avenue Streetscape Master Plan

COMMUNITY PLANNING EVENTS

The City is developing a context-sensitive streetscape plan for Madera Avenue that will include traffic calming measures, landscape improvements, lighting, signs, and street furniture. In order to respond to the community's needs and concerns, a series of workshops are being held to solicit input from the community.

With your help, the resulting plan will:

- Guide physical changes to the streetscape from Church Avenue to State Route 180,
- Improve bicycle mobility,
- Create a more pedestrian-friendly streetscape,
- Help develop a cohesive downtown area.

Friday, June 10, 2011

Opening Community Workshop:
Values and Priorities

■ 6 pm - 7:30 pm

Light refreshments provided

Saturday, June 11, 2011

Walking Tour & Design Workshop

■ 9 am - 1 pm

Lunch provided

Events held at:

Kerman City Hall

850 S. Madera Avenue, Kerman

For more information contact:

Luis Patlan
Phone: (559) 846-9389
E-mail: patlan@cityofkerman.org

This community planning process is made possible by an Environmental Justice Context-Sensitive Design Planning Grant from the California Department of Transportation (Caltrans) and by the City of Kerman. Outreach and Plan Preparation by the Local Government Commission, Opticos Design, Yamabe & Horn Engineering, and Nelson\Nygaard.

Plan principal para las calles de Avenida Madera

PLANIFICACIÓN DE EVENTOS COMMUNITARIOS

La Ciudad esta desarrollando un plan sensible de contexto de un paisaje urbano para la Avenida Madera que incluyera medidas para calmar el tráfico, mejoramientos de paisajes, iluminación, semáforos, y mobiliario urbano. Con el fin de responder a las preocupaciones y necesidades de la comunidad, una serie de talleres se llevaran a cabo para obtener aporte de la comunidad.

Con su ayuda, el plan resultante:

- Guiará cambios físicos de paisajes de la Avenida Church a la Ruta Estatal 180
- Mejorará la movilidad de bicicleta
- Creará un paisaje mas amigable para peatones
- Ayudará a desarrollar un centro unido

Para mas información:

Luis Patlan
(559) 846-9389
patlan@cityofkerman.org

veirnes, 10 de junio de 2011

Taller de apertura para la comunidad:
Valores y prioridades

■ 6 pm - 7:30 pm

Comida y refrescos

sábado, 11 de junio de 2011

Caminata de investigación y taller de diseño

■ 9 am - 1 pm

Almuerzo y refrescos

Eventos realzados en

Kerman City Hall

850 S. Madera Avenue, Kerman

Este proyecto es posible gracias a una subvención para Justicia Ambiental del Departmento de Transporte de California a la ciudad de Kerman. Aleance y preparación del plan por Local Government Commission, Opticos Design, Yamabe & Horn Engineering, y Nelson\Nygaard.

Madera Avenue Streetscape Master Plan

Presentation of Preliminary Plan Concepts

The City is developing a context-sensitive streetscape plan for Madera Avenue that will include traffic calming measures, landscape improvements, lighting, signs, and street furniture. Come see what changes are being recommended based on input from the public workshops and meetings held June 10-11.

With your help, the final plan will:

- Guide physical changes to Madera Avenue,
- Improve bicycle mobility,
- Create a more pedestrian-friendly streetscape,
- Help develop a cohesive downtown area.

Want a Sneak Peak?

Feel free to stop by City Hall and visit with the Design Team on July 12 or 13 between 3-5pm.

Please Join Us!

Thursday, July 14, 2011

Presentation of Plan Concepts

4 - 5:30 pm

Kerman City Hall
850 S. Madera Avenue, Kerman

Please RSVP to:
Olivia Pimentel
Phone: (559) 846-9386
E-mail: opimentel@cityofkerman.org

Light refreshments will be provided.

This community planning process is made possible by an Environmental Justice Context-Sensitive Design Planning Grant from the California Department of Transportation (Caltrans) and by the City of Kerman. Outreach and Plan Preparation by the Local Government Commission, Opticos Design, Yamabe & Horn Engineering, and Nelson\Nygaard.

Madera Avenue Streetscape Master Plan

Presentación de Ideas Preliminares

La ciudad está preparando un plan para la Avenida Madera que ayudará a reducer la velocidad de los carros y que incluirá mejoras al alumbramiento, los letreros, los arboles y plantas, y otros aspectos de esta calle principal de Kerman. Le invitamos a que participe para ver los cambios que se recomiendan en base a reuniones y talleres celebrados el 10 y 11 de junio.

Con su ayuda el plan final podrá:

- Guiar los cambios a la Avenida Madera,
- Mejorar la circulación en bicicleta,
- Crear una calle mas cómoda para peatones,
- Ayudar a crear un centro de la ciudad más activo.

¿Quiere dar un vistazo?

Pase por el municipio para hablar con el equipo de diseño el 12 o 13 de Julio entre 3 y 5 de la tarde.

¡Por favor participe!

Jueves 14 de julio de 2011

Presentación del Plan

4 a 5:30 de la tarde

Kerman City Hall
850 S. Madera Avenue, Kerman

Si piensa atender, por favor avise a:

Olivia Pimentel
Phone: (559) 846-9386
E-mail: opimentel@cityofkerman.org

Habrán botanas y refrescos.

Este proyecto es posible gracias a una subvención para Justicia Ambiental del Departmento de Transporte de California a la ciudad de Kerman. Publicidad y preparación del plan por la Local Government Commission, Opticos Design, Yamabe & Horn Engineering, y Nelson\Nygaard.)

Workshop Notes

Charrette Trip #1: Opening Workshop

- Add crosswalk at San Joaquin Avenue
- High visibility markings at crosswalks
- More street furniture (benches, trash cans, recycling bins)
- Shade
- Brick pavers in crosswalks
- Bike lanes
- Improve safety and access at Memorial Park
- Fix crosswalk at C Street
- Advanced pavement markings at crosswalks
- Curb extensions at intersections
- Install countdown pedestrian signals
- Install flashing beacons at unsignalized intersections
- Reduced truck traffic (create the truck bypass)
- Add more wayfinding and signage
- Install a speed feedback sign

Charrette Trip #2: Presentation of Plan Concepts Workshop

- Have concerns over cars entering from South around Memorial Park.
- Look at the possibility of putting parking next to Memorial Park.
- Be careful to not design for trucks.
- Need to be truck-friendly.
- No one uses the park.
- There was too much information presented to understand it all. *[The initial recommendations will be made available to participants after the workshop.]*

Stakeholder Notes

Business Focus Group

June 10, 2011, 7:45-9:30am

Attendees

- Tim Przybyla, Finance Director, City of Kerman
- Linda Geringer, Chamber of Commerce
- Luis Patlan, Planning Director, City of Kerman
- Jenny Mendez, United Health Center
- Sayla Griffin, Valley Health Team
- Paul Toste, Veterinarian
- Lizbeth Boyd, West America Bank
- Joseph Boyd, Tax Wizard
- Ray Man, KAR
- Francisco Ortiz y Davis, Sebastian Corp.
- John Lystad, Citibank
- Stefan Pellegrini, Opticos
- Chris Janson, Opticos
- Cailin Shannon, Opticos
- Michael Moule, Nelson Nygaard
- Kevin Shively, Nelson Nygaard
- Paul Zykofsky, LGC
- Tony Leonard, LGC

Introductions

Luis Patlan gave background on the project. This project is to improve safety along Madera Avenue. Traffic can be high and there are a lot of students from high school and junior high school. Many opportunities exist to slow the traffic and improve conditions on Madera Avenue. City applied for a Caltrans grant to do the Madera Avenue Streetscape plan, and assembled team with a lot of experience working on these types of projects. Result is to put together a plan that community can get behind and have City Council to start implementing the project.

Notes

- Like new repaving of the street that Caltrans did. Used to be a crosswalk near one of the quick gas station and kids continue to cross at a mid-block. In front of Kerman You Save. Want students to cross at signal.
- Happy with changes at Madera and Kearney. When business designed having entrance on Madera Avenue was a big deal. But parking is tricky. So don't allow people to enter from Madera. Exit only on Madera, entrance from parking. 50 staff, 250 patients a day. Shared parking with Civic Center. Has been an issue when special events are held.
- You're supposed to stop to let pedestrians cross but if I stop other cars continue and speed by.
- Part of problem is Madera Avenue is Highway 145. Lot of traffic is people passing through and they come zooming through and not aware of children crossing

as much. Motorists not always knowledgeable that schools are on both sides of avenue.

- Railroad line also sometimes blocks. Not very active. But sometimes block.
- People who visit will comment on how nice the median looks. Fowler has nice planter boxes and brick in downtown. Crosswalks: motorists don't stop for adults either. Would like to see the one in front of City Hall because you're not visible. Are standing in a left hand turn lane. When pull out on B street need to slow traffic down entering town. Fence blocks visibility.
- How effective would signs be? Put school signs and school zone signs. If put in signs would like to see the in-pavement flashers that they have in San Luis Obispo. Everyone sees that someone is going to cross. Works well.
- Michael: Signs alone aren't that effective. In-pavement flashers work well but there are new tools with flashers and less expensive than in-pavement flashers. Raised medians help.
- Fence around Veterans Park is a problem. Cars crash into it a lot. Has happened multiple times. Used to have events there, farmers market, but had people helping cross the street.
- Parades down Madera Avenue. Landscape could be a problem. Get permit to close whole street. Will close one side and people sit on median. Xmas use southbound lane but march north. Do it differently for other parades.
- Repaving has helped. Used to avoid Madera. Work at Sebastian and serve 3,000 customers/month. Many people use intersection at C and Madera so when you cross that's a problem. Playing "frogger." Several people hit going east on C and motorists going north don't yield.
- C and Madera is problem. People will be in right lane and suddenly wind up in left lane. Cars cut the corner.
- Would like to see more bicycle lanes. Really don't have any except on Kearny Blvd. Would like to see more places although no room on Madera Avenue. Bicycle trails/ paths like the one in Clovis is a beautiful bicycle lane. Madera looks nice, median looks good. Would like some trees added where they took trees out. Put something there. Hanging flowering baskets. Something like that. Bike path, walking paths throughout the town. Entrance from south coming into town is very ugly. From Industrial park need to do something to make City look nice.
- People do ride on Madera, but they ride on sidewalk. Pedestrians at risk of being hit. But if there were traffic calming measures it would be more conducive for them to use the road.
- Stefan: Focus is on Madera but will look at opportunities to improve connectivity.
- Isn't there a proposal to do bike lane from Goldenrod to west side of town. Are working on bike plan for city but as City grows look to incorporate bike lanes before. Are planning large parks on east and west side. 25 acres on east, 30 on west. With both of those would like to have bike paths through those parks that would connect to City. Want to encourage that. Existing path from Kearney.
- Like trees in the middle and on sides. Don't like it when the City takes a tree out. Seems shortsighted to take trees that have been there a long time. Go to beautiful

cities where sidewalks move. With high temperatures need as much shade as possible. Error for City/Parks to take them out. City plants crepe myrtles and gingkos. They are small trees that don't give shade and you get aphids. Gingko is great tree but grows too slow. Important to think long term. Stop taking out the trees.

- Most people don't think safety is problem on Madera Avenue. Most are pedestrian errors where they cross at a place where they shouldn't. Like the flashing lights. Also enforcement problem. South end of plaza park intersection is one we haven't talked about. Is problematic. Lots of space. That's the most treacherous intersection. Car coming from the south is going fast, cars also turning, not clear who has right of way. Need something. Motorists crossing have stop signs but cars coming fast south or northbound. Speed is problem.
- I go an extra block than turn there. Maybe best to get rid of left hand turn. Need that left hand turn. Have people that turn there. Safety signs might help.
- Traffic coming from south, going too fast. The change from 35 to 30mph is not clearly marked. Slow traffic down before gets into town. Several close calls and then cars hitting the fence. Sign indicating that they are entering a downtown business would help.
- Part of problem is that trucks and cut that corner. What if did drop it down to one lane around the park. Would slow traffic would help. With founders day next week need people to get across to park. But those two blocks may not need two lanes.
- Landscaping
- Could do boxes at some of the tree wells.
- Nice to have some parking off of Madera with a sign to let people know where they can park. There's plenty of parking behind buildings and on side streets it's just that people don't know where it is.
- If went down to two lanes would be able to put in diagonal parking and curb extensions at corners. When did construction and narrowed down to one lane we had real traffic backups especially when school is in session. Also have farmworkers returning and coming through town. Coinciding with afternoon school peak. Worker travel is during harvest through October.
- Have realigned existing school sites with 4 schools. Used to have citywide schools.
- Are also getting a new Wal-Mart on Goldenrod, one mile east of Madera Avenue. School also on Goldenrod.
- Slow people coming into town is a must. Have trucks going in and out of our facility. Start slowing them down before in town. From north the signal slows them down but not from the south. Especially with all the truck traffic coming through. One of major north-south highways in the Valley.
- What about buildings on Madera Avenue?
- City had a program where they matched up to $2,000 if did improvements of your store. I like the old buildings. Some people don't like that. Tired of having all the signs all over the store. Want buildings to be well-maintained. Years ago proposed that but got backlash from property owners. Are partial steps where could establish a design review committee that can make some suggestions.

- Lot of great things that can be done to enhance Madera, street, landscape, signage, etc. Façades is something that we've looked at but $2,500 is not enough. Encourage you to go to Fowler. They've given grants of up to $50,000. As project develops in next few years hopefully businesses will start to see that there's investment in this right of way.
- Park at south end of town is gorgeous. Need something like it at north end of town.

