

Agenda Item A.  
MINUTES  
**SELMA CITY COUNCIL  
REGULAR MEETING  
October 3, 2022**

Selma City Council Chambers  
1710 Tucker Street  
Selma, CA 93662

Pursuant to AB 361 and Government Code Section 54953, the meeting was held remotely and the Public had the option to call +1 301 715 8592 ID: 891 6864 5005 to provide comments on agenda items. The Council Chamber was open for the public as well.

The regular meeting of the Selma City Council was called to order at 6:00 p.m. in the Council Chambers. Council members answering roll call were: Guerra, Mendoza-Navarro, Trujillo, Mayor Pro Tem Cho and Mayor Robertson.

**INVOCATION**: Pastor Franco Atkinson of the First Southern Baptist Church led the invocation. Mayor Robertson requested a moment of silence for Ms. Dori Moya.

**ORAL COMMUNICATIONS**: Pastor Marty Lynch and Andrea Trevino provided public comments.

**CERTIFICATE OF RECOGNITION**: Council Member Trujillo presented a Certificate of Recognition to Gary and Nina Marshall. He thanked the owners of Pizza Planet / Video World for their countless support to youth sports and fundraising efforts for over thirty years in the community and wished them well in their retirement.

The Public Works Department Update on Drought Impact to City Park Facilities was pulled and will be heard at a later date due to a staff conflict.

**CONSENT CALENDAR**: Mayor Robertson requested to pull agenda item 1.b., and Council member Guerra requested to pull agenda item 1.d., for separate discussion. Council member Guerra motioned to approve the remainder of the Consent Calendar as written. The motion was seconded by Council member Mendoza-Navarro and carried unanimously.

a. 2022-91R **CONSIDERATION OF A RESOLUTION AUTHORIZING THE CITY TO CONTINUE WITH TELECONFERENCED PUBLIC MEETINGS PURSUANT TO ASSEMBLY BILL 361**

b. 2022-92R **CONSIDERATION OF A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO THE GOLDEN STATE CORRIDOR COOPERATIVE AGREEMENT**

Mayor Robertson pulled this item for separate discussion. Public comment was received by Pastor Marty Lynch. After Council discussion, motion was made by Council member Guerra and seconded by Council member Mendoza-Navarro, to approve RESOLUTION NO. 2022-92R, AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO THE GOLDEN STATE CORRIDOR COOPERATIVE

AGREEMENT. The motion passed unanimously.

c. 2022-93R **CONSIDERATION OF A RESOLUTION AUTHORIZING CITY MANAGER TO EXECUTE THE SECOND AMENDMENT TO THE LEASE FOR THE CENTRAL VALLEY TRAINING CENTER PROGRAM IN THE CITY OF SELMA**

d. Approved **CONSIDERATION OF THE CHECK REGISTER DATED SEPTEMBER 26, 2022**

Council member Guerra pulled this item for separate discussion. After discussion, motion was made by Council member Guerra and seconded by Mayor Pro Tem Cho to approve the CHECK REGISTER AS PRESENTED. The motion passed unanimously.

**CONSIDERATION OF A RESOLUTION APPROVING THE COLLECTIVE PARTNERSHIP AGREEMENT WITH THE CALIFORNIA COMMUNITY ECONOMIC RESILIENCE FUND (CERF) FOR THE CENTRAL SAN JOAQUIN VALLEY REGION**

City Manager Santillan introduced Ms. Karen Esteves, who stepped forward and provided a PowerPoint presentation regarding this item.

After Council discussion, a motion was made by Council member Guerra and seconded by Council member Mendoza-Navarro to approve RESOLUTION NO. 2022-94R AUTHORIZING THE CITY MANAGER TO EXECUTE THE VALLEY CERF COLLECTION PARTNERSHIP AGREEMENT LETTER. The motion passed unanimously. It was also stated that the presentation would be placed on the website.

**CONSIDERATION OF A RESOLUTION AUTHORIZING AN AGREEMENT WITH COP-LOGIC TO UTILIZE DORS (DESK OFFICER REPORTING SYSTEM) TO CREATE AN ONLINE REPORTING SYSTEM FOR THE POLICE DEPARTMENT**

Police Chief Alcaraz discussed the reporting system for Council. Public comment was received from Ms. Theresa Salas, Mr. Mark Dudley, and Pastor Marty Lynch. After discussion, motion was made by Council member Guerra and seconded by Mayor Pro Tem Cho to approve RESOLUTION NO. 2022-95R, APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT BETWEEN COP LOGIC USING THEIR DORS (DESK OFFICER REPORTING SYSTEM) AND THE CITY OF SELMA TO CREATE AN ONLINE REPORTING SYSTEM. The motion carried unanimously.

**RECESS:** At 7:02 p.m., Mayor Robertson called for a short break in the meeting. The meeting then reconvened at 7:09 p.m.

**UPDATE FROM CHIEF OF POLICE REGARDING SELMA POLICE DEPARTMENT'S BODY-WORN CAMERA PROGRAM**

Police Chief Alcaraz updated Council on the status of the body worn camera program and advised that the City has applied for a grant regarding body worn cameras. Public comment

was received from Mrs. Rose Robertson and Ms. Jasmin Plaza. After Council discussion, it was stated that this is an information item only, and no action from Council is requested.

### **STATUS UPDATE TO COUNCIL REGARDING SELMA-KINGSBURG- FOWLER COUNTY SANITATION DISTRICT GENERAL MANAGER RECRUITMENT**

City Manager Santillan reported that this was a Council request from Council member Trujillo. Council member Trujillo requested information and updates regarding the recruitment of the Selma-Kingsburg-Fowler (SKF) General Manager. City Attorney Yanez provided clarification on the criteria of a public records request. Council member Guerra provided an update on the current recruitment process. At this point in the meeting, there was further discussion on the recruitment process, development project timelines and updates as they relate to Selma-Kingsburg-Fowler County Sanitation.

### **UPDATE REGARDING JOLISSA FUENTES FUNDRAISER SPECIAL EVENT FEE WAIVER**

Community Services Director Smart provided Council with an update on the recent special event. Public comment was received from Mark Dudley who advised that the reward had increased to \$20,000 for missing person Jolissa Fuentes.

### **PUBLIC HEARING TO INTRODUCE AN ORDINANCE TO ESTABLISH THE SELMA DOWNTOWN BUSINESS IMPROVEMENT DISTRICT PURSUANT TO THE PARKING AND BUSINESS IMPROVEMENT AREA LAW OF 1989**

Community Services Director Smart discussed the process of establishing the Downtown Business Improvement District. Mayor Robertson opened the public hearing at 7:45 p.m. There being no comments in favor of or in opposition to this ordinance, the public hearing was closed at 7:46 p.m. After discussion, motion was made by Council member Guerra and seconded by Council member Mendoza-Navarro to INTRODUCE THE FIRST READING OF ORDINANCE 2022-06 ESTABLISHING THE SELMA DOWNTOWN BUSINESS IMPROVEMENT DISTRICT, AS INTRODUCED BY RESOLUTION 2022-63R ON JULY 18, 2022. The motion passed unanimously.

### **CONSIDERATION OF A RESOLUTION APPROVING THE APPLICATION FOR COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDING FOR FISCAL YEAR 2023-2024**

Deputy City Manager Terry discussed the application process for the Fresno County Community Development Block Grant. Mayor Robertson opened the public hearing at 7:54 p.m. There being no public comments, he closed the hearing at 7:55 p.m.

Motion was made by Council member Guerra and seconded by Mayor Pro Tem Cho to approve RESOLUTION 2022-96R APPROVING THE APPLICATION FOR COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING FOR FISCAL YEAR 2023- 2024. The motion passed unanimously.

**DEPARTMENTAL REPORTS:** City Manager Santillan reported that he received an update from California Water Service Company thanking the community for conserving water. He announced the appointment of the new Deputy City Manager, Jasmine Baines; and reported

on the successful passage of Assembly Bill 2780, which will assist with the Enhanced Infrastructure Financing Districts.

Deputy City Manager of Development Services Terry advised that the Waste Management cleanup is scheduled and noted that the fall banners and the Band Festival banners are starting to go up in the downtown area.

Community Services Director Smart reported on the upcoming Fresno County Health Department Flu Vaccination event, Senior Center Halloween dance, Senior Center day at the Fresno Fair, and advised that the Seniors will be participating in the Band Festival. She also reported on the Shafer Park bathroom project, and the upcoming play at the Arts Center.

Police Chief Alcaraz provided an update on a recent investigation and advised on the Coffee with the Cop event that will be held at the Senior Center.

**COUNCIL REPORTS:** Council member Mendoza-Navarro reported on the Share the Love event and the Women's Fashion Show event. She thanked City Manager Santillan, Council member Trujillo and the CrisCom Company on their work with the passage of Assembly Bill 2780, Enhanced Infrastructure Financing District.

Council member Trujillo congratulated the Chamber of Commerce for their Rib Cook Off event and the Lions Club on their recent event. He also discussed the successful passage of Assembly Bill 2780.

Council member Guerra reported on providing a local government presentation to second graders and attending the American Cancer Society event. Council member Guerra requested a future agenda item, authorizing the City Manager to coordinate a meeting with the School Board and the Healthcare District Board.

Mayor Pro Tem Cho reported on attending the following: PAC fights fundraiser event, fundraising event for the 559 mural projects; and the Chamber of Commerce Rib Cook Off event. She also announced the upcoming Lions Chili Verde fundraising dinner.

Mayor Robertson requested a future agenda item to discuss legislative funding requests. He thanked staff for their hard work with Assembly Bill 2780 and reported on attending the following: American Cancer Society event, Cemetery District board meeting, Fresno Council of Governments meeting and the Fresno County Rural Transit meeting. He also discussed the catalytic converter bill that was recently passed.

**ORAL COMMUNICATIONS:** Public comments were received from Ms. Theresa Salas and Mrs. Rose Robertson.

**ADJOURNMENT:** There being no further business, Mayor Robertson adjourned the meeting at 8:32 p.m.

Respectfully submitted,

Reyna Rivera  
City Clerk

**CITY MANAGER’S/STAFF’S REPORT  
COUNCIL MEETING DATE:**

September 18, 2023

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**ITEM NO:** B.

**SUBJECT:** Consideration of a Resolution Approving Final Acceptance and Notice of Completion for the Barbara Street Reconstruction Project

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**BACKGROUND:** The Barbara Street Reconstruction Project (“Project”) is located along Barbara Street between Wright Street and Mulberry Street. The Project included the complete removal and reconstruction of the paved street surface. A portion of concrete curbs, gutters, and valley gutters were removed and replaced to improve stormwater drainage. Portions of public sidewalks and several curb ramps were removed and replaced to address accessibility issues. The Project was awarded to and completed by R. J. Berry Jr., Inc.

**DISCUSSION:** The Public Works and Engineering Department is requesting that the City Council approve the Notice of Completion for the Project. All work has been completed, has met all design standards, and has been approved by the City Engineer.

**FISCAL IMPACT:** No Fiscal Impact.

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**RECOMMENDATION:** Approve the Notice of Completion for the Barbara Street Reconstruction Project and authorize the City Manager to execute the required documents.

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\_\_\_\_\_/s/\_\_\_\_\_  
David Horn  
City Engineer

\_\_\_\_\_September 13, 2023\_\_\_\_\_  
Date

\_\_\_\_\_/s/\_\_\_\_\_  
Jerome Keene  
Deputy City Manager

\_\_\_\_\_September 13, 2023\_\_\_\_\_  
Date

\_\_\_\_\_/s/\_\_\_\_\_  
Fernando Santillan  
City Manager

\_\_\_\_\_September 13, 2023\_\_\_\_\_  
Date

**RESOLUTION NO. 2023-\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA,  
CALIFORNIA APPROVING FINAL ACCEPTANCE AND NOTICE OF  
COMPLETION FOR THE BARBARA STREET RECONSTRUCTION PROJECT**

**WHEREAS**, Don Berry Construction, Inc., a California Corporation, has completed the work for the Barbara Street Reconstruction Project; and,

**WHEREAS**, the Contract Public Works Inspector has inspected the improvements required by the City and all improvements required have been completed; and,

**WHEREAS**, the City Engineer recommends acceptance of Barbara Street Reconstruction Project and requests City Council to authorize the City Engineer to record the Notice of Completion for the project.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Selma hereby finds, determines, and declares the following:

1. The above recitals are true and correct;
2. City Council accepts the Barbara Street Reconstruction Project and authorize the City Engineer to record the Notice of Completion.
3. **Severability.** The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.
4. **Effective Date.** That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

The foregoing Resolution was approved and adopted at a regular meeting of the City Council of the City of Selma held on the 18<sup>th</sup> day of September 2023 by the following vote:

AYES:           COUNCIL MEMBERS:  
NOES:           COUNCIL MEMBERS:  
ABSTAIN:       COUNCIL MEMBERS:  
ABSENT:        COUNCIL MEMBERS:

(Signatures on the following page)

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Scott Robertson  
Mayor

ATTEST:

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Reyna Rivera  
City Clerk

Recording Requested By  
City of Selma

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When Recorded Return To:  
City of Selma - City Clerk  
1710 Tucker Street  
Selma, CA 93662

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document."

THIS SPACE IS FOR RECORDING INFORMATION ONLY

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**NOTICE OF COMPLETION  
(UNDER SECTION 1187 C.C.P.)**

NOTICE IS HEREBY GIVEN that the undersigned, City of Selma, a Municipal Corporation, is the owner of the real estate situated in the City of Selma, County of Fresno, State of California, and described as follows, to-wit:

Barbara Street Reconstruction;

That the address of said owner is City Hall, 1710 Tucker Street, Selma, California;

That the nature of the title of the owner to said real estate is that of fee simple and/or easement;

That the name of the Contractor is R.J. Berry Jr., Inc., 2020 High Street, Suite B, PO Box 468, Selma, CA 93662;

That on the 13<sup>th</sup> day of September, 2023, the Contract for the work on the above-described property was actually completed.

By: \_\_\_\_\_  
Fernando Santillan, City Manager  
Owner

I, Fernando Santillan, being duly sworn says:

That I am the agent of the Owner of the property described in the foregoing Notice; that I have read the foregoing Notice and know the contents thereof, and that the same is true of my own knowledge.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document."

CITY OF SELMA, a Municipal Corporation

By: \_\_\_\_\_  
Fernando Santillan City Manager  
Owner

State of California  
County of Fresno

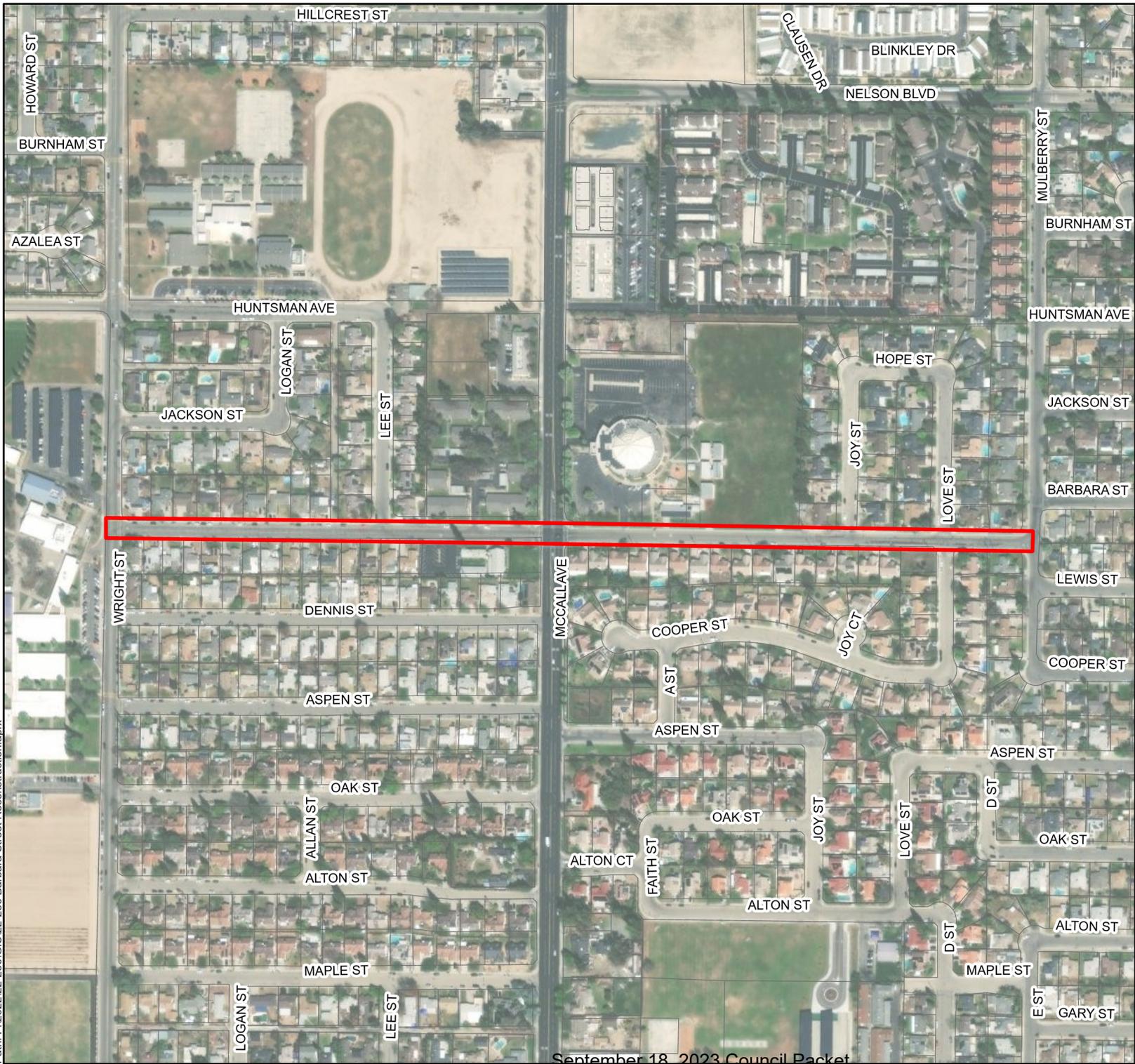
On September 21, 2023, before me, Reyna Rivera, City Clerk, personally appeared Fernando Santillan, City Manager, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument. I certify under PENALTY OF PERJURY under laws of the State of California the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Reyna Rivera, Selma City Clerk

*(Acknowledgment taken by City Clerk pursuant to California Civil Code Section 1181)*

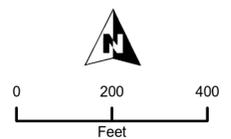
Path: F:\2022\22-236\GIS\22-236 Barbara Street Reconstruction.aprx



### Barbara Street Reconstruction Project

#### Legend

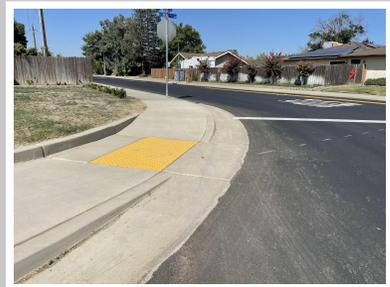
-  Project Location
-  Parcels



**Yamabe & Horn Engineering, Inc.**  
CIVIL ENGINEERS • LAND SURVEYORS

# BARBARA STREET RECONSTRUCTION PROJECT

- City of Selma 2022 CIP Project
- Constructed by RJ Berry Jr. Inc.
- Barbara St. from Wright St. to Mulberry St.
- 2700 LF of pavement reconstruction
- 14 curb ramp replacements
- Replacement of deficient curbing and sidewalk
- Striping and signage improvements
- Construction total: \$720,000
- Funded from Gas Tax



**CITY MANAGER'S/STAFF'S REPORT**  
**CITY COUNCIL MEETING DATE:**

September 18, 2023

**ITEM NO: C.**

**SUBJECT:** Consideration of a Resolution Declaring Surplus and Sale, Donation or Disposal of City Property

**DISCUSSION:** Multiple City departments are requesting the City Council's approval to declare as surplus the vehicles and equipment list below and to authorize the sale, donation or disposal of said vehicles and equipment. Given the age, mileage and general condition of these vehicles and equipment, the use of these vehicles and equipment are no longer cost-effective for the City or are safe to deploy for the use of public safety.

Unit #	Dept.	Year	Use	Unit Description	License	Vin/Serial #	Notes
4626	5300	2021	Public Works	Backpack Blower	N/A	528725316	Blown Carburetor
4619	5300	2017	Public Works	Backpack Blower	N/A	511289687	Blown Carburetor
4618	5300	2017	Public Works	Backpack Blower	N/A	510219470	Blown Motor
227	2200	2013	Police Department	Chevy Impala	6YWN740	2G1WA5E30D1162169	Engine Failure
8653	2525	1995	Fire Operations	Ladder Truck 110-Spartan LTI	E12927	4S7AT9U01SC014418	Out of Service/ Unable to obtain parts

**RECOMMENDATION:** Adopt a Resolution declaring the equipment and vehicles on the Exhibit as surplus, and authorize the sale, donation or disposal of the vehicles and equipment.

\_\_\_\_\_/s/\_\_\_\_\_  
 Jordan Webster, Fire Chief

\_\_\_\_\_  
 09/11/2023  
 Date

\_\_\_\_\_/s/\_\_\_\_\_  
 Fernando Santillan, City Manager

\_\_\_\_\_  
 09/11/2023  
 Date

**RESOLUTION NO. 2023 – \_\_R**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA,  
CALIFORNIA, DECLARING CERTAIN VEHICLES AND EQUIPMENT SURPLUS  
AND AUTHORIZING THEIR SALE, DONATION, OR DISPOSAL**

**WHEREAS**, in accordance with the provisions of Government Code Section 37350, the City is permitted to dispose of personal property for the common benefit; and

**WHEREAS**, the City desires to declare certain vehicles and equipment to be surplus. A description of said equipment is attached hereto as “Exhibit A”.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SELMA HEREBY FINDS, DETERMINES AND RESOLVES AS FOLLOWS:**

**Section 1.** The City Council finds that the above recitals are true and correct and are incorporated herein by reference.

**Section 2.** Given the age and condition of the various vehicles and equipment set forth in Exhibit A, said vehicles and equipment has become obsolete and replaced with new, reliable vehicles and equipment, the City Council hereby declares the various vehicles and equipment as surplus property.

**Section 3.** The City Manager is hereby directed to sell, donate or dispose of the surplus vehicles and equipment, and take all actions necessary to effectuate the direction set forth in this Resolution.

**Section 4. Severability.** The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

**Section 5. Effective Date.** That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the City of Selma on this 18<sup>th</sup> day of September 2023, by the following roll call vote:

AYES:           COUNCIL MEMBERS:  
NOES:           COUNCIL MEMBERS:  
ABSTAIN:       COUNCIL MEMBERS:  
ABSENT:        COUNCIL MEMBERS:

ATTEST:

\_\_\_\_\_  
Scott Robertson, Mayor

\_\_\_\_\_  
Reyna Rivera, City Clerk

Exhibit A

Surplus Items – 09-18-2023

Unit #	Dept.	Year	Use	Unit Description	License	Vin/Serial #	Notes
227	2200	2013	Police Chief	CHEVY IMPALA	6YWN740	2G1WA5E30D1162169	Engine Failure
4626	5300	2021	Parks	BACKPACK BLOWER-STIHL BR800	N/A	528725316	Blown Carburetor
4618	5300	2017	Parks	BACKPACK BLOWER-STIHL BR700	N/A	510219470	Blown Motor
4619	5300	2017	Parks	BACKPACK BLOWER-STIHL BR700	N/A	511289687	Blown Carburetor
8653	2525	1995	Fire Operations	LADDER TRUCK 110-SPARTAN LTI	E12927	4S7AT9U01SC014418	Out of service/Unable to obtain parts

**CHECK REGISTER REPORT**

CHECK NUMBER	CHECK DATE	STATUS	VENDOR NAME	CHECK DESCRIPTION	CATEGORY	AMOUNT
82367	08/10/23	Printed	U.S. BANK CORPORATE PMT SYSTEM	ADMIN -CALCARD CHARGES 6/23 -7/24/23	PARTIAL R	85,531.09
82368	08/10/23	Printed	U.S. BANK EQUIPMENT FINANCE	ADMIN -COPY MACHINE LEASES AUGUST 2023		2,610.31
82369	08/10/23	Printed	UNDERGROUND SERVICE ALERT	PW -CA STATE REGULATORY FEE 7/1/23-6/30/24		1,959.32
82370	08/10/23	Printed	JAZMIN VALDEZ	ART C -ON YOUR FEET COSUTME ASSISTANT		150.00
82371	08/10/23	Printed	MIA VASQUEZ	PD -DISPATCH ACADEMY TRAINING PER DIEM 8/7-8/25/23	R	225.00
82372	08/10/23	Printed	VERIZON	FD -VEHICLE TRACKING JULY 2023		94.75
82373	08/10/23	Printed	VERIZON WIRELESS	ADMIN -TELEPHONE/MDT'S 6/19/23-7/18/23		1,344.11
82374	08/10/23	Printed	WASTE MANAGEMENT-USA WASTE	FIN -GARBAGE JULY 2023		140,678.50
82375	08/10/23	Printed	WILLDAN ENGINEERING	BLDG -INSPECTOR SERVICES THROUGH 6/30/23		18,495.00
82376	08/10/23	Printed	MARYANN YANNI	PD -DISPATCH ACADEMY TRAINING PER DIEM 8/7-8/25/23	R	225.00
82377	08/24/23	Printed	ACTION TOWING AND DIVE TEAM	PD -EVIDENCE TOWING JULY 2023		474.00
82378	08/24/23	Printed	ADVENTIST HEALTH TULARE	PD -BLOOD/ALCOHOL ANALYSIS JULY 2023		235.00
82379	08/24/23	Printed	RUDY ALCARAZ	PD -CHIEF'S EXECUTIVE WORKSHOP TRAINING PER DIEM 9/5-9/8/23		195.00
82380	08/24/23	Printed	AT&T	ADMIN -TELEPHONE AUGUST 2023		46.37
82381	08/24/23	Printed	AT&T	FIN -CVTC INTERNET SERVICE 8/6-9/5/23	R	148.75
82382	08/24/23	Printed	AT&T	FIN -INTERNET FOR WEED & SEED 8/11-9/10/23		84.89
82383	08/24/23	Printed	AT&T	ADMIN -TELEPHONE 7/4-8/3/23		110.51
82384	08/24/23	Printed	AT&T	ADMIN -TELEPHONE 7/4-8/3/23		1,653.69
82385	08/24/23	Printed	AT&T	ADMIN -TELEPHONE 7/4-8/3/23		115.59
82386	08/24/23	Printed	AT&T	ADMIN -TELEPHONE 7/12-8/11/23		53.87
82387	08/24/23	Printed	AT&T	ADMIN -TELEPHONE 7/12-8/11/23		94.28
82388	08/24/23	Printed	AT&T MOBILITY	ADMIN -TELEPHONE/MDT'S 7/1/23-7/31/23		389.07
82389	08/24/23	Printed	AT&T MOBILITY	ADMIN -TELEPHONE/MDT'S 7/12/23-8/11/23		1,780.70
82390	08/24/23	Printed	BENNY BACA / COOL AIR SPECIALTY	PW -EXHAUST BLOWER REPAIR, NEW WALL MOUNT AT FIRE ADMIN, MOTOR INSTALL AT ART C. FILTERS		14,250.00
82391	08/24/23	Printed	FRED BARKER	REC -COED SOFTBALL UMPIRE		2,457.00
82392	08/24/23	Printed	BROADWAY LICENSING	ART C -RIDE THE CYCLONE ROYALTY RIGHTS		5,605.00
82393	08/24/23	Printed	JAY WESLEY BROCK / TOP DOG TRAINING CENTER	PD -K9 MAINTENANCE 8/7/23		180.00
82394	08/24/23	Printed	CALIFORNIA WATER SERVICE	ADMIN -WATER SERVICE JULY 2023		22,736.85
82395	08/24/23	Printed	TIM CANNON	PD -CHIEF'S EXECUTIVE WORKSHOP TRAINING PER DIEM 9/5-9/8/23		195.00
82396	08/24/23	Printed	ANN MARIE CARRIZALES	PD -THE FIGHT AFTER THE FIGHT MOTIVATIONAL SPEAKER	G	6,320.00
82397	08/24/23	Printed	ROD CARSEY / ROD CARSEY CONSULTING	BLDG -PLAN CHECKS JULY 2023		10,988.52
82398	08/24/23	Printed	CENTRAL SANITARY SUPPLY, LLC.	PW -JANITORIAL SUPPLIES		2,529.64
82399	08/24/23	Printed	CENTRAL VALLEY LOCK & SAFE INC	PW -KEYS FOR VARIOUS LOCATIONS		314.82
82400	08/24/23	Printed	CISCO SYSTEMS CAPITAL CRP	ADMIN -PHONE SYSTEM LEASE		1,375.84
82401	08/24/23	Printed	COMCAST	ADMIN -PD TO FCSO JULY 2023		708.50
82402	08/24/23	Printed	COMCAST	ADMIN -INTERNET SERVICE AUGUST 2023		833.77
82403	08/24/23	Printed	COMCAST	FD -INTERNET SERVICE 8/11/23-9/10/23		191.53
82404	08/24/23	Printed	COOK'S COMMUNICATION CORP	PD -PATROL UNIT OUTFITTING		22,179.76
82405	08/24/23	Printed	CORE BUSINESS INTERIORS	ADMIN -FINANCE OFFICE ADDITIONS		10,599.39
82406	08/24/23	Printed	CORELOGIC SOLUTIONS LLC	ADMIN -REALQUEST SERVICES JULY 2023		481.25
82407	08/24/23	Printed	COUNTY OF FRESNO AUDITOR-	COMM DEV -LAFCO BUDGET 2023/2024		7,198.24
82408	08/24/23	Printed	CPCA	PD -STRATEGIC & SUCCESSION PLANNING REGISTRATION, CRITICAL CONSIDERATIONS FOR THE POLICE EXECUTIVE TRAINING		870.00
82409	08/24/23	Printed	DEPARTMENT OF JUSTICE	HR -FINGERPRINTING JULY 2023		260.00
82410	08/24/23	Printed	EDITOR LLC	ART C -WILLY WONKA JR VIDEO & PHOTOS		1,200.00
82411	08/24/23	Printed	EMPLOYMENT DEVELOPMENT DEPT.	FIN -UNEMPLOYMENT 4/1-6/30/23		5,436.00
82412	08/24/23	Printed	EMPOWER SOLAR	BLDG -REFUND PERMIT 23-403		158.04
82413	08/24/23	Printed	FRESNO COUNCIL OF GOVERNMENTS	ADMIN -MEMBERSHIP DUES 2023/24		7,502.31
82414	08/24/23	Printed	FRESNO ECONOMIC OPPORTUNITIES	SENIOR C -MEALS JULY 2023		2,448.60
82415	08/24/23	Printed	FRESNO OXYGEN	FD -OXYGEN RENTALS		227.25
82416	08/24/23	Printed	RENE GARZA	PD -CHIEF'S EXECUTIVE WORKSHOP TRAINING PER DIEM 9/5-9/8/23		195.00
82417	08/24/23	Printed	GEIL ENTERPRISES INC	FD -JANITORIAL SERVICES AUGUST 2023		4,686.00
82418	08/24/23	Printed	CYNTHIA GOMEZ	PD -DISPATCH SUPERVISOR COURSE PER DIEM & MILEAGE 9/10-9/22		1,160.64
82419	08/24/23	Printed	GRISWOLD, LASALLE, COBB, DOWD & GIN LLP	CITY ATTORNEY -LEGAL FEES JULY 2023		16,621.70
82420	08/24/23	Printed	JUAN L GUZMAN	ART C -ON YOUR FEET SET SUPPLIES REIMBURSEMENT		242.97
82421	08/24/23	Printed	HEALTHEDGE ADMINISTRATORS INC.	HR -DENTAL CLAIMS 8/16/23		1,656.10
82422	08/24/23	Printed	HEALTHEDGE ADMINISTRATORS INC.	HR -ADMINISTRATIVE FEES SEPTEMBER 2023		919.33
82423	08/24/23	Printed	HEALTHWISE SERVICES, LLC.	FD -MEDICAL WASTE SERVICE	R	150.13
82424	08/24/23	Printed	HENRY SCHEIN INC.	FD -MEDICAL SUPPLIES		1,556.94
82425	08/24/23	Printed	VANESSA M. HERRERA	HR -SUPPLIES FOR INTERVIEWS		38.99
82426	08/24/23	Printed	IMAGETREND INC.	FD -EPCR SOFTWARE JULY 2023		505.08
82427	08/24/23	Printed	JAN TYSON JOHNSON	FD -CLEANING SUPPLIES ST. 1		17.56
82428	08/24/23	Printed	JORGENSEN & COMPANY	PW -REPAIR BROKEN SPRINKLER HEAD, VEHICLE EXTINGUISHERS		703.18
82429	08/24/23	Printed	KINGS INDUSTRIAL OCCUPATION	HR -PHYSICALS & DRUG TESTS		2,372.04
82430	08/24/23	Printed	KOEFRAN INDUSTRIES, INC.	PD -EMPTY ANIMAL CONTROL FREEZER		163.86
82431	08/24/23	Printed	LAWRENCE TRACTOR CO., INC.	FLEET -SPARK PLUG/KEY		198.05
82432	08/24/23	Printed	LIFE-ASSIST INC.	FD -MEDICAL SUPPLIES		2,128.78
82433	08/24/23	Printed	M&M POOL AND DESIGN INC	FIN -BUSINESS LIC OVERPAYMENT		178.00
82434	08/24/23	Printed	MEDLINE INDUSTRIES, INC.	FD -MEDICAL SUPPLIES		1,464.64
82435	08/24/23	Printed	METRO UNIFORM	PD -REVOLVING ACCT, BALLISTIC VEST	PARTIAL R	1,072.71

**CHECK REGISTER REPORT**

<b>CHECK NUMBER</b>	<b>CHECK DATE</b>	<b>STATUS</b>	<b>VENDOR NAME</b>	<b>CHECK DESCRIPTION</b>	<b>CATEGORY</b>	<b>AMOUNT</b>	
82436	08/24/23	Printed	MICHAEL BALLIET CONSULTING LLC	ADMIN -PROJECT BILLING 5/1/23-6/30/23		8,066.25	
82437	08/24/23	Printed	MITY-LITE, INC.	PW -BLACK FOLDING CHAIRS		1,257.81	
82438	08/24/23	Printed	MUSIC THEATRE INTERNATIONAL	ART C -EVIL DEAD RIGHTS ROYALTY FEES		3,625.05	
82439	08/24/23	Printed	MUSIC THEATRE INTERNATIONAL	ART C -MATILDA RIGHTS & TRACKS ROYALTE FEES		6,102.53	
82441	08/24/23	Printed	ODP BUSINESS SOLUTIONS LLC	ADMIN -OFFICE SUPPLIES		782.60	
82442	08/24/23	Printed	OOSOSHARP, LLC	FD -AMBULANCE BILLING		13,984.82	
82443	08/24/23	Printed	ROBERT OROZCO JR	PD -VEHICLE TOW 23-4014		760.00	
82444	08/24/23	Printed	PG&E	ADMIN -UTILITIES JULY 2023		8,469.14	
82445	08/24/23	Printed	PG&E	ADMIN -UTILITIES AUGUST 2023		5.57	
82446	08/24/23	Printed	PG&E	ADMIN -UTILITIES AUGUST 2023		67.11	
82447	08/24/23	Printed	PG&E	ADMIN -UTILITIES AUGUST 2023		139.04	
82448	08/24/23	Printed	PG&E	ADMIN -UTILITIES AUGUST 2023		16.59	
82449	08/24/23	Printed	PRINTOPOLIS, INC.	BID -LOGO DEVELOPMENT		75.00	
82450	08/24/23	Printed	PROFESSIONAL PRINT & MAIL, INC	ADMIN -SECURITY ENVELOPES		642.28	
82451	08/24/23	Printed	QUAD KNOFF, INC.	COMM DEV -PLANNING SERVICES 7/1/23-7/22/23	PARTIAL R	15,028.50	
82452	08/24/23	Printed	R.J. BERRY JR. INC.	PW -BARBARA ST RECONSTRUCTION		175,889.46	
82453	08/24/23	Printed	TAJ RAKKAR	BLDG -REFUND PERMIT 23-250		973.70	
82454	08/24/23	Printed	THOMAS R & AIMII REDEMER / REDEMER CONCEPTS	ART C -WILLY WONKA POSTERS & POSTCARDS		422.04	
82455	08/24/23	Printed	DANIEL ANTHONY RIVAS	FD -STRIKE TEAM REIMBURSEMENT YORK FIRE	R	1,368.83	
82456	08/24/23	Printed	RRM DESIGN GROUP	COMM DEV -THOMPSON PARK PROJECT	G	6,629.50	
82457	08/24/23	Printed	SANTA MARIA CALIFORNIA NEWS	FIN -USER FEE ANALYSIS		317.75	
82458	08/24/23	Printed	SASE COMPANY LLC	PW -PURCHASE STREET GRINDER		2,103.70	
82459	08/24/23	Printed	SECOND CHANCE ANIMAL SHELTER	MONTHLY SUPPORT SEPTEMBER 2023		30,000.00	
82460	08/24/23	Printed	SELMA DISTRICT CHAMBER OF	ADMIN -1st QUARTER DUES 2023/2024		8,750.00	
82461	08/24/23	Printed	SELMA HIGH SCHOOL	FIN -AR INV 2889 OVERPAYMENT		10.00	
82462	08/24/23	Printed	SELMA UNIFIED SCHOOL DISTRICT	ADMIN -FUEL JUNE 2023		23,535.23	
82463	08/24/23	Printed	SITEONE LANDSCAPE SUPPLY, LLC.	PW -IRRIGATION SUPPLIES		770.04	
82464	08/24/23	Printed	SPARKLETTS	FIN -WATER SERVICE FOR CVTC	R	105.98	
82465	08/24/23	Printed	STERICYCLE, INC.	PD -STERI SAFE OSHA COMPLIANCE SEPTEMBER 2023		198.43	
82466	08/24/23	Printed	TARGET SPECIALTY PRODUCTS	PW -GOPHER TRAPS		140.44	
82467	08/24/23	Printed	TEC GROUP INC.	HR -TECHNICIAN 8/13/23		8,262.29	
82468	08/24/23	Printed	THE CRISCOM COMPANY	ADMIN -LEGISLATIVE ADVOCACY SEPTEMBER 2023		4,500.00	
82469	08/24/23	Printed	TRI COUNTY MEDICAL TRANSPORT	FIN -BUSINESS LIC OVERPAYMENT		84.00	
82470	08/24/23	Printed	UNITY IT	PD -COMPUTER PROGRAMMING		4,499.00	
82471	08/24/23	Printed	UPSIDE INNOVATIONS LLC	PW -ADA STEP W/THRESHOLD PLATFORM -FIRE ADMIN		4,523.62	
82472	08/24/23	Printed	VALLEY SHREDDING LLC	ADMIN -SHREDDING SERVICE		93.00	
82473	08/24/23	Printed	VINCENT COMMUNICATIONS INC	FD -TECH LABOR & SCREW REPLACEMENT		413.76	
82474	08/24/23	Printed	WASTE MANAGEMENT-USA WASTE	FIN -CITY WIDE CLEAN UP		150.73	
82475	08/24/23	Printed	WILLDAN ENGINEERING	BLDG -INSPECTOR SERVICES THROUGH 7/28/23		14,985.00	
82479	08/24/23	Printed	YAMABE & HORN ENGINEERING, INC	COMM DEV -ENGINEERING SERVICES JULY 2023	PARTIAL R	139,514.46	
						<b>TOTAL</b>	<b>907,237.06</b>

Grant: G PD State Appropriation: PDSA (457) Reimbursement: R

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
ALEJANDRO ALVAREZ	6/30/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	56.07
ALEJANDRO ALVAREZ	6/30/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	41.54
ALEJANDRO ALVAREZ	6/30/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	67.28
ALEJANDRO ALVAREZ	6/30/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	58.50
ALEJANDRO ALVAREZ	7/1/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	54.70
ALEJANDRO ALVAREZ	7/1/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	19.00
ALEJANDRO ALVAREZ	7/1/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	59.21
ALEJANDRO ALVAREZ	7/2/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	47.45
ALEJANDRO ALVAREZ	7/2/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	50.00
ALEJANDRO ALVAREZ	7/2/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	20.00
ALEJANDRO ALVAREZ	7/2/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	30.00
ALEJANDRO ALVAREZ	7/2/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	50.01
ALEJANDRO ALVAREZ	7/2/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	60.00
ALEJANDRO ALVAREZ	7/10/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	73.04
ALEJANDRO ALVAREZ	7/11/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	44.00
ALEJANDRO ALVAREZ	7/11/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	30.13
ALEJANDRO ALVAREZ	7/11/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	60.23
ALEJANDRO ALVAREZ	7/11/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	52.10
ALEJANDRO ALVAREZ	7/13/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	56.84
ALEJANDRO ALVAREZ	7/19/2023	ANN'S DONUTS	DETAIL	100-2300-600.250.000	31.50
ALEJANDRO ALVAREZ	7/20/2023	ACE HARDWARE	UNIT KEYS	100-2200-600.250.000	32.49
ALEJANDRO ALVAREZ	7/23/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	50.00
ALEJANDRO ALVAREZ	7/23/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	32.94
ALEJANDRO ALVAREZ	7/23/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	35.07
ALEJANDRO ALVAREZ	7/23/2023	FUEL	FUEL STATION DOWN	701-9200-600.257.000	55.00
AMY SMART	7/1/2023	AMAZON	3RD OF JULY	100-4100-656.905.000	38.82
AMY SMART	7/3/2023	WALMART	3RD OF JULY	100-4100-656.905.000	179.18
AMY SMART	7/9/2023	BLOOMIES	FLORALS AND GIFTS	100-4100-600.250.000	37.97
AMY SMART	7/11/2023	CPRS	DIRECTORS ACADEMY	100-4100-610.920.000	199.00
AMY SMART	7/13/2023	LEAGUE OF CALIFORNIA CITIES	LEAGUE OF CALIFORNIA CITIES	100-4100-610.920.000	650.00
AMY SMART	7/19/2023	HEIRLOOM	EMPLOYEE ANNUAL REVIEW	100-4100-610.920.000	68.84
AMY SMART	7/19/2023	AMAZON	3RD OF JULY	100-4100-656.905.000	30.02
AMY SMART	7/20/2023	COSTCO	SUPPLIES	100-4100-600.250.000	36.44
AMY SMART	7/20/2023	MAX'S BRUNCH HOUSE	NICOLETTE ANDERSON	100-4300-610.920.000	40.77
AMY SMART	7/20/2023	FAST SIGNS	SUPPLIES	605-4300-600.250.000	476.19
ANTHONY RIVAS	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	65.15
ANTHONY RIVAS	7/12/2023	76 GAS STATION	FUEL	701-9200-600.257.000	63.68
CALEB GARCIA	6/22/2023	BAD BUDS, FRESNO CA	FUEL-ACT	269-2100-600.257.000	74.93
CALEB GARCIA	6/26/2023	CIRCLE K, FRESNO CA	FUEL-ACT	269-2100-600.257.000	44.62
CALEB GARCIA	6/28/2023	CHEVRON, FRESNO CA	FUEL-ACT	269-2100-600.257.000	84.86
CALEB GARCIA	7/3/2023	76, SELMA CA	FUEL-ACT	269-2100-600.257.000	82.49
CALEB GARCIA	7/6/2023	SAVE N GO, SELMA CA	FUEL-ACT	269-2100-600.257.000	79.64
CALEB GARCIA	7/17/2023	CHEVRON, FRESNO CA	FUEL-ACT	269-2100-600.257.000	93.46
CALEB GARCIA	7/20/2023	SHELL OIL, FRESNO CA	FUEL-ACT	269-2100-600.257.000	78.42
CASSY FAIN	6/23/2023	WOMEN'S CONFERENCE	TRAINING	100-2100-610.915.000	950.00
CASSY FAIN	7/3/2023	CHEVRON GAS STATION	FUEL	701-9200-600.257.000	81.56
CASSY FAIN	7/18/2023	DOJ	TRAINING	100-2100-610.915.000	60.00
CASSY FAIN	7/18/2023	CHEVRON GAS STATION	FUEL	701-9200-600.257.000	73.02
CITY OF SELMA FIRE QRT MST	6/28/2023	THE UPS STORE	PPE SHIPMENT	100-2525-600.476.000	111.11
CITY OF SELMA FIRE QRT MST	6/29/2023	AMAZON	D III BEDROOM STAND	100-2525-600.250.000	97.62
CITY OF SELMA FIRE QRT MST	7/6/2023	COSTCO GAS	FUEL	701-9200-600.257.000	26.62
CITY OF SELMA FIRE QRT MST	7/9/2023	FIRE PENNY	TRUCK III AXES	295-2500-600.250.000	325.37
CITY OF SELMA FIRE QRT MST	7/12/2023	SAM'S CLUB	STE 1 FANS	100-2525-600.250.000	86.64
CITY OF SELMA FIRE QRT MST	7/14/2023	AMAZON	HQT DESK TOP	100-1600-600.100.000	344.94

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
CITY OF SELMA FIRE QRT MST	7/14/2023	REPAIR ALL	D III CELL PHONE CASE	100-2525-600.250.000	48.81
CITY OF SELMA FIRE QRT MST	7/20/2023	UNIQUELY YOURS INC.	PPE REPAIRS	100-2525-600.476.000	25.00
CITY OF SELMA FIRE QRT MST	7/21/2023	AMAZON	STE 2 ICE MAKER	100-2525-600.250.000	413.56
CITY OF SELMA SNG RES1	7/1/2023	76 GAS STATION	FUEL	701-9200-600.257.000	75.00
CITY OF SELMA SNG RES1	7/2/2023	CIRCLE K	FUEL	701-9200-600.257.000	95.20
CITY OF SELMA SNG RES1	7/3/2023	CIRCLE K	FUEL	701-9200-600.257.000	65.00
CITY OF SELMA SNG RES1	7/4/2023	CIRCLE K	FUEL	701-9200-600.257.000	106.50
CITY OF SELMA SNG RES1	7/5/2023	CIRCLE K	FUEL	701-9200-600.257.000	100.01
CITY OF SELMA SNG RES1	7/5/2023	VALERO	FUEL	701-9200-600.257.000	201.69
CITY OF SELMA SNG RES1	7/7/2023	CIRCLE K	FUEL	701-9200-600.257.000	106.39
CITY OF SELMA SNG RES1	7/7/2023	CIRCLE K	FUEL	701-9200-600.257.000	95.00
CITY OF SELMA SNG RES1	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	71.69
CITY OF SELMA SNG RES1	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	175.00
CITY OF SELMA STATION 1	6/26/2023	WALMART	WATER /STATION SUPPLIES	100-2525-600.250.000	55.53
CITY OF SELMA STATION 1	6/26/2023	NAPA	ENGINE FLUIDS	701-9200-600.254.000	20.15
CITY OF SELMA STATION 1	6/28/2023	NELSON HARDWARE	T III 10HR MANT	701-9200-600.254.000	55.80
CITY OF SELMA STATION 1	6/28/2023	NAPA	T III 10HR MANT	701-9200-600.254.000	116.23
CITY OF SELMA STATION 1	7/1/2023	MIRROR FINISH POLISHES	SOAP FOR VEHICLES	100-2525-600.250.000	166.15
CITY OF SELMA STATION 1	7/1/2023	CIRCLE K	FUEL	701-9200-600.257.000	80.34
CITY OF SELMA STATION 2	6/26/2023	FOOD FOR LESS	ST. 2 WATER	100-2525-600.250.000	82.88
CITY OF SELMA STATION 2	7/1/2023	SELMA STATION INC.-VALERO	FUEL	701-9200-600.257.000	174.26
CITY OF SELMA STATION 2	7/2/2023	76 GAS STATION	FUEL	701-9200-600.257.000	26.69
CITY OF SELMA STATION 2	7/4/2023	SAVE N GO	FUEL	701-9200-600.257.000	29.00
CITY OF SELMA STATION 2	7/5/2023	CIRCLE K	FUEL	701-9200-600.257.000	73.63
CITY OF SELMA STATION 2	7/7/2023	CIRCLE K	FUEL	701-9200-600.257.000	106.03
CITY OF SELMA STATION 2	7/9/2023	CIRCLE K	FUEL	701-9200-600.257.000	97.09
CITY OF SELMA STATION 2	7/11/2023	CIRCLE K	FUEL	701-9200-600.257.000	47.55
CITY OF SELMA STATION 2	7/13/2023	CIRCLE K	FUEL	701-9200-600.257.000	127.62
CITY OF SELMA STATION 2	7/13/2023	CIRCLE K	FUEL	701-9200-600.257.000	50.14
CITY OF SELMA STATION 2	7/13/2023	CIRCLE K	FUEL	701-9200-600.257.000	54.04
CITY OF SELMA STATION 2	7/13/2023	CIRCLE K	FUEL	701-9200-600.257.000	75.02
CITY OF SELMA STATION 2	7/19/2023	THE HOME DEPOT	ST 2 SHED LOCK	100-2525-600.250.000	9.69
CITY OF SELMA STATION 2	7/20/2023	BIG 5 SPORTING GOODS	WRAP ENG TOOLS	100-2525-600.250.000	12.98
CITY OF SELMA STATION 2	7/20/2023	WALMART	ST 2 SUPPLIES	100-2525-600.250.000	53.28
CITY OF SELMA TRAINING DIVISION	6/30/2023	PAYPAL-RED HELMET TRAINING	TRAINING-COMPANY OFFICER	295-2525-610.915.000	200.00
CITY OF SELMA TRAINING DIVISION	7/3/2023	CIRCLE K	FUEL	701-9200-600.257.000	70.83
CITY OF SELMA TRAINING DIVISION	7/6/2023	RITE AID	BATTERIES-EMS	600-2600-600.250.000	22.77
CITY OF SELMA TRAINING DIVISION	7/7/2023	CASCADE TRAINING	BLS/CPR	600-2600-610.915.000	32.00
CITY OF SELMA TRAINING DIVISION	7/11/2023	REPAIR ALL	EMS-TABLET LABOR	600-2600-600.250.000	73.14
CITY OF SELMA TRAINING DIVISION	7/13/2023	REPAIR ALL	EMS-TABLET SCREENS	600-2600-600.250.000	369.56
CITY OF SELMA TRAINING DIVISION	7/20/2023	AMAZON	FLAGS	100-2525-600.250.000	71.55
CYNTHIA GOMEZ	6/22/2023	WALMART	OFFICE KITCHEN SUPPLIES	100-2100-600.250.000	23.53
CYNTHIA GOMEZ	6/28/2023	STARBUCKS	APPLICANT MEETING	100-2100-600.250.000	12.90
CYNTHIA GOMEZ	7/6/2023	PRI MANAGEMENT GROUP	RECORDS TRAINING	100-2100-610.910.000	278.25
CYNTHIA GOMEZ	7/16/2023	AMAZON	ID CARD SUPPLIES	100-2100-600.250.000	148.18
EMS DIVISION 550	6/21/2023	THE HOME DEPOT	STATION SUPPLIES	600-2600-600.250.000	64.97
EMS DIVISION 550	6/21/2023	THE HOME DEPOT	STATION SUPPLIES	600-2600-600.250.000	1.50
EMS DIVISION 550	6/28/2023	SHELL	FUEL	701-9200-600.257.000	86.80
EMS DIVISION 550	6/30/2023	CIRCLE K	FUEL	701-9200-600.257.000	82.61
EMS DIVISION 550	7/1/2023	ARCO	FUEL	701-9200-600.257.000	95.05
EMS DIVISION 550	7/1/2023	FOUR STAR MINI MART	FUEL	701-9200-600.257.000	74.87
EMS DIVISION 550	7/3/2023	CIRCLE K	FUEL	701-9200-600.257.000	81.29
EMS DIVISION 550	7/4/2023	CIRCLE K	FUEL	701-9200-600.257.000	64.59

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
EMS DIVISION 550	7/5/2023	CIRCLE K	FUEL	701-9200-600.257.000	68.81
EMS DIVISION 550	7/7/2023	CHEVRON	FUEL	701-9200-600.257.000	90.52
EMS DIVISION 550	7/8/2023	76 GAS STATION	FUEL	701-9200-600.257.000	66.09
EMS DIVISION 550	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	85.14
EMS DIVISION 550	7/9/2023	CIRCLE K	FUEL	701-9200-600.257.000	77.91
EMS DIVISION 550	7/10/2023	EXXON	FUEL	701-9200-600.257.000	79.47
EMS DIVISION 550	7/10/2023	CHEVRON	FUEL	701-9200-600.257.000	92.34
EMS DIVISION 550	7/10/2023	FOUR STAR MINI MART	FUEL	701-9200-600.257.000	70.55
EMS DIVISION 550	7/14/2023	CIRCLE K	FUEL	701-9200-600.257.000	39.15
EMS DIVISION 550	7/16/2023	PILOT	FUEL	701-9200-600.257.000	93.39
EMS DIVISION 551	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	54.39
EMS DIVISION 551	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	120.50
EMS DIVISION 551	7/12/2023	MIRROR FINISH POLISHES	VEHICLE WASH PRODUCTS	600-2600-600.250.000	66.39
EMS DIVISION 552	6/26/2023	THE HOME DEPOT	STATION SUPPLIES	600-2600-600.250.000	25.46
EMS DIVISION 552	6/30/2023	CIRCLE K	FUEL	701-9200-600.257.000	80.00
EMS DIVISION 552	7/1/2023	CIRCLE K	FUEL	701-9200-600.257.000	85.61
EMS DIVISION 552	7/2/2023	WALMART	STATION SUPPLIES	600-2600-600.250.000	58.53
EMS DIVISION 552	7/2/2023	CIRCLE K	FUEL	701-9200-600.257.000	72.80
EMS DIVISION 552	7/2/2023	STAR MART #7	FUEL	701-9200-600.257.000	62.72
EMS DIVISION 552	7/4/2023	CHEVRON	FUEL	701-9200-600.257.000	80.52
EMS DIVISION 552	7/4/2023	CIRCLE K	FUEL	701-9200-600.257.000	70.15
EMS DIVISION 552	7/4/2023	STAR 1 FOOD MART	FUEL	701-9200-600.257.000	92.30
EMS DIVISION 552	7/6/2023	CIRCLE K	FUEL	701-9200-600.257.000	86.67
EMS DIVISION 552	7/8/2023	WALMART	STATION SUPPLIES	600-2600-600.250.000	52.65
EMS DIVISION 552	7/8/2023	CHEVRON	FUEL	701-9200-600.257.000	76.24
EMS DIVISION 552	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	78.87
EMS DIVISION 552	7/9/2023	CIRCLE K	FUEL	701-9200-600.257.000	61.29
EMS DIVISION 552	7/10/2023	CIRCLE K	FUEL	701-9200-600.257.000	59.23
EMS DIVISION 552	7/11/2023	CIRCLE K	FUEL	701-9200-600.257.000	61.80
EMS DIVISION 552	7/15/2023	CHEVRON	FUEL	701-9200-600.257.000	69.44
EMS DIVISION 552	7/18/2023	CHEVRON	FUEL	701-9200-600.257.000	36.30
EMS DIVISION 552	7/22/2023	CHEVRON	FUEL	701-9200-600.257.000	81.84
EMS DIVISION 553	6/30/2023	CIRCLE K	FUEL	701-9200-600.257.000	77.35
EMS DIVISION 553	7/1/2023	CIRCLE K	FUEL	701-9200-600.257.000	66.13
EMS DIVISION 553	7/2/2023	76	FUEL	701-9200-600.257.000	85.49
EMS DIVISION 553	7/3/2023	CIRCLE K	FUEL	701-9200-600.257.000	85.18
EMS DIVISION 553	7/4/2023	CHEVRON	FUEL	701-9200-600.257.000	91.63
EMS DIVISION 553	7/4/2023	FAST N EZY	FUEL	701-9200-600.257.000	62.72
EMS DIVISION 553	7/5/2023	CIRCLE K	FUEL	701-9200-600.257.000	58.02
EMS DIVISION 553	7/7/2023	CIRCLE K	FUEL	701-9200-600.257.000	68.02
EMS DIVISION 553	7/7/2023	LOMA VISTA MARKET	FUEL	701-9200-600.257.000	36.01
EMS DIVISION 553	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	82.00
EMS DIVISION 553	7/9/2023	CIRCLE K	FUEL	701-9200-600.257.000	75.31
EMS DIVISION 553	7/9/2023	CHEVRON	FUEL	701-9200-600.257.000	58.89
EMS DIVISION 553	7/9/2023	SHELL	FUEL	701-9200-600.257.000	56.85
EMS DIVISION 553	7/10/2023	CIRCLE K	FUEL	701-9200-600.257.000	83.95
EMS DIVISION 553	7/11/2023	ARCO	FUEL	701-9200-600.257.000	61.59
EMS DIVISION 553	7/12/2023	76	FUEL	701-9200-600.257.000	90.00
EMS DIVISION 553	7/14/2023	CIRCLE K	FUEL	701-9200-600.257.000	31.29
EMS DIVISION 553	7/14/2023	CIRCLE K	FUEL	701-9200-600.257.000	38.99
EMS DIVISION 553	7/20/2023	SHELL	FUEL	701-9200-600.257.000	96.80
FABIAN URESTI	7/12/2023	CIRCLE K	FUEL	701-9200-600.257.000	78.54
FABIAN URESTI	7/19/2023	AMAZON	SUPPLIES HQ & EMS	600-2600-600.250.000	149.09