Agencies Focus Group

June 10, 2011, 10:00-11:00am

Attendees

- Luis Patlan, Planning Director, City of Kerman
- Philip Gallegos, Parks Dept. Director
- Ken Moore, Public Works Director
- Michael Mills, Caltrans
- Michael Navarro, Caltrans
- Jennifer Bryan-Sanchez, Caltrans
- Mark Ruiz, Kerman Unified School District
- Gary Horn, Yamabe & Horn
- Yohanes Makmur, Yamage & Horn
- Lee Ness, Kerman Police Dept.
- Jeff Belding, Kerman Police Dept.
- Officer Belden, Kerman Police Department
- Stefan Pellegrini, Opticos
- Michael Moule, Nelson Nygaard
- Kevin Shively, Nelson Nygaard
- Paul Zykofsky, LGC
- Tony Leonard, LGC

Introductions

Luis Patlan gave background on the project. This project is to improve safety along Madera Avenue. Traffic can be high and there are a lot of students from high school and junior high school. Many opportunities exist to slow the traffic and improve conditions on Madera Avenue. City applied for a Caltrans grant to do the Madera Avenue Streetscape plan, and assembled team with a lot of experience working on these types of projects. Result is to put together a plan that community can get behind and have City Council to start implementing the project.

Notes

- Beautifying Madera Ave and making more pedestrian friendly. We have several major events and would be good to support parades we have downtown. Landscaping, curb extensions that would support seating for the parades. Parades are primary activity. Do one celebration in Veterans Park. Sebastian Company has founding day. Median island has helped beautify downtown and slow down traffic.

- From PW standpoint biggest problem is dealing with trees. Keeping sidewalks clear. Need to pick better trees. Were told years ago that the Raywood Ash would be a good tree but haven't worked. Chinese Pistachio also damages concrete. Single most important issue that PW has to deal with. Landscaping: lot of grass that has to mow and have to coordinate with Caltrans and close one of lanes. Some way to install lower maintenance landscaping; lawn is challenging.
- SR 145 doesn't function as 4-lane highway for Kerman. Try to be flexible so city can meet its needs. Understand that there are a lot of pedestrians and bicyclists. Caltrans has in place policies for working with locals when a state route is also a main street. Can be flexible, using CSS, Complete Streets which allow for multimodal access on state routes. As far as trees can look at different species of trees as well as watering of trees to make sure that roots go down, deep-watering techniques. Along with root barriers. Fast growing trees typically have aggressive roots. Going to be important to know which trees are on Caltrans list. Caltrans doesn't allow some types of trees but not ones City would be interested in.
- Roundabout at Gateway and Park. 3-legged intersection but haven't finished it so splitter islands aren't in yet. Residential area.
- The one in Riverpark is poorly designed. Designed as 2-leg but never marked that way.
- Looking at putting roundabouts at Kearney and Vineland and Goldenrod.
- Challenge for school district is have children crossing to Kerman Floyed Elementary School and also High School and Middle School crossing to west. Lighted stop sign helps. Put in red curve on F Street. Take outside of parking lot to do a drop off and pick up lane.
- Median islands are helping on Madera with turning movements at intersections. Signals that we do have on Madera are supposed to be synchronized. If you go the speed limit. Tree wells and irrigation (deep watering) is there. Some of earlier phases are where we're having more problems. The ones on the sidewalk were all put in at same time. Would like to improve lighting, use a uniform standard; pedestrian crossing; discuss if median island needs to be extended south into industrial area. If not leave TWLTL but possibility of extending median and creating southern gateway. Would need buy in from businesses and large trucks.
- Medians built in mid-1990s. 1995-6.
- Needs to be a project that revitalizes downtown. Fewer people walking and more people driving is something we can improve. Speed on Madera even though it's posted 35mph you still see higher speeds. If we can improve safety that will draw people to downtown. Median island is a big asset. Wide sidewalk and tree wells are a buffer. Shops are small and are located at back of sidewalk. Without dealing with speed.
- Have discussed reducing lanes before. Could have challenge getting community to buy in. Have seen examples of La Jolla Blvd. in San Diego. Is doable but need buy in from Council and public.
- Focus on public safety. Where lot of Highschoolers cross now would like to see that put in between Stanislaus and Whitesbridge. Kids crossing at San Joaquin. Put-

ting more warning lights through Madera. At Kearney and Madera have turn lanes but would be good to have a left turn signal off of Kearney. Challenging because of offset intersection. Problem also with the fog. If they had a light to stop. Have pedheads but a lot of kids will see but still cross when red hand flashing. Countdowns would help.

- Veterans Park is a problem with cars going south at C. Some type of arrows or flashing light that would let people know that lane shifts. Use a solar beacon.
- In-pavement flashers or pedestrian beacons. Sunset and Madera have a problem with no marked crosswalks. Refuge island is too small.
- Improve street and building lighting to improve security/safety. Had one business smash in front door.
- Benches for pedestrians. Use of brick with concrete to create. Beautify the area. Sound system for parades. Historic decorative lighting is at south and north end of town would be good to fill in middle section of Madera Avenue.
- Consider road diet south of C Street. Get Caltrans the data and they'll consider.
- Caltrans traffic counts from 2009 are on Caltrans web site.
- One of Planning Commissioners suggested rerouting 145 trucks to another corridor. Possible alternate routes? Would need to talk to truck coordinator at Caltrans. Was brought up in relation to the roundabout.

Community Service Groups

June 10, 2011, 1:30-3:00pm

Attendees

- Beatriz Alejandre, United Way of Fresno
- Elaine Madrigal, Create for the Westside
- Meg Winchester, Food Bank
- Edie Forstrum, Salvation Army
- Veronica Acevedo, YLI/FNL
- Verenice Vidales, YLI/FNL
- Juan Rangel, Kerman Youth Commission
- Robert Bandy, Planning Commission
- Bob Epperson, Planning Commission
- Mike Arabian, Planning & Engineering at Sebastian, Planning Commission
- Luis Patlan, Planning Director, City of Kerman
- Olivia Pimentel, City of Kerman
- Michael Moule, Nelson Nygaard
- Paul Zykofsky, LGC

Introductions

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Notes

- Like improvements like the traffic signal. Safety is a concern. Need to continue to improve on that. Maybe some other traffic lights at busiest intersections. New buildings, improvements are good.
- Don't think there's too much positive from commercial traffic standpoint. Anything we do might make that suffer. If you look at traffic patterns, end of July to October harvest season you see a lot more agriculture traffic. Parallel parking is a problem. If a truck parks the outside lane doesn't work. Need to consider with any changes. Hard to reroute traffic. Parking is concern. Try to make parking easier.
- Like trees in middle of street. Would be nice to have a bicycle lane. Pedestrian crosswalks not at intersection are problematic. Motorists don't yield.
- Landscaping improves look but when first put in people were upset because people had to make U turns. Bike lane would be nice because if you put it in would lose.
- Like trees in downtown area. Adds a lot. Do more of that. Would like to see buildings in downtown area have a more uniform look, color. Don't want it to look like little Mexico, but maybe a Santa Barbara look. In Clovis intersections have brick pattern in middle of intersection. Kerman has always prided itself in being a clean city.
- Large number of high school students crossing Madera Avenue. Need crosswalks to help youth cross.
- Landscaping and median have improved appearance. Have also helped with some of ped issues. Improvement: parking. Already affecting flow of traffic. As get more trucks on road are seeing more traffic in center lanes because motorists concerned with opening of car doors. Find more ways to put parking off-street. Access to businesses. Medians did create more of a problem because have to make more U-turns. Better access to businesses. Esthetics of local storefronts. Planning Commission has been looking at and would like to establish some guidelines and standards.
- Truck traffic during harvest is challenge. Think about bypass route especially since development is going east west. Truck parking may not be an issue on Madera Avenue. Goldenrod near cemetery. City has adopted truck routes and no parking areas. Everything south of RR tracks is allowed for parking. Trucks parked on Madera Avenue. On weekend have counted 100 trucks parked around town. Whitesbridge on west side gets a lot of trucks parked. Industrial area would be a good place to put it.
- Decorative crosswalks. At San Joaquin a beacon or sign would help.

- For median, still hear grumblings but esthetics have improved. Safety benefit by giving peds a safe place to cross. Truck traffic is a problem. Difficult to find bypass or alternate truck route. Modoc or Sycamore/Howard. Most truck traffic going straight north to Madera, others to Firebaugh and Modoc. Kearney to west works well but not to the east. Caution is folks still want the traffic but not the truck traffic. Bypass of 49 in Sutter Creek took all traffic out of town. Traffic speeds can be pretty high at times. Have seen some studies and information on roundabouts and traffic calming measures like bulb-outs that can help.
- Aesthetics of commercial buildings have a lot of mix. Would be nice to have a City style or look. Unified architectural theme would be nice. Take existing and see how existing businesses can blend in nicely with that. There are a number of well-designed buildings but there are smaller and older buildings that aren't maintained.
- Mix of things might work well.
- Challenge if you don't think about that you end up with main street like Los Banos where they lost their character.
- Use Caltrans formula to evaluate what impacts of changes on avenue would be. 5 factors quick and dirty to develop a cost-benefit. Walmart EIR done in November and might not have captured harvest season traffic.
- Would love it if trucks would not come so close to sidewalks/parking lane. At some point they hit one of the ped signals. Would like to have more time for ped signal. Countdown signals will help.
- Between railroad and E Street, road condition is poor. Probably due to truck traffic.
- Looking at south end of park, might be time to do something like what median has done to north end of park. Very unclear how road works there. Very confusing.
- If going northbound and come into town there's a sign that says trucks left lane.
- San Joaquin Valley Railroad trains sometimes block road for long periods of time. City needs to be in touch with them and see if they can time that. Fire department and ambulance service might have some leverage. Fire District. Fire station is off Kearney west part of town.
- Planning underway for a Highway 180 extension, Whitesbridge from Fresno west to connect to I-5 for goods movement. Route adoption study looking at various alternatives. Are looking at bypass to north on Belmont.
- Wayfinding program is also important because folks visiting don't know where to go. Recommend in report. Ironwork theme. Fix the clock in the park.
- If possible putting in a traffic signal at Sunset.
- Signal at Stanislaus because can't turn left to 180 get a lot of U-turns…

Kerman Local Minority-Owned Business Interviews

July 12, 2011

Maria's Family Cafe
861 S. Madera Ave

- Been in that location for 16 years
- Hours of operation: 6 am - 2:30 pm, 5 – 8:30 pm
- Wants to fix building, but it's hard to get loans.
- There is no lighting for her building
- From the Chinese restaurant towards the South
- Tree is lifting the sidewalk
- Would like to repair that and put in lighting
- It's too dark at night. Talked to the City about this a year ago.
- Also lives on Madera Ave
- Parking is on the side lot
- 12' is part of the property
- Rest is owned by Cable Company
- With the median there is no left turn. Cars can't make the U-turn.

U-Save Mini-Mart
200 S. Madera Ave

- With the median, has experienced loss of southbound business in mornings. No left turn.
- There are a lot of kids that stop in during school time.
- A crossing would be good.

Cecilia's Restaurant
15085 W Whitesbridge Ave

- There are parking issues.
- Market parking fills up the lot, so there is no room for restaurant parking.
- Been there for 6 years.
- Hours of operation: 8am – 5 pm.

Workshop Participants

CITY OF KERMAN — **MEETING SIGN IN SHEET**

Project:	MADERA AVENUE MASTER STREETSCAPE PLAN	Meeting Date:	June 10th, 2011	Friday	1
7:30 -9:30 AM	BUSINESS FOCUS GROUP	Place/ Room:	850 S. MADERA AVENUE KERMAN CA 93630		

Name	Title	Company	Phone	Fax	E-Mail
Tony Leonard	Proj. Mngr	Local Government Comm.			
Paul Zykofsky	Assoc. Dir	" " "			
Yolanda Dominguez	Exec. Dir	Kerman Chamber			
Luis Patlan	Planning Div.	City of Kerman			
Francisco Ortiz y Ochs	CHAMB. DIR	SEBASTIAN			
Jenny Mendez	SEBASTIAN Clinic Manager	UHC			
Jayla Gill Aga	CEO	Valley Health			
Kimberly Boyd	PBSO	Westamerica			
Joseph D Bono	CPA	TD Bono Financial Svs			
TIM FITZPATRICK	FIN. DIR	CITY OF KERMAN			
Paul Tosto	Vet/Farmer	Vet Mud Chr			
Steve Pellegrini	Principal	Optica Design Inc.			
Ray Mann	Owner	K PAR			
MICHAEL MONGE	PRINCIPAL	NELSON/NYGAARD			
Kevin Shively	Assistant Plnr.	Nelson/Nygaard			
Olivia Penrotal	City Staff	City of Kerman			

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CITY OF KERMAN — MEETING SIGN IN SHEET

Project:	MADERA AVENUE MASTER STREETSCAPE PLAN	Meeting Date:	June 10th, 2011	Friday 2
10:00-11:30 AM	AGENCY FOCUS GROUP	Place/ Room:	850 S. MADERA AVENUE KERMAN CA 93630	