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
FERNANDO MORAN	6/22/2023	HOME DEPOT	SHAFER PARK -SHELF (REC EQUIPMENT)	702-9300-600.250.000	270.10
FERNANDO MORAN	6/22/2023	HOME DEPOT	CLOG REMOVER/LIQUID PLUMBER-SHAFER PARK	702-9300-600.250.000	49.85
FERNANDO MORAN	6/26/2023	FRANK'S TARPS	PURCHASE STRAW HATS - PARKS	100-5300-600.250.000	48.82
FERNANDO MORAN	6/26/2023	FRANK'S TARPS	PURCHASE STRAW HATS - STREETS	210-5400-600.250.000	48.81
FERNANDO MORAN	7/13/2023	NELSON'S ACE HARDWARE	SCREW REMOVER-PARKS TOOLS	100-5300-600.305.000	29.99
FERNANDO MORAN	7/13/2023	NELSON'S ACE HARDWARE	TRIMMER SERVICE KIT-SHAFER PARK	100-5300-600.305.000	50.88
FERNANDO MORAN	7/13/2023	NELSON'S ACE HARDWARE	SUPPLIES FOR REPAIRS-SHAFER PARK CONCESSION	702-9300-600.370.000	69.80
FERNANDO MORAN	7/13/2023	NELSON'S ACE HARDWARE	SUPPLIES FOR REPAIRS-PIONEER VILLAGE RESTROOMS	702-9300-600.370.000	238.71
FERNANDO MORAN	7/14/2023	NELSON'S POWER CENTER	BATTERY -UNIT #3205	701-9200-600.256.000	117.70
FERNANDO SANTILLAN	6/23/2023	ICMA	REFUND	100-1300-610.920.000	(1,505.00)
FERNANDO SANTILLAN	6/23/2023	ICMA	REFUND	100-1300-610.920.000	(75.00)
FERNANDO SANTILLAN	6/23/2023	G'S ITALIAN RISTORANTE	MEET WITH HR TEAM	100-1300-610.920.000	136.28
FERNANDO SANTILLAN	6/23/2023	CHO'S KITCHEN	MEET WITH FINANCE TEAM	100-1300-610.920.000	93.12
FERNANDO SANTILLAN	7/5/2023	MAX'S BRUNCH HOUSE	MEET WITH D. SEPULVEDA	100-1300-610.920.000	34.28
FERNANDO SANTILLAN	7/10/2023	FRESNO BEE	SUBSCRIPTION	100-1300-610.900.000	15.99
FERNANDO SANTILLAN	7/17/2023	MONDAY.COM	SUBSCRIPTION	100-1300-610.900.000	1,184.00
FERNANDO SANTILLAN	7/20/2023	RITE AID	STAFF TRAINING; SUPPLIES	100-1300-600.250.000	160.00
FERNANDO SANTILLAN	7/20/2023	COSTCO	STAFF TRAINING; SUPPLIES	100-1300-600.250.000	54.96
FERNANDO SANTILLAN	7/21/2023	STARBUCKS	STAFF TRAINING; SUPPLIES	100-1300-600.250.000	60.00
FERNANDO SANTILLAN	7/21/2023	LEAGUE OF CALIFORNIA CITIES	CONFERENCE REFUND	100-1300-610.920.000	(575.00)
FINANCE DEPARTMENT	6/22/2023	DELI DELICIOUS	AUDIT PREPARATION LUNCH WITH PRICE PAIGE	100-1600-610.920.000	117.45
FINANCE DEPARTMENT	6/25/2023	AMAZON	STANDING DESK FOR HR MANAGER	100-1400-600.250.000	341.68
FINANCE DEPARTMENT	6/29/2023	BEST BUY	THREE 5-PORT GIGABIT ETHERNET SWITCH'S FOR IT	704-9600-600.250.000	97.47
FINANCE DEPARTMENT	6/30/2023	CHIPOTLE	AUDIT PREPARATION LUNCH WITH PRICE PAIGE	100-1600-610.920.000	49.30
FINANCE DEPARTMENT	7/3/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	943.18
FINANCE DEPARTMENT	7/3/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	45.62
FINANCE DEPARTMENT	7/3/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	356.88
FINANCE DEPARTMENT	7/4/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	86.03
FINANCE DEPARTMENT	7/5/2023	UNITED STATES POSTAL SERVICE	EXPRESS SHIP LATE LEASE PAYMENT CHECK	100-1600-600.120.000	28.75
FINANCE DEPARTMENT	7/5/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	597.32
FINANCE DEPARTMENT	7/5/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	21.65
FINANCE DEPARTMENT	7/5/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	380.41
FINANCE DEPARTMENT	7/7/2023	THE HOME DEPOT	CVTC SUPPLY ORDER	274-1600-600.250.000	426.96
GEORGE SIPIN	6/22/2023	O'REILLY	JT6 GREASE-STOCK	603-5500-600.256.000	726.77
GEORGE SIPIN	6/22/2023	PROTERRA	PUMP, COOLANT, BATTERY CONDITIONERS-STOCK	603-5500-600.256.000	2,279.74
GEORGE SIPIN	6/22/2023	PROTERRA	AIR FILTERS, AIR COMPRESSORS-STOCK	603-5500-600.256.000	44.81
GEORGE SIPIN	6/23/2023	PROTERRA	RED TURN SIGNALS, PUMP, COOLANTS-STOCK	603-5500-600.256.000	3,050.72
GEORGE SIPIN	6/23/2023	LES SCHWAB TIRES	RESTOCK TIRES	603-5500-600.256.000	1,106.88
GEORGE SIPIN	6/23/2023	THE TRAINING CENTER	HVAC CERTIFICATION-GEORGE SIPIN	603-5500-600.400.000	50.00
GEORGE SIPIN	6/26/2023	ARMANDO'S SMOG	SMOG RT #180	603-5500-600.400.000	80.00
GEORGE SIPIN	6/27/2023	ARMANDO'S SMOG	SMOG RT#169	603-5500-600.400.000	80.00
GEORGE SIPIN	6/28/2023	O'REILLY	EVAP CORE, ORIFICE TUBE, ACCUMULATOR-STOCK	603-5500-600.256.000	185.74
GEORGE SIPIN	6/30/2023	NELSON'S ACE HARDWARE	COUPLING FOR COOLER-STOCK	603-5500-600.250.000	19.50
GEORGE SIPIN	7/3/2023	O'REILLY	BLOWER MOTORS-STOCK	603-5500-600.256.000	291.62
GEORGE SIPIN	7/3/2023	O'REILLY	FUEL CAPS-STOCK	603-5500-600.256.000	36.66
GEORGE SIPIN	7/3/2023	FRONTIER FASTENER	NUTS, BOLTS, HEX'S -STOCK	603-5500-600.256.000	111.54
GEORGE SIPIN	7/3/2023	NVB EQUIPMENT	BURGA CLIPS FOR AIR CONDITIONERS-STOCK	603-5500-600.256.000	191.81
GEORGE SIPIN	7/5/2023	O'REILLY	PLATINUM PLUGS, IGN WIRE SETS, COP COILS-STOCK	603-5500-600.256.000	518.56
GEORGE SIPIN	7/5/2023	BLACKSTONE CHEVROLET	SENSORS, CONVERTERS-STOCK	603-5500-600.256.000	3,115.25
GEORGE SIPIN	7/6/2023	MANUFACTURERS WAREHOUSE	WHEEL CHAIR LIFT LUBRICANT	603-5500-600.250.000	125.32
GEORGE SIPIN	7/6/2023	O'REILLY	BATTERIES-STOCK	603-5500-600.256.000	278.87
GEORGE SIPIN	7/6/2023	ROMITA AUTO SERVICE	SERVICE CABIN ENGINE-RT#177	603-5500-600.400.000	250.00
GEORGE SIPIN	7/6/2023	COOK'S COMMUNICATIONS	REPAIR 2 WAY RADIOS	603-5500-600.400.000	192.93

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
GEORGE SIPIN	7/12/2023	MOTION & FLOW CONTROL PROD	AIR LINES FOR OIL DISPENSER	603-5500-600.250.000	94.80
GEORGE SIPIN	7/12/2023	O'REILLY	BATTERY CORE RETURNS	603-5500-600.256.000	(107.63)
GEORGE SIPIN	7/12/2023	O'REILLY	FILTERS, BATTERIES, WIPERS, STARTER-STOCK	603-5500-600.256.000	875.45
GEORGE SIPIN	7/12/2023	BLACKSTONE CHEVROLET	CONVERTER FOR ARBOC-STOCK	603-5500-600.256.000	2,729.07
GEORGE SIPIN	7/13/2023	NELSON'S ACE HARDWARE	GAS CONTAINERS FOR COOLING TOWER	603-5500-600.250.000	156.12
GEORGE SIPIN	7/13/2023	O'REILLY	LAMPS, BATTERIES-STOCK	603-5500-600.256.000	245.51
GEORGE SIPIN	7/13/2023	O'REILLY	WING NUT TERMINALS-STOCK	603-5500-600.256.000	151.65
GEORGE SIPIN	7/13/2023	BLACKSTONE CHEVROLET	HOSE-STOCK	603-5500-600.256.000	96.02
GEORGE SIPIN	7/14/2023	BLACKSTONE CHEVROLET	SENSORS-STOCK	603-5500-600.256.000	289.49
GEORGE SIPIN	7/14/2023	BLACKSTONE CHEVROLET	POWER STEERING LINE FOR ARBOCS-STOCK	603-5500-600.256.000	130.37
GEORGE SIPIN	7/14/2023	BLACKSTONE CHEVROLET	FUEL TANK FILLER HOSES FOR ARBOCS-STOCK	603-5500-600.256.000	588.27
GEORGE SIPIN	7/17/2023	O'REILLY	OIL PRESSURE SENSOR-STOCK	603-5500-600.256.000	49.13
GEORGE SIPIN	7/17/2023	FRONTIER FASTENER	NUTS & BOLTS - STOCK	603-5500-600.256.000	33.68
GEORGE SIPIN	7/17/2023	NAPA AUTO PARTS	SWITCHES, OIL PUMPS/PANS, DISC PADS-STOCK	603-5500-600.256.000	919.17
GEORGE SIPIN	7/17/2023	NVB EQUIPMENT	BURGA CLIPS FOR AIR CONDITIONERS-STOCK	603-5500-600.256.000	580.68
GEORGE SIPIN	7/17/2023	ASSOCIATED COMPRESSOR	SERVICE AIR COMPRESSOR	603-5500-600.400.000	1,772.42
GEORGE SIPIN	7/17/2023	SELMA CHRYSLER	SERVICE ELECTRICAL WIRING-RT#232	603-5500-600.400.000	200.00
GEORGE SIPIN	7/19/2023	LES SCHWAB TIRES	RESTOCK TIRES	603-5500-600.256.000	639.36
GEORGE SIPIN	7/19/2023	ARMANDO'S SMOG	SMOG RT#148	603-5500-600.400.000	80.00
GEORGE SIPIN	7/20/2023	TRUCKPRO HOLDINGS	ELBOWS-STOCK	603-5500-600.256.000	102.50
GEORGE SIPIN	7/21/2023	AMAZON	PRINTER INK	603-5500-600.250.000	198.27
GEORGE SIPIN	7/22/2023	BOBS TRANSMISSION	SERVICE TRANSMISSION-RT#184	603-5500-600.400.000	3,947.12
JACOB DEL CID	7/13/2023	AT&T	CVTC AT&T INTERNET PAYMENT	274-1600-600.250.000	237.58
JANIE VENEGAS	7/20/2023	SHRM	ANNUAL MEMBERSHIP	100-1400-610.900.000	244.00
JANIE VENEGAS	7/18/2023	SAVEMART	FIRE CHIEF RECRUITMENT ITEMS	100-1400-600.250.000	41.76
JANIE VENEGAS	7/18/2023	DOLLAR TREE	FIRE CHIEF RECRUITMENT ITEMS	100-1400-600.250.000	12.20
JANIE VENEGAS	7/18/2023	FOOD FOR LESS	FIRE CHIEF RECRUITMENT ITEMS	100-1400-600.250.000	22.19
JEROME KEENE	6/22/2023	WHOLE FOODS	MEALS	100-1500-610.920.000	11.09
JEROME KEENE	6/22/2023	SHELL GAS STATION	GASOLINE	100-1500-610.920.000	85.00
JEROME KEENE	6/23/2023	TRAVER MARKET (GAS STATION)	GASOLINE	100-1500-610.920.000	40.00
JEROME KEENE	6/26/2023	BILTMORE HOTEL	LODGING	100-1500-610.920.000	505.98
JESUS HERNANDEZ	6/26/2023	INDUSTRIAL SAFETY, LLC	BEARKAT SAFETY GLASSES-PARKS	100-5300-600.250.000	43.92
JESUS HERNANDEZ	6/26/2023	INDUSTRIAL SAFETY, LLC	BEARKAT SAFETY GLASSES-STREETS	210-5400-600.250.000	43.91
JESUS HERNANDEZ	6/26/2023	NELSON'S ACE HARDWARE	BUILDING REPAIRS SUPPLIES-FIRE DEPT.	702-9300-600.370.000	97.37
JESUS HERNANDEZ	6/26/2023	NELSON'S ACE HARDWARE	BUILDING REPAIRS SUPPLIES-PD	702-9300-600.370.000	107.84
JESUS HERNANDEZ	6/27/2023	VULCAN MATERIALS	5 TONS COLD MIX-STREETS	210-5400-600.360.000	579.29
JESUS HERNANDEZ	6/29/2023	VULCAN MATERIALS	5 TONS COLD MIX-STREETS	210-5400-600.360.000	541.20
JESUS HERNANDEZ	6/29/2023	VULCAN MATERIALS	5 TONS COLD MIX-STREETS	210-5400-600.360.000	569.76
JESUS HERNANDEZ	6/29/2023	HOME DEPOT	NYLON FLAGS, SPOT REMOVER-BLDGS.	702-9300-600.250.000	202.67
JESUS HERNANDEZ	7/3/2023	CIRCLE K	FUEL - UNIT #805	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/3/2023	CIRCLE K	FUEL - UNIT #727	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/3/2023	CIRCLE K	FUEL - UNIT #729	701-9200-600.257.000	59.62
JESUS HERNANDEZ	7/3/2023	CIRCLE K	FUEL - UNIT #729	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/5/2023	CIRCLE K	FUEL - UNIT #1318	701-9200-600.257.000	100.00
JESUS HERNANDEZ	7/5/2023	CIRCLE K	FUEL - UNIT #1315	701-9200-600.257.000	100.00
JESUS HERNANDEZ	7/5/2023	CIRCLE K	FUEL - UNIT #719	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/5/2023	CIRCLE K	FUEL - UNIT #720	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/5/2023	CIRCLE K	FUEL - UNIT #721	701-9200-600.257.000	50.00
JESUS HERNANDEZ	7/6/2023	CIRCLE K	FUEL - UNIT #1315	701-9200-600.257.000	100.00
JESUS HERNANDEZ	7/6/2023	CIRCLE K	FUEL - UNIT #3208	701-9200-600.257.000	40.00
JESUS HERNANDEZ	7/6/2023	CIRCLE K	FUEL - UNIT #503	701-9200-600.257.000	50.00
JESUS HERNANDEZ	7/7/2023	CIRCLE K	FUEL - UNIT #804	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/7/2023	CIRCLE K	FUEL - UNIT #1315	701-9200-600.257.000	150.00

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
JESUS HERNANDEZ	7/7/2023	CIRCLE K	FUEL - UNIT #805	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/10/2023	HOME DEPOT	9PC WRENCH SET/DEWALT LONG TAPE-PARKS	100-5300-600.305.000	60.67
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - UNIT #722	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - UNIT #719	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - UNIT #720	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - UNIT #721	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - UNIT #727	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - UNIT #717	701-9200-600.257.000	60.00
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - UNIT #1315	701-9200-600.257.000	150.00
JESUS HERNANDEZ	7/10/2023	CIRCLE K	FUEL - #2005 PW MISC. EQUIP FUEL	701-9200-600.257.000	30.00
JESUS HERNANDEZ	7/10/2023	NELSON'S ACE HARDWARE	BATTERIES, SURGE PROTECTORS-BLDGS.	702-9300-600.250.000	61.98
JESUS HERNANDEZ	7/14/2023	CIRCLE K	FUEL - UNIT #729	701-9200-600.257.000	100.00
JESUS HERNANDEZ	7/14/2023	HOME DEPOT	18 VOLT BATTERY/CHARGER-BLDGS.	702-9300-600.305.000	324.34
JESUS HERNANDEZ	7/17/2023	NELSON'S POWER CENTER	SERVICE TRIMMERS-UNIT #4227 & UNIT #4224	701-9200-600.457.000	775.86
JESUS HERNANDEZ	7/21/2023	NELSON'S ACE HARDWARE	MARKING FLAGS, NUTDRIVER-STREETS 811'S	210-5400-600.250.000	66.14
JESUS HERNANDEZ	7/21/2023	NELSON'S ACE HARDWARE	FLAT FILES-BLDG. TOOLS	702-9300-600.305.000	28.18
JESUS HERNANDEZ	7/21/2023	NELSON'S ACE HARDWARE	BUILDING REPAIR SUPPLIES-OLD CITY YARD	702-9300-600.370.000	62.19
JOHNNIE CERDA	6/30/2023	FLORAL PLAZA	FUEL, PUMPS DOWN	701-9200-600.257.000	53.12
JOHNNIE CERDA	6/30/2023	FLORAL PLAZA	FUEL, PUMPS DOWN	701-9200-600.257.000	42.54
JOHNNIE CERDA	6/30/2023	FLORAL PLAZA	FUEL, PUMPS DOWN	701-9200-600.257.000	70.00
JOHNNIE CERDA	6/30/2023	FLORAL PLAZA	FUEL, PUMPS DOWN	701-9200-600.257.000	55.33
JOHNNIE CERDA	6/30/2023	FLORAL PLAZA	FUEL, PUMPS DOWN	701-9200-600.257.000	58.52
JOHNNIE CERDA	7/3/2023	CIRCLE K	FUEL, PUMPS DOWN	701-9200-600.257.000	50.24
JOHNNIE CERDA	7/3/2023	CIRCLE K	FUEL, PUMPS DOWN	701-9200-600.257.000	61.14
JOHNNIE CERDA	7/6/2023	FLORAL PLAZA	FUEL, PUMPS DOWN	701-9200-600.257.000	54.99
JOHNNIE CERDA	7/7/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	61.46
JOHNNIE CERDA	7/7/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	43.11
JOHNNIE CERDA	7/7/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	60.00
JOHNNIE CERDA	7/7/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	52.48
JOHNNIE CERDA	7/8/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	44.86
JOHNNIE CERDA	7/8/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	40.03
JOHNNIE CERDA	7/8/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	41.58
JOHNNIE CERDA	7/8/2023	76-SEI 37961	FUEL, PUMPS DOWN	701-9200-600.257.000	50.00
JUSTIN HOLT	7/1/2023	76 GAS STATION	FUEL FOR UNIT 199	701-9200-600.257.000	50.00
JUSTIN HOLT	7/1/2023	76 GAS STATION	FUEL FOR UNIT 195	701-9200-600.257.000	60.00
JUSTIN HOLT	7/1/2023	76 GAS STATION	FUEL FOR UNIT N111	701-9200-600.257.000	68.69
JUSTIN HOLT	7/2/2023	76 GAS STATION	FUEL FOR UNIT 187	701-9200-600.257.000	40.00
JUSTIN HOLT	7/2/2023	76 GAS STATION	FUEL FOR UNIT 197	701-9200-600.257.000	50.00
JUSTIN HOLT	7/2/2023	76 GAS STATION	FUEL FOR UNIT 183	701-9200-600.257.000	50.00
JUSTIN HOLT	7/2/2023	ARCO	FUEL FOR UNIT 1002	701-9200-600.257.000	70.05
JUSTIN HOLT	7/3/2023	76 GAS STATION	FUEL FOR UNIT 191	701-9200-600.257.000	51.26
JUSTIN HOLT	7/3/2023	76 GAS STATION	FUEL FOR UNIT 195	701-9200-600.257.000	66.00
JUSTIN HOLT	7/3/2023	CIRCLE K	FUEL FOR UNIT 1001	701-9200-600.257.000	68.68
JUSTIN HOLT	7/3/2023	76 GAS STATION	FUEL FOR UNIT 194	701-9200-600.257.000	64.99
JUSTIN HOLT	7/3/2023	76 GAS STATION	FUEL FOR UNIT 1001	701-9200-600.257.000	69.77
JUSTIN HOLT	7/3/2023	SAFELITE	WINDOW REPAIR FOR UNIT 266	701-9200-600.457.000	540.49
JUSTIN HOLT	7/4/2023	STAPLES	KEY BOX FOR SPARE UNIT KEYS	100-2200-600.250.000	95.34
JUSTIN HOLT	7/4/2023	CIRCLE K	FUEL FOR UNIT 199	701-9200-600.257.000	60.00
JUSTIN HOLT	7/4/2023	CIRCLE K	FUEL FOR UNIT 191	701-9200-600.257.000	50.00
JUSTIN HOLT	7/4/2023	76 GAS STATION	FUEL FOR UNIT 195	701-9200-600.257.000	70.00
JUSTIN HOLT	7/4/2023	76 GAS STATION	FUEL FOR UNIT 191	701-9200-600.257.000	51.98
JUSTIN HOLT	7/4/2023	76 GAS STATION	FUEL FOR UNIT 194	701-9200-600.257.000	59.88
JUSTIN HOLT	7/4/2023	76 GAS STATION	FUEL FOR UNIT 198	701-9200-600.257.000	50.00
JUSTIN HOLT	7/6/2023	76 GAS STATION	FUEL FOR UNIT 191	701-9200-600.257.000	25.08

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
JUSTIN HOLT	7/6/2023	76 GAS STATION	FUEL FOR UNIT 194	701-9200-600.257.000	50.00
JUSTIN HOLT	7/6/2023	76 GAS STATION	FUEL FOR UNIT 199	701-9200-600.257.000	50.00
JUSTIN HOLT	7/6/2023	CIRCLE K	FUEL FOR UNIT 1002	701-9200-600.257.000	51.01
JUSTIN HOLT	7/7/2023	76 GAS STATION	FUEL FOR UNIT 195	701-9200-600.257.000	50.00
JUSTIN HOLT	7/7/2023	76 GAS STATION	FUEL FOR UNIT 195	701-9200-600.257.000	63.00
JUSTIN HOLT	7/9/2023	76 GAS STATION	FUEL FOR UNIT 1002	701-9200-600.257.000	75.00
JUSTIN HOLT	7/9/2023	76 GAS STATION	FUEL FOR UNIT 199	701-9200-600.257.000	62.33
JUSTIN HOLT	7/10/2023	76 GAS STATION	FUEL FOR UNIT 194	701-9200-600.257.000	50.00
JUSTIN HOLT	7/10/2023	76 GAS STATION	FUEL FOR UNIT 183	701-9200-600.257.000	32.54
JUSTIN HOLT	7/10/2023	76 GAS STATION	FUEL FOR UNIT 196	701-9200-600.257.000	29.09
JUSTIN HOLT	7/10/2023	CIRCLE K	FUEL FOR UNIT 191	701-9200-600.257.000	49.71
JUSTIN HOLT	7/10/2023	76 GAS STATION	FUEL FOR UNIT 1002	701-9200-600.257.000	42.76
JUSTIN HOLT	7/11/2023	76 GAS STATION	FUEL FOR UNIT 194	701-9200-600.257.000	39.41
JUSTIN HOLT	7/11/2023	76 GAS STATION	FUEL FOR UNIT 194	701-9200-600.257.000	60.00
JUSTIN HOLT	7/11/2023	76 GAS STATION	FUEL FOR UNIT 199	701-9200-600.257.000	43.69
JUSTIN HOLT	7/11/2023	76 GAS STATION	FUEL FOR UNIT 191	701-9200-600.257.000	38.36
LISBETH MARTINEZ	6/21/2023	HOME DEPOT	HEAVY DUTY RACK FOR SHAFER SNACK BAR	100-4700-656.901.000	172.48
LISBETH MARTINEZ	6/22/2023	AMAZON	BASKET PONG FOR JULY 3RD	100-4100-656.905.000	206.09
LISBETH MARTINEZ	6/22/2023	AMAZON	TATTOOS, FOOSBALL, & JENGA FOR JULY 3RD	100-4100-656.905.000	458.20
LISBETH MARTINEZ	6/22/2023	WALMART	SR. CENTER FOOD ITEMS	100-4500-456.800.000	299.91
LISBETH MARTINEZ	6/22/2023	HOME DEPOT	RETURNED HEAVY DUTY RACK	100-4700-656.901.000	(172.48)
LISBETH MARTINEZ	6/25/2023	AMAZON	TATTOOS FOR JULY 3RD	100-4100-656.905.000	28.16
LISBETH MARTINEZ	6/26/2023	ROSA'S PIZZA	PIZZA FOR SR. CENTER LUNCH	100-4500-456.800.000	217.85
LISBETH MARTINEZ	6/27/2023	AMAZON	BADGE HOLDERS FOR EVENTS	100-4100-656.905.000	10.15
LISBETH MARTINEZ	6/27/2023	AMAZON	LANYARD FOR EVENTS	100-4100-656.905.000	10.84
LISBETH MARTINEZ	6/28/2023	UNIQUELY YOURS	STAFF SHIRTS FOR EVENTS	100-4100-656.905.000	60.00
LISBETH MARTINEZ	6/29/2023	AMAZON	INFLATABLE SAM ARCH FOR JULY 3RD	100-4100-656.905.000	54.23
LISBETH MARTINEZ	6/29/2023	BIG 5 SPORTING GOODS	CHAIRS FOR EVENTS	100-4100-656.905.000	62.86
LISBETH MARTINEZ	6/29/2023	DOLLAR TREE	SUPPLIES FOR JULY 3RD	100-4100-656.905.000	20.34
LISBETH MARTINEZ	6/29/2023	WALMART	TABLES/GATORADES FOR JULY 3RD	100-4100-656.905.000	142.22
LISBETH MARTINEZ	7/5/2023	WALMART	SENIOR CENTER SNACKS	100-4500-456.800.000	42.38
LISBETH MARTINEZ	7/7/2023	COSTCO	HOT DOGS FOR SR. CENTER LUNCH	100-4500-456.800.000	72.91
LISBETH MARTINEZ	7/10/2023	WALMART	SR. CENTER LUNCH ITEMS	100-4500-456.800.000	121.40
LISBETH MARTINEZ	7/10/2023	HOME DEPOT	RUBBER MAT FOR CO-ED SOFTBALL	100-4700-600.250.000	54.96
LISBETH MARTINEZ	7/13/2023	DOLLAR TREE	LUAU DECORATIONS FOR SR. CENTER	100-4200-656.900.000	47.56
LISBETH MARTINEZ	7/14/2023	CHINA GARDEN	SR. CENTER LUNCH	100-4500-456.800.000	646.81
LISBETH MARTINEZ	7/15/2023	AMAZON	CHALKER, BASE PLUGS FOR CO-ED SOFTBALL	100-4700-656.901.000	290.86
LISBETH MARTINEZ	7/17/2023	SMART AND FINAL	SR. CENTER SNACKS	100-4500-456.800.000	334.78
LISBETH MARTINEZ	7/19/2023	WALMART	FANS & NOTEBOOKS FOR SR. CENTER	100-4500-600.250.000	71.44
NESTOR GALVAN	6/23/2023	EMERGENCY MEDICAL SERVICE	PARAMEDIC RECERTIFICATION	600-2600-610.917.000	250.00
NESTOR GALVAN	6/27/2023	NAPA	OIL PRESSURE SWITCH LIGHT-UNIT 184	701-9200-600.256.000	20.04
NESTOR GALVAN	6/29/2023	CAMACHO TIRES	TIRES-UNIT 3209	701-9200-600.255.000	295.00
NESTOR GALVAN	6/29/2023	NAPA	FUEL AND OIL FILTER-AMBULANCE	701-9200-600.256.000	810.83
NESTOR GALVAN	6/30/2023	NAPA	CORE CHARGE CREDIT-BATTERY	701-9200-600.256.000	(58.58)
NESTOR GALVAN	6/30/2023	NAPA	OIL FILTERS-AMBULANCE & HARD WATER TREATMENT-ST 1. FIRE ENGINE	701-9200-600.256.000	56.39
NESTOR GALVAN	7/3/2023	NAPA	BRAKE PARTS CLEANER	701-9200-600.250.000	88.26
NESTOR GALVAN	7/3/2023	NAPA	DRIVESHAFT-UNIT 184	701-9200-600.256.000	208.71
NESTOR GALVAN	7/5/2023	CAMACHO TIRES	TIRE REPAIR-UNIT 199	701-9200-600.255.000	25.00
NESTOR GALVAN	7/5/2023	NAPA	BATTERY-UNIT 199	701-9200-600.256.000	176.17
NESTOR GALVAN	7/5/2023	ISAACS AUTOMOTIVE REPAIR	AUTO SERVICE REPAIR-UNIT 189	701-9200-600.457.000	538.56
NESTOR GALVAN	7/6/2023	NAPA	BATTERY-UNIT 721	701-9200-600.256.000	183.08
NESTOR GALVAN	7/7/2023	NAPA	BLOWER MOTOR RESISTER-UNIT 718	701-9200-600.256.000	56.43
NESTOR GALVAN	7/8/2023	CAMACHO TIRES	TIRES-UNIT 187	701-9200-600.255.000	45.00

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
NESTOR GALVAN	7/10/2023	NAPA	REAR VIEW MIRROR, SENSOR-UNIT 720	701-9200-600.256.000	175.59
NESTOR GALVAN	7/10/2023	FAST TOW INC	TOWING-UNIT 315	701-9200-600.458.000	350.00
NESTOR GALVAN	7/11/2023	CAMACHO TIRES	TIRES-UNIT 1516	701-9200-600.255.000	520.00
NESTOR GALVAN	7/11/2023	NAPA	PARTS-UNIT 1002	701-9200-600.256.000	332.06
NESTOR GALVAN	7/11/2023	NAPA	POWER BRAKE BOOSTER-UNIT 719	701-9200-600.256.000	333.80
NESTOR GALVAN	7/11/2023	NAPA	SERPENTINE BELT-UNIT 1315	701-9200-600.256.000	30.57
NESTOR GALVAN	7/12/2023	CAMACHO TIRES	TIRE DISPOSAL	701-9200-600.255.000	15.00
NESTOR GALVAN	7/12/2023	NAPA	HYD HOSE FITTINGS-E111	701-9200-600.256.000	258.04
NESTOR GALVAN	7/12/2023	NAPA	BRAKE PARTS-UNIT 1002	701-9200-600.256.000	565.88
NESTOR GALVAN	7/12/2023	ISAACS AUTOMOTIVE REPAIR	FUEL TANK PRESSURE SENSOR REPAIR-UNIT 720	701-9200-600.457.000	383.78
NESTOR GALVAN	7/13/2023	CAMACHO TIRES	TIRE INSTALL-UNIT 1002	701-9200-600.255.000	180.00
NESTOR GALVAN	7/13/2023	NELSONS ACE HARDWARE	CAR KEY-PATROL CAR	701-9200-600.256.000	23.39
NESTOR GALVAN	7/13/2023	NAPA	CORE DEPOSIT CREDIT	701-9200-600.256.000	(72.32)
NESTOR GALVAN	7/13/2023	NAPA	FAN CLUTCH EXCHANGE	701-9200-600.256.000	(13.85)
NESTOR GALVAN	7/13/2023	NAPA	HYD HOSE FITTINGS	701-9200-600.256.000	12.92
NESTOR GALVAN	7/14/2023	SELMA LES SCHWAB TIRE CENTER	ALIGNMENT-8562	701-9200-600.255.000	109.99
NESTOR GALVAN	7/14/2023	NAPA	FAN CLUTCH EXCHANGE	701-9200-600.256.000	13.85
NESTOR GALVAN	7/14/2023	MERCEDES BENZ OF FRESNO	UNIT 8562- STEERING REPAIR	701-9200-600.457.000	524.41
NESTOR GALVAN	7/17/2023	CAMACHO TIRES	TIRE INSTALL- UNIT 195	701-9200-600.255.000	90.00
NESTOR GALVAN	7/17/2023	NELSONS ACE HARDWARE	8508 EQUIPMENT REPAIRS	701-9200-600.457.000	130.00
NESTOR GALVAN	7/17/2023	NELSONS ACE HARDWARE	ROPE/ROPE STARTER-STIHL MS 460 UNIT 8734	701-9200-600.457.000	35.12
NESTOR GALVAN	7/17/2023	FAHRNEY FORD	OIL CHANGE/AIR FILTERS REPLACEMENT/WIPER BLADE REPLACEMENT/DIAGNOSTIC-UNIT 195	701-9200-600.457.000	807.40
NESTOR GALVAN	7/19/2023	NAPA	DEGREASER AND SAFETY ABSORB ANT ROLL	701-9200-600.250.000	33.16
NESTOR GALVAN	7/19/2023	NAPA	DEGREASER	701-9200-600.250.000	20.78
NESTOR GALVAN	7/19/2023	NAPA	ROTORS	701-9200-600.256.000	(83.96)
NESTOR GALVAN	7/19/2023	NAPA	CORE DEPOSIT CREDIT	701-9200-600.256.000	(143.19)
NESTOR GALVAN	7/19/2023	NAPA	CORE DEPOSIT CREDIT	701-9200-600.256.000	(58.58)
NESTOR GALVAN	7/19/2023	NAPA	RIBBED BELT-UNIT 1315	701-9200-600.256.000	53.77
NESTOR GALVAN	7/19/2023	NAPA	TIRE VALVE/PARTS-ST. 1	701-9200-600.256.000	25.98
NESTOR GALVAN	7/6/2023	ASBURY ENVIRONMENTAL	COLLECTION OF HAZARDOUS MATERIALS	701-9200-600.400.000	56.93
NICOLETTE ANDERSEN	6/22/2023	WALMART	SAC- ON YOUR FEET! SNACK BAR SUPPLIES	605-4300-600.250.000	230.06
NICOLETTE ANDERSEN	6/22/2023	SIGNUP GENIUS	SAC- AUDITION SIGN UP PLATFORM	605-4300-600.400.000	24.99
NICOLETTE ANDERSEN	6/24/2023	SAVEMART	SAC- ON YOUR FEET! SNACK BAR SUPPLIES	605-4300-600.250.000	81.78
NICOLETTE ANDERSEN	6/25/2023	WALMART	SAC- ON YOUR FEET! SNACK BAR SUPPLIES	605-4300-600.250.000	192.26
NICOLETTE ANDERSEN	6/25/2023	SEQUOIA PRINT AND SHIP	SAC- ON YOUR FEET! PROGRAM PRINTS	605-4300-600.250.000	162.80
NICOLETTE ANDERSEN	6/27/2023	SLACK	SAC MARKETING PLATFORM	605-4300-600.400.000	61.52
NICOLETTE ANDERSEN	6/27/2023	MUSIC THEATER INTERNATIONAL	SAC- MEAN GIRLS RIGHTS DEPOSIT	605-4300-600.400.000	1,000.00
NICOLETTE ANDERSEN	6/28/2023	AMAZON	SAC- ON YOUR FEET! BATTERIES	605-4300-600.250.000	199.90
NICOLETTE ANDERSEN	6/29/2023	WALMART	SAC- ON YOUR FEET! SNACK BAR SUPPLIES	605-4300-600.250.000	103.65
NICOLETTE ANDERSEN	6/30/2023	WALMART	SAC- ON YOUR FEET! SNACK BAR SUPPLIES	605-4300-600.250.000	82.98
NICOLETTE ANDERSEN	7/1/2023	WALMART	SAC- ON YOUR FEET! SNACK BAR SUPPLIES	605-4300-600.250.000	59.48
NICOLETTE ANDERSEN	7/1/2023	WALGREENS	SAC- ON YOUR FEET! SUPPLIES	605-4300-600.250.000	3.79
NICOLETTE ANDERSEN	7/1/2023	WALGREENS	SAC- ON YOUR FEET! SUPPLIES	605-4300-600.250.000	21.79
NICOLETTE ANDERSEN	7/3/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	324.82
NICOLETTE ANDERSEN	7/3/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	113.82
NICOLETTE ANDERSEN	7/3/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	19.52
NICOLETTE ANDERSEN	7/6/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	20.59
NICOLETTE ANDERSEN	7/6/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	68.11
NICOLETTE ANDERSEN	7/6/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	104.97
NICOLETTE ANDERSEN	7/6/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	66.14
NICOLETTE ANDERSEN	7/6/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	61.36
NICOLETTE ANDERSEN	7/6/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	7.53
NICOLETTE ANDERSEN	7/6/2023	BACKDROP FANTASTIC	CKP- WILLY WONKA JR BACKDROP	100-4300-600.400.000	1,544.26