Name	Title	Company	Phone	Fax	E-Mail
Michael Mills	Landscape Architect	Caltrans			
MARK Reis	~~CITY~~ Appointed	KUSD			
Gary Horn	City Engr.	Yamabe + Horn			
Luis Patlan	Pwks. Dir.	City of Kerman			
Lee Ness	Planning Director	City of Kerman			
JEFF BELDING	Electrician	City of Kerman			
Paul Zylkofsky	Assoc. Dir.	Local Govt. Comm			
Stefan Pellegrini	Principal	Opticos Design Inc.			
Philip Gallegos	Rec Director	City			
Ken Moore	PWD	City of Kerman			
Michael Navarro	Trans. Planner	Caltrans			
Yohanes Makmur	Engineer	Y&H			
Jennifer Bryan-Sanchez	Caltrans	Planner			
Tony Leonardi	Proj Mngr	Local Govt Comm			
Olivia Poriatti	City Mgr	City of Kerman			

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CITY OF KERMAN	MEETING SIGN IN SHEET		
Project:	MADERA AVENUE MASTER STREETSCAPE PLAN	Meeting Date:	June 10th, 2011 Friday 3
1:30PM-3:00 PM	COMMUNITY FOCUS GROUP	Place/ Room:	850 S. MADERA AVENUE KERMAN CA 93630

Name	Title	Company	Phone	Fax	E-Mail
Beatriz Alejandre	2-1-1 Call Center Manager	United Way of Fresno			
Edie Jamison	S.A. Comm.	The Salvation Army			
Elaine Madrigal	Director of Programs	CREATE for the Westside			
Robert Bandy	Planning Com.	Mapa Kerman			
BOB EPPERSON	PLNG COMM				
Juan Rangel	Youth Commission	City of Kerman			
MIKE ARABIAN	PLANNING COMMISSION	CITY OF KERMAN			
Veronica Acevedo	YLI/FNL				
Verenice Vidales	YLI/FNL				
Meg Winchester	Food Bank				
Olivia Pimentel	City Staff	City of Kerman			
Luis Patlan	Planner	City of Kerman			
Paul Zykofsky	Assoc. Director	LGC			

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CITY OF KERMAN — MEETING SIGN IN SHEET

Project:	MADERA AVENUE MASTER STREETSCAPE PLAN	Meeting Date:	June 10th, 2011 Friday 4
6:00 PM-8:00 PM		Place/ Room:	850 S. MADERA AVENUE KERMAN CA 93630

Name	Title	Company	Phone	Fax	E-Mail
Melissa Petricelli	owner	Hand made by Melissa			
Sue Dagolumn	Public				
Bill Reed	Public	Turning Point Prog-CC			
MARK Ponzi	KUSD	KUSD			
Queena Ramos		Chamber			
Elaine Madrigal	Director of Programs	Create for the Children			
Tony Leonardi	Pro Manager	Local Govt Commissio			
Olivia Fonseca	City Staff	City of Kerman			
Maricela Fonseca	"	"			
Luis Patlan	" Planner	"			
Corey Horn	City Engr	Yamabe & Horn			
Christopher Jansen	Proj Mgr/ Designer	OPTICOS			
CALVIN STAMPLEY		"			
STEPHEN PELLEGRINI	MUNICIPAL	"			
Paul Zyko Fisky	Assoc. Director	KCC			

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CITY OF KERMAN	MEETING SIGN IN SHEET		
Project:	MADERA AVENUE MASTER STREETSCAPE PLAN	Meeting Date:	June 11th, 2011 Saturday
9:00 AM-1:00 PM		Place/ Room:	850 S. MADERA AVENUE KERMAN CA 93630

Name	Title	Company	Phone	Fax	E-Mail
Olivia Pimentel	City Stgy	City of Kerman			
Monica Fonseca	"	"			
Luis Patlan	" Planner	"			
Tony Leonard	Proj. Mgr	Local Govt Com			
Gary Horn	City Eng	Yamabe + Horn			
Stefan Pellegrini	Principal	Opticos Design Inc			
Chris Johnson	Prog Mngr	OPTICOS			
Paul Zykofsky	Assoc Director	LGC			
Mark Ruiz	~~Assistant City Mgr~~	Superintendent KUSD			

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Intersection Traffic Analysis

(includes projected Wal-Mart Traffic)

Kearney/Madera - PM Existing

Kearney / Madera
Signals - Actuated Cycle Time = 73 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South	South Madera										
3	L	60	3.0	0.262	35.1	LOS D	2.0	49.9	0.84	0.73	18.1
8	T	716	3.0	0.545	20.4	LOS C	11.8	301.7	0.81	0.71	21.5
18	R	66	3.0	0.545	27.5	LOS C	11.6	296.5	0.81	0.90	21.0
Approach		842	3.0	0.545	22.0	LOS C	11.8	301.7	0.81	0.73	21.2
East	West Kearney										
1	L	55	3.0	0.259	38.8	LOS D	1.9	48.8	0.88	0.74	17.2
6	T	139	3.0	0.344	28.2	LOS C	4.6	117.8	0.86	0.69	19.1
16	R	136	3.0	0.403	13.0	LOS B	2.1	54.2	0.44	0.73	26.0
Approach		329	3.0	0.403	23.7	LOS C	4.6	117.8	0.69	0.72	21.0
North	South Madera										
7	L	132	3.0	0.363	36.6	LOS D	4.5	114.5	0.88	0.78	17.7
4	T	467	3.0	0.373	17.4	LOS B	7.3	187.2	0.74	0.63	22.7
14	R	67	3.0	0.373	23.5	LOS C	6.7	171.8	0.74	0.88	22.2
Approach		666	3.0	0.373	21.8	LOS C	7.3	187.2	0.77	0.69	21.4
West	West Kearney										
5	L	67	3.0	0.295	39.5	LOS D	2.4	61.4	0.89	0.76	17.0
2	T	128	3.0	0.318	27.9	LOS C	4.2	107.9	0.86	0.69	19.1
12	R	39	3.0	0.048	9.5	LOS A	0.3	8.4	0.28	0.68	27.9
Approach		235	3.0	0.318	28.2	LOS C	4.2	107.9	0.77	0.71	19.5
All Vehicles		2073	3.0	0.545	22.9	LOS C	11.8	301.7	0.77	0.71	21.0

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM) & Degree of Saturation.
Approach LOS values are based on average delay for all vehicle movements and the worst degree of saturation (v/c ratio) for any vehicle movement.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	Across S approach	11	33.5	LOS D	0.0	0.0	0.89	0.89
8P	Across E approach	11	28.1	LOS C	0.0	0.0	0.88	0.88
6P	Across N approach	11	34.5	LOS D	0.0	0.0	0.90	0.90
4P	Across W approach	11	28.1	LOS C	0.0	0.0	0.88	0.88
All Pedestrians		44	31.0				0.89	0.89

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

Kearney / Madera
Signals - Actuated Cycle Time = 91 seconds

Kearney/Madera- PM
Road diet with signalize intersection

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South	South Madera										
3	L	60	3.0	0.323	43.6	LOS D	2.5	63.6	0.86	0.74	16.2
8	T	716	3.0	0.934	45.2	LOS D	41.1	1053.2	1.00	1.06	15.1
18	R	66	3.0	0.934	52.8	LOS D	41.1	1053.2	1.00	1.06	15.1
Approach		842	3.0	0.934	45.7	LOS D	41.1	1053.2	0.99	1.03	15.2
East	West Kearney										
1	L	55	3.0	0.312	46.6	LOS D	2.4	60.6	0.88	0.75	15.6
6	T	139	3.0	0.343	34.6	LOS C	5.6	144.5	0.86	0.70	17.4
16	R	136	3.0	0.615	26.9	LOS C	4.2	107.8	0.63	0.76	20.3
Approach		329	3.0	0.615	33.4	LOS C	5.6	144.5	0.77	0.73	18.1
North	South Madera										
7	L	132	3.0	0.400	45.4	LOS D	5.7	145.0	0.90	0.79	15.8
4	T	467	3.0	0.641	23.6	LOS C	19.9	509.0	0.82	0.74	20.3
14	R	67	3.0	0.641	31.3	LOS C	19.9	509.0	0.82	0.92	19.8
Approach		666	3.0	0.641	28.7	LOS C	19.9	509.0	0.83	0.77	19.2
West	West Kearney										
5	L	67	3.0	0.392	47.9	LOS D	3.0	76.8	0.90	0.76	15.3
2	T	128	3.0	0.317	34.3	LOS C	5.2	132.4	0.86	0.69	17.5
12	R	39	3.0	0.051	11.3	LOS B	0.5	13.2	0.33	0.69	26.9
Approach		235	3.0	0.392	34.4	LOS C	5.2	132.4	0.78	0.71	17.8
All Vehicles		2073	3.0	0.934	37.0	LOS D	41.1	1053.2	0.88	0.86	17.0

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM) & Degree of Saturation.
Approach LOS values are based on average delay for all vehicle movements and the worst degree of saturation (v/c ratio) for any vehicle movement.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	Across S approach	11	38.4	LOS D	0.0	0.0	0.90	0.90
8P	Across E approach	11	36.9	LOS D	0.0	0.0	0.90	0.90
6P	Across N approach	11	36.9	LOS D	0.0	0.0	0.90	0.90
4P	Across W approach	11	36.9	LOS D	0.0	0.0	0.90	0.90
All Pedestrians		44	37.3				0.90	0.90

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

Kearney / Madera
Signals - Actuated Cycle Time = 88 seconds

Kearney/Madera - PM
Road diet with signalized intersection and north-bound and south-bound right turn lanes

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South	South Madera										
3	L	60	3.0	0.316	42.9	LOS D	2.4	62.0	0.86	0.74	16.3
8	T	716	3.0	0.864	35.0	LOS C	33.1	847.8	0.96	0.91	17.3
18	R	66	3.0	0.062	9.3	LOS A	0.6	15.5	0.23	0.68	28.0
Approach		842	3.0	0.864	33.5	LOS C	33.1	847.8	0.89	0.88	17.7
East	West Kearney										
1	L	55	3.0	0.301	44.5	LOS D	2.3	58.1	0.88	0.74	16.0
6	T	139	3.0	0.331	32.8	LOS C	5.4	138.3	0.86	0.69	17.9
16	R	136	3.0	0.584	23.7	LOS C	3.9	98.9	0.61	0.75	21.4
Approach		329	3.0	0.584	31.0	LOS C	5.4	138.3	0.76	0.73	18.8
North	South Madera										
7	L	132	3.0	0.411	44.8	LOS D	5.5	141.8	0.90	0.79	15.9
4	T	467	3.0	0.564	22.0	LOS C	16.3	418.5	0.79	0.69	21.1
14	R	67	3.0	0.060	8.8	LOS A	0.5	12.9	0.20	0.68	28.3
Approach		666	3.0	0.564	25.1	LOS C	16.3	418.5	0.75	0.71	20.3
West	West Kearney										
5	L	67	3.0	0.377	45.7	LOS D	2.9	73.6	0.89	0.76	15.8
2	T	128	3.0	0.306	32.5	LOS C	5.0	126.8	0.85	0.68	17.9
12	R	39	3.0	0.050	11.4	LOS B	0.5	13.2	0.34	0.69	26.8
Approach		235	3.0	0.377	32.8	LOS C	5.0	126.8	0.78	0.71	18.2
All Vehicles		2073	3.0	0.864	30.3	LOS C	33.1	847.8	0.81	0.78	18.7

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM) & Degree of Saturation.
Approach LOS values are based on average delay for all vehicle movements and the worst degree of saturation (v/c ratio) for any vehicle movement.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	Across S approach	11	36.9	LOS D	0.0	0.0	0.90	0.90
8P	Across E approach	11	35.5	LOS D	0.0	0.0	0.90	0.90
6P	Across N approach	11	35.5	LOS D	0.0	0.0	0.90	0.90
4P	Across W approach	11	35.5	LOS D	0.0	0.0	0.90	0.90
All Pedestrians		44	35.8				0.90	0.90

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

Kearney / Madera
Signals - Actuated Cycle Time = 91 seconds

Kearney/Madera - PM
Road diet with roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South	South Madera										
3	L	60	3.0	0.323	43.6	LOS D	2.5	63.6	0.86	0.74	16.2
8	T	716	3.0	0.934	45.2	LOS D	41.1	1053.2	1.00	1.06	15.1
18	R	66	3.0	0.934	52.8	LOS D	41.1	1053.2	1.00	1.06	15.1
Approach		842	3.0	0.934	45.7	LOS D	41.1	1053.2	0.99	1.03	15.2
East	West Kearney										
1	L	55	3.0	0.312	46.6	LOS D	2.4	60.6	0.88	0.75	15.6
6	T	139	3.0	0.343	34.6	LOS C	5.6	144.5	0.86	0.70	17.4
16	R	136	3.0	0.615	26.9	LOS C	4.2	107.8	0.63	0.76	20.3
Approach		329	3.0	0.615	33.4	LOS C	5.6	144.5	0.77	0.73	18.1
North	South Madera										
7	L	132	3.0	0.400	45.4	LOS D	5.7	145.0	0.90	0.79	15.8
4	T	467	3.0	0.641	23.6	LOS C	19.9	509.0	0.82	0.74	20.3
14	R	67	3.0	0.641	31.3	LOS C	19.9	509.0	0.82	0.92	19.8
Approach		666	3.0	0.641	28.7	LOS C	19.9	509.0	0.83	0.77	19.2
West	West Kearney										
5	L	67	3.0	0.392	47.9	LOS D	3.0	76.8	0.90	0.76	15.3
2	T	128	3.0	0.317	34.3	LOS C	5.2	132.4	0.86	0.69	17.5
12	R	39	3.0	0.051	11.3	LOS B	0.5	13.2	0.33	0.69	26.9
Approach		235	3.0	0.392	34.4	LOS C	5.2	132.4	0.78	0.71	17.8
All Vehicles		2073	3.0	0.934	37.0	LOS D	41.1	1053.2	0.88	0.86	17.0