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
NICOLETTE ANDERSEN	7/7/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	27.76
NICOLETTE ANDERSEN	7/7/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	71.23
NICOLETTE ANDERSEN	7/7/2023	AMAZON	SAC-ON YOUR FEET! COSTUME RECHARGE	605-4300-600.250.000	40.03
NICOLETTE ANDERSEN	7/8/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	385.82
NICOLETTE ANDERSEN	7/9/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	24.84
NICOLETTE ANDERSEN	7/9/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	65.06
NICOLETTE ANDERSEN	7/9/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	55.52
NICOLETTE ANDERSEN	7/9/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	360.88
NICOLETTE ANDERSEN	7/10/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	314.42
NICOLETTE ANDERSEN	7/10/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	552.04
NICOLETTE ANDERSEN	7/10/2023	AMAZON PRIME	PRIME MEMBERSHIP	605-4300-600.400.000	16.26
NICOLETTE ANDERSEN	7/11/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	7.48
NICOLETTE ANDERSEN	7/12/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	29.27
NICOLETTE ANDERSEN	7/12/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	194.51
NICOLETTE ANDERSEN	7/13/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	61.36
NICOLETTE ANDERSEN	7/14/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	7.53
NICOLETTE ANDERSEN	7/14/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	368.29
NICOLETTE ANDERSEN	7/14/2023	THE HOME DEPOT	CKP- WILLY WONKA JR SET SUPPLIES	100-4300-600.250.000	193.89
NICOLETTE ANDERSEN	7/15/2023	DREAM HOST	SAC- WEBSITE HOSTING	605-4300-600.400.000	5.00
NICOLETTE ANDERSEN	7/16/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	24.90
NICOLETTE ANDERSEN	7/17/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	40.08
NICOLETTE ANDERSEN	7/17/2023	AMAZON	CKP- WILLY WONKA JR COSTUMES/ PROPS	100-4300-600.250.000	90.04
PAUL DEMMERS	6/22/2023	WALMART	TV FOR HQ BEDROOM	100-2525-600.250.000	324.88
PAUL DEMMERS	6/22/2023	THE HOME DEPOT	BLINDS & CURTAIN ROD FOR HQ BEDROOM	100-2525-600.250.000	87.82
PAUL DEMMERS	6/27/2023	THE HOME DEPOT	SUPPLIES FOR HQ	100-2500-600.250.000	106.85
PAUL DEMMERS	6/28/2023	WALMART	RETURN TV	100-2525-600.250.000	(296.71)
PAUL DEMMERS	6/28/2023	WALMART	TV PURCHASE FOR HQ BEDROOM & BATHROOM	100-2525-600.250.000	558.59
PAUL DEMMERS	6/28/2023	WALGREENS	FRAMES FOR HQ	100-2525-600.250.000	55.95
PAUL DEMMERS	6/28/2023	NELSON HARDWARE	KEYS FOR DC VEHICLE	100-2525-600.250.000	20.51
PAUL DEMMERS	7/2/2023	TARGET	CUPS AND DISHES FOR HQ	100-2500-600.250.000	47.13
PAUL DEMMERS	7/3/2023	WALMART	CLOCK FOR HQ	100-2500-600.250.000	32.23
PAUL DEMMERS	7/3/2023	THE HOME DEPOT	TOWEL RING FOR HQ & STORAGE TOTES	100-2525-600.250.000	156.38
PAUL DEMMERS	7/4/2023	THE HOME DEPOT	KEY SAFE FOR HQ	100-2500-600.250.000	66.65
PAUL DEMMERS	7/5/2023	CHEVRON	FUEL	701-9200-600.257.000	73.84
PAUL DEMMERS	7/6/2023	AMAZON	STORAGE CABINET FOR HQ	100-2525-600.250.000	128.49
PAUL DEMMERS	7/16/2023	WALMART	CLEANING SUPPLIES FOR HQ	100-2500-600.250.000	46.30
PAUL DEMMERS	7/17/2023	WALMART	FANS FOR HQ	100-2525-600.250.000	131.11
PAUL DEMMERS	7/22/2023	THE HOME DEPOT	BLACKOUT TENT & SHADES FOR FRONT OFFICE	100-2500-600.250.000	146.85
PAUL DEMMERS	7/22/2023	THE HOME DEPOT	RETURN OF WINDOW TENT	100-2525-600.250.000	(29.25)
PAUL DEMMERS	7/22/2023	THE HOME DEPOT	BLACKOUT TENT	100-2525-600.250.000	70.49
PAUL DEMMERS	7/22/2023	PAYPAL - PUBLIC SAFETY	PEER SUPPORT TRAINING	295-2525-610.915.000	50.00
POLICE DEPT. NO. 1	7/3/2023	THE BEARS DEN	DONUTS FOR THREE OFFICERS SWEARING IN	100-2100-600.250.000	34.89
POLICE DEPT. NO. 1	7/3/2023	BIG 5 SPORTING GOODS	COUNTER FOR JULY 3RD FIREWORK SHOW	100-2100-600.250.000	11.92
POLICE DEPT. NO. 1	7/3/2023	PETCO.COM	DOG FOOD	100-2200-600.400.700	125.70
POLICE DEPT. NO. 1	7/3/2023	76 GAS STATION	FUEL	701-9200-600.257.000	58.85
POLICE DEPT. NO. 1	7/3/2023	76 GAS STATION	FUEL	701-9200-600.257.000	36.94
POLICE DEPT. NO. 1	7/3/2023	76 GAS STATION	FUEL	701-9200-600.257.000	50.00
POLICE DEPT. NO. 1	7/3/2023	76 GAS STATION	FUEL	701-9200-600.257.000	46.14
POLICE DEPT. NO. 1	7/3/2023	76 GAS STATION	FUEL	701-9200-600.257.000	60.00
POLICE DEPT. NO. 1	7/4/2023	76 GAS STATION	FUEL	701-9200-600.257.000	50.89
POLICE DEPT. NO. 1	7/4/2023	76 GAS STATION	FUEL	701-9200-600.257.000	50.28
POLICE DEPT. NO. 1	7/4/2023	76 GAS STATION	FUEL	701-9200-600.257.000	40.00
POLICE DEPT. NO. 1	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	31.93

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
POLICE DEPT. NO. 1	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	51.67
POLICE DEPT. NO. 1	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	35.22
POLICE DEPT. NO. 1	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	29.72
POLICE DEPT. NO. 1	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	20.00
POLICE DEPT. NO. 1	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	40.00
POLICE DEPT. NO. 1	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	63.10
POLICE DEPT. NO. 1	7/6/2023	CIRCLE K	FUEL	701-9200-600.257.000	50.47
POLICE DEPT. NO. 1	7/6/2023	76 GAS STATION	FUEL	701-9200-600.257.000	50.00
POLICE DEPT. NO. 1	7/6/2023	76 GAS STATION	FUEL	701-9200-600.257.000	40.00
POLICE DEPT. NO. 1	7/6/2023	76 GAS STATION	FUEL	701-9200-600.257.000	50.00
POLICE DEPT. NO. 1	7/7/2023	CIRCLE K	FUEL	701-9200-600.257.000	50.18
POLICE DEPT. NO. 1	7/7/2023	CIRCLE K	FUEL	701-9200-600.257.000	60.00
POLICE DEPT. NO. 1	7/8/2023	76 GAS STATION	FUEL	701-9200-600.257.000	55.00
POLICE DEPT. NO. 1	7/8/2023	76 GAS STATION	FUEL	701-9200-600.257.000	64.40
POLICE DEPT. NO. 1	7/8/2023	76 GAS STATION	FUEL	701-9200-600.257.000	77.00
POLICE DEPT. NO. 1	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	43.19
POLICE DEPT. NO. 1	7/8/2023	CIRCLE K	FUEL	701-9200-600.257.000	21.62
POLICE DEPT. NO. 1	7/9/2023	CIRCLE K	FUEL	701-9200-600.257.000	50.00
POLICE DEPT. NO. 1	7/12/2023	76 GAS STATION	FUEL	701-9200-600.257.000	48.93
POLICE DEPT. NO. 1	7/13/2023	76 GAS STATION	FUEL	701-9200-600.257.000	68.75
POLICE DEPT. NO. 1	7/13/2023	CIRCLE K	FUEL	701-9200-600.257.000	59.00
POLICE DEPT. NO. 1	7/13/2023	CIRCLE K	FUEL	701-9200-600.257.000	44.82
POLICE DEPT. NO. 1	7/14/2023	76 GAS STATION	FUEL	701-9200-600.257.000	55.00
POLICE DEPT. NO. 1	7/14/2023	CIRCLE K	FUEL	701-9200-600.257.000	61.58
POLICE DEPT. NO. 1	7/14/2023	CIRCLE K	FUEL	701-9200-600.257.000	49.86
POLICE DEPT. NO. 1	7/14/2023	CIRCLE K	FUEL	701-9200-600.257.000	53.89
POLICE DEPT. NO. 1	7/15/2023	GALLS	PEPPER SPRAY AND DUTY BELTS	100-2200-600.250.000	520.34
POLICE DEPT. NO. 2	6/28/2023	AMAZON	SUPPLIES CODE ENFORCEMENT OFFICE	100-2200-600.250.000	50.70
POLICE DEPT. NO. 2	7/12/2023	SVJC	TRAINING FOR CODE ENFORCEMENT	100-2200-610.915.000	100.00
RENE GARZA	6/29/2023	76 GAS STATION	FUEL	701-9200-600.257.000	60.42
RENE GARZA	6/30/2023	AMAZON MARKET PLACE	CELL PHONE EVIDENCE LOCKERS (PER CHIEF)	100-2100-600.250.000	613.97
RENE GARZA	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	114.91
RENE GARZA	7/9/2023	76 GAS STATION	FUEL	701-9200-600.257.000	29.22
RENE GARZA	7/9/2023	76 GAS STATION	FUEL	701-9200-600.257.000	67.61
RENE GARZA	7/9/2023	76 GAS STATION	FUEL	701-9200-600.257.000	54.24
RENE GARZA	7/9/2023	76 GAS STATION	FUEL	701-9200-600.257.000	46.93
RENE GARZA	7/10/2023	76 GAS STATION	FUEL	701-9200-600.257.000	50.40
RENE GARZA	7/10/2023	76 GAS STATION	FUEL	701-9200-600.257.000	42.30
RENE GARZA	7/10/2023	76 GAS STATION	FUEL	701-9200-600.257.000	40.00
RENE GARZA	7/13/2023	76 GAS STATION	FUEL	701-9200-600.257.000	60.96
REYNA RIVERA	6/28/2023	CANVA	SUBSCRIPTION	100-1700-600.215.000	12.99
RICHARD FIGUEROA	6/29/2023	76 GAS STATION	FUEL	701-9200-600.257.000	154.20
RICHARD FIGUEROA	7/5/2023	76 GAS STATION	FUEL	701-9200-600.257.000	87.25
RICHARD FIGUEROA	7/11/2023	76 GAS STATION	FUEL	701-9200-600.257.000	68.50
RICHARD FIGUEROA	7/11/2023	76 GAS STATION	FUEL	701-9200-600.257.000	74.22
RICHARD FIGUEROA	7/18/2023	AXON	TASER EQUIPMENT/ TRAINING	100-2200-600.250.000	192.00
ROBERT PETERSEN	6/30/2023	POSITIVE PROMOTIONS	KIDS FIRE HELMETS	100-2550-600.250.000	329.95
ROBERT PETERSEN	6/30/2023	FIRE SAFETY EDUCATION	STICKERS	100-2550-600.250.000	300.00
ROBERT PETERSEN	7/3/2023	76 GAS STATION	FUEL	701-9200-600.257.000	92.69
ROBERT PETERSEN	7/7/2023	CALIFORNIA FIRE CHIEFS ASSOCIATION	MEMBERSHIP	100-2500-610.900.000	1,080.00
ROBERT PETERSEN	7/11/2023	FIRE HOSE DIRECT	FIRE HOSE	295-2500-600.250.000	3,304.10
ROBYN LEWIS	6/27/2023	AMAZON	SUPPLIES REFUND	100-2100-600.250.000	(195.24)
ROBYN LEWIS	6/27/2023	AMAZON	SUPPLIES	100-2200-600.250.000	123.38

**US BANK INVOICE FOR CALCARD CHARGES: 6/23/23-7/24/23**

EMPLOYEE NAME	TRANSACTION DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
ROBYN LEWIS	6/30/2023	USPS	STAMPS- CARRASCO THANK YOU CARDS	100-2100-600.120.000	25.20
ROBYN LEWIS	6/30/2023	HEAVENLY CREATIONS	CARRASCO THANK YOU CARDS	100-2100-600.250.000	70.78
ROBYN LEWIS	6/30/2023	AMAZON	SUPPLIES	100-2200-600.250.000	89.50
ROBYN LEWIS	7/13/2023	AMAZON	SUPPLIES	100-2200-600.250.000	48.70
ROBYN LEWIS	7/18/2023	USPS	MAILED 2023 NCIC AUDIT	100-2100-600.120.000	11.40
ROBYN LEWIS	7/18/2023	WALMART	SUPPLIES FOR CHIEF'S MEETING	100-2200-600.250.000	28.81
ROBYN LEWIS	7/20/2023	ARROWHEAD FORENSICS	SUPPLIES EVIDENCE	100-2200-600.250.000	169.39
RUDOLFO ALCARAZ	6/30/2023	UNCLE HARRY'S - REEDLEY	CARRASCO LUNCH CHECK IN	100-2200-600.250.000	128.28
RUDOLFO ALCARAZ	7/15/2023	SURF THRU	CAR WASH	100-2200-600.400.000	24.99
RUDOLFO ALCARAZ	7/21/2023	CIRCLE K	GAS	701-9200-600.257.000	74.29
TIFFANY FLORES	6/22/2023	COSTCO	OFFICE SUPPLIES	100-1300-600.250.000	72.85
TIFFANY FLORES	7/3/2023	AMAZON	REFUND	100-1300-600.250.000	(15.00)
TIFFANY FLORES	7/13/2023	ROCKY'S DONUTS	FINANCE DIRECTOR INTERVIEW; SUPPLIES	100-1400-600.250.000	20.00
TIFFANY FLORES	7/13/2023	CHO'S KITCHEN	FINANCE DIRECTOR INTERVIEW; SUPPLIES	100-1400-600.250.000	39.31
TIFFANY FLORES	7/18/2023	AMAZON	OFFICE SUPPLIES	100-1300-600.250.000	16.60
TIFFANY FLORES	7/19/2023	COSTCO	OFFICE SUPPLIES	100-1300-600.250.000	69.35
TIFFANY FLORES	7/20/2023	99 CENT STORE	OFFICE SUPPLIES	100-1300-600.250.000	9.75
TIFFANY FLORES	7/20/2023	STAPLES	STAFF TRAINING; SUPPLIES	100-1300-600.250.000	128.67
TIFFANY FLORES	7/21/2023	CHIPOTLE	STAFF TRAINING; FOOD	100-1300-600.250.000	177.00
TIM CANNON	6/27/2023	HOME DEPOT	GARDEN HOSE/ CAR WASH AT PD	100-2200-600.250.000	27.10
TIM CANNON	7/5/2023	76 GAS STATION	FUEL, PUMPS DOWN	701-9200-600.257.000	71.76
TIM CANNON	7/6/2023	NELSON HARDWARE	PAD LOCK OLD PD GATE	100-2200-600.250.000	19.51
TIM CANNON	7/14/2023	76 GAS STATION	FUEL, PUMPS DOWN	701-2200-600.250.000	76.94
					<u>85,531.09</u>

**CITY MANAGER'S/STAFF'S REPORT  
COUNCIL MEETING DATE:**

**September 18, 2023**

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**ITEM NO: 1.**

**SUBJECT:** Consideration of Approval of Submittal No. 2021-0009 a Request for an Annexation, Prezone, Modification of Site Plan Review No. 2006-0008, and adoption of a subsequent EIR Addendum pursuant to CEQA Guidelines Section 15164 within the Selma Grove Project Area.

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**BACKGROUND:**

On February 1, 2010, the City of Selma certified a Final Environmental Impact Report (EIR) and approved a General Plan Amendment, pre-zoning, and site plan (Site Plan Review No. 2006-008), for the Rockwell Pond Commercial Project: a commercial center encompassing 94 acres with 973,100 square feet of development plus a 102-room hotel site. After these approvals, no further action toward developing the project occurred for several years.

The approved Project was subsequently renamed as the Selma Grove Project. In May 2016, the City approved Minor Modification (requested by the Fahrney Group) 2007-0148 to Site Plan 2006-008 to adopt a revised phasing plan for the development of the Project ("Selma Grove Phase I Annexation Project"). The Selma Grove Phase I Annexation Project delineated 48,693 square feet of space for an auto dealership, a proposed 102-room hotel and an additional 317,300 square feet of commercial retail uses on approximately 36 acres of land. The 36 acres were subsequently annexed to the City of Selma pursuant to the DeWolf-Floral Reorganization (RO 16-4), approved by Fresno County LAFCO on June 8, 2016. The approval of the Phase I Annexation Project included environmental review and adoption of a Mitigated Negative Declaration ("MND") (MND No. 2016-0021), which was tiered from previously adopted Final EIRs in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15152.

The entire site is currently comprised of nine parcels denoted by Assessor's Parcel Numbers (Attachment 1). The applicant is proposing the annexation and prezone of 29 acres, which is the remaining area from the original project (SPR No. 2006-008) in 2010. The specific parcels being annexed are 348-191-07s, 10s, and 11s (Attachment 1 and 2). The property will be prezoned to be zoned CR, and amending an existing site plan for regional commercial development located north of Floral Ave and west of State Route 99 (Attachment 3). The site is adjacent to an existing regional commercial development to the east, open space to the north, vacant land to the west, and vacant land to the south. The proposed development includes a shopping center with retail stores, restaurants, and a movie theatre. An outdoor auditorium, family BBQ and picnic area is also proposed as an amenity for the project. The original approved site plan is shown in Attachment 4.

## **DISCUSSION:**

To consider the approval of Application No. 2021-0009 (Project), which consists of, an Annexation and Prezone of approximately 29 acres and the amendment of an approved Site Plan encompassing an approximately 63-acre property (including 36 acres annexed) located north of Floral Ave, east of DeWolf, and west of State Route 99 to allow for Regional Commercial development.

### **Modifications to Site Plan**

The proposed project is an amendment to an approved site plan (Site Plan Review No. 2006-0008) that reduces the overall total acreage of the Project and the total square footage of development from what was previously proposed. As proposed, the ultimate buildout of the Project would be reduced from approximately 94 acres to 65 acres (including approx. 36 acres from the previous annexation in 2016). The total square footage of the development would be effectively reduced from 973,100 square feet to approximately 620,000 square feet in addition to the 102-room hotel. The modified project proposes approximately 570,000 square feet of new retail businesses (Attachment 5). Related to the reductions in size and square footage, the Project as modified would also entail some reconfiguration of the layout of development within the project site.

Conditions of Approval are provided as Attachment 6. Conditions were received from internal departments and external agencies to ensure the development is compatible with surrounding development and is constructed according to all plans, codes, and adopted regulations. The conditions also include all mitigation measures required according to the CEQA evaluation. Certain of the mitigation measures originally proposed as part of the certified Final EIR have been revised by the Addendum to take into account the modified project and changes in the circumstances under which the Project is to be developed.

### **Circulation**

The Project proposes four separate ingress and egress drive approaches off of Floral Avenue. Floral Avenue provides the only public access points for the proposed project. The City of Selma General Plan depicts that Floral Avenue is planned as a 4-lane Arterial roadway (Engineering Standard Drawing St-12). Interior circulation will be accomplished by implementing a large private road that connects to Floral Avenue, traveling to the northernmost use. Smaller roads and connection points are made from this main roadway.

### **Utilities and Infrastructure**

California Water Service Company (Cal Water) will provide domestic water by water mains located in Floral Avenue. Wastewater will be collected via an existing sewer line in Floral Avenue. The Selma-Kingsburg-Fowler (SKF) Sewage Treatment Plant, which is located west of Highway 99 and west of Kingsburg, will be used for the treatment and disposal of the sewage generated by the project. Stormwater runoff will be directed to the permanent storm drain facilities located within the Rockwell Pond area. In accordance with Pacific, Gas & Electric Company's Rule 20 regulations, will replace existing overhead electrical facilities with underground electric facilities adjacent to the Project site.

## **Planning Commission Recommendation**

The proposed Project was presented to Planning Commission on February 13, 2023. Following Staff's presentation and public comment, the Planning Commission deliberated and made a motion to recommend approval of the approval of Submittal 2021-0009, subject to a future, unspecified analysis that would recommend unknown traffic-related improvements in the Floral and Highland Intersection area to the City Council.

The policy point of improving traffic along Floral Avenue near State Route 99 is an ongoing discussion and the City has engaged CalTrans to study this area extensively. Staff has completed an operational analysis of the Floral/SR 99 southbound ramp and Floral/Highland (SR43) intersections. The result of this analysis allows the City to move to the next step with CalTrans to begin investigating potential improvements to alleviate some congestion at these locations. Furthermore, the City has other applications in process that would implement the adopted circulation plans within the Northwest Selma Specific Plan to extend Stillman Street and create two north/south connections from Floral Avenue, thereby providing alternatives for motorists to gain access to Highland Avenue.

However, although well intentioned, the Planning Commission's recommendation to essentially not allow the development of this project to commence until unknown improvements are identified would be contrary to vesting provisions for development as well as CEQA, which allows for fair share mitigation of project-related impacts. Therefore, Staff's recommendation for approval to the City Council includes adoption of the Conditions of Approval and appropriate Mitigation Measures, as required by CEQA.

It should be noted that Staff has engaged the applicant to investigate options to better implement improvements through phasing. It has also been discussed that as part of development, the applicant could seek impact fee credits through the implementation of targeted improvements within the Impact Fee program that would directly benefit circulation patterns in this area. This method of mitigation would be much more beneficial than simply collecting impact fees and shifting the burden to the City for constructing improvements over time, which has been the historical practice for mitigating traffic impacts. Staff believes working with applicants to implement identified improvements, possibly through separate agreements, would provide immediate benefit to identified circulation issues.

## **Environmental Review (CEQA)**

On February 1, 2010, the City of Selma certified a Final EIR for the Selma Grove Project, which at the time was referred to as the Rockwell Pond Commercial Project. The Project was a commercial center encompassing 94 acres with 973,100 square feet of development plus a 102-room hotel site. The Project EIR included mitigation measures to avoid and/or reduce environmental impacts resulting from the project. The EIR also determined that, despite the incorporation of mitigation measures, the project would result in significant and unavoidable effects on Agricultural Resources, Air Quality and Greenhouse Gas Emissions, and Traffic. Pursuant to the DeWolf-Floral Fahrney Reorganization, approved by Fresno County LAFCO on June 8, 2016. The approval of the Phase I Annexation Project included environmental review and adoption of a Mitigated Negative Declaration ("MND") (MND No. 2016-0021), which was tiered from both the Final EIR for the Rockwell Pond

Commercial Project and the Final EIR for the City of Selma 2035 General Plan Update in accordance with CEQA Guidelines Section 15152.

According to Section 15164(a) of the State CEQA Guidelines, an addendum to a previously certified EIR shall be prepared by a lead or responsible agency if changes or additions to the EIR are necessary but none of the conditions described in Section 15162 requiring the preparation of a subsequent or supplemental EIR are applicable. An addendum need not be circulated for public review but can be included in or attached to the EIR. An Addendum (Attachment 8) was prepared by Odell Planning. The Addendum proposed adjustments to the analysis of the original EIR (Attachment 9) to take into account the modifications of the proposed project and the reduction of the overall scope under which the Project is to be developed and that revisions to the previously adopted traffic impact mitigation measures are appropriate to address the traffic conditions resulting from the changes in the Project and the circumstances of its development. The Addendum includes mitigation measures substantiated by the updated Traffic Impact Analysis reflecting the modified project. Mitigation Measure MM T-1 and MM T-2 (Cumulative Year 2030 Plus Project Traffic Conditions Scenario and Cumulative Year 2030 Plus Project Traffic Conditions Scenario and Cumulative Year 2030 with Dinuba Avenue Interchange Plus Project Traffic Conditions Scenario, respectively) identified in the EIR Addendum implement the intention of the Mitigation Measures identified in the original EIR. MM T-1 and T-2 serve to address the same concerns of the level of service impacts regarding the cumulative and Project impacts during the 2030 conditions scenario while clarifying the Project's fair share responsibility associated with the improvements.

### Notice of Public Hearing

The Public Hearing Notice was published one time in The Selma Enterprise on September 6, 2023. The adjacent property owners within 300 feet were notified of the hearing by the City via letter on September 8, 2023 (Attachment 10).

**FISCAL IMPACT:** There is no fiscal impact to the City of Selma with the aforementioned items. All fees due to the City for processing of entitlements were paid in full prior to the scheduling of the public hearing.

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**RECOMMENDATION:** Approve – Annexation, Prezone, and Modified Site Plan Review Application Submittal No. 2021-0009 to modify Site Plan Review No. 2006-0008, adopt an Addendum to EIR SCH No. 2007061098, adopting Addendum Findings pursuant to CEQA Guidelines Section 15162.

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\_\_\_\_\_/s/  
Trevor Stearns  
City Planner

\_\_\_\_\_  
September 13, 2023  
Date

\_\_\_\_\_/s/  
Jerome Keene  
Deputy City Manager

\_\_\_\_\_  
September 13, 2023  
Date

Attachments:

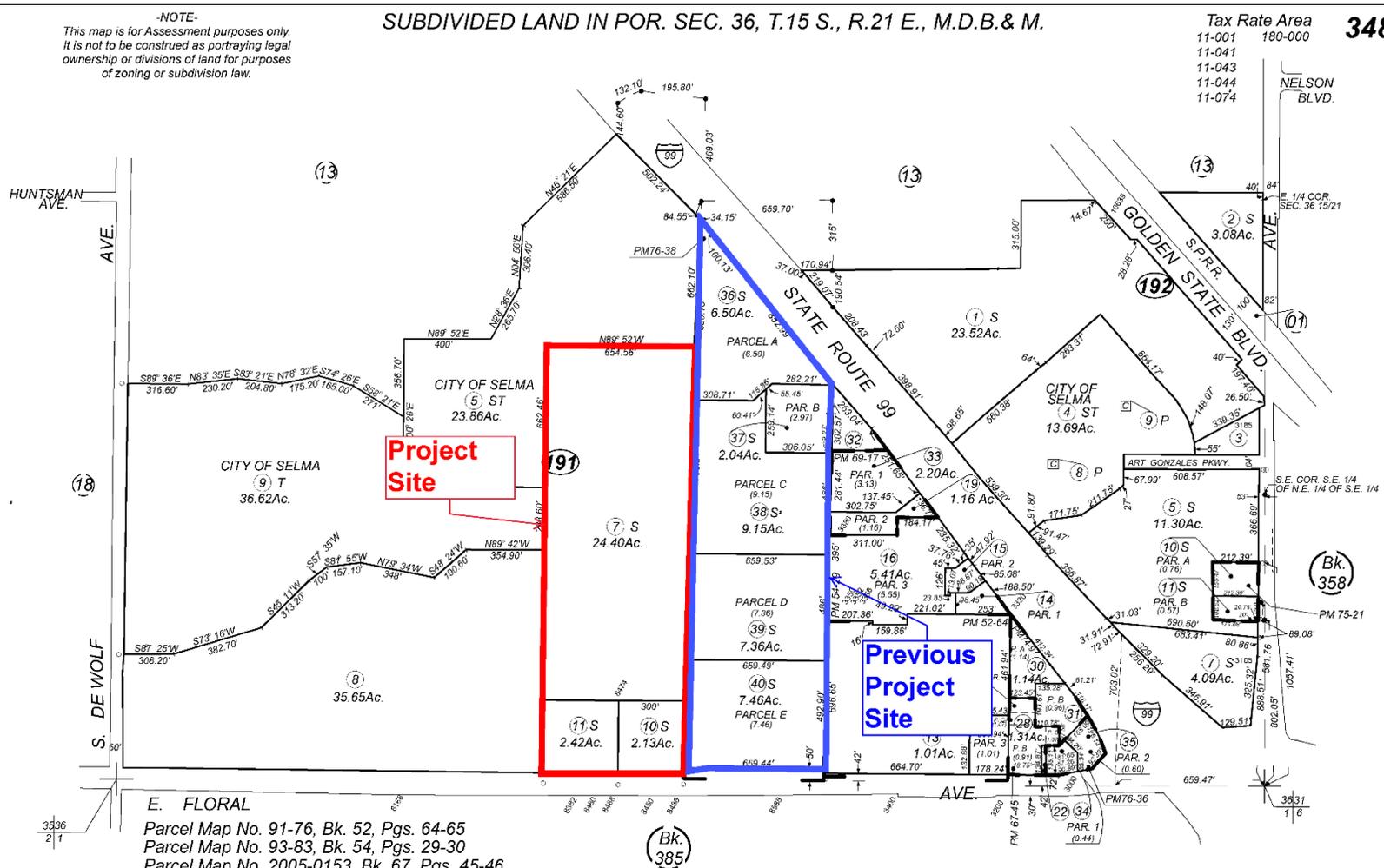
1. Assessor's Parcel and Location Map
2. Annexation Map and Legal Description
3. Prezone Map
4. Original 2006-008 Site Plan
5. Proposed 2021-0009 Site Plan Modification
6. Conditions of Approval
7. Resolution approving Annexation, Prezone, Modified Site Plan Review, and EIR Addendum
8. Selma Grove EIR CEQA Addendum
9. Rockwell Pond Commercial Project EIR
10. Public Hearing Notice
11. Selma Grove Traffic Impact Assessment
12. Selma Grove Traffic Count Comparison Analysis
13. CalTrans Selma Grove Comment Letter dated 8/16/2021
14. Supplemental CalTrans Selma Grove Letter dated 2/10/2023

# Attachment 1 Assessor's Parcel and Location Map

**-NOTE-**  
This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.

SUBDIVIDED LAND IN POR. SEC. 36, T.15 S., R.21 E., M.D.B.& M.

Tax Rate Area **348-19**  
11-001 180-000  
11-041  
11-043  
11-044  
11-074



Parcel Map No. 91-76, Bk. 52, Pgs. 64-65  
Parcel Map No. 93-83, Bk. 54, Pgs. 29-30  
Parcel Map No. 2005-0153, Bk. 67, Pgs. 45-46  
Parcel Map No. 2008-0051, Bk. 69, Pgs. 17-18  
Parcel Map No. 2018-18, Bk. 74, Pg. 97  
Parcel Map No. 2017-22, Bk. 75, Pgs. 21-22

Parcel Map No. 2018-28, Bk. 76, Pgs. 36-37  
Parcel Map No. 2020-0006, Bk. 76, Pgs. 38-39

Assessor's Map Bk. 348 - Pg. 19  
County of Fresno, Calif.

Note - Assessor's Block Numbers Shown in Ellipses  
Assessor's Parcel Numbers Shown in Circles

## Assessor's Parcel and Location Map

**Attachment 2**  
**Annexation Map and Legal Description**

EXHIBIT "A"

DEWOLF-FLORAL REORGANIZATION

Contains 66.28 Acres, more or less

October 10, 2014

Area to be detached from the Mid Valley Fire Protection District, the Consolidated Irrigation District and the Kings River Conservation District, and Annexed to the City of Selma.

All those portions of the South half of Section 36, Township 15 South, Range 21 East, and the North half of Section 1, Township 16 South, Range 21 East, Mount Diablo Base and Meridian, according to the Official United States Government Township Plat thereof, more particularly described as follows:

**BEGINNING** at a point on the existing line of the Limits of the City of Selma, said point being the Southeast corner of the West quarter of the Southeast quarter of said Section 36, said point being South 89°29'15" East, 1978.33 feet from the Southeast corner of said Section 36;

1) thence leaving said existing line of the City of Selma Limits, South 00°38'43" West, 30.00 feet to a point on a line 30.00 feet South of and parallel with the South line of the Southeast quarter of said Section 36;

2) thence North 89°29'15" West, 659.37 feet along said parallel line to a point on a line 30.00 feet South of and parallel with the South line of the Southwest quarter of said Section 36;

3) thence North 89°30'09" West, 659.44 feet along said parallel line to a point on the Southerly prolongation of the West line of the East half of the East half of the Southwest quarter of said Section 36;

4) thence North 00°46'43" East, 2016.66 feet along said Southerly prolongation and along said West line to the Southwest corner of the Northeast quarter of the Northeast quarter of said Southwest quarter;

5) thence South 89°23'21" East, 654.52 feet along the South line of the Northeast quarter of the Northeast quarter of said Southwest quarter to the Southeast corner of the Northeast quarter of the Northeast quarter of said Southwest quarter;

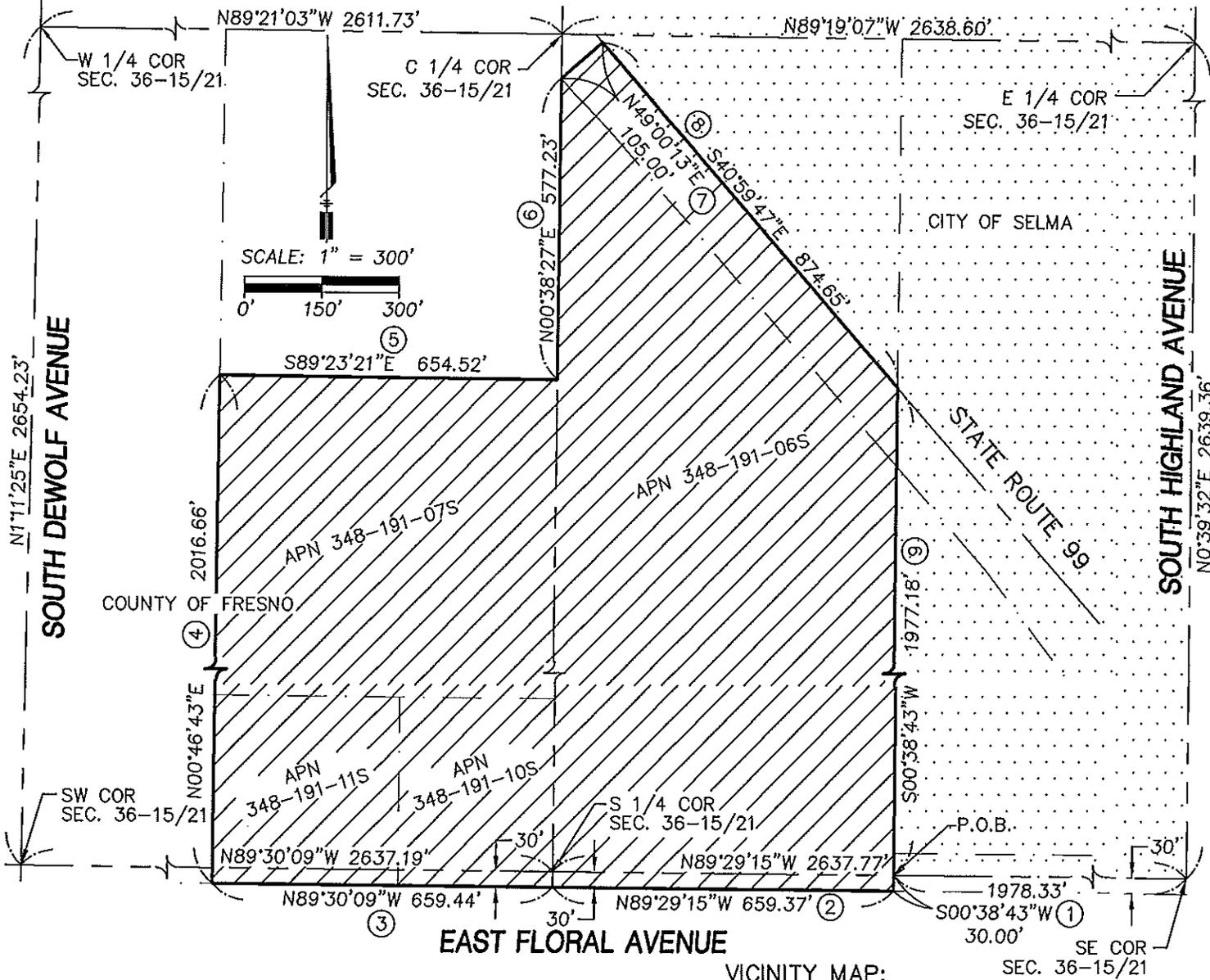
6) thence North 00°38'27" East, 577.23 feet along the East line of said Southwest quarter to a point on the Southwesterly right of way line of State Route 99, according to the map thereof recorded in Book 2 of State Highway Maps at Pages 1 through 21, Fresno County Records;

7) thence North 49°00'13" East, 105.00 feet to a point on the existing line of the Limits of the City of Selma, said point being a point on the centerline of said State Route 99;

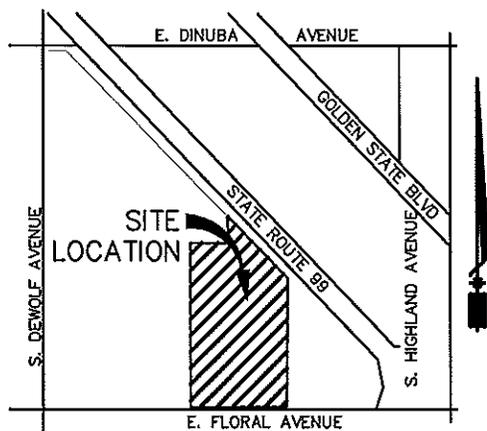
8) thence along said existing line of the City of Selma Limits, South 40°59'47" East, 874.65 feet along said centerline of State Route 99 to a point on the East line of the West quarter of the Southeast quarter of said Section 36;

9) thence continuing along said existing line of the City of Selma Limits, South 00°38'43" West, 1977.18 feet along said East line to the **POINT OF BEGINNING**.

Containing an area of 66.28 acres, more or less.



VICINITY MAP:

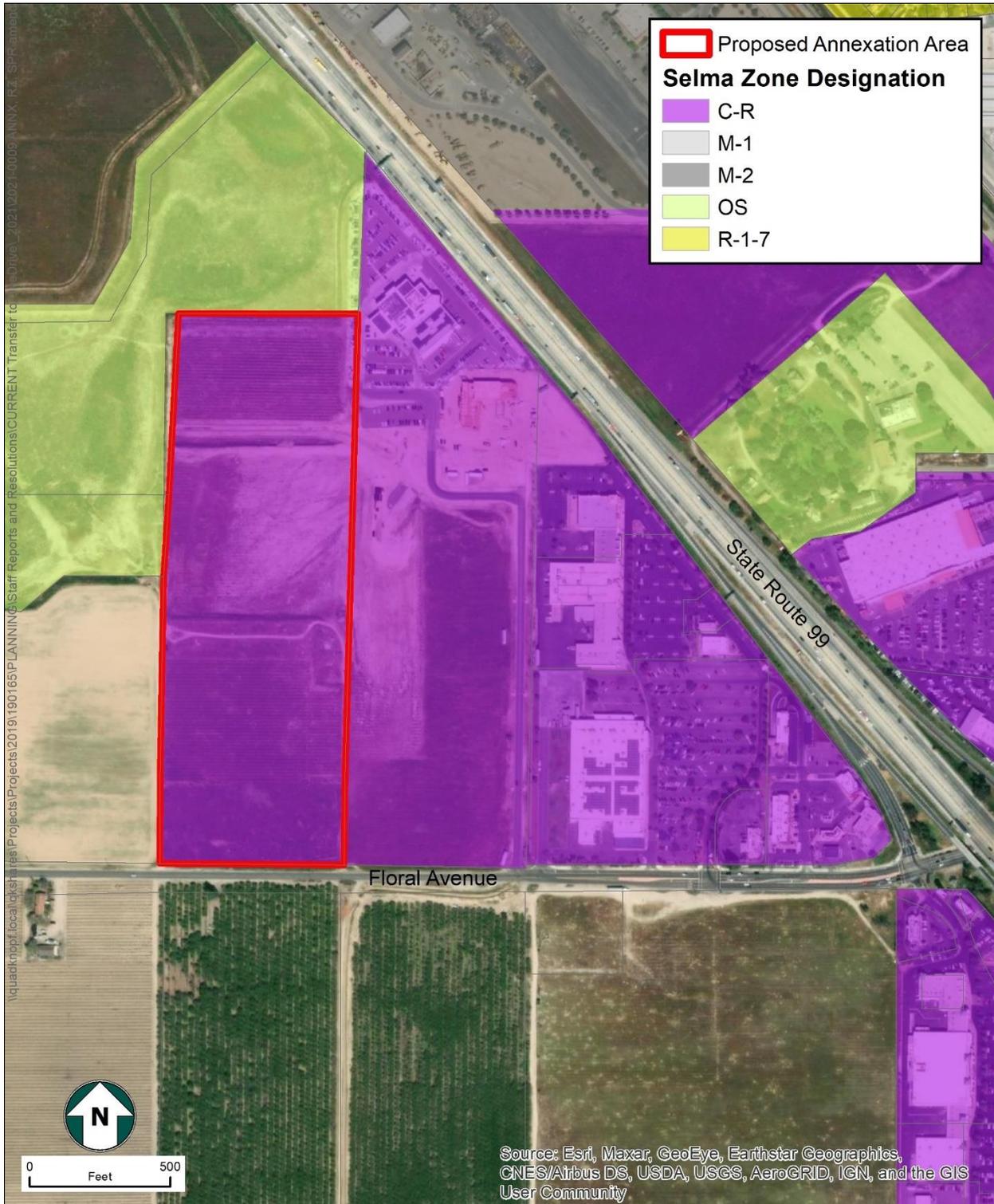


**LEGEND**

- P.O.B. POINT OF BEGINNING
- F.C.R. FRESNO COUNTY RECORDS
- EXISTING CITY LIMITS
- AREA TO BE DETACHED FROM THE MID VALLEY FIRE PROTECTION DISTRICT, CONSOLIDATED IRRIGATION DISTRICT & KINGS RIVER CONSERVATION DISTRICT, AND ANNEXED TO THE CITY OF SELMA.
- ① COURSE CALL OF ANNEXATION LEGAL DESCRIPTION

RES. NO. _____ ADOPTED: _____	Ref. & Rev.	<b>EXHIBIT "B"</b>	
<b>EXHIBIT "B"</b> <b>DEWOLF-FLORAL REORGANIZATION</b> PROPOSED ANNEXATION TO THE CITY OF SELMA		PREPARED BY	FILE NO. _____
		YAMABE & HORN ENGINEERING, INC. 2985 N. BURL AVENUE (559)244-3123	ANNEX. NO. _____ ACRES <u>66.28 ±</u> COUNCIL DIST. NO. _____ DRAWN BY <u>JLS</u> CHECKED BY <u>HDJ</u> DATE <u>10/10/14</u>

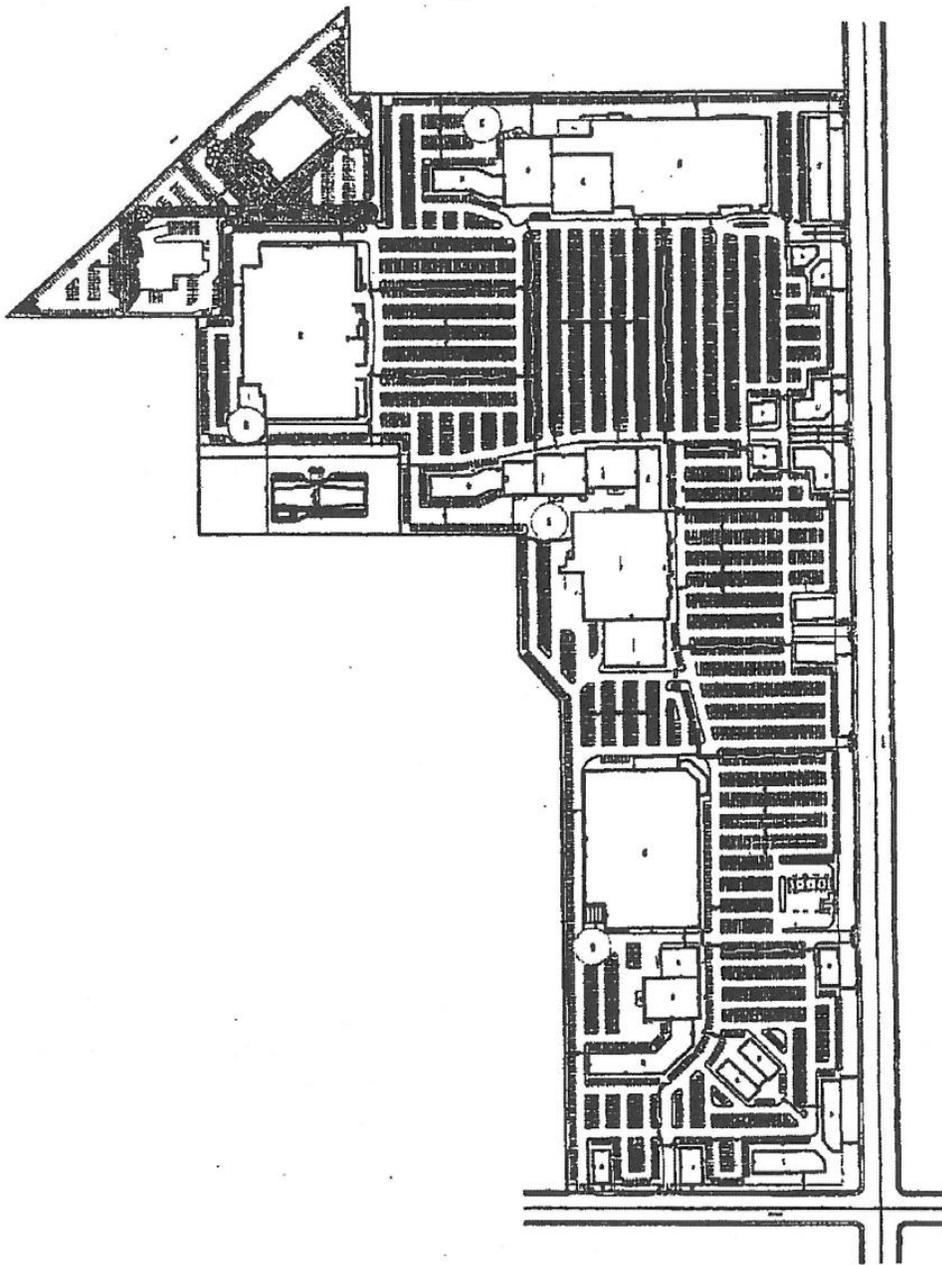
# Attachment 3 Prezone Map



**Prezone Map**

**Attachment 4**  
**2006-008 Original Approved Site Plan**

Figure 15-2: Site Plan



SITE PLAN  
Proposed Rockwell Pond Development  
Selma, California

Modification of  
Site Plan Review  
No. 2006-08

Original Approved Site Plan

**Attachment 5**  
**2021-0009 Proposed Site Plan**



**SELMA GROVE REGIONAL ENTERTAINMENT SHOPPING CENTER**

Proposed tenant lease areas

Date 07/30/2021

ANCHOR TENANTS	Area Sq.Ft.	Name	Comments
A1	Anchor Tenant 1	60,000	
A2	Anchor Tenant 2	35,000	
A3	Anchor Tenant 3	50,000	
A4	Anchor Tenant 4	40,000	
A5	Anchor Tenant 5	40,000	
<b>Sub-Total</b>		<b>225,000</b>	
MAJOR TENANTS	Area Sq.Ft.	Name	Comments
M1	Major Tenant 1	13,000	
M2	Major Tenant 2	13,000	
M3	Major Tenant 3	24,000	
M4	Major Tenant 4	15,000	
M5	Major Tenant 5	15,000	
M6	Major Tenant 6	15,000	
M7	Major Tenant 7	15,000	
M8	Major Tenant 8	25,000	
M9	Major Tenant 9	25,000	
M10	Major Tenant 10	25,000	
M11	Major Tenant 11	25,000	
M12	Major Tenant 12	10,000	
M13	Major Tenant 13	10,000	
<b>Sub-Total</b>		<b>220,000</b>	
RESTAURANT	Area Sq.Ft.	Name	Comments
R1	Restaurant Tenant 1	12,000	
R2	Restaurant Tenant 2	12,000	
<b>Sub-Total</b>		<b>24,000</b>	
PAD TENANTS	Area Sq.Ft.	Name	Comments
P1	Pad Tenant 1	3,500	
P2	Pad Tenant 2	3,500	
P3	Pad Tenant 3	3,500	
<b>Sub-Total</b>		<b>10,500</b>	
SHOPS TENANTS	Area Sq.Ft.	Name	Comments
S1	Shop Tenant 1	11,900	
S2	Shop Tenant 2	6,800	
S3	Shop Tenant 3	10,900	
S4	Shop Tenant 4	13,000	
S5	Shop Tenant 5	6,000	
S7	Shop Tenant 7	7,500	
S8	Shop Tenant 8	6,300	
S9	Shop Tenant 9	12,600	
<b>Sub-Total</b>		<b>75,000</b>	
<b>Grand Total Area</b>		<b>334,500</b>	



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WWW.WOLFFARCH.COM



PROFESSIONAL STAMP(S):

PROJECT CONSULTANTS:



CLIENT/OWNER:  
**TUTELIAN COMPANY**  
1401 FULTON STREET  
SUITE 210  
FRESNO, CA 93721

PROJECT TITLE:  
**SELMA GROVE REGIONAL ENTERTAINMENT & SHOPPING CENTER**  
SELMA, CA

**NOT FOR CONSTRUCTION**

REVISION HISTORY:

TITLE:	DATE:
▲	#11/2021

PAGE SCALE: NS  
CURRENT ISSUE DATE: 04.30.2021  
WOLFF #: 200501 DRAWING TITLE: SITE PLAN

**A0.01**

ISSUE TITLE: PROGRESS REVIEW

**Attachment 6**  
**CITY OF SELMA**  
**CONDITIONS OF APPROVAL**  
**Application 2021-0009**  
**Proposed Selma Grove Commercial Development**

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The proposed project is an amendment to an approved site plan (Site Plan Review No. 2006-008) that reduces the overall total acreage of the Project and the total square footage of development from what was previously proposed. As proposed, the ultimate buildout of the Project would be reduced from approximately 94 acres to 65 acre (including approx. 36 acres from the previous annexation in 2016). The total square footage of the development would be effectively reduced from 973,100 square feet to approximately 620,000 square feet in addition to the 102-room hotel. The modified project proposes approximately 570,000 square feet of new retail businesses. Related to the reductions in size and square footage, the Project as modified would also entail some reconfiguration of the layout of development within the project site. In addition, the project proposes an annexation and prezone.

**The entire site plan development is subject to the conditions outlined herein.** Failure to comply with these conditions of approval shall be grounds for revocation of this Site Plan approval and all other entitlements.

All final inspections to ensure compliance with the conditions shall be conducted prior to the issuance of a Certificate of Occupancy.

**CONDITIONS:**

***Subsequent Conditions***

1. The Project shall be filed with Fresno LAFCo in order to reorganize the City's jurisdictional boundary in order to incorporate the Project area. The request for annexation is applicant driven. The subsequent approval of the Project's Annexation will require the detachment from various County agencies as determined by Fresno LAFCo. Therefore, the Developer or successor in interest shall be subject to and responsible for payment of any/all required fees for the entirety of the annexation pursuant to the policies of LAFCo and the City of Selma; including cost incurred to the City of Selma by the detachment of all the annexation's property from the Fresno County Fire Protection District.

***Planning Division***

2. The approval shall expire automatically within one (1) year on February 13, 2023 unless improvements have commenced. The site plan improvements shall be considered to have commenced when building permits are issued and 10% of the above ground construction has been completed. An extension of one (1) year may be granted by the Community Development Department.
3. The project shall be developed as shown on the Site Plan dated April 30, 2021, Floor Plans and Elevations including all notes as approved by the Community Development Department. Minor changes to the approved site plan that do not affect the intent or

major design considerations may be approved administratively by the Community Development Department.

4. Developer shall comply with the Mitigation Monitoring and Reporting Program of the Rockwell Pond Commercial Project Final EIR and incorporated Addendum.
5. The applicant shall sign the “Acknowledgement and Acceptance of Conditions” form prior to issuance of the building permits.
6. Approval of this site plan does not exempt the project from compliance with all applicable sections of the Zoning Ordinance, Engineering, Public Works Improvement Standards and other City Ordinances or the payment of any fees.
7. The Developer or successor in interest shall be responsible for all actions of his contractors and subcontractors during the course of any work occurring on the site.
8. All construction debris must be removed from the site prior to opening the business to the public.
9. The Developer or successor in interest shall designate, in writing before starting work, an authorized representative who shall have complete authority to represent and to act for the Developer. Said authorized representative or his designee shall be present at the site of the work at all times while work is actually in progress on the development. During periods when work is suspended, arrangements acceptable to the City Building Official shall be made for any emergency work, which may be required.

Screening:

10. All roof-mounted mechanical equipment and any satellite dish shall be screened from ground-level view from the property lines by a parapet wall or shall be placed in equipment wells so that the equipment is not visible from the street.
11. The backflow device and/or electrical transformers must be screened with landscaping pursuant to Document No. 063422 Landscape Screen for Pad-Mounted Transformer (PG & E Electric and Gas Service Requirements – Green Book). The proposed screening shall be submitted and approved by the Community Development Department prior to the issuance of building permits. No above-ground transformer is permitted on the required sidewalk within the public right-of-way.
12. Downspouts shall not be highly visible. All pipes, gutters, and chases attached to the building wall shall be painted a similar or complementary color to the existing wall that the item is attached to.
13. All electrical boxes, control boxes, and other equipment boxes (excluding traffic control) located along the project's street frontage shall be painted consistent with the building's colors. Prior to painting, the boxes are to be treated with an etching primer (zinc chromate) or equivalent.

Signage:

14. All signage (including on-building, freestanding, and freeway signage) must be reviewed with a separate sign permit.

Architecture:

15. All exterior architectural elements not submitted must be reviewed and approved by the Community Development Department prior to issuance of the Building Permit. Details on the plans must be finished in a style and in materials which are in harmony with the approved exterior of the building.
16. The Developer shall maintain in good repair all building exterior walls, awnings, lighting, trash enclosure, drainage facilities, driveways and parking areas. The premises shall be kept clean and any graffiti painted on the property shall be reported to the Police Department and removed by the property owner within 72 hours of occurrence.
17. Outside storage and/or equipment enclosures are not permitted.
18. No surface shall be mirrored so as to cause glare and annoyance to other adjacent properties.

Lighting:

19. An on-site exterior lighting plan shall be reviewed and approved by the Selma Police Department and Community Development Department.
20. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be designed so as to have a sharp cut-off feature near property lines and not to illuminate adjacent properties. On-site light standards shall not exceed twenty feet (20') in height.
21. Perimeter lighting shall include illumination of parking areas, loading areas, and driveways.

Landscaping:

22. The applicant shall submit a landscape plan for all landscaped areas at time of building permit submittal. The landscape plan shall be compliant with MWELo, including but not limited to the following conditions:
  - a. Plan shall include square footages of landscaped area shown and water use calculations.
  - b. Turf shall be limited to no more than 25% of total landscape area.
  - c. No turf shall be permitted in any landscape area less than eight feet (8') in width.
  - d. The landscape plans shall include a regular maintenance schedule, per the Zoning Ordinance.
  - e. Water use classifications shall be based on WUCOLS IV.
23. Landscaping shall be maintained in a healthy, weed-free condition at all times and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which can contribute to

runoff pollution. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants and trees shall be replaced within ten days of the inspection.

24. The irrigation system must be developed with the water conservation standards. The irrigation system must be maintained in an operational condition, including replacement of missing or damaged sprinkler heads and timing equipment is to be set in accordance with City watering policies. All landscaping and irrigation systems must be installed according to the approved landscape plans before the final certificate of occupancy issuance.
25. All future improvements and modifications to the grounds and the structures must be reviewed and approved by the Community Development Department prior to the commencement of these changes. Minor changes to the approved site plan that do not affect the intent or major design considerations may be approved administratively by the Community Development Director or designee.

***Building Division:***

26. The Developer or successor in interest shall comply with all applicable requirements and sections of the most recent State adopted Uniform Codes and regulations as required.
27. The Developer or successor in interest shall provide all necessary construction and building plans for review and approval by the Building Official and pay all required building fees. All required building permits and inspections shall be obtained prior to the issuance of a Certificate of Occupancy and commencement of operations.
28. Specific measures shall be incorporated into the building design to reduce energy consumption and indirect area source emissions. These measures must include the use of motion sensitive lighting fixtures, solar or low-emission water heaters, low flow water usage fixtures and building orientation to take advantage of solar heating and natural cooling.
29. No building or structure shall be used or occupied, and no future change in the occupancy classification of building or structure or portion thereof shall be made until the Building Official has issued a Certificate of Occupancy or Temporary Certificate of Occupancy.

***Engineering Division:***

30. Drainage, grading, on-site and utility improvements shall be in accordance with plans reviewed and approved by the City Engineer. The Developer or successor in interest shall be responsible for the preparation of plans. The Developer shall provide preliminary soils report and pay for compaction tests. A copy of the final soils report and compaction test results shall be provided to the Selma Engineering Division. The Developer shall construct storm drainage facilities on, adjacent to and as deemed

necessary by the City Engineer to service the project site, and any future development on the property.