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM) & Degree of Saturation.
Approach LOS values are based on average delay for all vehicle movements and the worst degree of saturation (v/c ratio) for any vehicle movement.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per ped
2P	Across S approach	11	38.4	LOS D	0.0	0.0	0.90	0.90
8P	Across E approach	11	36.9	LOS D	0.0	0.0	0.90	0.90
6P	Across N approach	11	36.9	LOS D	0.0	0.0	0.90	0.90
4P	Across W approach	11	36.9	LOS D	0.0	0.0	0.90	0.90
All Pedestrians		44	37.3				0.90	0.90

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

Parking Survey

Off-Street Parking Inventory and Occupancy, Along South Madera Avenue

Off-Street	Side	From	To	Capacity	Occupied		Occupancy	Time	Date	Land Use	Location
OFF	E	RR Tracks	A	26	12	14	46%	3:30 PM	12-Jul-11	Adventist Health Community Care	Back
OFF	E	A	B	11	6	5	55%	3:30 PM	12-Jul-11	Kerman Inn Motel	Back
OFF	E	A	B	11	1	10	9%	3:30 PM	12-Jul-11	Kerman Inn Motel	Side
OFF	E	A	B	6	0	6	0%	3:30 PM	12-Jul-11	Kerman Dental Center	Front
OFF	E	A	B	17	1	16	6%	3:30 PM	12-Jul-11	Kerman Dental Center	Corner
OFF	E	B	C	19	9	10	47%	3:30 PM	12-Jul-11	Kerman City Hall	Back
OFF	E	B	C	24	18	6	75%	3:30 PM	12-Jul-11	Kerman City Hall	Back
OFF	E	C	D	37	1	36	3%	3:30 PM	12-Jul-11	Hardware/ CA Dept. of Ag	Corner
OFF	E	D	E	17	8	9	47%	12:00 PM	10-Jun-11	BANK OF AMERICA	Side
OFF	E	E	F	7	0	7	0%	12:00 PM	10-Jun-11	LA RAMADA	Front
OFF	E	F	G	10	2	8	20%	12:00 PM	10-Jun-11	La Estrella	Side
OFF	E	F	G	12	2	10	17%	12:00 PM	10-Jun-11	Tio Chema	Side
OFF	E	G	Kearney	6	3	3	50%	12:00 PM	10-Jun-11	6 Auto Repair	Side
OFF	E	Kearney	Sunset	61	19	42	31%	12:30 PM	10-Jun-11	Rite Aid	Side
OFF	E	Kearney	Sunset	24	6	18	25%	12:30 PM	10-Jun-11	FasTrip	Side
OFF	E	Sunset	Stanislaus	24	1	23	4%	4:00 PM	10-Jun-11	Insurance Co. (Redwood?)	Back
OFF	E	Sunset	Stanislaus	21	9	12	43%	4:00 PM	10-Jun-11	Community Bank of the CV	Front
OFF	E	Sunset	Stanislaus	22	6	16	27%	3:30 PM	10-Jun-11	WestAmerica Bank	Side
OFF	W	RR Tracks	A	14	5	9	35%	3:30 PM	12-Jul-11	Camco	Corner
OFF	W	A	B	29	0	29	0%	3:30 PM	12-Jul-11	Vacant Lot	Corner
OFF	W	A	B	6	0	6	0%	3:30 PM	12-Jul-11		Back
OFF	W	A	B	12	1	11	8%	3:30 PM	12-Jul-11	La Princesa	Side
OFF	W	A	B	6	3	3	50%	3:30 PM	12-Jul-11	La Princesa	Back
OFF	W	B	C	23	4	19	18%	3:30 PM	12-Jul-11	Maria's	Corner
OFF	W	B	C	5	1	4	20%	3:30 PM	12-Jul-11	Sebastian	Back
OFF	W	C	D	37	14	23	38%	3:00 PM	12-Jul-11	Sebastian	Corner
OFF	W	C	D	No Data	No Data	n/a	n/a			Gun Shop	Back
OFF	W	D	E	25	7	18	28%	2:00 PM	10-Jun-11	Corona Real Bakery	Back
OFF	W	D	E	3	1	2	33%	2:00 PM	10-Jun-11	Bellissima Bridal	Back
OFF	W	D	E	4	2	2	50%	2:00 PM	10-Jun-11	Bellissima Bridal	Back
OFF	W	D	E	12	2	10	17%	2:00 PM	10-Jun-11	??	Back
OFF	W	D	E	15	0	15	0%	2:00 PM	10-Jun-11	Gravel lot S. of E Street	Side
OFF	W	E	F	7	2	5	29%	2:00 PM	10-Jun-11	Valley Properties	Back
OFF	W	E	F	12	3	9	24%	2:00 PM	10-Jun-11	Lucero Market	Side
OFF	W	E	F	14	12	2	86%	2:00 PM	10-Jun-11		Back
OFF	W	E	F	14	0	14	0%	2:00 PM	10-Jun-11		Back
OFF	W	F	G	6	0	6	0%	2:00 PM	10-Jun-11		Back
OFF	W	F	G	19	3	16	16%	2:00 PM	10-Jun-11		Side
OFF	W	F	G	3	0	3	0%	2:00 PM	10-Jun-11		Back
OFF	W	F	G	27	8	19	30%	2:00 PM	10-Jun-11	Kerman Market	Side
OFF	W	G	Kearney	49	19	30	39%	2:30 PM	10-Jun-11	United Health Centers	Back
OFF	W	Kearney	Sunset	5	0	5	0%	2:30 PM	10-Jun-11	Star Market	Front
OFF	W	Kearney	Sunset	11	8	3	73%	2:30 PM	10-Jun-11	Valley Optometric	
OFF	W	Kearney	Sunset	20	12	8	60%	2:30 PM	10-Jun-11	Valley Optometric	
OFF	W	Kearney	Sunset	10	7	3	70%	2:30 PM	10-Jun-11	Citibank	
OFF	W	Sunset	Stanislaus	23	9	14	39%	3:00 PM	10-Jun-11	Valley Shopping Center	Corner
OFF	W	Sunset	Stanislaus	45	9	36	20%	3:00 PM	10-Jun-11	Mariscos El Chontal	Side
OFF	W	Sunset	Stanislaus	7	2	5	29%	3:00 PM	10-Jun-11	Hinds Hospice	Back
OFF	W	Sunset	Stanislaus	6	1	5	17%	3:00 PM	10-Jun-11	Hinds Hospice	Side
OFF	W	Stanislaus	San Joaquin	18	6	12	33%	3:00 PM	10-Jun-11	County Agricultural Department	Back
OFF	W	San Joaquin	Whitesbridge	No Data	No Data	n/a	No Data	3:30 PM	10-Jun-11	Bank	Back
OFF	W	San Joaquin	Whitesbridge	14	5	9	36%	3:30 PM	10-Jun-11	Smith Auto Parts	Side
OFF	W	San Joaquin	Whitesbridge	11	2	9	18%	3:30 PM	10-Jun-11	Quest Diagnostics	Side
OFF	W	San Joaquin	Whitesbridge	27	5	22	19%	3:30 PM	10-Jun-11	Kentucky Fried Chicken	Back
OFF	W	San Joaquin	Whitesbridge	8	3	5	38%	3:30 PM	10-Jun-11	Kerman Valley Food Super Center	Front
OFF	W	San Joaquin	Whitesbridge	30	5	25	17%	3:30 PM	10-Jun-11	Carl's Junior	Front & Back
Summary											
Off-Street	Both	C	F	204	52	152	26%				
Off-Street	Both	C	Kearney	336	89	247	27%				
Off-Street	Both	RR Tracks	Whitesbridge	932	265	667	28%				

On-Street Parking Inventory and Occupancy, South Madera Avenue

Street	Side	From	To	ParkableCurb	Spaces	Occupied	Available	Occupancy	Time	Date
S Madera Ave	E	A	B	251'	13	2	11	15%	3:30 PM	12-Jul-11
S Madera Ave	E	B	C	272'	14	3	11	21%	3:30 PM	12-Jul-11
S Madera Ave	E	C	D	209'	11	3	8	27%	12:00 PM	10-Jun-11
S Madera Ave	E	D	E	165'	9	1	8	12%	12:00 PM	10-Jun-11
S Madera Ave	E	E	F	184'	10	4	6	41%	12:00 PM	10-Jun-11
S Madera Ave	E	F	G	185'	10	4	6	41%	12:00 PM	10-Jun-11
S Madera Ave	E	G	Kearney	181'	10	0	10	0%	12:00 PM	10-Jun-11
S Madera Ave	E	Kearney	Sunset	416'	22	1	21	5%	12:30 PM	10-Jun-11
S Madera Ave	E	Sunset	Stanislaus	343'	18	0	18	0%	3:30 PM	10-Jun-11
S Madera Ave	E	Stanislaus	Whitesbridge	589'	31	4	27	13%	3:30 PM	10-Jun-11
S Madera Ave	W	A	B	206'	11	0	11	0%	3:30 PM	12-Jul-11
S Madera Ave	W	B	C	286'	15	1	14	7%	3:30 PM	12-Jul-11
S Madera Ave	W	C	D	281'	15	8	7	54%	1:30 PM	10-Jun-11
S Madera Ave	W	D	E	261'	14	7	7	51%	1:30 PM	10-Jun-11
S Madera Ave	W	E	F	295'	16	3	13	19%	2:00 PM	10-Jun-11
S Madera Ave	W	F	G	253'	13	3	10	23%	2:00 PM	10-Jun-11
S Madera Ave	W	G	Kearney	258'	14	0	14	0%	2:30 PM	10-Jun-11
S Madera Ave	W	Kearney	Sunset	362'	19	6	13	31%	2:30 PM	10-Jun-11
S Madera Ave	W	Sunset	Stanislaus	495'	26	2	24	8%	2:30 PM	10-Jun-11
S Madera Ave	W	Stanislaus	San Joaquin	169'	9	3	6	34%	3:00 PM	10-Jun-11
S Madera Ave	W	San Joaquin	Whitesbridge	442'	23	0	23	0%	3:30 PM	10-Jun-11
Summary										
South Madera Ave	Both	C	F		73	26	47	35%		
South Madera Ave	Both	C	Kearney		120	33	87	28%		
South Madera Ave	Both	A	Whitesbridge		321	55	266	17%		

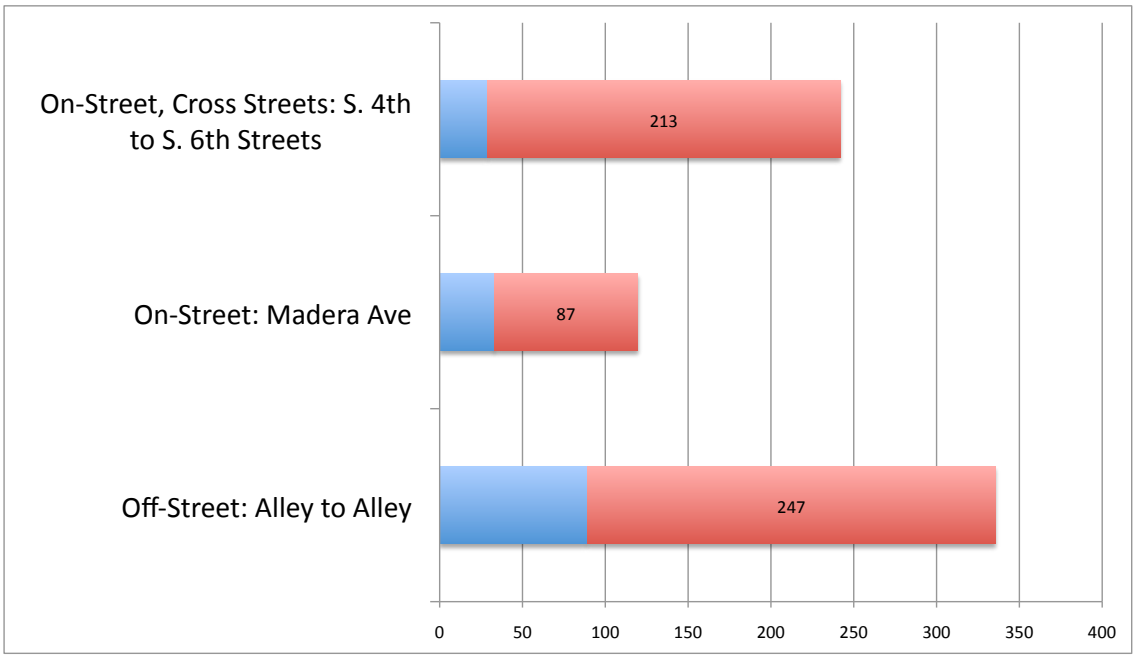
On-Street Parking Inventory and Occupancy, Cross Streets Within One Block of South Madera Avenue