31. The Developer or successor in interest shall submit to the City Engineer, a set of construction plans on 24" x 36" sheets with City standard title block for all required improvements (the Improvement Plans'). The Improvement Plans shall be prepared by a registered civil engineer, and shall include a site grading and drainage plan and an overall site utility plan showing locations and sizes of sewer, water, irrigation, and storm drain mains, laterals, manholes, meters, valves, hydrants, other facilities, etc. These plans shall include a revised site plan with trash enclosure location, tanks, generators, per City of Selma requirements. Plan check and inspection fees per City of Selma shall be paid with the first submittal of said Improvement Plans. All Improvement Plans shall be approved by the City and all other involved agencies (SKF, Cal-Water, etc.) prior to the release of any development permits.
32. The drainage/site improvement plans for the development shall be prepared by a registered Civil Engineer for review and approval by the City Engineer prior to the issuance of permits. Storm water runoff shall be retained onsite per City of Selma Standards if there is no existing storm drain system in place.
33. Grade differentials between lots and adjacent properties shall be adequately shown on the grading plan and shall be treated in a manner in conformance with City of Selma standards. A header board or retaining wall shall be installed or constructed if grade differential is greater than twelve inches (12").
34. Upon approval of Improvement Plans, the Developer or successor in interest shall provide the City with three (3) original wet-signed copies of the improvement plans for City signatures.
35. The Developer or successor in interest shall provide the current filing fee, plan check and inspection fees, and development impact fees at the rate in effect at the time of payment or have the fees payable directly to the City through a separate escrow account. All fees are payable prior to issuance of building permits, unless approved otherwise by the City Engineer
36. Right-of-way and complete street improvements along frontage streets will be required. The Developer or successor in interest shall provide geometric approval drawings for review and approval by the City Engineer prior to design of street improvements.
37. The design and construction of all off-site improvements shall be in accordance with City of Selma standards and construction specifications. The Developer or successor in interest shall be responsible for obtaining encroachment permits from the City of Selma for all work performed within the City's right-of-way and shall furnish to the City acceptable security to guarantee the construction of the off-site street improvements pursuant to determination by the City Engineer.
38. No above ground transformer is permitted on the required sidewalk within the public right-of-way.

39. Contractor shall verify all conditions in the field prior to commencing construction.
40. All existing overhead and new utility facilities located on-site, or within the street rights-of-way adjacent to this project site shall be undergrounded.
41. All underground public utilities installed under streets shall be installed, backfilled, compacted, tested and approved by the Engineer prior to placement of any aggregate base or asphalt concrete surfacing. Easements for utilities, including water, gas, telephone, electricity, sewage, pedestrian access, fire access, storm drainage, and irrigation facilities shall be provided, as required.
42. The Developer or successor in interest shall comply with the requirements of the Pacific, Gas and Electric Company (P.G. & E.). PG&E plans shall be submitted to the City Engineer for review prior to approval.
43. All new easements for public utilities shall be recorded, as necessary, prior to the issuance of the building permits for the proposed buildings. No portion of the buildings shall be located in a public utility easement. All easements of record shall be accurately plotted on the improvement plans clearly depicting the relationship of easements to proposed improvements.
44. All circulation areas on the site shall be paved with asphalt concrete to the satisfaction of the City Engineer. A Soils report shall be submitted that includes pavement sections.
45. All public and private improvements consisting of storm water systems, street medians, concrete curbs, gutters, sidewalks, wheelchair ramps, streetlights, site grading, striping and markings, signage, and pavement surfacing, and all other improvements shall be installed in accordance with City of Selma construction standards and specifications currently in effect and as approved by the City Engineer. All sewer systems shall be approved by SKF and all water systems shall be approved by Cal-Water and approved plans submitted to the City Engineer.
46. The Developer or successor in interest shall install streetlights on metal poles to City of Selma and PG&E standards at the locations designated by the City Engineer. Street light locations shall be shown on the utility plans submitted for approval. Proof of PG&E approval shall be provided.
47. The design and details for the type and style of any block walls or fences shall be submitted to the Community Development Department and the City Engineer for review and approval prior to the issuance of building permits.
48. The Developer or successor in interest shall not install any fences, temporary or permanent, in the public right-of-way.
49. Within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the Developer or successor in interest shall submit to the City of Selma Engineering Division two (2) copies of the approved set of construction

- plans revised to reflect all field revisions and marked "AS-BUILT" for review and approval.
50. Upon approval of the "AS-BUILTS" by the City, the Developer or successor in interest shall provide (1) full size copy and one digital copy of the "AS-BUILTS" to the City.
  51. The Developer or successor in interest shall provide the City with original improvement plans and Auto CAD files of the Maps, improvement plans, and all drawings prepared in Auto CAD.
  52. The Developer or successor in interest must comply with the City of Selma Engineering/Public Works Standards and Specification requirements. Any deviation from said standards and specifications must be approved by the City Engineer prior to construction.
  53. The Developer or successor in interest shall require the surveyor/civil engineer for the development to notify, in writing, the City Engineer of any existing section corner, property corner or reference monuments damaged by the construction of improvements performed as part of the development. The applicant shall have all such monuments reset to the satisfaction of the City Engineer. A licensed land surveyor or civil engineer licensed to perform land surveying shall certify the placement of all required monumentation prior to final acceptance. Brass caps are required for installation of new monuments or replacement of prior installation. Within five days after the final setting or replacement of all monuments has been completed, the engineer or surveyor shall give written notice to the City Engineer certifying that the final monuments have been set and that he has filed with the County Recorder all appropriate records of survey or corner records.
  54. A Storm Water Pollution Prevention Plan will be required prior to approval of the grading plan.
  55. The Developer or successor in interest shall contact the Regional Water Quality Board and comply with all requirements, pay all applicable fees required, obtain any required NPDES permit and implement Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology to reduce or eliminated storm water pollution during construction.
  56. During construction, Developer or successor in interest is responsible to maintain a dust control program to prevent air pollution as well as discomfort or damage to adjacent and surrounding properties.
  57. The Developer or successor in interest is responsible for pulling all permits and shall follow all rules, regulations and requirements of the San Joaquin Valley Air Pollution Control District for dust and emission reduction.
  58. If the project site is outside the limits of the Cal-Water service area, a private well will be necessary to serve the project site for domestic water. This constitutes a public water system classified as a Transient Noncommunity Water System, which requires permitting by the California Department of Public Health, County of Fresno and or

Division of Drinking Water. The Applicant shall submit a permit application, technical report, and application fee to the California Department of Public Health prior to construction of the proposed water system or provide documentation that a permit is already in place. The Applicant shall also demonstrate to the Department of Public Health and /or Division of Drinking Water that the well proposed to provide drinking water that meet drinking water standards.

59. All new wells shall also be approved and be constructed per the requirements of the Central Kings Groundwater Sustainability Plan (SKGSP).
60. This development shall comply with the California Code of Regulations Title 24 Fire Code. Fire system plans shall be submitted to the Fire Marshal for review and approval.
61. The Developer or successor in interest may be required to obtain an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, environmental Health Division, should any underground storage tank(s) be found during the project.
62. Prior to commencement of work, any existing wells that are not intended for use by the project shall be properly destroyed under permit(s) from the Fresno County Department of Public Health, Environmental Health Division; and prior to destruction of any agricultural wells, a sample of the upper most fluid in the well column shall be sampled for lubricating oil, and any such oil found shall be removed from the well prior to placement of fill material for destruction and be handled in accordance with federal, state and local government requirements.
63. The Developer or successor in interest shall verify all existing improvements, along the frontage of the project, meets the American with Disabilities Act (ADA) requirements. Any existing improvements missing or not in compliance with current ADA requirements shall be replaced as necessary per current City and ADA standards.
64. The Developer or successor in interest shall submit a preliminary title report for the subject property.
65. The Developer or successor in interest shall submit a geotechnical soils report for the subject property.
66. All offsite and onsite sewer plans shall be submitted to Selma-Kingsburg-Fowler Sanitation District (SKF) and approved prior to the City of Selma approving the improvement plans. Applicant shall provide the City of Selma with a “Will Serve” letter from SKF indicating that they have capacity to serve the proposed development.
67. All offsite and onsite water plans shall be submitted to Cal-Water and approved prior to the City of Selma approving the improvement plans. Applicant shall provide the City of Selma with a “Will Serve” letter from SKF indicating that they have capacity to serve the proposed development.

68. All damage to existing curb, gutter, sidewalk and pavement along any frontage shall be replaced in kind per City of Selma standards.

***Engineering Division – Site Specific Conditions***

69. The proposed project shall connect to the existing sewer main as required by SKF and plans shall be submitted to SKF for review and approval and SKF approved plans shall be submitted to the City of Selma.
70. The proposed project shall connect to the existing water main as required by Cal-Water and Cal-Water approved plans shall be submitted to the City of Selma. A proposed water service(s) with water meter(s) and backflow preventer(s) shall be installed per Cal-Water specifications.
71. All site drainage shall be directed to the permanent storm drain facilities in place at Rockwell Pond.
72. All onsite parking and drive aisles shall be a minimum of 2” thick asphalt concrete pavement. A soils report shall be submitted showing pavement thicknesses.
73. All ADA path of travels shall be per California Building Code and shown on the plans.
74. All improvements along Floral Avenue shall be constructed for an arterial street that includes a median island.
75. CalTrans proposals detailed in item 93 shall be required in regard to the CalTrans Letter dated August 16, 2021 (Attachment 13) and supplemental CalTrans Letter dated February 10, 2023 (Attachment 14).
76. All requirements listed in the Traffic Impact Analysis (TIS) prepared by JLB Traffic Engineering, Inc., dated March 13, 2019 (Project No. 001-005) shall be applicable, more specifically as follows:

[NOTE: The Traffic Mitigation Measures to be imposed on the Project, as detailed in the TIS, incorporates the arrangements stated in the TIS at page 93, under the heading: Project Buildout’s Equitable Fair Share of Future Transportation Improvements. (The Fair Share Principles”). In addition, all Mitigation Measures that require CalTrans approvals or cooperation assume that such approvals or cooperation will be timely and effectively provided.]

**Highland Avenue / Golden State Boulevard:**

1. Modify the traffic signal to implement overlap phasing of the southeast bound right-turn phase with the northbound left-turn phase.
2. Prohibit northbound to southbound U-turn improvements.
3. Increase southeast bound right turn storage length to 150’ per Queue Analysis Table XXVII which will be sufficient until 2030 Plus Project Buildout.

Consistent with the Fair Share Principles, the Project's mitigation obligation is to provide the Fair Share contribution to the improvements listed in items 1 and 3 above, consistent with the EIR Addendum Mitigation Measures T-1 and T-2, as applicable and the determinations in TIS Tables XXVII and XXVIX. The requirements of item 2 shall be a Project improvement requirement.

Note regarding improvement item 3 above: For Near Term Year 2025 Plus Project Buildout, the TIA suggests modifying the northbound and southbound right-turn lanes to become through-right lanes. Further clarification on these mitigations is needed because the existing right turn "lanes" are very short NB RT and SB RT slip lanes with little storage. These slip lanes were constructed to allow for adequate right-turn movement due to the skew of the road.

### **DeWolf Avenue / Floral Avenue**

1. Implement all-stop control.
2. Add a westbound left-turn lane.
3. Modify the westbound left-through-right lane to a through-right lane.
4. Modify the intersection to accommodate the added lane.

Note: Suggest matching the improvements for the EB approach (adding a dedicated left turn lane and modifying the left-through-right lane to a through-right). Confirm and coordinate with County of Fresno.

Consistent with the Fair Share Principles, the Project's mitigation obligation is to provide the Fair Share contribution to the improvements listed in items 2 through 4 above, consistent with the EIR Addendum Mitigation Measures T-1 and T-2, as applicable and the determinations in TIS Tables XXVII and XXVIX. The improvement requirements in item 1 shall be a Project improvement requirement.

### **Project Driveway 3 / Floral Avenue**

1. Modify the westbound through-right lane to a through lane.
2. Add a westbound right-turn lane with 350 feet storage.
3. Add a second southbound left-turn lane with a receiving lane on Floral Avenue east of Project Driveway 3 with 375 feet storage.
4. Add an eastbound left-turn lane with 275 feet storage.
5. Signalize the intersection with protective left-turn phasing on all approaches.
6. On an Interim basis, prohibit pedestrians across the west leg of Floral Avenue.
7. Modify the intersection to accommodate the added lanes.
8. Project Driveway 3 shall have a minimum throat of 375 feet before any vehicular openings to the adjacent parking lots.

The requirements of the above improvement items be Project improvement requirements.

### **State Route 99 Southbound Off-Ramp / Floral Avenue**

1. Modify the southbound through lane to a through-right lane.

Note: Will need to confirm with Caltrans to implement modifying signage and existing pavement arrows.

Consistent with the Fair Share Principles, the Project's mitigation obligation is to provide the Fair Share contribution to the improvement referred to above, consistent with the EIR Addendum Mitigation Measures T-1 and T-2, as applicable and the determinations in TIS Tables XXVII and XXVIX.

### **State Route 99 Northbound Off-Ramp / Floral Avenue**

1. Increase the storage capacity of the northbound right-turn lane to 350'. Based on currently geometrics this would essentially mean adding a dedicated right turn lane to the NB off ramp due to the added trips on the thru-left turn lane. This would likely be a Caltrans decision to implement.

### **Highland Avenue / Floral Avenue**

Note: See TIS for improvements (Attachment 11 and 12). Highland Avenue and Floral Avenue will be highly impacted as a majority of the project trips will pass through this intersection. However, any of the above mitigations will be challenging to implement due to existing hardscape, businesses, and right-of-way constraints. Caltrans coordination will likely be required for many of the improvements.

Consistent with the Fair Share Principles, the Project's mitigation obligation is to provide the Fair Share contribution to the improvements referred to above, consistent with the EIR Addendum Mitigation Measures T-1 and T-2, as applicable and the determinations in TIS Tables XXVII and XXVIX.

### **Whitson Street / Floral Avenue**

1. Increase the storage capacity of the eastbound left-turn lane to 125 feet. This will result in closing the raised median gap just west of the existing east bound left-turn pocket.
2. Increase the storage capacity of the westbound left-turn lane to 175 feet.

### **McCall Avenue / Floral Avenue**

1. Increase the storage capacity of the westbound left-turn lane to 125 feet.
2. Increase the storage capacity of the westbound right-turn lane to 125 feet.
3. Increase the storage capacity of the northbound left-turn lane to 175 feet.

### **Highland Avenue / Rose Avenue**

1. Add an eastbound left-turn lane with 150 feet storage.
2. Modify the eastbound left-through lane to a through-right lane.
3. Remove the eastbound right-turn lane.
4. Add a westbound left-turn lane with 150 feet storage.
5. Modify the westbound left-through-right lane to a through-right lane.
6. Signalize the intersection with protective left-turn phasing on all approaches.
7. Modify the intersection to accommodate the added lanes.

***Fire Department:***

77. An approved KnoxBox shall be installed in approved locations at a height of 6-8 feet above grade, on the right side of building entrances. The key box shall contain labeled keys to gain access into all portions of the building. Applications are available online at KnoxBox.com.
78. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13.5 feet. South side of project allows for only 17' of access. The minimum widths and clearances shall be maintained at all times (CFC 503). Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING – FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof.
79. Portable fire extinguishers shall be selected, installed and maintained in accordance with the California Fire Code, NFPA Standard 10 and Chapter 3, Title 19 California Code of Regulations. All fire extinguishers, including new extinguishers, shall have a current California State Fire Marshal service tag attached to the extinguisher. Fire extinguishers shall be mounted on the wall at no more than 5 feet above the floor. (Gross weight not to exceed 40 pounds.) Fire extinguisher type and placement locations shall be shown on the plans and coordinated with Selma Fire Prevention Bureau.
80. Provide exterior electrical shunt trip with break-a-way lock, so in the event of a fire, all electrical to the buildings can be shut off from the exterior. Exterior electrical main labeled as 'Main Shut Off' with 4" minimum lettering.
81. Provide addresses clearly visible from the driveway approach. Address letters minimum of 8" in height, 3/4" stroke and contrasting with background.
82. Construction documents (plans and cut sheets) and calculations for all fire protection and notification systems shall be provided in an approved format to Selma Fire Prevention Bureau (SFPB) for review. Installation or modification of any fire protection or notification system shall be started without first receiving a permit from SFPB.

83. Plans submitted to Selma Fire Prevention Bureau shall include the governing codes used for the project, type of occupancy and construction. Provide a “Fire Protection” page in your general construction plans that include a depiction of all fire protection systems applicable to the project. Please include project notes indicating any applicable requirements that are not included on the page. List any submittals to be deferred in the project notes, such as; fire sprinklers, fire alarms, fire pumps, underground water supply, kitchen hood suppression systems, etc.

***Police Department:***

84. The Developer or successor in interest shall provide security cameras on the site with the design specifications and placement location approved by the Selma Police Department. The Developer or successor in interest shall provide additional storage capacity in the amount of one Terabyte for data to be stored that is generated by the project.
85. In addition to the review of the on-site exterior lighting plan, potential access to the roof, anti-graffiti measures and required on-site enforcement signage shall be reviewed and approved by the Selma Police Department and Community Development Department.

***Selma Unified School District***

86. Developer or successor in interest must contact Selma Unified School District and pay all applicable fees if any at the time of building permit issuance.

***Solid Waste Disposal and Recycling***

87. Refuse/trash/recycling enclosures shall be provided in locations shown on the site plan in accordance with the City standards listed and detailed in the City of Selma Commercial and Industrial Development Manual. The enclosure is to be architecturally compatible with the approved buildings and approved by the Community Development Department. The refuse enclosure gates must be kept closed and remain closed unless in use.
88. The proposed development on the site shall participate in the City’s recycling program and shall locate recycling bins within the proposed enclosures.
89. Nothing other than the City refuse/recycling bins shall be stored or kept in said enclosures. The Developer or successor in interest shall provide additional enclosure space if on-site enclosures are determined to be insufficient. Additional enclosure locations shall be reviewed and approved by the Community Development Department.

90. The Developer or successor in interest shall contract with the city of Selma's Disposal and Recycling service provider for solid waste disposal service.
91. Minor changes to the approved trash/recycling enclosure locations that do not affect the intent or major design considerations may be approved administratively by the Community Development Department.

***Consolidated Mosquito Abatement District***

92. The Developer or successor in interest shall refer to the Consolidated Mosquito Abatement District suggested rules and mitigation measures to reduce the incidence of mosquito.

***San Joaquin Valley Unified Air Pollution Control District***

93. The Developer or successor in interest shall comply with all District rules, regulations and mitigation measures to reduce pollutants.

***Caltrans***

94. The Developer or successor of interest shall comply with the following requirements recommended by the State of California Department of Transportation (CalTrans) as described in the attached letter dated August 16, 2021 (Attachment 13) and supplemental CalTrans Letter dated February 10, 2023 (Attachment 14), where there is a conflict between both letters, the supplemental letter dated February 10, 2023 applies. The proposed project shall be responsible for the Fair Share contributions to the proposed improvements, consistent with the analysis of updated Project Traffic Impact Analysis, as detailed in Mitigation Measure T-1 of the EIR Addendum and as detailed in item 94.
95. The Developer or successor in interest shall be responsible for their fair share contributions to the proposed improvements recommended by the State of California Department of Transportation (CalTrans) in the attached letters and mentioned below (Attachment 13 and supplemental letter Attachment 13). The developer or successor in interest shall be responsible for their fair share contributions consistent with the analysis of the updated Project Traffic Impact Analysis Mitigation Measure MM T-1 and CalTrans recommendations regarding the improvements detailed in Items 2 and 3 of Attachment 13 and further clarified in Attachment 14. The specific improvements are outlined as follows:
  - Provide dual eastbound left turn lanes within the existing geometric constraints at the Floral and Highland Avenue intersection.
  - Any related intersection widening, signal relocation/modification and reconstruction of the existing raised median island if needed due to the above-mentioned improvement.
  - Eliminate the Floral Avenue and State Route 99 Southbound off-ramp intersection crosswalk at the west leg of the intersection and construct a paved pedestrian walking path along the south side of Floral Avenue from the aforementioned intersection to the Floral Avenue and WalMart Driveway intersection.

The timing in which these improvements must be constructed shall be no later than when 75% of total development is completed (measured by Square footage). Improvements constructed by the developer described above shall also be subject to a reimbursement agreement with CalTrans to the extent the costs of such improvements exceed the developer's fair share contribution requirements.

***County of Fresno Human Health System - Environmental Health***

96. All construction equipment must be maintained according to the manufacturers' specifications, and noise generating construction equipment must be equipped with mufflers. Noise-generation construction activities shall be limited to daytime hours as specified in the City's Municipal Code.
97. All construction materials deemed hazardous as identified in any demolition process must be characterized and disposed of in accordance with current federal, State, and local requirements.

***California Regional Water Quality Control Board***

98. The Developer or successor in interest is required to comply with the State of California Water Resource Control Board requirements specifically related to the National Pollution Elimination System permit process.

***Cal Water***

99. The 12" water main will need to be extended west along Floral Ave to the end of the property. There are two options that can be considered:
  - a. Cal Water can provide large water services in the right-of-way along Floral Ave to where the owner can install their onsite plumbing and connect to our water service.
  - b. Cal Water can run water main onsite and install water services to individual buildings but this would require the owner to provide Cal Water with the necessary easements since the water main they would be installed on private property, versus installed in the City right-of-way. There would be no reimbursement for any infrastructure installed on private property.
100. All domestic, irrigation, and fire services will require backflow devices. When the owner is ready to start the water process, call Stuart Skoglund, Operations Manager at California Water Service (559) 896-3417.

***SKF Sanitation District***

101. Complete and submit a commercial sewer connection application prior to the issuance of the sewer connection permit.

102. Provide a final set of detailed floor and plumbing plans for sewer evaluation (electronic format only).
103. Install sewer service later cleanout w/boxes at the property line as required.
104. Install grease traps as required.
105. Applicant to pay for the sewer connection permit prior to issuance of the building permit.
106. Call SKF for an inspection for all sewer installation. (48-hour notice required)
107. Buildings shall be metered separately from the landscaping, if applicable.
108. Modifications to the building, plumbing or occupant usage will require a re-evaluation of the sewer connection permit. Connection to the sewer collection system shall be in accordance with the City and District's Standards.

***City Attorney - Defense and Indemnification Provisions:***

109. The City shall not be liable to the Developer/successor in interest or to any other person, firm, or corporation whatsoever, for any injury or damage that may result to any person or property by or from any cause whatsoever in, on, or about the project of said land covered by this Agreement, or any part thereof. The preceding sentence shall not apply to any liability, loss, cost of damages caused solely by the negligence (active or passive) or willful misconduct of the City or its agents.
110. The Developer/successor in interest hereby releases and agrees to indemnify and hold the City, and its officers, agents, employees and volunteers harmless from and against any and all injuries to and deaths of persons or injuries to property, and all claims, demands, costs, loss, damage and liability, howsoever the same may be caused and whensoever the same may appear, resulting directly or indirectly from the performance or nonperformance of any or all work to be done in said project including but not limited to the street lights of way in said Project and upon the premises adjacent thereto pursuant to this Agreement, and also from any and all injuries to and deaths of persons and injuries to property or other interests, and all claims, demands, costs, loss, damage, and liability, howsoever same may be caused and whensoever same may appear, either directly or indirectly made or suffered by the Developer/successor in interest, the Developer's agents, employees, and subcontractors, while engaged in the performance of said work. The preceding sentence shall not apply to any liability, loss, cost, damage and liability caused solely by the negligence (active or passive) or willful misconduct of the City or its agents.

Attachment 7

RESOLUTION NO. 2023-\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA, CALIFORNIA, FINDING ANNEXATION NO. 2021-0009 FOR APPROXIMATELY 29 ACRES CONSISTENT WITH THE GENERAL PLAN, RECOMMENDING PREZONING TO REGIONAL COMMERCIAL (CR) ALONG WITH MODIFICATIONS TO THE SITE PLAN TO ALLOW FOR A REGIONAL COMMERCIAL DEVELOPMENT, AND ADOPTION OF A SUBSEQUENT EIR ADDENDUM**

**WHEREAS**, on September 14, 2021, Cliff Tutelian (“Applicant”) filed an application requesting annexation of approximately 29 acres located north of Floral Avenue, east of DeWolf Avenue, and west of State Route 99 (APN: 348-19-7s, -10s, and 11s, -32, -36s-40s) (“Property”) into the City of Selma, Application No. 2021-0009 to prezone the Property as CR and amend an existing Site Plan (Site Plan Review No. 2006-0008 (“Application” or “Project”)); and,

**WHEREAS**, the Property is currently vacant/undeveloped, and the Applicant intends to develop the entire revised Project site (approx. 63-acre); and,

**WHEREAS**, the Project is located within the City of Selma’s Sphere of Influence and is adjacent to existing development, and is contiguous to the existing City limits, and therefore, annexation is appropriate to promote orderly urban development and growth; and,

**WHEREAS**, the Project is consistent with the General Plan, essential services can be provided, and the Project does not conflict with the established goals and objectives of the Land Use Element; and,

**WHEREAS**, the Land Use Element of the General Plan designates the Property for Regional Commercial Development which permits commercial development, pursuant to the Selma Municipal Code; and,

**WHEREAS**, the development will have vehicular and pedestrian access from Floral Avenue; and,

**WHEREAS**, the project was reviewed under the Environmental Impact Report (EIR) for the Rockwell Pond Commercial Project (SCH 2007061098) and attached Addendum; and,

**WHEREAS**, City staff has evaluated the proposed Project pursuant to standards for subsequent environmental review outlined in State CEQA Guidelines section 15162 and concluded that the previously certified EIR and this Addendum would not result in conditions outlined in State CEQA Guidelines section 15162 that would require preparation of a subsequent or supplemental EIR; and,

**WHEREAS**, pursuant to State CEQA Guidelines section 15164 (c), the Addendum is not required to be circulated for public review but can be attached to the previously certified Rockwell Pond EIR; and,

**WHEREAS**, at a duly noticed Special Planning Commission meeting held on February 13, 2022, the Planning Commission of the City of Selma considered all testimony written, oral presented during the public hearing, and recommended approval of the Project to the City Council; and,

**WHEREAS**, the City Council deliberated and hereby is able to make the required findings and recommendations for this Project.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Selma hereby finds, determines, and declares the following:

Section 1. The above recitals are true and correct and are incorporated herein by reference;

Section 2. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State Law and the Municipal Code of the City of Selma.

Section 3. That the Project is hereby recommended for approval subject to all statutes, regulations, and ordinances subject to the Conditions of Approval included in Attachment 6.

Section 4. State CEQA Guidelines section 15164 requires lead agencies to prepare an addendum to a previously certified EIR or MND if changes or additions to the project are necessary, but none of the conditions requiring preparation of a subsequent EIR or negative declaration are present. The City Council has reviewed and considered the Addendum for the proposed Project and the certified Rockwell Pond Commercial Project EIR and finds that those documents together contain a complete and accurate reporting of all of the environmental impacts associated with the proposed Project. The City Council further finds that the Addendum and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines, and the City's Local Guidelines.

Section 5. Based on the substantial evidence set forth in the record, including but not limited to the Addendum, the City Council finds that an addendum is the appropriate document for disclosing the minor changes that are necessary to account for the Selma Grove Commercial Project. The City Council finds that based on the whole record before it, including but not limited to the Addendum, the Rockwell Pond EIR, all related and supporting technical reports, and the staff report, none of the conditions identified in State CEQA Guidelines section 15162 requiring the need for further subsequent environmental review have occurred because:

- a) The Selma Grove Commercial Project does not constitute a substantial change that would require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- b) There have been no substantial changes with respect to the circumstances under which the Selma Grove Commercial Project or Rockwell Pond Commercial Project will be constructed that would require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effect due to the overall scope of the Selma Grove Commercial Project resulting in a net decrease in overall impacts as compared to the previous project; and
- c) There has been no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the Rockwell Pond Commercial; Project EIR was certified that has come to light, and that shows any of the following: (i) that the Selma Grove Commercial Project or Rockwell Pond Commercial Project would have one or more significant effects not discussed in the certified EIR; (ii) that significant effects previously examined would be substantially more severe than shown in the certified EIR; (iii) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but the City Council declined to adopt such measures; or (iv) that mitigation measures or alternatives considerably different from those analyzed

previously would substantially reduce one or more significant effects on the environment, but which the City Council declined to adopt.

Section 6. The City Council hereby approves and adopts the Addendum to the Rockwell Pond Commercial Project EIR. (SCH No. 2007061098).

Section 7. The City Council hereby approves the Selma Grove Project Submittal No. 2021-0009.

Section 8. The City Council hereby directs staff to prepare, execute, and file a CEQA Notice of Determination with the Fresno County Clerk’s Office within five working days of the approval of this Resolution.

Section 9. The City Council hereby directs staff to commence reorganization procedures with Fresno LAFCo.

Section 10. The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

Section 11. That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

The foregoing Resolution was approved at a regular meeting of the City Council of the City of Selma held on the 18<sup>th</sup> day of September 2023 by the following vote:

AYES: COUNCIL MEMBERS:  
NOES: COUNCIL MEMBERS:  
ABSTAIN: COUNCIL MEMBERS:  
ABSENT: COUNCIL MEMBERS:

\_\_\_\_\_  
Scott Robertson  
Mayor

ATTEST:

\_\_\_\_\_  
Reyna Rivera  
City Clerk

**Attachment 8**  
**Selma Grove EIR CEQA Addendum**

**Addendum**  
to the  
**Environmental Impact Report**  
for the  
**City of Selma**  
**Selma Grove Project**  
**(formerly Rockwell Pond Commercial Project)**  
(State Clearinghouse No. 2007061098)

---

*Prepared for:*

**City of Selma**  
**Community Development Department**  
1710 Tucker Street  
Selma, CA 93662  
(559) 891-2209

*Prepared by:*

**ODELL *Planning & Research, Inc.***  
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**June 2022**

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# SECTION 1

## Introduction

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### 1.1 OVERVIEW

This document is an Addendum to the certified Environmental Impact Report (EIR) prepared by the City of Selma (City) for the Selma Grove Project (approved Project), formerly known as the Rockwell Pond Commercial Project, State Clearinghouse No. 2007016098. The Addendum has been prepared in order to determine whether modifications proposed for the Project would result in an increase in the severity of the impacts identified in the Project EIR or any new impacts not previously considered in the Project EIR.

On February 1, 2010, the City of Selma certified a Final EIR and approved the Rockwell Pond Commercial Project – a commercial center encompassing 94 acres with 973,100 square feet of development plus a 102-room hotel site. The certified EIR included mitigation measures to avoid and/or reduce environmental impacts resulting from the approved Project. The certified EIR also determined that, despite the incorporation of mitigation measures, the approved Project would result in significant and unavoidable effects on Agricultural Resources, Air Quality and Greenhouse Gas Emissions, and Traffic. At the time the EIR was certified, a General Plan Amendment, pre-zoning, and site plan (City of Selma Site Plan 2006-008) were also approved, but no further action toward developing the Project occurred at that time.

The approved Project was subsequently renamed the Selma Grove Project. In May 2016, the City approved Minor Modification 2007-0148 to Site Plan 2006-008 and subsequent environmental review (Mitigated Negative Declaration) to adopt a revised phasing for development of Site Plan 2006-008. This Project delineated 48,693 square feet of retail space intended for a car dealership, as well as a proposed 102-room hotel and an additional 317,300 square feet of retail uses on approximately 35.88 acres of land, which were subsequently annexed to the City.

The developer of Site Plan 2006-008 is now seeking to change the approved Project to reduce the ultimate buildout evaluated in the previously certified EIR to include a new total of 62.9 acres (including the 35.88 acres annexed) and reduce the square footage of development to a total of 619,093 square feet (which includes the existing 48,693 square-foot car dealership, 515,400 square feet of retail land uses, and a 55,000 square foot movie theater) plus a 102-room hotel. (See Section 2 for a more detailed project description.) Additionally, the reduced-sized buildout would entail modifications to the mitigation measures for traffic impacts, which are based on a Traffic Impact Analysis prepared for the modified Project.

This Addendum EIR determines, based on substantial evidence, that minor changes or clarifications to the EIR are necessary but none of the conditions requiring the preparation of the subsequent or supplemental EIR are applicable. This Addendum also shows that, based on changes in the modified Project and circumstances in which the modified Project will be developed, revisions to the previously adopted traffic impact mitigation measures are appropriate to address the traffic conditions resulting from the changes in the Project and the circumstances of its development.

### 1.2 CEQA GUIDELINES AUTHORITY AND PROCEDURES FOR ADDENDUM

Under Section 15164(a) of the State CEQA Guidelines, an addendum to a previously certified EIR shall be prepared by a lead or responsible agency if changes or additions to the EIR are necessary but none of the conditions described in Section 15162 requiring the preparation of a subsequent or supplemental EIR are applicable.

Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR, preparation of a subsequent or supplemental EIR rather than an addendum is required only if one or more of the following conditions occur:

1. Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Per CEQA Guidelines Section 15164(c), an addendum need not be circulated for public review but can be included in or attached to the EIR. The CEQA Guidelines further provide that the decision-making shall body consider the addendum with the EIR prior to making a decision on the project. Additionally, a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162, supported by substantial evidence, should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. This Addendum has been prepared to be considered alongside the original EIR, and the content of this Addendum includes a requisite explanation supported by substantial evidence in satisfaction of the requirements of the CEQA Guidelines.

### **1.3 SCOPE AND CONTENT OF ADDENDUM**

This Addendum has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Title 14 California Code of Regulations Section 15000 et seq.). The Addendum considers each of the environmental impacts that were analyzed in the EIR and focuses on determining whether the modified project would result in an increase in the severity of the impacts identified in the prior EIR or would result in any new impacts not previously considered in the prior EIR. The criteria for determining the significance of environmental impacts in this Addendum analysis are the same as those contained within the previous EIR.

*Section 1: Introduction*

The topic areas considered in the prior EIR were as follows:

- Aesthetics
- Agricultural Resources
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology, Soils, and Minerals
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services, Recreation, and Utilities Service Systems
- Traffic
- Cumulative Impacts

This Addendum also includes as appendices the following documents prepared by JLB Traffic Engineering, Inc.:

- Appendix A-1: Traffic Impact Analysis
- Appendix A-2: March 2022 Addendum to the Traffic Impact Analysis

For additional reference, the original Rockwell Pond EIR is available to view on the City of Selma's website:

[https://cityofselma.com/departments/community\\_development/projects\\_and\\_studies.php#outer-50](https://cityofselma.com/departments/community_development/projects_and_studies.php#outer-50)

# SECTION 2

## Project Background and Proposed Modification

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### 2.1 PROJECT BACKGROUND

The Selma Grove Project is a regional commercial center development located on the north side of Floral Avenue southwest of State Route 99. At present, a portion of the Project is operational and has been annexed to the City of Selma, while the remainder of the Project is undeveloped and not yet annexed to the City. This EIR Addendum coincides with a proposal by the Project's developer to reduce the total acreage and square footage of the Project from what was originally contemplated and approved.

The approved Project, originally named "Rockwell Pond Commercial Project," was initially reviewed and approved by the City in 2010 with the certification of the Rockwell Pond Commercial Project EIR and approval of Site Plan 2006-008. At the time the EIR was certified, the Project encompassed 94 acres and included 973,100 square feet of commercial development plus a 102-room hotel site. A General Plan Amendment, pre-zoning, and site plan were adopted as part of the Project's approval, but no further actions toward development of the Project were carried out at that time.

The certified EIR included mitigation measures to avoid and/or reduce potentially significant environmental impacts resulting from the Project. The certified EIR determined that impacts resulting from the Project would be less than significant or could be mitigated to a less than significant level, except for the following impacts which were determined to be significant and unavoidable: Agricultural Resources (conversion of Prime Farmland, conflict with existing zoning for agricultural use, and contribution to a cumulative loss of agricultural lands on adjacent property), Air Quality (violation of air quality standards or substantial contribution to existing or projected air quality violations for ROG and NOx emissions), and Traffic (opening day and cumulative traffic conditions, in the event traffic mitigation measures are not feasible).

The certified EIR included evaluation of three alternatives to the approved Project – a No Project Alternative (Alternative 1); an Alternative Site Plan (Alternative 2), which included one auto dealership site (rather than two dealership sites as proposed in the Project), reduced retail square footage by approximately 40,000 square feet, and reconfigured the arrangement of some commercial uses and drainage facilities; and an Alternative for Development of Phase I Only, which included 50.2 acres and about 572,000 square feet of commercial/retail uses (Alternative 3). The No Project Alternative was found to result in lesser impacts than the proposed Project for all of the categories of environmental impacts evaluated, but it would also not accomplish any of the Project objectives. The Alternative Site Plan was found to have lesser impacts on hydrology, public services and utilities, and traffic, while having otherwise similar impacts. However, the EIR concluded that the Alternative Site Plan would not result in a substantial reduction to significant impacts of agricultural land conversion and air quality and would only result in a minor reduction in overall traffic. Development of Phase I Only was found to have lesser impacts on those same categories as Alternative 2 as well as agricultural resources, air quality, biological resources, cultural resources, hazards, and noise. Similarly, however, the certified EIR concluded this alternative would not reduce potential impacts to agricultural resources, air quality, or traffic to less than significant levels.

Following certification of the EIR and related approvals for Site Plan 2006-008, the Project was renamed the "Selma Grove Project." In May 2016, the City approved Minor Modification 2007-0148 to Site Plan 2006-008 to adopt a revised phasing for development of the Project (Selma Grove Phase I Annexation Project). The Selma Grove Phase I Annexation Project delineated 48,693

square feet for an auto dealership, a proposed 102-room hotel and an additional 317,300 square feet of commercial retail uses on approximately 35.88 acres of land. The 35.88 acres were subsequently annexed to the City of Selma pursuant to the DeWolf-Floral Fahrney Reorganization, approved by Fresno County LAFCO on June 8, 2016. The approval of the Phase I Annexation Project included environmental review and adoption of a Mitigated Negative Declaration (MND) (MND No. 2016-0021), which was tiered from both the Final EIR for the Rockwell Pond Commercial Project and the Final EIR for the City of Selma 2035 General Plan Update in accordance with CEQA Guidelines Section 15152.

## 2.2 PROPOSED MODIFICATIONS TO THE PROJECT

The proposed Project modifications evaluated in this Addendum involve reducing the total acreage of the Project and the total square footage of development from what was previously contemplated in the certified EIR. As modified, the ultimate buildout of the Project would be reduced from 94 acres to 62.9 acres (including the 35.88 acres from the Phase I Annexation), and the total square footage of development would be reduced from 973,100 square feet to 619,093 square feet, plus a 102-room hotel. The modified project includes the existing 48,693 square feet Toyota Dealership, plus a 465,400 square feet shopping center, a 50,000square feet supermarket, a 14,500 square feet pharmacy, a 3,000 square-foot fast-food restaurant, and a 55,000 square-foot movie theater, plus a 102-room hotel. Related to the reductions in size and square footage, the Project as modified would also entail some reconfiguration of the layout of development within the project site.

Figures A and B on the following pages present for comparison the original site plan from the certified EIR/Site Plan 2006-008 and the modified Selma Grove Project site plan that is to be incorporated into an updated Application for a Minor Site Plan Amendment. (It is noted that, compared to the alternatives that were considered as part of the certified EIR, the size and square footage of the Project as modified would fit between the reduced size “Alternative Site Plan” and “Phase 1 Only” Alternatives)

As discussed in more detail in Section 3 of this Addendum, the modified Project would result in a reduction in the overall trip generation. An updated Project Traffic Impact Analysis was conducted that evaluated the impacts of the modified Project on the intersections previously evaluated in the EIR.

The updated Project Traffic Impact Analysis was based upon a slightly different version of the layout of improvements on the reduced Project parcel. The total square footages of the improvements assumed in the updated Project Traffic Impact Analysis were slightly more than the current intended site plan. There were, however, no differences in the square footages assumed for the movie theater, auto dealership, supermarket, or the room count for the hotel. There are no presently known specific tenant uses for the balance of the site, but the assumptions made in the updated Project Traffic Impact Analysis remain a fair representative sample of potential site users.

That analysis has resulted in a revisions to the previously adopted traffic mitigation measures for street system improvements. However, the location and nature of the street system improvements are substantially similar to those incorporated in the original EIR’s mitigation measures. Further, the updated Project Traffic Impact Analysis confirms that the revised listing of proposed street system improvements will reduce the impacts to a less than significant level. The updated Traffic Impact Analysis further details the Project's fair share contributions to those improvements.

Figure A: Original Site Plan – 2008 Rockwell Pond Commercial Project

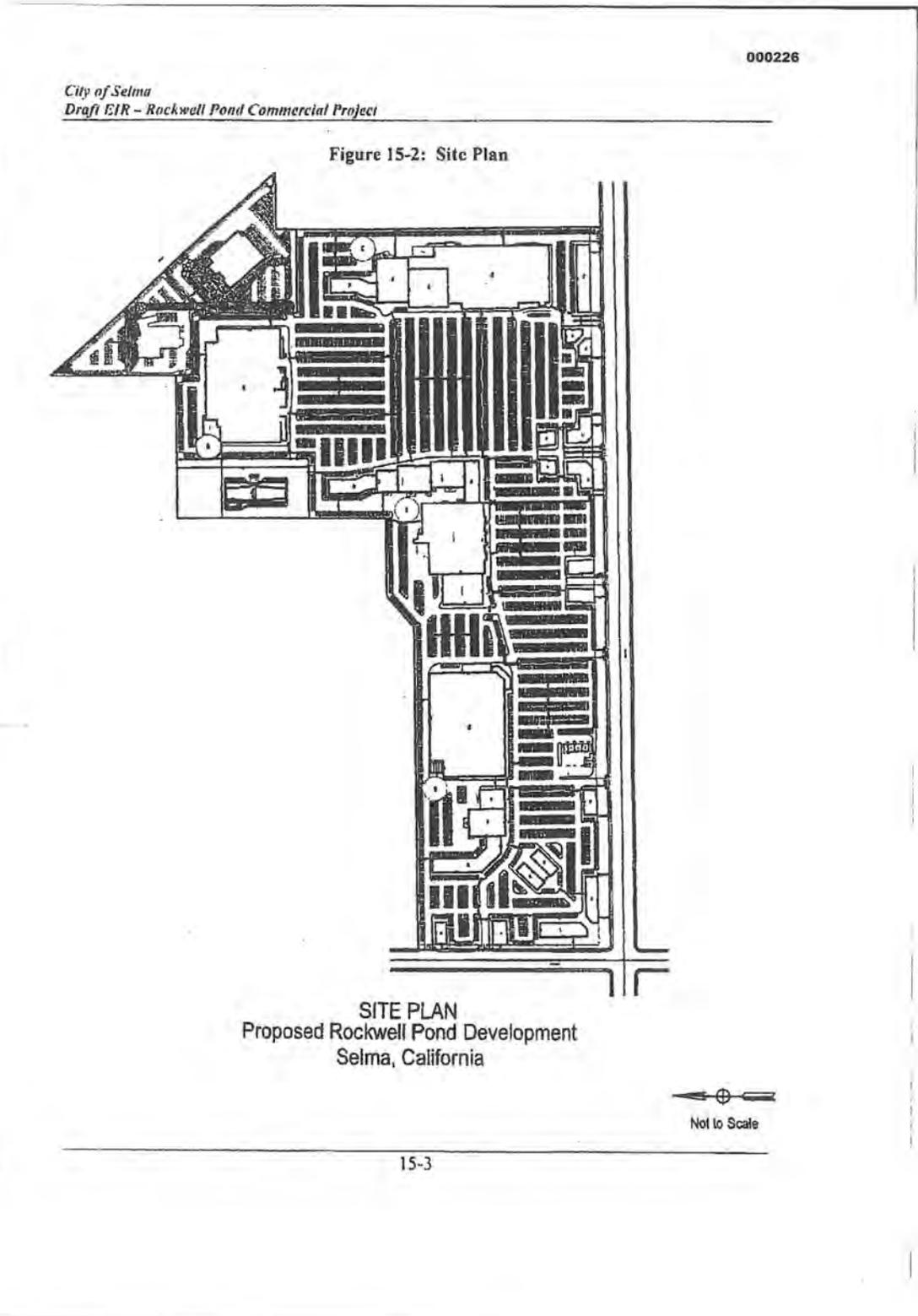


Figure B: Proposed Site Plan for Modified Project



# SECTION 3

## Environmental Review

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### 3.1 INTRODUCTION

This section includes a summary of each of the environmental impact topics previously evaluated in the Rockwell Pond Commercial certified EIR (February 2010) and a determination as to whether the modified Project would result in an increase in the severity of the impacts identified or any new impacts not previously considered. The evaluation in this Addendum follows the order that each topic appears in the certified EIR.

In the time since the EIR was certified, a portion of the commercial development included in the approved Project has been built and is operational. Aside from this progression of development, no substantial changes in circumstances have occurred at the approved Project site. No substantial changes in circumstances have occurred in the vicinity of the approved Project site, as the land use designations, zoning, and overall development patterns remain consistent with what was evaluated in the Project EIR.

In addition, except as discussed in the Traffic section to follow, the mitigation measures from the Project EIR remain in effect.

### 3.2 AESTHETICS

The certified EIR determined that impacts to aesthetics would be less than significant. No scenic vistas or scenic resources were identified as being present at the Project site or its vicinity, and the proposed commercial development was determined to be consistent with the character of existing and planned development in the area. In discussing potential impacts of the Project to the existing visual character or quality of the site and its surroundings, the EIR notes that the City of Selma considers the aesthetic quality of proposed projects during the processing of development entitlements in order to protect the visual character of the Selma area. Developers are required to submit detailed site plans and elevations, color renderings and/or a color and materials board, landscaping plan, sign program and all other required plans, and documentation to the City for review and approval before building permits are issued. Similarly, the City has adopted policies and development standards that regulate light and glare from proposed projects, and developers are required to submit a lighting plan for approval in conjunction with development applications.

The proposed Project modifications would reduce the total acreage and total square footage of development while maintaining the same character of development and the same uses (i.e., a commercial center with retail uses, 102-room hotel, and movie theater). There would be no change in the approved Project's general street configurations or relationship to the surrounding community. Additionally, the modified Project would continue to be regulated through the City's adopted policies and development standards, and it will still be subject to the City's development review processes before building permits are issued. Based on these factors, the modified Project would not result in any additional significant adverse aesthetic impacts or a substantial increase in the severity of the impacts identified in the EIR.

***Conclusion:*** *The modified Project would not result in any additional significant adverse aesthetic impacts or a substantial increase in the severity of the impacts identified in the certified EIR.*

### 3.3 AGRICULTURAL RESOURCES

The certified EIR determined that impacts to Agricultural Resources would be significant and unavoidable due to the conversion of Prime Farmland to nonagricultural uses. As evaluated in the certified EIR, implementation of the approved Project entailed the loss of approximately 94 acres of Prime Farmland at full buildout, and the loss of productive agricultural land resulting from implementation of the Project would be irreversible. The certified EIR also noted the presence of new urban development could influence the conversion of agricultural lands surrounding the approved Project site to nonagricultural use. Mitigation measures were included requiring the approved Project to undertake actions mitigating the loss of agricultural land, maintain a minimum 100-foot buffer/transition area from adjacent agricultural areas, and provide a right-to-farm deed restriction recognizing the right to farm on adjacent agricultural properties. While the adopted mitigation measures were found to be sufficient in reducing the potential for conversion of surrounding agricultural lands to a less than significant impact, the impact of converting Prime Farmland to nonagricultural use remained significant and unavoidable. Other potential impacts pertaining to conflicts with existing zoning for agricultural use or Williamson Act contracts were determined to be less than significant.

The proposed Project modifications would reduce the amount of total acreage and square footage of development at the commercial center while maintaining the same character of development and the same uses as were evaluated in the EIR. As the land within the original 94-acre project site is now either vacant or has been developed with commercial uses, the Project's significant and unavoidable impact of converting Prime Farmland to nonagricultural use has already occurred. However, the modified Project will not result in the conversion of any additional Farmland, and the reduction of the approved Project's acreage and square footage would entail lesser impacts upon agricultural uses in the vicinity. Further, the mitigation measures adopted to reduce impacts to agricultural resources would remain in effect and applicable to the Project. Therefore, the modifications to the approved Project would not result in any additional significant adverse impacts or a substantial increase in the severity of the impacts identified in the certified EIR.

***Conclusion:*** *Although impacts related to agricultural resources identified in the Project EIR will remain significant and unavoidable, the modified Project would not result in any additional significant adverse impacts related to agricultural resources, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### 3.4 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

The certified EIR included an evaluation of the approved Project's potential short-term and long-term impacts related to air quality and greenhouse gas emissions. Short-term emissions impacts were determined to be less than significant given compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII and the local municipal code. Long-term emissions from the Project were considered potentially significant, particularly based on the approved Project's projected emission levels of Reactive Organic Gases (ROG) and Nitrogen Oxide (NOx), which would exceed SJVAPCD's thresholds for ROG and NOx, and due to potential impacts from fugitive particulate emissions. While the certified EIR determined implementation of mitigation measures would reduce impacts from fugitive dust emissions to a less than significant level, impacts from operational emissions of ROG and NOx were determined to remain significant and unavoidable. The certified EIR also determined the approved Project would have less than significant impacts regarding either exposure of sensitive receptors to substantial pollutant concentrations or creation of objectionable odors affecting a substantial number of people. Regarding greenhouse gas emissions, the certified EIR determined the approved Project would generate greenhouse gas emissions that would cumulatively contribute to global warming and climate change. Per the certified EIR, even with incorporation of mitigation, greenhouse gas

emissions would remain potentially significant and constitute a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.

The modifications to the Project would reduce the total acreage and square footage of development from what was originally contemplated and reviewed in the certified EIR, and the overall effect of the reduction in buildout is that the modified Project would result in lesser impacts related to air quality and greenhouse gas emissions. As discussed in more detail under the Traffic section, the modified Project's reduced buildout would result in fewer total daily trips, AM peak hour and PM peak hour trips during a weekday, and Mid-Day peak hour trips during a Saturday – all of which would result in a reduction in the modified Project's mobile source emissions in comparison to the approved Project as analyzed in the certified EIR. As the character of development and types of uses included in the modified Project would be the same as what was originally contemplated in the certified EIR, the modified Project's long-term operational air quality and greenhouse gas emissions would be less than what was analyzed and contemplated in the certified EIR.

Regarding short-term emissions, with the modified Project's reduced acreage and square footage, emissions resulting from the equipment mix and the respective operating hours for each of the various phases of construction (e.g., demolition, site preparation, grading and earthwork, building construction, asphalt paving, and architectural coatings) would be less than what was analyzed and contemplated in the certified EIR. Similarly, because construction and operational activities and uses would be substantially the same, the modified Project would not create new or additional objectionable odors or expose sensitive receptors to substantial pollutant concentrations. Additionally, due to the reduced acreage and square footage and subsequent reduction in vehicle trips, the modified Project's impact regarding greenhouse gas emissions would be less than what was contemplated in the certified EIR.

While the modified Project would have a lesser impact than the project due to its substantially reduced size, it is still large enough to result in significant unavoidable impacts with respect to air quality and GHG emissions. However, based on the information provided above, the modified Project would not result in any additional significant adverse impacts or substantially increase the severity of impacts from what was identified in the certified EIR. Further, the modified Project would remain subject to the certified EIR's adopted mitigation measures and applicable regulations governing air quality and greenhouse gas emissions.

***Conclusion:*** *Although impacts related to air quality and greenhouse gas emissions identified in the Project EIR would remain significant and unavoidable, the modified Project would not result in any additional significant adverse impacts related to air quality or greenhouse gas emissions, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### **3.5 BIOLOGICAL RESOURCES**

The certified EIR determined that impacts to biological resources would be less than significant with incorporation of mitigation measures. The certified EIR discussed how the approved Project may result in direct and indirect effects on sensitive wildlife species and/or habitat during construction activities. As such, the Project will implement mitigation measures requiring preconstruction wildlife surveys and a wetland delineation, which would reduce these impacts to a less than significant level. No impacts were identified in the certified EIR regarding conflicts with local policies or ordinances protecting biological resources.

The Project as modified would not result in a change from the conditions that were evaluated in the certified EIR, except that the Project's total acreage and square footage would be reduced. With continued implementation of the adopted mitigation measures the modified Project would not result

in any additional significant adverse biological resource impacts or a substantial increase in the severity of the impacts identified in the certified EIR.

***Conclusion:*** *The modified Project would not result in any additional significant adverse biological resource impacts, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### 3.6 CULTURAL RESOURCES

The certified EIR determined that impacts to cultural resources would be less than significant with incorporation of mitigation measures to protect previously undetected resources in the event any are encountered. Preparation of the certified EIR included field survey and a review of structures 50 years of age or older on the site. It was determined no cultural or historic resources were identified at the site. The certified EIR noted that excavation activities during construction could reveal subsurface resources, thus mitigation measures were included which outline procedures for stopping work and investigating resources in the event any subsurface resources are encountered.

The Project as modified would not result in a change from the conditions that were evaluated in the certified EIR, except that the modified Project would be smaller in total acreage and square footage. Implementation of the adopted mitigation measures will reduce potential impacts to undiscovered subsurface cultural resources to a less than significant level. Accordingly, the modified Project would not result in any additional significant adverse cultural resource impacts or a substantial increase in the severity of the impacts identified in the certified EIR.

***Conclusion:*** *The modified Project would not result in any additional significant adverse cultural resource impacts, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### 3.7 GEOLOGY, SOILS, AND MINERALS

The certified EIR combined the evaluation of impacts to geology, soils, and minerals into a single section. The EIR determined the approved Project would result in less than significant impacts regarding the exposure people or structures to potential substantial adverse effects involving rupture of a known earthquake fault or based on other substantial evidence of a known fault, strong seismic ground shaking, and seismic-related ground failure, including liquefaction or landslides. Impacts regarding geological unit and soil stability were also determined to be less than significant. Potential impacts regarding substantial soil erosion or the loss of topsoil were determined to be less than significant with the incorporation of a mitigation measure requiring preparation of a grading plan for all proposed development in the approved Project area that is in compliance with City of Selma construction standards and the International Building Code. No impacts were identified regarding either mineral resources or the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

The proposed Project modifications would not change the geologic conditions at the approved Project site, as the modifications would reduce the overall acreage and square footage while remaining within the physical footprint and maintaining the same overall mix of commercial uses as were previously evaluated. The mitigation measure requiring preparation and submittal of grading plans to the City would remain in effect and continue to mitigate potential impacts related to soil erosion and/or loss of topsoil. Therefore, no new impacts related to geology, soils, or minerals would result from implementation of the modified Project.

**Conclusion:** *The modified Project would not result in any additional significant adverse geology, soils, or minerals impacts, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

The certified EIR identified a potentially significant impact related to hazards and/or hazardous materials involving the proximity of the Selma Aerodrome to the approved Project site. The entire site is located within the horizontal zone of the airport, and the immediate northeast corner of Floral and DeWolf Avenues on the Project site is located within the inner approach zone. However, the certified EIR determined this impact would be less than significant with implementation of the mitigation measures requiring referral of the Project to the Fresno County Airport Land Use Commission for review as well as the provision of a "buyer notification statement" for the transfer of title of any property location with the Project site. The certified EIR also determined the Project would result less than significant impacts regarding routine transport, use, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions involving hazardous materials. Additionally, the certified EIR determined there would be no impacts from the Project regarding hazardous emissions and/or materials near schools, locations of hazardous materials sites, implementation of an emergency response plan or emergency evacuation plan, exposure to wildland fires, or proximity to a private airstrip.

The modifications proposed for the Project would reduce the size and scale of the approved Project, and no new land uses are proposed that could create different hazardous materials impacts. The modified Project would also remain subject to applicable federal, State, and local laws related to hazards and hazardous materials, including regulations governing the use, transport, and disposal of hazardous materials. The mitigation measures pertaining to airport safety would remain in effect and continue to mitigate potential airport safety impacts to a less than significant level. Thus, no new impacts related to hazards and hazardous materials would result from implementation of the Project with the proposed modifications.

**Conclusion:** *The modified Project would not result in any additional significant adverse impacts related to hazards and/or hazardous materials, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### 3.9 HYDROLOGY AND WATER QUALITY

The certified EIR determined that impacts from the approved Project related to Hydrology and Water Quality would overall be less than significant with mitigation measures incorporated. Impacts related to flood hazards were determined to be less than significant. In evaluating water supply and groundwater recharge (which included a Water Supply Assessment prepared for the approved Project), the EIR determined potential impacts could be mitigated to a less than significant level through one of the following methods: payment of an annual assessment to Consolidated Irrigation District for additional consumptive water use, funding and development of "recharge enhancement Project 11" (Recharge pond off Kingsburg Branch Canal north of Huntsman), or funding and development of "recharge enhancement Project 12" (Ward Drainage Canal Capacity Enlargement). In evaluating potential impacts related to drainage and runoff, the certified EIR determined potential impacts could be reduced to a less than significant level through mitigation measures that would accomplish the following:

- Construct on-site retention basins designed to accommodate up to 44.6 acre-feet of runoff (26.6 acre-feet for Phase 1 and 18.0 acre-feet for Phase 2 as determined by Yamabe & Horn, Project engineers) and to not discharge into facilities of the Consolidated Irrigation District, including but not limited to Rockwell Pond.

- Require the Project's developers be responsible for paying for required improvements to the surface water runoff facilities.
- Require the Project to comply with applicable regulations regarding surface water runoff, erosion control, and the protection of domestic water quality.
- Require improvements made to Consolidated Irrigation District facilities to be developed in conformance with the District's Standard Details and Development Standards, and require fencing of the Rockwell Pond area to be consistent with criteria acceptable to the District.

The proposed modifications to the Project would reduce its total acreage and square footage while maintaining the same character and uses (i.e., commercial development), thus it would not involve additional water use beyond what was previously anticipated in the certified EIR. The modified Project would remain within the spatial footprint previously contemplated for development and not cause any significant alteration of drainage or contribution to additional runoff, nor would it expose people or structures to flood hazards or inundation by dam failure, seiche, tsunami, or mudflow. Thus, no new impacts related to hydrology and water quality would result from implementation of the Project with the proposed modifications.

***Conclusion:*** *The modified Project would not result in any additional significant adverse impacts related to hydrology and water quality, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### 3.10 LAND USE AND PLANNING

The certified EIR determined that impacts regarding Land Use and Planning would be less than significant with the incorporation of a mitigation measure to amend the land use designation of the approved Project site. At the time the certified EIR was prepared, the Project site was designated in both the City's 1997 General Plan and the Northwest Specific Plan as Open Space. As noted in the draft EIR, the City was in the process of updating its General Plan and had preliminarily designated the Project site for regional commercial uses, but this update had not been completed at the time the Project's Draft EIR was released. Following certification of the EIR, the City adopted a General Plan Amendment that changed the land use designation of the Project site from Open Space to Regional Commercial. Additionally, the EIR determined that the Project's location on the edge of the urbanized area of Selma would not physically divide an established community.

The proposed modifications to the Project will not change the proposed land use of the reduced project site. With the proposed modifications, the character of the development would remain the same and there would be no change in the approved Project's relationship to the surrounding community. Therefore, the modified Project would neither cause a new land use conflict nor create new or additional impacts to Land Use and related ordinances.

***Conclusion:*** *The modified Project would not result in any additional significant adverse impacts related to land use and planning, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### 3.11 NOISE

The Project EIR determined that impacts related to noise would be less than significant with incorporation of mitigation measures addressing potential noise impacts from the proximity of the Selma Aerodrome, a privately-owned public use airport located to the west of the Project site. The mitigation measures included referral of the Project to the Fresno County Airport Land Use Commission for review as well as the provision of a "buyer notification statement" for the transfer of title of any property location with the Project site. The EIR also determined that the Project

would result in less than significant impacts regarding exposure of persons to or generation of noise levels in excess of standards established in the Selma Noise Ordinance; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; or a substantial permanent, temporary, or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. These determinations were based in part on a noise study prepared for the Project (included in the Technical Appendix for the EIR).

The Project as modified would entail buildout of a commercial center of the same character and locational footprint as evaluated in the Project EIR except at a reduced scale. Therefore, with regard to construction noise, the equipment mix and their respective operating hours for each of the various phases of construction (demolition, site preparation, grading, building construction, asphalt paving, and architectural coatings) would remain the same or be reduced from what was contemplated in the Project EIR. Additionally, the modified Project would reduce its proximity to the Selma Aerodrome by approximately 1,900 feet and would not impact the efficacy of the previously adopted mitigation measures. Based on these factors, the modified Project would not result in any additional significant adverse noise impacts or a substantial increase in the severity of the impacts identified in the Project EIR.

***Conclusion:*** *The modified Project would not result in any additional significant adverse noise impacts, or a substantial increase in the severity of the impacts, from what was identified in the Project EIR.*

### **3.12 POPULATION AND HOUSING**

The certified EIR determined impacts to Population and Housing would be less than significant. As stated in the certified EIR, the Project arose “in response to an expanding market created by existing and forecasted new housing” and would have no impact on creating a demand for additional housing that had not already been considered as part of the City’s planning activities. It was noted that five residential units located on the Project site and their residents would be displaced by development of the Project, but this limited number of units was not considered substantial.

The proposed modifications to reduce the size and square footage of the Project would not substantially change population and housing conditions from what was contemplated in the Project EIR. If anything, the reduction in the Project’s size and square footage would reduce estimated employee generation from the Project. Therefore, the modified Project would not result in any new significant with respect to population and housing.