Street	Side	From	To	ParkableCurb	Spaces	Occupied	Available	Occupancy	Time	Date
A	BOTH	S Madera Ave	S 6th Street	420'	22	7	15	32%	3:30 PM	12-Jul-11
B	BOTH	S Madera Ave	S 6th Street	500'	26	2	24	8%	3:30 PM	12-Jul-11
C	Both	S Madera Ave	S 6th Street	n/a	20	5	15	25%	12:00 PM	10-Jun-11
D	Both	S Madera Ave	S 6th Street	540'	26	0	26	0%	12:00 PM	10-Jun-11
E	Both	S Madera Ave	S 6th Street	540'	28	6	22	21%	12:00 PM	10-Jun-11
F	Both	S Madera Ave	S 6th Street	380'	20	3	17	15%	12:00 PM	10-Jun-11
G	Both	S Madera Ave	S 6th Street	380'	20	0	20	0%	12:00 PM	10-Jun-11
Kearney	NE	S Madera Ave	S 6th Street	100'	5	0	5	0%		10-Jun-11
Sunset	Both	S Madera Ave	S 6th Street	420'	22	1	21	5%	1:00 PM	10-Jun-11
Stanislaus	Both	S Madera Ave	S 6th Street	540'	28	5	23	18%	3:30 PM	10-Jun-11
A	BOTH	S. 4th Street	S Madera Ave	420'	22	1	21	5%	3:30 PM	12-Jul-11
B	BOTH	S. 4th Street	S Madera Ave	460'	24	3	21	12%	3:30 PM	12-Jul-11
C	BOTH	S. 4th Street	S Madera Ave	346'	18	6	12	33%	3:00 PM	12-Jul-11
D	Both	S. 4th Street	S Madera Ave	500'	26	5	21	19%	1:30 PM	10-Jun-11
E	Both	S. 4th Street	S Madera Ave	500'	26	0	26	0%	1:30 PM	10-Jun-11
F	Both	S. 4th Street	S Madera Ave	270'	14	2	12	14%	2:00 PM	10-Jun-11
G	Both	S. 4th Street	S Madera Ave	368'	19	0	19	0%	2:00 PM	10-Jun-11
Kearney	Both	S. 4th Street	S Madera Ave	330'	17	2	15	12%	2:30 PM	10-Jun-11
Sunset	Both	S. 4th Street	S Madera Ave	420'	22	2	20	9%	3:00 PM	10-Jun-11
Stanislaus	Both	S. 4th Street	S Madera Ave	500'	26	1	25	4%	3:00 PM	10-Jun-11
Sam Joaquin	Both	S. 4th Street	S Madera Ave	500'	26	3	23	11%	3:00 PM	10-Jun-11
Summary										
On-Street, Cross Stree	Both	C	F		180	27	153	15%		
On-Street, Cross Stree	Both	C	Kearney		242	29	213	12%		
On-Street, Cross Stree	Both	A	Whitesbridge		462	54	408	12%		

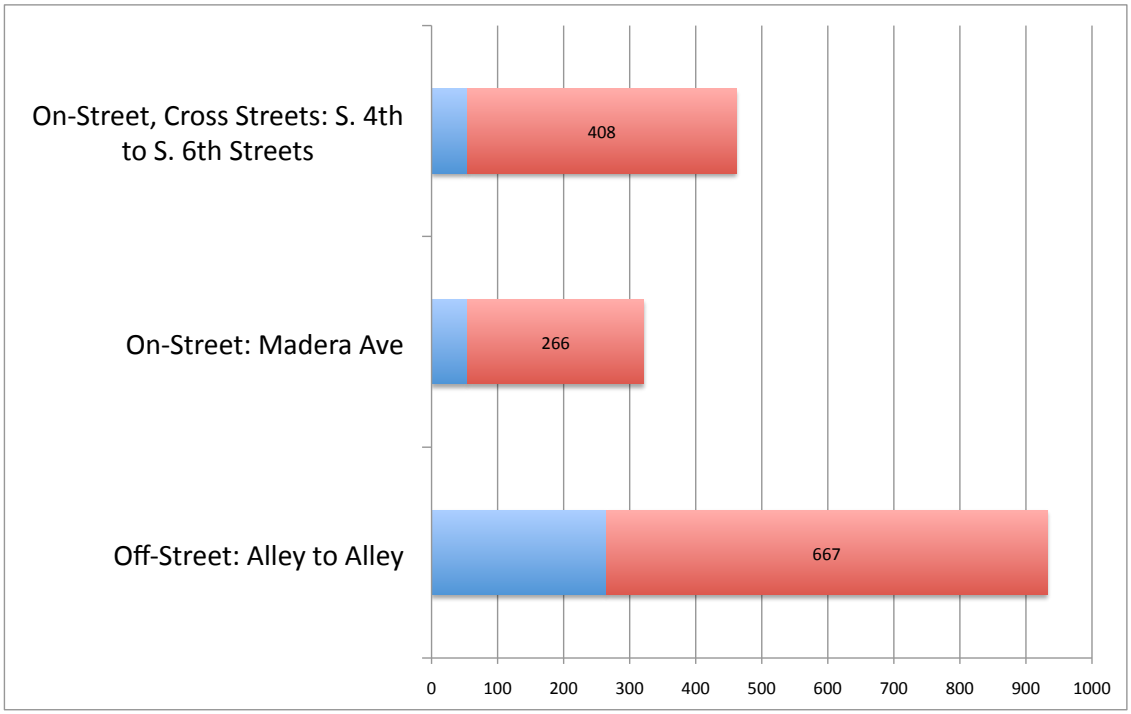
Parking Inventory Summary				
Street	**Spaces**	**Occupied**	**Available**	**Occupancy**
Madera Avenue Parking Supply and Occupancy: C to F				
Off-Street: Alley to Alley	204	52	152	26%
On-Street: Madera Ave	73	26	47	35%
On-Street, Cross Streets: S. 4th to S. 6th Streets	180	27	153	15%
Total	457	105	352	23%
Madera Avenue Parking Supply and Occupancy: C to Kearney				
Off-Street: Alley to Alley	336	89	247	27%
On-Street: Madera Ave	120	33	87	28%
On-Street, Cross Streets: S. 4th to S. 6th Streets	242	29	213	12%
Total	697	151	546	22%
Madera Avenue Parking Supply and Occupancy: RR Tracks to Whitesbridge				
Off-Street: Alley to Alley	932	265	667	28%
On-Street: Madera Ave	321	55	266	17%
On-Street, Cross Streets: S. 4th to S. 6th Streets	462	54	408	12%
Total	1715	374	1341	22%

Parking Supply and Occupancy: C to F

Parking Supply and Occupancy: C to Kearney



Parking Supply and Occupancy: SPRR line to Whitesbridge



Detailed Preliminary Cost Estimate

YAMABE & HORN ENGINEERING, INC.
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Preliminary Engineer's Estimate November 28, 2011
Madera Avenue Streetscape: "Baseline" Strategy Prepared By: JJ
City of Kerman, CA Checked By: JJ

SUMMARY

Location	Tier #1[1]	Tier #2[2]	Tier #3[3]	Tier #4[4]	Tier #5[5]	Tier #6[6]	Total
Plaza Veterans Park							
S/O California Ave.	$ -	$ -	$ 46,800	$ -	$ -	$ -	$ 46,800
California Ave. Intersection	$ 3,400	$ -	$ 68,000	$ 57,400	$ -	$ -	$ 128,800
California Ave. to B St.	$ 3,500	$ -	$ -	$ 46,300	$ -	$ -	$ 49,800
B St. Intersection	$ 3,400	$ -	$ 41,400	$ 57,400	$ -	$ -	$ 102,200
B St. to C St.	$ 3,100	$ -	$ -	$ 35,000	$ -	$ -	$ 38,100
C St. Intersection	$ 3,100	$ -	$ 192,600	$ 57,400	$ -	$ -	$ 253,100
Sub-Total =	$ 16,500	$ -	$ 348,800	$ 253,500	$ -	$ -	$ 618,800
Historic Commercial Core							
C St. to D St.	$ 37,800	$ -	$ -	$ 46,300	$ 33,500	$ -	$ 117,600
D St. Intersection	$ 2,800	$ 124,900	$ -	$ 57,400	$ -	$ -	$ 185,100
D St. to E St.	$ 38,400	$ -	$ -	$ 46,300	$ 6,400	$ -	$ 91,100
E St. Intersection	$ 3,500	$ 157,800	$ -	$ 57,400	$ -	$ 122,100	$ 340,800
E. St. to F St.	$ 38,400	$ -	$ -	$ 46,300	$ 33,200	$ -	$ 117,900
F St. Intersection	$ 2,700	$ 124,900	$ -	$ 57,400	$ -	$ -	$ 185,000
Sub-Total =	$ 123,600	$ 407,600	$ -	$ 311,100	$ 73,100	$ 122,100	$ 1,037,500
Mixed Commercial Area							
F St. to G St.	$ 38,400	$ -	$ -	$ 46,300	$ 10,400	$ -	$ 95,100
G. St. Intersection	$ 3,500	$ 106,000	$ -	$ 57,400	$ -	$ -	$ 166,900
G St. to Kearney Blvd.	$ 38,200	$ -	$ -	$ 46,300	$ 15,500	$ -	$ 100,000
Kearney Blvd. Intersection	$ 4,300	$ 13,700	$ -	$ 57,400	$ -	$ 122,100	$ 197,500
Kearney Blvd. to Sunset Ave.	$ 40,900	$ -	$ -	$ 112,100	$ 43,700	$ -	$ 196,700
Sunset Ave. Intersection	$ 3,600	$ 140,600	$ -	$ 57,400	$ -	$ -	$ 201,600
Sunset Ave. to Stanislaus Ave.	$ 40,900	$ -	$ -	$ 112,100	$ 53,600	$ -	$ 206,600
Stanislaus Ave. Intersection	$ 3,600	$ 106,100	$ -	$ 57,400	$ -	$ 122,100	$ 289,200
Stanislaus Ave. to San Joaquin Ave.	$ 3,100	$ -	$ -	$ 29,400	$ 26,200	$ -	$ 58,700
San Joaquin Ave. Intersection	$ 88,500	$ -	$ -	$ 34,300	$ -	$ -	$ 122,800
Sub-Total =	$ 265,000	$ 366,400	$ -	$ 610,100	$ 149,400	$ 244,200	$ 1,635,100
Auto-Oriented Commercial Area							
San Joaquin Ave. to Whitesbridge Rd.	$ 7,400	$ -	$ -	$ 191,800	$ 105,600	$ -	$ 304,800
Sub-Total =	$ 7,400	$ -	$ -	$ 191,800	$ 105,600	$ -	$ 304,800
Total =	$ 412,500	$ 774,000	$ 348,800	$ 1,366,500	$ 328,100	$ 366,300	$ 3,596,200

FOOTNOTES:
(1) Tier #1 improvements include high-visibility crosswalk striping, parking signing & striping, and mid-block crossings, including crossing at San Joaquin Avenue.
(2) Tier #2 improvements include curb extensions at all intersections, excluding intersections within the Plaza Park Area.
(3) Tier #3 improvements include all median, intersection, and park improvements within the Plaza Park Area.
(4) Tier #4 improvements include lighting and street furniture.
(5) Tier #5 improvements include shortened turn pockets and median landscaping.
(6) Tier #6 improvements include traffic signal replacement with decorative traffic signal poles and mast arms.

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November 28, 2011
Prepared By: JJ
Checked By: JJ

S/O CALIFORNIA AVE.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #3						
1	Mobilization	1	LS	$	1,400.00	$	1,400
2	Traffic Control	1	LS	$	1,100.00	$	1,100
3	Dust Control	1	LS	$	1,100.00	$	1,100
4	Demolition	1	LS	$	2,700.00	$	2,700
5	Concrete Median Curb	360	LF	$	25.00	$	9,000
6	Median Island Topsoil Backfill	2,355	SF	$	1.50	$	3,533
7	Striping: Left-Turn Pocket Modification	1	LS	$	400.00	$	400
8	Landscape Irrigation - Median	2,355	SF	$	3.50	$	8,243
9	Landscape Planting - Median	2,355	SF	$	2.50	$	5,888
		CONSTRUCTION SUBTOTAL =				$	33,400
		MISCELLANEOUS			40%	$	13,400
		TIER #3 SUBTOTAL =				**$**	**46,800**
S/O CALIFORNIA AVE.					**TOTAL =**	**$**	**46,800**

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CALIFORNIA AVE. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	195	LF	$ 7.00	$ 1,365
	CONSTRUCTION SUBTOTAL =				$ 2,400
	MISCELLANEOUS			40%	$ 1,000
	TIER #1 SUBTOTAL =				**$ 3,400**
	TIER #3				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Traffic Control	1	LS	$ 1,600.00	$ 1,600
3	Dust Control	1	LS	$ 1,600.00	$ 1,600
4	Demolition	1	LS	$ 4,000.00	$ 4,000
5	Concrete Curb and Gutter	148	LF	$ 30.00	$ 4,440
6	Concrete Handicap Ramp	8	EA	$ 4,000.00	$ 32,000
7	Median Island Topsoil Backfill	400	SF	$ 1.50	$ 600
8	Landscape Irrigation - Median	400	SF	$ 3.50	$ 1,400
9	Landscape Planting - Median	400	SF	$ 2.50	$ 1,000
	CONSTRUCTION SUBTOTAL =				$ 48,600
	MISCELLANEOUS			40%	$ 19,400
	TIER #3 SUBTOTAL =				**$ 68,000**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
CALIFORNIA AVE. INTERSECTION				**TOTAL =**	**$ 128,800**

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CALIFORNIA AVE. TO B ST.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Signing & Striping: Parking	600	LF	$	2.50	$	1,500
	CONSTRUCTION SUBTOTAL =					$	2,500
	MISCELLANEOUS				40%	$	1,000
	TIER #1 SUBTOTAL =					**$**	**3,500**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	6	EA	$	4,000.00	$	24,000
3	Street Furniture	2	EA	$	3,750.00	$	7,500
	CONSTRUCTION SUBTOTAL =					$	33,100
	MISCELLANEOUS				40%	$	13,200
	TIER #4 SUBTOTAL =					**$**	**46,300**
CALIFORNIA AVE. TO B ST.					**TOTAL =**	**$**	**49,800**

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B ST. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	196	LF	$ 7.00	$ 1,372
	CONSTRUCTION SUBTOTAL =				$ 2,400
	MISCELLANEOUS			40%	$ 1,000
	TIER #1 SUBTOTAL =				**$ 3,400**
	TIER #3				
1	Mobilization	1	LS	$ 1,200.00	$ 1,200
2	Traffic Control	1	LS	$ 1,000.00	$ 1,000
3	Dust Control	1	LS	$ 1,000.00	$ 1,000
4	Demolition	1	LS	$ 2,400.00	$ 2,400
6	Concrete Handicap Ramp	6	EA	$ 4,000.00	$ 24,000
	CONSTRUCTION SUBTOTAL =				$ 29,600
	MISCELLANEOUS			40%	$ 11,800
	TIER #3 SUBTOTAL =				**$ 41,400**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
B ST. INTERSECTION				**TOTAL =**	**$ 102,200**

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Checked By: JJ

B ST. TO C ST.

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Signing & Striping: Parking	468	LF	$ 2.50	$ 1,170
	CONSTRUCTION SUBTOTAL =				$ 2,200
	MISCELLANEOUS			40%	$ 900
	TIER #1 SUBTOTAL =				**$ 3,100**
	TIER #4				
1	Mobilization	1	LS	$ 1,200.00	$ 1,200
2	Decorative Street Light - 10' Single-Head	5	EA	$ 4,000.00	$ 20,000
3	Street Furniture	1	EA	$ 3,750.00	$ 3,750
	CONSTRUCTION SUBTOTAL =				$ 25,000
	MISCELLANEOUS			40%	$ 10,000
	TIER #4 SUBTOTAL =				**$ 35,000**
B ST. TO C ST.				**TOTAL =**	**$ 38,100**

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C ST. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	165	LF	$ 7.00	$ 1,155
	CONSTRUCTION SUBTOTAL =				$ 2,200
	MISCELLANEOUS			40%	$ 900
	TIER #1 SUBTOTAL =				**$ 3,100**
	TIER #3				
1	Mobilization	1	LS	$ 5,500.00	$ 5,500
2	Traffic Control	1	LS	$ 4,500.00	$ 4,500
3	Dust Control	1	LS	$ 4,500.00	$ 4,500
4	Demolition	1	LS	$ 11,200.00	$ 11,200
5	Concrete Curb	782	LF	$ 20.00	$ 15,640
6	Concrete Median Curb	411	LF	$ 25.00	$ 10,275
7	Concrete Sidewalk	630	SF	$ 8.00	$ 5,040
8	Concrete Handicap Ramp	9	EA	$ 4,000.00	$ 36,000
9	Drainage Improvements - Minor	1	LS	$ 10,000.00	$ 10,000
10	Median Nose Crossing/Refuge	1	EA	$ 1,500.00	$ 1,500
11	Median Island Topsoil Backfill	1,653	SF	$ 1.50	$ 2,480
12	Landscape Irrigation - Median	1,653	SF	$ 3.50	$ 5,786
13	Landscape Planting - Median	1,653	SF	$ 2.50	$ 4,133
14	Landscape Irrigation - Intersection	2	LS	$ 6,000.00	$ 12,000
15	Landscape Planting - Intersection	2	LS	$ 4,500.00	$ 9,000
	CONSTRUCTION SUBTOTAL =				$ 137,600
	MISCELLANEOUS			40%	$ 55,000
	TIER #3 SUBTOTAL =				**$ 192,600**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
C ST. INTERSECTION				**TOTAL =**	**$ 253,100**

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C ST. TO D ST.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	1,100.00	$	1,100
2	Traffic Control	1	LS	$	900.00	$	900
3	Dust Control	1	LS	$	900.00	$	900
4	Demolition	1	LS	$	2,200.00	$	2,200
5	Concrete Handicap Ramp	2	EA	$	4,000.00	$	8,000
6	Mid-Block Curb Extensions	1	LS	$	3,400.00	$	3,400
7	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
8	Signing & Striping: Parking	480	LF	$	2.50	$	1,200
9	Striping: Mid-Block Crosswalk	57	LF	$	12.00	$	684
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Mid-Block Crossing	1	LS	$	2,600.00	$	2,600
12	Landscape Planting - Mid-Block Crossing	1	LS	$	2,000.00	$	2,000
	CONSTRUCTION SUBTOTAL =					$	27,000
	MISCELLANEOUS				40%	$	10,800
	TIER #1 SUBTOTAL =					**$**	**37,800**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	6	EA	$	4,000.00	$	24,000
3	Street Furniture	2	EA	$	3,750.00	$	7,500
	CONSTRUCTION SUBTOTAL =					$	33,100
	MISCELLANEOUS				40%	$	13,200
	TIER #4 SUBTOTAL =					**$**	**46,300**
	TIER #5						
1	Mobilization	1	LS	$	1,000.00	$	1,000
2	Traffic Control	1	LS	$	750.00	$	750
3	Dust Control	1	LS	$	750.00	$	750
4	Demolition	1	LS	$	2,000.00	$	2,000
5	Concrete Median Curb	112	LF	$	25.00	$	2,800
6	Median Island Topsoil Backfill	650	SF	$	1.50	$	975
7	Striping: Left-Turn Pocket Modification	1	LS	$	400.00	$	400
8	Landscape Irrigation - Median	2,540	SF	$	3.50	$	8,890
9	Landscape Planting - Median	2,540	SF	$	2.50	$	6,350
	CONSTRUCTION SUBTOTAL =					$	23,900
	MISCELLANEOUS				40%	$	9,600
	TIER #5 SUBTOTAL =					**$**	**33,500**
C ST. TO D ST.					**TOTAL =**	**$**	**117,600**

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D ST. INTERSECTION

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Striping: Intersection Crosswalk	141	LF	$	7.00	$	987
	CONSTRUCTION SUBTOTAL =					$	2,000
	MISCELLANEOUS				40%	$	800
	TIER #1 SUBTOTAL =					**$**	**2,800**
	TIER #2						
1	Mobilization	1	LS	$	3,600.00	$	3,600
2	Traffic Control	1	LS	$	2,900.00	$	2,900
3	Dust Control	1	LS	$	2,900.00	$	2,900
4	Demolition	1	LS	$	7,250.00	$	7,250
5	Concrete Handicap Ramp	6	EA	$	4,000.00	$	24,000
6	Intersection Curb Extensions	1	LS	$	6,000.00	$	6,000
7	Drainage Improvements - Major	1	LS	$	30,000.00	$	30,000
8	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
9	Landscape Irrigation - Intersection	1	LS	$	6,000.00	$	6,000
10	Landscape Planting - Intersection	1	LS	$	4,500.00	$	4,500
	CONSTRUCTION SUBTOTAL =					$	89,200
	MISCELLANEOUS				40%	$	35,700
	TIER #2 SUBTOTAL =					**$**	**124,900**
	TIER #4						
1	Mobilization	1	LS	$	2,000.00	$	2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$	6,000.00	$	24,000
3	Street Furniture	4	EA	$	3,750.00	$	15,000
	CONSTRUCTION SUBTOTAL =					$	41,000
	MISCELLANEOUS				40%	$	16,400
	TIER #4 SUBTOTAL =					**$**	**57,400**
D ST. INTERSECTION					**TOTAL =**	**$**	**185,100**

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D ST. TO E ST.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	1,100.00	$	1,100
2	Traffic Control	1	LS	$	900.00	$	900
3	Dust Control	1	LS	$	900.00	$	900
4	Demolition	1	LS	$	2,300.00	$	2,300
5	Concrete Handicap Ramp	2	EA	$	4,000.00	$	8,000
6	Mid-Block Curb Extensions	1	LS	$	3,400.00	$	3,400
7	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
8	Signing & Striping: Parking	600	LF	$	2.50	$	1,500
9	Striping: Mid-Block Crosswalk	57	LF	$	12.00	$	684
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Mid-Block Crossing	1	LS	$	2,600.00	$	2,600
12	Landscape Planting - Mid-Block Crossing	1	LS	$	2,000.00	$	2,000
	CONSTRUCTION SUBTOTAL =					$	27,400
	MISCELLANEOUS				40%	$	11,000
	TIER #1 SUBTOTAL =					**$**	**38,400**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	6	EA	$	4,000.00	$	24,000
3	Street Furniture	2	EA	$	3,750.00	$	7,500
	CONSTRUCTION SUBTOTAL =					$	33,100
	MISCELLANEOUS				40%	$	13,200
	TIER #4 SUBTOTAL =					**$**	**46,300**
	TIER #5						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Dust Control	1	LS	$	500.00	$	500
4	Demolition	1	LS	$	500.00	$	500
5	Landscape Irrigation - Median	426	SF	$	3.50	$	1,491
6	Landscape Planting - Median	426	SF	$	2.50	$	1,065
	CONSTRUCTION SUBTOTAL =					$	4,600
	MISCELLANEOUS				40%	$	1,800
	TIER #5 SUBTOTAL =					**$**	**6,400**
D ST. TO E ST.					**TOTAL =**	**$**	**91,100**

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Preliminary Engineer's Estimate
Madera Avenue Streetscape: "Baseline" Strategy
City of Kerman, CA

November 28, 2011
Prepared By: JJ
Checked By: JJ

E ST. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	208	LF	$ 7.00	$ 1,456
	CONSTRUCTION SUBTOTAL =				$ 2,500
	MISCELLANEOUS			40%	$ 1,000
	TIER #1 SUBTOTAL =				**$ 3,500**
	TIER #2				
1	Mobilization	1	LS	$ 4,600.00	$ 4,600
2	Traffic Control	1	LS	$ 3,700.00	$ 3,700
3	Dust Control	1	LS	$ 3,700.00	$ 3,700
4	Demolition	1	LS	$ 9,200.00	$ 9,200
5	Concrete Handicap Ramp	8	EA	$ 4,000.00	$ 32,000
6	Intersection Curb Extensions	1	LS	$ 6,000.00	$ 6,000
7	Drainage Improvements - Major	1	LS	$ 30,000.00	$ 30,000
8	Median Nose Crossing/Refuge	2	EA	$ 1,500.00	$ 3,000
9	Utility Relocation - Major	1	LS	$ 10,000.00	$ 10,000
10	Landscape Irrigation - Intersection	1	LS	$ 6,000.00	$ 6,000
11	Landscape Planting - Intersection	1	LS	$ 4,500.00	$ 4,500
	CONSTRUCTION SUBTOTAL =				$ 112,700
	MISCELLANEOUS			40%	$ 45,100
	TIER #2 SUBTOTAL =				**$ 157,800**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
	TIER #6				
1	Mobilization	1	LS	$ 4,000.00	$ 4,000
2	Traffic Control	1	LS	$ 3,200.00	$ 3,200
3	Decorative Traffic Signal Poles & Arms	1	LS	$ 80,000.00	$ 80,000
	CONSTRUCTION SUBTOTAL =				$ 87,200
	MISCELLANEOUS			40%	$ 34,900
	TIER #6 SUBTOTAL =				**$ 122,100**
E ST. INTERSECTION				**TOTAL =**	**$ 340,800**

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Madera Avenue Streetscape: "Baseline" Strategy
City of Kerman, CA

November 28, 2011
Prepared By: JJ
Checked By: JJ

E ST. TO F ST.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	1,100.00	$	1,100
2	Traffic Control	1	LS	$	900.00	$	900
3	Dust Control	1	LS	$	900.00	$	900
4	Demolition	1	LS	$	2,300.00	$	2,300
5	Concrete Handicap Ramp	2	EA	$	4,000.00	$	8,000
6	Mid-Block Curb Extensions	1	LS	$	3,400.00	$	3,400
7	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
8	Signing & Striping: Parking	600	LF	$	2.50	$	1,500
9	Striping: Mid-Block Crosswalk	57	LF	$	12.00	$	684
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Mid-Block Crossing	1	LS	$	2,600.00	$	2,600
12	Landscape Planting - Mid-Block Crossing	1	LS	$	2,000.00	$	2,000
	CONSTRUCTION SUBTOTAL =					$	27,400
	MISCELLANEOUS				40%	$	11,000
	TIER #1 SUBTOTAL =					**$**	**38,400**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	6	EA	$	4,000.00	$	24,000
3	Street Furniture	2	EA	$	3,750.00	$	7,500
	CONSTRUCTION SUBTOTAL =					$	33,100
	MISCELLANEOUS				40%	$	13,200
	TIER #4 SUBTOTAL =					**$**	**46,300**
	TIER #5						
1	Mobilization	1	LS	$	1,000.00	$	1,000
2	Traffic Control	1	LS	$	800.00	$	800
3	Dust Control	1	LS	$	800.00	$	800
4	Demolition	1	LS	$	2,000.00	$	2,000
5	Landscape Irrigation - Median	3,185	SF	$	3.50	$	11,148
6	Landscape Planting - Median	3,185	SF	$	2.50	$	7,963
	CONSTRUCTION SUBTOTAL =					$	23,700
	MISCELLANEOUS				40%	$	9,500
	TIER #5 SUBTOTAL =					**$**	**33,200**
E ST. TO F ST.					**TOTAL =**	**$**	**117,900**

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Madera Avenue Streetscape: "Baseline" Strategy
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November 28, 2011
Prepared By: JJ
Checked By: JJ

F ST. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	129	LF	$ 7.00	$ 903
	CONSTRUCTION SUBTOTAL =				$ 1,900
	MISCELLANEOUS			40%	$ 800
	TIER #1 SUBTOTAL =				**$ 2,700**
	TIER #2				
1	Mobilization	1	LS	$ 3,600.00	$ 3,600
2	Traffic Control	1	LS	$ 2,900.00	$ 2,900
3	Dust Control	1	LS	$ 2,900.00	$ 2,900
4	Demolition	1	LS	$ 7,250.00	$ 7,250
5	Concrete Handicap Ramp	6	EA	$ 4,000.00	$ 24,000
6	Intersection Curb Extensions	1	LS	$ 6,000.00	$ 6,000
7	Drainage Improvements - Major	1	LS	$ 30,000.00	$ 30,000
8	Median Crossing/Refuge	1	LS	$ 2,000.00	$ 2,000
9	Landscape Irrigation - Intersection	1	LS	$ 6,000.00	$ 6,000
10	Landscape Planting - Intersection	1	LS	$ 4,500.00	$ 4,500
	CONSTRUCTION SUBTOTAL =				$ 89,200
	MISCELLANEOUS			40%	$ 35,700
	TIER #2 SUBTOTAL =				**$ 124,900**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
F ST. INTERSECTION				**TOTAL =**	**$ 185,000**

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Madera Avenue Streetscape: "Baseline" Strategy
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Prepared By: JJ
Checked By: JJ

F ST. TO G ST.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	1,100.00	$	1,100
2	Traffic Control	1	LS	$	900.00	$	900
3	Dust Control	1	LS	$	900.00	$	900
4	Demolition	1	LS	$	2,300.00	$	2,300
5	Concrete Handicap Ramp	2	EA	$	4,000.00	$	8,000
6	Mid-Block Curb Extensions	1	LS	$	3,400.00	$	3,400
7	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
8	Signing & Striping: Parking	600	LF	$	2.50	$	1,500
9	Striping: Mid-Block Crosswalk	57	LF	$	12.00	$	684
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Mid-Block Crossing	1	LS	$	2,600.00	$	2,600
12	Landscape Planting - Mid-Block Crossing	1	LS	$	2,000.00	$	2,000
	CONSTRUCTION SUBTOTAL =					$	27,400
	MISCELLANEOUS				40%	$	11,000
	TIER #1 SUBTOTAL =					**$**	**38,400**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	6	EA	$	4,000.00	$	24,000
3	Street Furniture	2	EA	$	3,750.00	$	7,500
	CONSTRUCTION SUBTOTAL =					$	33,100
	MISCELLANEOUS				40%	$	13,200
	TIER #4 SUBTOTAL =					**$**	**46,300**
	TIER #5						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Dust Control	1	LS	$	500.00	$	500
4	Demolition	1	LS	$	550.00	$	550
5	Landscape Irrigation - Median	895	SF	$	3.50	$	3,133
6	Landscape Planting - Median	895	SF	$	2.50	$	2,238
	CONSTRUCTION SUBTOTAL =					$	7,400
	MISCELLANEOUS				40%	$	3,000
	TIER #5 SUBTOTAL =					**$**	**10,400**
F ST. TO G ST.					**TOTAL =**	**$**	**95,100**

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November 28, 2011
Prepared By: JJ
Checked By: JJ

G ST. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	208	LF	$ 7.00	$ 1,456
	CONSTRUCTION SUBTOTAL =				$ 2,500
	MISCELLANEOUS			40%	$ 1,000
	TIER #1 SUBTOTAL =				**$ 3,500**
	TIER #2				
1	Mobilization	1	LS	$ 3,000.00	$ 3,000
2	Traffic Control	1	LS	$ 2,500.00	$ 2,500
3	Dust Control	1	LS	$ 2,500.00	$ 2,500
4	Demolition	1	LS	$ 6,200.00	$ 6,200
5	Concrete Handicap Ramp	8	EA	$ 4,000.00	$ 32,000
6	Intersection Curb Extensions	1	LS	$ 6,000.00	$ 6,000
7	Drainage Improvements - Minor	1	LS	$ 10,000.00	$ 10,000
8	Median Nose Crossing/Refuge	2	EA	$ 1,500.00	$ 3,000
9	Landscape Irrigation - Intersection	1	LS	$ 6,000.00	$ 6,000
10	Landscape Planting - Intersection	1	LS	$ 4,500.00	$ 4,500
	CONSTRUCTION SUBTOTAL =				$ 75,700
	MISCELLANEOUS			40%	$ 30,300
	TIER #2 SUBTOTAL =				**$ 106,000**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
G ST. INTERSECTION				**TOTAL =**	**$ 166,900**

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Preliminary Engineer's Estimate
Madera Avenue Streetscape: "Baseline" Strategy
City of Kerman, CA

November 28, 2011
Prepared By: JJ
Checked By: JJ

G ST. TO KEARNEY BLVD.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	1,100.00	$	1,100
2	Traffic Control	1	LS	$	900.00	$	900
3	Dust Control	1	LS	$	900.00	$	900
4	Demolition	1	LS	$	2,300.00	$	2,300
5	Concrete Handicap Ramp	2	EA	$	4,000.00	$	8,000
6	Mid-Block Curb Extensions	1	LS	$	3,400.00	$	3,400
7	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
8	Signing & Striping: Parking	575	LF	$	2.50	$	1,438
9	Striping: Mid-Block Crosswalk	57	LF	$	12.00	$	684
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Mid-Block Crossing	1	LS	$	2,600.00	$	2,600
12	Landscape Planting - Mid-Block Crossing	1	LS	$	2,000.00	$	2,000
	CONSTRUCTION SUBTOTAL =					$	27,300
	MISCELLANEOUS				40%	$	10,900
	TIER #1 SUBTOTAL =					**$**	**38,200**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	6	EA	$	4,000.00	$	24,000
3	Street Furniture	2	EA	$	3,750.00	$	7,500
	CONSTRUCTION SUBTOTAL =					$	33,100
	MISCELLANEOUS				40%	$	13,200
	TIER #4 SUBTOTAL =					**$**	**46,300**
	TIER #5						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Dust Control	1	LS	$	500.00	$	500
4	Demolition	1	LS	$	900.00	$	900
5	Landscape Irrigation - Median	1,452	SF	$	3.50	$	5,082
6	Landscape Planting - Median	1,452	SF	$	2.50	$	3,630
	CONSTRUCTION SUBTOTAL =					$	11,100
	MISCELLANEOUS				40%	$	4,400
	TIER #5 SUBTOTAL =					**$**	**15,500**
G ST. TO KEARNEY BLVD.					**TOTAL =**	**$**	**100,000**

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KEARNEY BLVD. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	300	LF	$ 7.00	$ 2,100
	CONSTRUCTION SUBTOTAL =				$ 3,100
	MISCELLANEOUS			40%	$ 1,200
	TIER #1 SUBTOTAL =				**$ 4,300**
	TIER #2				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Demolition	1	LS	$ 800.00	$ 800
4	Concrete Handicap Ramp	2	EA	$ 4,000.00	$ 8,000
	CONSTRUCTION SUBTOTAL =				$ 9,800
	MISCELLANEOUS			40%	$ 3,900
	TIER #2 SUBTOTAL =				**$ 13,700**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
	TIER #6				
1	Mobilization	1	LS	$ 4,000.00	$ 4,000
2	Traffic Control	1	LS	$ 3,200.00	$ 3,200
3	Decorative Traffic Signal Poles & Arms	1	LS	$ 80,000.00	$ 80,000
	CONSTRUCTION SUBTOTAL =				$ 87,200
	MISCELLANEOUS			40%	$ 34,900
	TIER #6 SUBTOTAL =				**$ 122,100**
KEARNEY BLVD. INTERSECTION				**TOTAL =**	**$ 197,500**

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Prepared By: JJ
Checked By: JJ

KEARNEY BLVD. TO SUNSET AVE.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	1,200.00	$	1,200
2	Traffic Control	1	LS	$	1,000.00	$	1,000
3	Dust Control	1	LS	$	1,000.00	$	1,000
4	Demolition	1	LS	$	2,400.00	$	2,400
5	Concrete Handicap Ramp	2	EA	$	4,000.00	$	8,000
6	Mid-Block Curb Extensions	1	LS	$	3,400.00	$	3,400
7	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
8	Signing & Striping: Parking	1,160	LF	$	2.50	$	2,900
9	Striping: Mid-Block Crosswalk	57	LF	$	12.00	$	684
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Mid-Block Crossing	1	LS	$	2,600.00	$	2,600
12	Landscape Planting - Mid-Block Crossing	1	LS	$	2,000.00	$	2,000
	CONSTRUCTION SUBTOTAL =					$	29,200
	MISCELLANEOUS				40%	$	11,700
	TIER #1 SUBTOTAL =					**$**	**40,900**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	14	EA	$	4,000.00	$	56,000
3	Street Furniture	6	EA	$	3,750.00	$	22,500
	CONSTRUCTION SUBTOTAL =					$	80,100
	MISCELLANEOUS				40%	$	32,000
	TIER #4 SUBTOTAL =					**$**	**112,100**
	TIER #5						
1	Mobilization	1	LS	$	1,300.00	$	1,300
2	Traffic Control	1	LS	$	1,000.00	$	1,000
3	Dust Control	1	LS	$	1,000.00	$	1,000
4	Demolition	1	LS	$	2,600.00	$	2,600
5	Landscape Irrigation - Median	4,214	SF	$	3.50	$	14,749
6	Landscape Planting - Median	4,214	SF	$	2.50	$	10,535
	CONSTRUCTION SUBTOTAL =					$	31,200
	MISCELLANEOUS				40%	$	12,500
	TIER #5 SUBTOTAL =					**$**	**43,700**
KEARNEY BLVD. TO SUNSET AVE.					**TOTAL =**	**$**	**196,700**

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City of Kerman, CA Checked By: JJ

SUNSET AVE. INTERSECTION

Item No.		Quantity	Unit	Unit Price	Total
	TIER #1				
1	Mobilization	1	LS	$ 500.00	$ 500
2	Traffic Control	1	LS	$ 500.00	$ 500
3	Striping: Intersection Crosswalk	224	LF	$ 7.00	$ 1,568
	CONSTRUCTION SUBTOTAL =				$ 2,600
	MISCELLANEOUS			40%	$ 1,000
	TIER #1 SUBTOTAL =				**$ 3,600**
	TIER #2				
1	Mobilization	1	LS	$ 4,100.00	$ 4,100
2	Traffic Control	1	LS	$ 3,300.00	$ 3,300
3	Dust Control	1	LS	$ 3,300.00	$ 3,300
4	Demolition	1	LS	$ 8,200.00	$ 8,200
5	Concrete Handicap Ramp	8	EA	$ 4,000.00	$ 32,000
6	Intersection Curb Extensions	1	LS	$ 6,000.00	$ 6,000
7	Drainage Improvements - Major	1	LS	$ 30,000.00	$ 30,000
8	Median Nose Crossing/Refuge	2	EA	$ 1,500.00	$ 3,000
9	Landscape Irrigation - Intersection	1	LS	$ 6,000.00	$ 6,000
10	Landscape Planting - Intersection	1	LS	$ 4,500.00	$ 4,500
	CONSTRUCTION SUBTOTAL =				$ 100,400
	MISCELLANEOUS			40%	$ 40,200
	TIER #2 SUBTOTAL =				**$ 140,600**
	TIER #4				
1	Mobilization	1	LS	$ 2,000.00	$ 2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$ 6,000.00	$ 24,000
3	Street Furniture	4	EA	$ 3,750.00	$ 15,000
	CONSTRUCTION SUBTOTAL =				$ 41,000
	MISCELLANEOUS			40%	$ 16,400
	TIER #4 SUBTOTAL =				**$ 57,400**
SUNSET AVE. INTERSECTION				**TOTAL =**	**$ 201,600**

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Preliminary Engineer's Estimate
Madera Avenue Streetscape: "Baseline" Strategy
City of Kerman, CA

November 28, 2011
Prepared By: JJ
Checked By: JJ

SUNSET AVE. TO STANISLAUS AVE.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	1,200.00	$	1,200
2	Traffic Control	1	LS	$	1,000.00	$	1,000
3	Dust Control	1	LS	$	1,000.00	$	1,000
4	Demolition	1	LS	$	2,400.00	$	2,400
5	Concrete Handicap Ramp	2	EA	$	4,000.00	$	8,000
6	Mid-Block Curb Extensions	1	LS	$	3,400.00	$	3,400
7	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
8	Signing & Striping: Parking	1,150	LF	$	2.50	$	2,875
9	Striping: Mid-Block Crosswalk	57	LF	$	12.00	$	684
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Mid-Block Crossing	1	LS	$	2,600.00	$	2,600
12	Landscape Planting - Mid-Block Crossing	1	LS	$	2,000.00	$	2,000
	CONSTRUCTION SUBTOTAL =					$	29,200
	MISCELLANEOUS				40%	$	11,700
	TIER #1 SUBTOTAL =					**$**	**40,900**
	TIER #4						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Decorative Street Light - 10' Single-Head	14	EA	$	4,000.00	$	56,000
3	Street Furniture	6	EA	$	3,750.00	$	22,500
	CONSTRUCTION SUBTOTAL =					$	80,100
	MISCELLANEOUS				40%	$	32,000
	TIER #4 SUBTOTAL =					**$**	**112,100**
	TIER #5						
1	Mobilization	1	LS	$	1,600.00	$	1,600
2	Traffic Control	1	LS	$	1,300.00	$	1,300
3	Dust Control	1	LS	$	1,300.00	$	1,300
4	Demolition	1	LS	$	3,100.00	$	3,100
5	Landscape Irrigation - Median	5,174	SF	$	3.50	$	18,109
6	Landscape Planting - Median	5,174	SF	$	2.50	$	12,935
	CONSTRUCTION SUBTOTAL =					$	38,300
	MISCELLANEOUS				40%	$	15,300
	TIER #5 SUBTOTAL =					**$**	**53,600**
SUNSET AVE. TO STANISLAUS AVE.					**TOTAL =**	**$**	**206,600**

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STANISLAUS AVE. INTERSECTION

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Striping: Intersection Crosswalk	224	LF	$	7.00	$	1,568
	CONSTRUCTION SUBTOTAL =					$	2,600
	MISCELLANEOUS				40%	$	1,000
	TIER #1 SUBTOTAL =					**$**	**3,600**
	TIER #2						
1	Mobilization	1	LS	$	3,100.00	$	3,100
2	Traffic Control	1	LS	$	2,500.00	$	2,500
3	Dust Control	1	LS	$	2,500.00	$	2,500
4	Demolition	1	LS	$	6,200.00	$	6,200
5	Concrete Handicap Ramp	8	EA	$	4,000.00	$	32,000
6	Intersection Curb Extensions	1	LS	$	6,000.00	$	6,000
7	Drainage Improvements - Minor	1	LS	$	10,000.00	$	10,000
8	Median Nose Crossing/Refuge	2	EA	$	1,500.00	$	3,000
9	Landscape Irrigation - Intersection	1	LS	$	6,000.00	$	6,000
10	Landscape Planting - Intersection	1	LS	$	4,500.00	$	4,500
	CONSTRUCTION SUBTOTAL =					$	75,800
	MISCELLANEOUS				40%	$	30,300
	TIER #2 SUBTOTAL =					**$**	**106,100**
	TIER #4						
1	Mobilization	1	LS	$	2,000.00	$	2,000
2	Decorative Street Light - 14' Double-Head	4	EA	$	6,000.00	$	24,000
3	Street Furniture	4	EA	$	3,750.00	$	15,000
	CONSTRUCTION SUBTOTAL =					$	41,000
	MISCELLANEOUS				40%	$	16,400
	TIER #4 SUBTOTAL =					**$**	**57,400**
	TIER #6						
1	Mobilization	1	LS	$	4,000.00	$	4,000
2	Traffic Control	1	LS	$	3,200.00	$	3,200
3	Decorative Traffic Signal Poles & Arms	1	LS	$	80,000.00	$	80,000
	CONSTRUCTION SUBTOTAL =					$	87,200
	MISCELLANEOUS				40%	$	34,900
	TIER #6 SUBTOTAL =					**$**	**122,100**
STANISLAUS AVE. INTERSECTION					**TOTAL =**	**$**	**289,200**

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Checked By: JJ

STANISLAUS AVE. TO SAN JOAQUIN AVE.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Signing & Striping: Parking	461	LF	$	2.50	$	1,153
	CONSTRUCTION SUBTOTAL =					$	2,200
	MISCELLANEOUS				40%	$	900
	TIER #1 SUBTOTAL =					**$**	**3,100**
	TIER #4						
1	Mobilization	1	LS	$	1,000.00	$	1,000
2	Decorative Street Light - 10' Single-Head	5	EA	$	4,000.00	$	20,000
	CONSTRUCTION SUBTOTAL =					$	21,000
	MISCELLANEOUS				40%	$	8,400
	TIER #4 SUBTOTAL =					**$**	**29,400**
	TIER #5						
1	Mobilization	1	LS	$	800.00	$	800
2	Traffic Control	1	LS	$	600.00	$	600
3	Dust Control	1	LS	$	600.00	$	600
4	Demolition	1	LS	$	1,600.00	$	1,600
5	Concrete Median Curb	122	LF	$	25.00	$	3,050
6	Median Island Topsoil Backfill	659	SF	$	1.50	$	989
7	Striping: Left-Turn Pocket Modification	1	LS	$	400.00	$	400
8	Landscape Irrigation - Median	1,774	SF	$	3.50	$	6,209
9	Landscape Planting - Median	1,774	SF	$	2.50	$	4,435
	CONSTRUCTION SUBTOTAL =					$	18,700
	MISCELLANEOUS				40%	$	7,500
	TIER #5 SUBTOTAL =					**$**	**26,200**
STANISLAUS AVE. TO SAN JOAQUIN AVE.					**TOTAL =**	**$**	**58,700**

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Prepared By: JJ
Checked By: JJ

SAN JOAQUIN AVE. INTERSECTION

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	2,600.00	$	2,600
2	Traffic Control	1	LS	$	2,100.00	$	2,100
3	Dust Control	1	LS	$	2,100.00	$	2,100
4	Demolition	1	LS	$	5,200.00	$	5,200
5	Concrete Handicap Ramp	5	EA	$	4,000.00	$	20,000
6	Intersection Curb Extensions	1	LS	$	6,000.00	$	6,000
7	Drainage Improvements - Minor	1	LS	$	10,000.00	$	10,000
8	Median Crossing/Refuge	1	LS	$	2,000.00	$	2,000
9	Striping: Intersection Crosswalk	93	LF	$	7.00	$	651
10	Signing: Mid-Block Crosswalk	1	LS	$	2,000.00	$	2,000
11	Landscape Irrigation - Intersection	1	LS	$	6,000.00	$	6,000
12	Landscape Planting - Intersection	1	LS	$	4,500.00	$	4,500
	CONSTRUCTION SUBTOTAL =					$	63,200
	MISCELLANEOUS				40%	$	25,300
	TIER #1 SUBTOTAL =					**$**	**88,500**
	TIER #4						
1	Mobilization	1	LS	$	1,200.00	$	1,200
2	Decorative Street Light - 14' Double-Head	2	EA	$	6,000.00	$	12,000
3	Street Furniture	3	EA	$	3,750.00	$	11,250
	CONSTRUCTION SUBTOTAL =					$	24,500
	MISCELLANEOUS				40%	$	9,800
	TIER #4 SUBTOTAL =					**$**	**34,300**
SAN JOAQUIN AVE. INTERSECTION					**TOTAL =**	**$**	**122,800**

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November 28, 2011
Prepared By: JJ
Checked By: JJ

SAN JOAQUIN AVE. TO WHITESBRIDGE RD.

Item No.		Quantity	Unit		Unit Price		Total
	TIER #1						
1	Mobilization	1	LS	$	500.00	$	500
2	Traffic Control	1	LS	$	500.00	$	500
3	Signing & Striping: Parking	1,720	LF	$	2.50	$	4,300
	CONSTRUCTION SUBTOTAL =					$	5,300
	MISCELLANEOUS				40%	$	2,100
	TIER #1 SUBTOTAL =					**$**	**7,400**
	TIER #4						
1	Mobilization	1	LS	$	6,500.00	$	6,500
2	Decorative Street Light - 10' Single-Head	24	EA	$	4,000.00	$	96,000
3	Decorative Street Light - 14' Double-Head	2	EA	$	6,000.00	$	12,000
4	Street Furniture	6	EA	$	3,750.00	$	22,500
	CONSTRUCTION SUBTOTAL =					$	137,000
	MISCELLANEOUS				40%	$	54,800
	TIER #4 SUBTOTAL =					**$**	**191,800**
	TIER #5						
1	Mobilization	1	LS	$	3,100.00	$	3,100
2	Traffic Control	1	LS	$	2,500.00	$	2,500
3	Dust Control	1	LS	$	2,500.00	$	2,500
4	Demolition	1	LS	$	6,200.00	$	6,200
5	Concrete Median Curb	222	LF	$	25.00	$	5,550
6	Median Island Topsoil Backfill	2,108	SF	$	1.50	$	3,162
7	Striping: Left-Turn Pocket Modification	1	LS	$	400.00	$	400
8	Landscape Irrigation - Median	8,659	SF	$	3.50	$	30,307
9	Landscape Planting - Median	8,659	SF	$	2.50	$	21,648
	CONSTRUCTION SUBTOTAL =					$	75,400
	MISCELLANEOUS				40%	$	30,200
	TIER #5 SUBTOTAL =					**$**	**105,600**
SAN JOAQUIN AVE. TO WHITESBRIDGE RD.					**TOTAL =**	**$**	**304,800**

MASTER ITEM LIST

	STREET IMPROVEMENTS			
SI-1	Mobilization	LS	5.0% of total construction; $500 Min.	
SI-2	Traffic Control	LS	4.0% of total construction; $500 Min.	
SI-3	Dust Control	LS	4.0% of total construction; $500 Min.	
SI-4	Demolition	LS	10.0% of total construction; $500 Min.	
SI-5	Concrete Curb and Gutter	LF	$	30.00
SI-6	Concrete Curb	LF	$	20.00
SI-7	Concrete Median Curb	LF	$	25.00
SI-8	Concrete Sidewalk	SF	$	8.00
SI-9	Concrete Handicap Ramp	EA	$	4,000.00
SI-10	Concrete Valley Gutter	SF	$	10.00
SI-11	Intersection Curb Extensions	LS	$	6,000.00
SI-12	Drainage Improvements - Minor	LS	$	10,000.00
SI-13	Drainage Improvements - Major	LS	$	30,000.00
SI-14	Median Nose Crossing/Refuge	EA	$	1,500.00
SI-15	Mid-Block Curb Extensions	LS	$	3,400.00
SI-16	Median Crossing/Refuge	LS	$	2,000.00
SI-17	Median Island Topsoil Backfill	SF	$	1.50
	UTILITY RELOCATION			
UR-1	Utility Relocation - Minor	LS	$	2,500.00
UR-2	Utility Relocation - Major	LS	$	10,000.00
	SIGNING & STRIPING			
SS-1	Signing & Striping: Parking	LF	$	2.50
SS-2	Striping: Intersection Crosswalk	LF	$	7.00
SS-3	Striping: Mid-Block Crosswalk	LF	$	12.00
SS-4	Signing: Mid-Block Crosswalk	LS	$	2,000.00
SS-5	Striping: Left-Turn Pocket Modification	LS	$	400.00
	TRAFFIC SIGNAL IMPROVEMENTS			
TS-1	Decorative Traffic Signal Poles & Arms	LS	$	80,000.00
	LANDSCAPING			
LS-1	Landscape Irrigation - Median	SF	$	3.50
LS-2	Landscape Irrigation - Intersection	LS	$	6,000.00
LS-3	Landscape Irrigation - Mid-Block Crossing	LS	$	2,600.00
LS-4	Landscape Planting - Median	SF	$	2.50
LS-5	Landscape Planting - Intersection	LS	$	4,500.00
LS-6	Landscape Planting - Mid-Block Crossing	LS	$	2,000.00
	STREET LIGHTING			
SL-1	Decorative Street Light - 10' Single-Head	EA	$	4,000.00
SL-2	Decorative Street Light - 14' Double-Head	EA	$	6,000.00
	STREET FURNITURE			
SF-1	Street Furniture	EA	$	3,750.00

Assumptions:

1) Miscellaneous costs include 12% Design Engineering, 8% Construction Engineering, & 20% Contingency.
2) Concrete improvement costs include the cost of minor HMA pavement replacement, where applicable.
3) Concrete handicap ramp cost includes the cost of replacement of 20 LF of concrete curb & gutter and 100 SF of concrete sidewalk.
4) Intersection curb extension cost includes curb extensions on NW and SE corners at full intersections; or SW and SE corners at intersections with only left-turn pocket.
5) Striping cost for mid-block crosswalk is greater than for intersection crosswalk due to required advance yield lines and pavement markings for mid-block crossings.
6) Decorative traffic signal poles & arms cost assumes direct replacement of existing poles and arms with no relocation and use of the existing traffic pole bases.
7) Street furniture includes the following: one (1) park bench @ $2000, one (1) trash receptacle @ $1250, and one (1) bike rack @ $500.

City of Kerman

A Place Where "Community Comes First"

DEPARTMENT: CITY MANAGER
STAFF REPORT
CITY COUNCIL MEETING
COUNCIL MEETING DATE: MARCH 18, 2015

To: Mayor and City Council
From: Luis Patlan, City Manager/Director of Planning & Development
Subject: Council Goal Setting Workshop

RECOMMENDATION

Council to select possible dates for a goal setting workshop.

EXECUTIVE SUMMARY

On February 18, the City Council expressed an interest in setting a goal setting workshop. Staff is requesting that the Council select possible dates for the goal setting workshop. A professional facilitator will be retained to moderate the workshop.

OUTSTANDING ISSUES

None.

DISCUSSION

On February 18, Mayor Hill addressed the City Council regarding ideas and future vision for Kerman. After some discussion, the City Council agreed to hold a goal setting workshop and directed staff to retain a professional facilitator to moderate the workshop. Staff is in discussions with a few facilitators and anticipates that a facilitator will be recommended for Council's consideration at the April 1 Council meeting. In the interim, staff is requesting that the City Council select possible dates for a goal setting workshop.

In discussing the workshop with the facilitators, the consensus was that the workshop would take between 4 to 6 hours and should be held on a Saturday or on a weekday during regular business hours. This would give the City Council an opportunity to focus on reviewing the current state of the city, evaluate future opportunities, and identify issues/challenges facing the city. From this process, the Council would work toward establishing a vision for the city along with agreed-upon goals.

FISCAL IMPACT

The cost of the professional facilitator will be about $1,200 for a 4-6 hours workshop. This cost will be paid from the City Manager's budget.