***Conclusion:*** *The modified Project would not result in any additional significant adverse impacts related to population and housing, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

### **3.13 PUBLIC SERVICES, RECREATION, AND UTILITIES SERVICE SYSTEMS**

The certified EIR combined its evaluation of potential impacts affecting public services, recreation, and utilities service systems into a single section. Impacts identified in this section were determined to be less than significant, with some potential impacts requiring mitigation measures to be less than significant. As mitigation measures for potential impacts, the certified EIR included requirements for payment of various impact fees (e.g. Public Facilities Impact Fees, school fees, sewer connection fees; see the adopted MMRP), compliance with applicable building codes and City Standards, consultation with the Selma Police Department to ensure adequate provisions for crime prevention, contributions to the extension of infrastructure necessary to serve the Project, collaboration with PG&E to ensure that development of electrical and natural gas infrastructure is located and provided concurrently with roadway construction and in accordance with PUC

regulations, and determinations for each phase of the Project by the Selma-Kingsburg-Fowler County Sanitation District (SKF) that there is sufficient capacity in the wastewater treatment plant to serve the proposed development.

The modifications to the Project would not increase the demand for, or potential impacts to, public services, recreation, and/or utilities service systems. As the modifications would reduce the total acreage and square footage of development from what was originally contemplated for the Project, the modified Project would not result in an increase in the demand for water or the generation of wastewater or solid waste. Similarly, the character of the proposed modifications would not create a need for additional public services (e.g., police and fire) or additional recreation. Regarding the public services, recreational facilities, and utilities service systems which would serve the Project, these services and systems remain capable of serving the Project with the proposed modifications. Further, the modified Project will continue to be subject to prior Mitigation Measures identified in the Project EIR. Therefore, the modified Project would not result in any additional significant adverse impacts or increase in the severity of the impacts from those identified in the Project EIR.

The City previously solicited comments from Cal Water, the City's water service provider, concerning impacts of the updates to the Project. The response provided by Cal Water is set forth below. Also set forth below is an analysis of those comments.

*The 12" water main will need to be extended west along Floral Ave to the end of the property. There are two options that can be considered:*

- 1. We can provide large water services in the right-of-way along Floral Ave to where the owner can install their onsite plumbing and connect to our water service.*
- 2. We can run water main onsite and install water services to individual buildings but this would require the owner to provide Cal Water with the necessary easements since the water main they own would be installed on private property, versus installed in the City right-of-way. There would be no reimbursement for any infrastructure installed on private property.*

*All domestic, irrigation, and fire services will require backflow devices. When the owner is ready to start the water process, call Stuart Skoglund, Operations Manager at California Water Service (559) 896-3417.*

The above stated design requirements of Cal Water are addressed by existing Mitigation Measure 14.11 in the certified EIR, which imposes a requirement that the Developer prepare a water piping plan for review and approval by Cal Water. Therefore, this comment does not raise new environmental impacts of the revised Project.

**Conclusion:** *The modified Project would not result in any additional significant adverse impacts related to public services, recreation, and utilities service systems, or a substantial increase in the severity of the impacts, from what was identified in the certified EIR.*

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### 3.14 TRAFFIC<sup>1</sup>

An updated Traffic Impact Analysis (updated Project TIA; JLB Traffic Engineering, Inc. 2022), was prepared for the modified Project (Appendix A-1 of the Addendum EIR). The updated Project TIA analyzes the traffic impacts of the modified Project, which is based upon a slightly different version of the layout of improvements on the modified Project parcel (found in Appendix 2-A of this Addendum EIR). The total square footages of the improvements assumed in the original Traffic Impact Analysis were slightly more than the current intended site plan for the modified Project. There were, however, no differences in the square footages assumed for the movie theater, car dealership, supermarket or the room count of the hotel. There are no presently known specific tenant uses for the balance of the site, but the assumptions made in the original TIA remain a fair representative sample of potential site users.

Additionally, JLB subsequently prepared an Addendum to the TIA (“2022 TIA Addendum”), which compared traffic counts obtained during 2022 to the traffic volume data forecasted in the updated TIA, to ensure the accuracy and applicability the analysis and recommendations of the updated Project TIA. The 2022 TIA Addendum is included as Appendix A-2. Based on the new data collected and analyzed, the updated Project TIA includes recommendations for revised mitigation measures to address traffic impacts of the modified Project.

The certified EIR determined the Project would generate potentially significant impacts regarding traffic load and capacity of the street system, as the Project was projected to generate new traffic in excess of the applicable level of service (LOS) standards for both opening day and cumulative conditions. The traffic impact analysis of the certified EIR for the original Project scope, evaluated traffic conditions at nine intersections in the vicinity of the Project site under the following scenarios: Existing Conditions (i.e., at the time the EIR was prepared, with no project developed), Existing Plus Project Phase 1 Conditions, Existing Plus Project Phases 1 and 2 Conditions, Year 2010 No-Project Conditions, Year 2010 With Project Phase 1 Conditions, Year 2015 No-Project Conditions, Year 2015 With Project Phases 1 and 2 Conditions, Cumulative Year 2030 No Project Conditions, and Cumulative Year 2030 With Project Phases 1 and 2 Conditions.

Based on that analysis it was determined that mitigation measures involving several improvements to the road system (e.g., lane additions, signalization) would need to be implemented, both initially and over time, in order to maintain an acceptable LOS and thus reduce traffic impacts to a less than significant level. As stated in the certified EIR, if the required mitigation measures were not feasible to implement, the impact of traffic conditions exceeding the applicable LOS standard would be considered significant and unavoidable.

In addition to its evaluation of potential traffic system impacts, the certified EIR determined potential impacts regarding hazards due to design features or incompatible uses would be less than significant. The certified EIR also determined no impacts would occur from the approved Project regarding inadequate emergency access, inadequate parking capacity, conflicts with adopted policies supporting alternative transportation.

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<sup>1</sup> As discussed in Section 1.3, the criteria for determining the significance of environmental impacts in this Addendum are the same as those contained within the previously certified EIR. It is noted that while the CEQA Guidelines were updated to require analysis of Vehicle Miles Traveled (“VMT”) beginning in July 2020, the requirement does not apply in the context of an Addendum to an EIR that was certified prior to the effective date of the CEQA Guidelines update concerning VMT analysis. Moreover, because the proposed Project modifications would reduce the total acreage and square footage of development while maintaining the same character of development and types of uses, the modified Project would not cause an increase in vehicle trips or other changes that would result in an increase in VMT.

*TIA Discussion of Project Access and Internal Layout- Modified Project*

In addition to providing an updated assessment of the modified Project's impacts on specified study intersections (discussed below), the updated Project TIA also provides recommendations about certain elements of the modified Project design. It specifically recommends that the location of the primary driveway access to the property be shifted to be aligned with a potential future Leonard Avenue alignment south of Floral Avenue. This recommendation is not being adopted as part of the intended mitigation measures. Such a relocated design for the access is not necessary to address any identified impacts, other than a desire to potentially avoid the potential of a second intersection in proximity to the driveway. That concern can be addressed when a future Leonard Avenue alignment is ultimately determined and developed, and it need not be the alignment that the TIA assumes. In addition, the option that the TIA suggests will have negative impacts on the overall revised site plans traffic and parking flow.

The TIA also recommends certain standards for the conceptual roadways within the proposed Project. While those standards may be beneficial, there is no substantial impact of the Project that is identified as needing to be mitigated through those recommendations. The suggestions are referred to the project developer for evaluation of their benefits.

*Study Facilities and Scenarios*

The updated Project TIA for the modified Project studied the same intersections previously evaluated in the certified EIR. It also includes additional analysis of the Highland Avenue (SR-43) / Rose Avenue intersection, the Walmart Driveway / Floral Avenue intersection and the State Route 99 / Dinuba Avenue future interchange. The updated Project TIA evaluated the following scenarios: Existing Traffic Conditions, Existing plus Dealership Traffic Conditions, Existing plus Project Buildout Traffic Conditions, Near Term 2025 plus Project Buildout Traffic Conditions, Cumulative Year 2030 No Project Traffic Conditions, Cumulative Year 2030 plus Project Traffic Conditions, Cumulative Year 2030 with Dinuba Avenue Interchange plus Project Buildout<sup>2</sup>.

*Internal Capture and Pass-By Trip Reductions*

The updated Project TIA takes into account reductions in trip generation as a result of internal capture, which account for the interaction between various individual land uses assumed for the trip generation of the Project Buildout. For example, in a mixed-use development containing offices and shops, trips made by the office workers to the shops within the site are defined as internal, or captured, trips within the site. The TIA also applies pass-by trip reductions, which refers to trips that would have traveled on a street adjacent to the Project even if the retail was not constructed (i.e., travelers already on the road who the retail businesses hope to draw into their site as they are driving by).

*Trip Generation*

Based on the TIA, buildout of the modified Project is estimated to generate a maximum of 32,052 daily trips, 998 AM peak hour trips and 3,012 PM peak hour trips during a weekday, and 3,400 mid-day peak hour trips during a Saturday (before internal capture and pass-by trip reductions are taken into account). The original Rockwell Pond Project, upon buildout, was anticipated to generate a maximum of 43,563 daily trips, 1,332 AM peak hour trips and 3,833 PM peak hour trips during a weekday, and 4,810 mid-day peak hour trips during a Saturday (before internal capture and pass-by trip reductions are taken into account). Compared to the Rockwell Pond Project, the modified Project is estimated to yield less traffic by 11,511 daily trips, 334 AM peak hour trips and 821 PM

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<sup>2</sup> The Cumulative Year 2030 with Dinuba Avenue Interchange plus Project Buildout Traffic Conditions scenario assumes the same roadway geometrics and traffic controls as those assumed in the Existing plus Project Buildout Traffic Conditions scenario, except it assumes that the State Route 99 / Dinuba Avenue interchange has been constructed. See Appendix A-1 for more details.

peak hour trips during a weekday, and 1,410 mid-day peak hour trips during a Saturday. With internal capture and pass-by trip reductions, the modified Project's estimated trips are further reduced to 29,352 daily trips, 880 AM peak hour trips and 2,743 PM peak hour trips during a weekday, and 3,097 mid-day peak hour trips during a Saturday.

#### *Street and Intersection Impacts*

The updated Project TIA includes a detailed level of service impact analysis for each of the study scenarios. As done in the previous traffic study included as part of the Project EIR, the TIA presents LOS levels that would occur under "unmitigated" circumstances (i.e., without additional traffic system improvements) and LOS levels that would occur with mitigation (i.e., with additional traffic system improvements implemented). Based on the analysis presented in the TIA, and with implementation of recommended mitigation measures, the Project as modified would not result in any of the intersections exceeding the acceptable LOS level. Further, the TIA shows an acceptable LOS level can be achieved either with or without development of the State Route 99 / Dinuba Avenue interchange.

No new substantial adverse impacts would occur to the nine intersections previously studied. Regarding the Highland Avenue / Rose Avenue intersection, which was not analyzed in the original EIR, there is sufficient information to reasonably determine that the modified Project would have equal or fewer trips assignable to this intersection (in both current and future scenarios) than the originally approved Project if it had been fully built out. This is due to the fact that the modified Project retains the same overall character and types of uses, within the same overall site footprint, while reducing the total area and square footage of development.

#### *Queuing Analysis*

At the request of Caltrans, the updated Project TIA included a queuing analysis for state route study intersections, based on the cumulative impacts of the Project at the 2030 time horizon. The queuing analysis does contain some design recommendations and constraints for expanding storage capacities in certain locations. However, there is no threshold of significance presently adopted by the City with respect to queuing matters, and therefore no significant impact was identified for any failure of the City to incorporate the recommended design elements to facilitate recommended storage capacities. Therefore, no mitigation measures are proposed with respect to this element of the updated Project TIA. This is also consistent with the fact that no mitigation measures associated with a queuing analysis are included in the previously adopted traffic mitigation measures for the original Project (other than those otherwise accounted for in the LOS designations of the interchange operations).

#### *Mitigation Measure Principles*

The updated Project TIA identifies specific roadway improvements required to assure maintenance of LOS standards in various scenarios, including the Project's impacts upon full buildout, and cumulative impacts in the 2025 and 2030 time horizons. For the 2030 time horizon, the updated Project TIA includes an evaluation of two alternative scenarios – one incorporating the assumption that a new interchange at Dinuba Avenue and State Route 99 is developed, and another assuming the interchange is not developed. The updated Project TIA also separately analyzes the contribution of the existing dealership to trips generated at the various study intersections. This analysis was provided to address certain obligations of the dealership project that the City had imposed as part of the development of that phase of the Project.

The updated Project TIA acknowledges that the recommended improvements to the study intersections are not presently part of any existing fee mitigation program. However, it identifies the Project's contributive "fair share" of such improvements calculated in accordance with the methodology identified in the *Guide for the Preparation of Traffic Impact Studies*, version dated

2002, prepared by Caltrans, in its Appendix B entitled *Methodology for Calculating Equitable Mitigation Measures*.

The updated Project TIA recommends that payment of the identified fair share contribution to the specified facility improvements would satisfy the mitigation obligations of the Project. The "fair share" payment arrangement is a permissible mitigation for cumulative impacts of a project where the requirements of the CEQA Guidelines Section 15130(a)(3) are applicable. Those provisions confirm that a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

With respect to the Dealership project, payment of fair share contributions to the specified facility improvements required for the Cumulative Year 2030 plus Project Traffic Conditions scenario satisfies full mitigation. This is supported by the fact that the updated Project TIA confirms that none of the studied intersections violate the applicable LOS standards based solely on the trip generation associated with the Dealership project. This is confirmed comparing Tables I and II in the updated Project TIA with Tables V and VI. Therefore, all impacts of the Dealership are based on cumulative impacts. Further, the fair share contributions of the Dealership project to each of those facilities is less than two percent, as is shown in Table XXVIII.

With respect to the additional elements of the modified Project, there are elements of the improvements to the specified facilities that relate to direct Project impacts which would therefore not be suitable for mitigation under a fair share contribution analysis. However, there are also elements of improvements to those facilities that the updated Project TIA identifies as needed solely to address the cumulative impacts analysis in the 2025 and 2030 scenarios. With respect to the improvements identified in the Cumulative Year 2025 plus Project scenario, and the improvements identified in the Cumulative Year 2030 plus Project scenario, it is recommended that, in full satisfaction of the required mitigations, those improvements be addressed through payment of fair share contributions to the specified facility improvements. This is supported by the fact that the updated Project is otherwise to be directly responsible to assure installation of the most significant portion of the improvements of those facilities. In addition, it is proposed that in instances where the Project developer holds reimbursement rights for improvements it has made to the facilities, that such reimbursement credits ("Fair Share Credits") may be applied to satisfy any fair share contribution requirements that are imposed as mitigation measures.

#### *Revised Traffic Impact Mitigation Measures*

Based on the above stated principles, the intended mitigation measures for the facilities are detailed below and incorporated into a listing of all of the improvements to various facilities identified by the TIA (other than those recommended to address the existing deficiency at Highland Avenue and Rose Avenue). Where the text is plain, the improvement is identified as required to address the project's direct impacts. Where the text is *italicized and underlined*, that element of a facility improvement relates to a cumulative impact in the 2025 timeframe. Where the text is ***italicized, underlined, and bold***, that element of a facility improvement relates to a cumulative impact in the 2030 timeframe.

For the 2030 time horizon, the mitigation measures address future conditions both with and without the development of the Dinuba Avenue interchange. As indicated in the updated Project TIA, many of the required traffic facility improvements are the same under either scenario. The differences in facility improvements between the two scenarios mostly concern the DeWolf Avenue / Floral Avenue intersection, but there is also a difference in lane configuration at the Highland Avenue / Golden State Boulevard intersection.

In MM T-1, the fair share contribution calculated for the Dealership project (sourced from Table XXVIII of the updated Project TIA) is identified next to each facility. Where a facility is associated with a cumulative impact in 2025 or 2030, the modified Project's fair share contribution of that element of the facility is stated adjacent to element. Where plain text is used, that element is to be developed by the modified Project and that requirement is stated adjacent to that element. MM T-2 utilizes the same formatting scheme to denote the timing of improvements, but for the fair share calculation it employs a requirement for a subsequent future Project fair share analysis in the event the Dinuba Avenue interchange is approved to begin construction within the 2030 time horizon.

**MM T-1:** The following traffic facility improvements (which reflect the Cumulative Year 2030 Plus Project Traffic Conditions Scenario from the TIA) shall be implemented, toward which the Project shall make fair share contributions.

- a. Highland Avenue / Golden State Boulevard [Dealership Fair Share 0.46%]
  - i. Add a second northbound left-turn lane. [Project Fair Share 28.84%, but with credit provided for the costs of the facility components to be completed by the Project]
  - ii. Modify the northbound right-turn lane to a through-right lane with a receiving lane on Highland Avenue north of Golden State Boulevard. [Project Fair Share 28.84%, but with credit provided for the costs of the facility components to be completed by the Project]. However, in the event the Dinuba Avenue interchange on State Route 99 is approved for construction prior to the end of the year 2025, this improvement will not be required.
  - iii. Add a southbound left-turn lane. [Project Fair Share 28.84%, but with credit provided for the costs of the facility components to be completed by the Project]
  - iv. Modify the southbound left-through lane to a through lane. [Project Fair Share 28.84%, but with credit provided for the costs of the facility components to be completed by the Project]
  - v. Modify the southbound right-turn lane to a through-right lane with a receiving lane on Highland Avenue south of Golden State Boulevard. [Project Fair Share 28.84%, but with credit provided for the costs of the facility components to be completed by the Project]
  - vi. Modify the traffic signal to implement overlap phasing of the southeastbound right-turn phase with the northbound left-turn phase. [Project Improvement Requirement]
  - vii. Prohibit northbound to southbound U-turn movements. [Project Improvement Requirement]
  - viii. Modify the traffic signals to accommodate the added lanes. [Project Fair Share 28.84%, but with credit provided for the costs of the facility components to be completed by the Project]
- b. DeWolf Avenue / Floral Avenue [Dealership Fair Share 1.37%]
  - i. Add a westbound left-turn lane. [Project Fair Share 67.38%, but with credit provided for the costs of the facility components to be completed by the Project]
  - ii. Modify the westbound left-through-right lane to a through-right lane. [Project Fair Share 67.38%, but with credit provided for the costs of the facility components to be completed by the Project]
  - iii. Implement all-way stop controls. [Project Improvement Requirement]
  - iv. Modify the intersection to accommodate the added lane. [Project Fair Share 67.38%, but with credit provided for the costs of the facility components to be completed by the Project]

- c. Project Driveway 3 / Floral Avenue [All elements are a Project Improvement Requirement]
  - i. Modify the westbound through-right lane to a through lane.
  - ii. Add a westbound right-turn lane.
  - iii. Add a second southbound left-turn lane with a receiving lane on Floral Avenue east of Project Driveway 3.
  - iv. Signalize the intersection with protective left-turn phasing on all approaches.
  - v. On an Interim basis prohibit pedestrians across the west leg of Floral Avenue.
  - vi. Modify the intersection to accommodate the added lanes.
- d. Highland Avenue / Floral Avenue [Dealership Fair Share 0.82%]
  - i. Add a second eastbound left-turn lane. [Project Improvement Requirement]
  - ii. Add a third eastbound through lane. [Project Fair Share 44.94%, but with credit provided for the costs of the facility components to be completed by the Project]
  - iii. Modify the westbound through-right lane to a through lane. [Project Improvement Requirement]
  - iv. Add a westbound right-turn lane. [Project Improvement Requirement]
  - v. Extend the receiving northbound through lanes on Highland Avenue. [Project Improvement Requirement]
  - vi. Modify the widths of lanes on the north leg of Highland Avenue to reduce the total length of the north leg to approximately 100 feet. [Project Fair Share 44.94%, but with credit provided for the costs of the facility components to be completed by the Project]
  - vii. Modify the traffic signals to accommodate the added lanes. Project Fair Share 44.94%, but with credit provided for the costs of the facility components to be completed by the Project]
- e. State Route 99 Southbound Off-Ramp / Floral Avenue
  - i. Modify the southbound through lane to a through-right lane. [Project Improvement Requirement]

**MM T-2:** In the event that the Dinuba Avenue interchange on State Route 99 begins construction prior to the year 2030, the following traffic facility improvements (which reflect the Cumulative Year 2030 with Dinuba Avenue Interchange Plus Project Traffic Conditions Scenario from the updated Project TIA) shall be implemented in addition to the improvements set forth in MM T-1, toward which the modified Project shall make fair share contributions based on a subsequent fair share analysis completed prior to the start of construction on the interchange:

- a. DeWolf Avenue / Floral Avenue
  - i. Add an eastbound left-turn lane.
  - ii. Modify the eastbound left-through-right lane to a through-right lane.
  - iii. Add a westbound right-turn lane.
  - iv. Add a northbound left-turn lane.
  - v. Modify the northbound left-through-right lane to a through lane.
  - vi. Add a northbound right-turn lane.
  - vii. Add a southbound left-turn lane.
  - viii. Modify the southbound left-through-right lane to a through-right lane.
  - ix. Signalize the intersection with protective left-turn phasing on all approaches.

- x. Implement overlap phasing of the northbound right-turn phase with the westbound left-turn phase.
- xi. Prohibit westbound to eastbound U-turn movements.
- xii. Modify the intersection to accommodate the added lanes.

Regarding the above-identified improvements to State Route 99 Southbound Off-Ramp / Floral Avenue, it is further acknowledged that the completion of such improvements is within the responsibility and jurisdiction of another public agency, namely Caltrans. Nevertheless, the City should find that such measures can and should be adopted by Caltrans.

The updated Project TIA also identified an existing deficiency at Highland Avenue and Rose Avenue, a facility that is a component of State Route 43 and is within the jurisdiction of Caltrans. The improvements recommended to address that deficiency are detailed below. The updated Project TIA also identified that the Dealership's fair share percentage of those specified improvements to that facility is 0.13%, and that the remainder of the Project's fair share percentage of those specified improvements to that facility is 5.9%. Because this facility is experiencing an existing deficiency, is within the responsibility and jurisdiction of Caltrans, and the Project has a relatively small fair share allocation, the City should find that a fair share contribution payment to this facility is full mitigation of the Project's impact, and should further find that such measures can and should be adopted by Caltrans.

#### *Determination and Collection of Fair Share Payments*

The updated Project TIA notes that the costs of the improvements identified above have not yet been determined and therefore no fair share payments can be currently calculated or collected. Because the Dealership project is already developed, the payment of the allocated fair share payment responsibility should be imposed with respect to that element of the Project within 90 days after the costs of the relevant facility improvements are determined.

With respect to other elements of the Project, the City may allow a phased imposition of the fair share payments. Phasing the imposition of payments would link the fair share payments to future project development that is determined to contribute trip generation to the study intersections in the Saturday MD Peak Hour scenario (which is the scenario used in the TIA to confirm the trip generations that resulted in the fair share allocation percentages). Each trip contribution will carry with it a payment amount that is based on the total Project costs and the total trips used in the denominator of the relevant fair share allocation percentage. Such amount shall be paid at the time of building permit.

As noted previously in the discussion of mitigation measure principles, any such fair share payment obligation may be reduced to the extent of Fair Share Credits that the Project generates from its traffic facility improvements. More specifically, the Fair Share Credits will total the costs of each of the facilities identified above as a Project Improvement Requirement that are completed by the Project developer, multiplied by the a percentage that is 100% minus the Project's Fair Share for the relevant facility (e.g., for DeWolf Avenue / Floral Avenue, the Project's Fair Share Credits would total the costs of the Project Improvement Requirement multiplied by 32.62% [100% - 67.38%]).

#### *Bike Path*

The updated Project TIA noted that the City of Selma's 2003 Bicycle Transportation Plan recommends Class II Bike Lanes be implemented, among other locations, on Floral Avenue between DeWolf Avenue and Amber Avenue. In furtherance of that policy, it is recommended that, as a project condition, the updated Project accommodate a Class II Bike Lane along its Floral Avenue frontage.

*Other Transportation and Traffic Impacts*

The modified Project will not generate any additional need for parking, does not involve hazardous road designs or incompatible uses, and will not impact emergency access. This is due to the fact that the modified Project retains the same overall character and types of uses included in the original Project while reducing the total area and square footage of development within the same overall site footprint of the approved Project. Further, buildout of the modified Project would remain subject to the City's Standards and Specifications plus other applicable regulations which would ensure such impacts are avoided.

***Conclusion:*** *The modified Project would not result in any additional significant adverse traffic impacts, or a substantial increase in the severity of the impacts, from what was identified in the Project EIR.*

**3.15 CUMULATIVE IMPACTS**

The certified EIR found that cumulative impacts associated with the originally approved Project were found to be less than significant in all environmental impact topic areas, with the exception of agricultural resources (loss of farmland), air quality and greenhouse gas emissions (projected ROG and NOx emissions above SJVAPCD thresholds, and cumulative GHG emissions) and traffic (congestion/level of service). As previously discussed in this section, the modified Project does not involve additional loss of farmland, additional air quality or greenhouse gas emissions, or additional traffic generation or congestion conditions in comparison to the original Project. In fact, all of these impacts would be less with the modified Project. The TIA indicates that acceptable LOS would be achieved with mitigation specified above. While the cumulative impacts related to agricultural resources, air quality and greenhouse gas emissions may remain significant and unavoidable, since the foregoing analysis in each of the subject areas in this Addendum indicates that none of these impacts would be increased due to the modified Project, the proposal would not result in an increase in cumulative impacts.

***Conclusion:*** *The potential cumulative impacts of the modified Project related to agricultural resources, air quality and greenhouse gas emissions would remain significant and unavoidable, but the modified Project would not result in an increase in cumulative impacts previously identified in the Project EIR.*

**3.16 CONCLUSION**

Based on the foregoing analysis, the City has determined that the potential environmental impacts associated with modified Project have been analyzed and addressed in the certified EIR and this Addendum, and the proposed modifications to the Project would not result in conditions outlined in State CEQA Guidelines Section 15162 that would require preparation of a subsequent or supplemental EIR. The modified Project will not result in new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. The revisions that are proposed to the Traffic mitigation measures from the certified EIR will continue to assure that the traffic impacts of the Project will be mitigated to a less than significant level.

**Appendix A-1:  
Traffic Impact Analysis**

**Attachment 9 (See Electronic Copy)  
Rockwell Pond Commercial Project EIR**

**Attachment 10  
Public Hearing Notice**

**CITY OF SELMA  
CITY COUNCIL MEETING  
NOTICE OF PUBLIC HEARING**

**NOTICE IS HEREBY GIVEN** that the City Council of the City of Selma will hold a public hearing on Monday, September 18, 2023 at 6:00 p.m., or as soon thereafter as the matter may be heard in the Council Chambers of the City Hall, 1710 Tucker Street, Selma, California, to consider the following matters:

1. ANNEXATION, PREZONE AND AMENDMENT TO A SITE PLAN REVIEW NO. 2021-0009, which consists of, an annexation, pre-zone, and amended site plan review for a 62.9-acre property located north of Floral Ave, east of DeWolf and south of State Route 99 to allow for the Regional Commercial development of the following properties: APN: 348-19-7s, -10s, -11s, -32, and -36s-40s. The project was evaluated in accordance with the California Environmental Quality Act via the preparation of an addendum to the Rockwell Pond Commercial Project Final EIR.

A copy of all relevant materials regarding the proposed actions is on file in the Development Services Department at Selma City Hall, 1710 Tucker Street, Selma, California. Specific questions can be directed to the City's Planning Division at (559) 891-2208. *Si necesita información en Español, comuníquese con Lupe Macias al teléfono (559) 891-2208 o por correo electrónico [lmacias@cityofselma.com](mailto:lmacias@cityofselma.com).*

If you challenge the nature of the proposed items in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Selma at, or prior to, the public hearing.

Reyna Rivera, City Clerk  
Publish Date: 9/6/2023

**Attachment 11 (See Electronic Copy)  
Selma Grove Traffic Impact Assessment**

**Attachment 12**  
**Selma Grove Traffic Count Comparison Analysis**

March 28, 2022

Brandon A. Broussard, P.E.  
City Engineer  
City of Selma  
1710 Tucker Street  
Selma, CA 93662

Via Email Only: [bbroussard@ytmail.com](mailto:bbroussard@ytmail.com)

**Subject: Addendum 1 to the Traffic Impact Analysis Report for the Selma Grove Commercial Development Project located in the City of Selma (JLB Project No. 001-005)**

Dear Mr. Broussard,

**JLB Traffic Engineering, Inc. (JLB)** has completed Addendum 1 which includes a **Traffic Count Comparison Analysis** for the three selected intersections analyzed as part of the Selma Grove Commercial Development Project (Selma Grove) Traffic Impact Analysis (TIA). The latest version of the Selma Grove TIA is dated March 13, 2019. The Project desires to move forward to obtain City Council approval; however, there is concern that the TIA, dated March 13, 2019, may underestimate near term and cumulative year traffic impacts. As a result, JLB collected new year 2022 traffic counts at three of the study intersections and compared these counts with forecasted year 2022 traffic volumes based on data contained within the March 13, 2019 Selma Grove TIA.

The purpose of Addendum 1 is to compare the newly collected 2022 traffic counts to the forecasted 2022 traffic volumes based on data contained within the March 13, 2019 Selma Grove TIA. This analysis compares the new traffic counts collected in March 2022 to the traffic counts used in the Selma Grove TIA by expanding the TIA volumes by the average annual growth rate, as projected in the Selma Grove TIA, to the year 2022.

### **Newly Collected 2022 Traffic Volumes**

The first step in the comparison analysis was to collect new intersection turning movement counts for the weekday AM and PM peaks as well as the Saturday midday peak at three of the study intersections. These intersections include 1) State Route 99 Southbound Off Ramp at Floral Avenue, 2) Whitson Avenue at Floral Avenue and 3) Highland Avenue at Rose Avenue. The existing weekday AM and PM intersection peak hour turning movement counts were conducted at the three study intersections on Thursday, March 3, 2022, while schools in the vicinity of the Project site were in session. The existing Saturday midday intersection peak hour turning movement counts were conducted at the three study intersections on Saturday, March 5, 2022. The intersection turning movement counts included pedestrian and bicycle volumes. The newly collected 2022 traffic counts are contained in Appendix I.



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According to Vehicle Miles Travelled (VMT) data on the Berkely TIMS database, VMT has normalized to pre-Covid numbers. As a result of the VMT data normalizing and schools being in session with in-person instruction, JLB proposes that no escalation be applied to the newly collected 2022 traffic counts due to Covid.

**Existing Selma Grove TIA Volumes**

The existing conditions peak hour turning movement volume counts utilized in the Selma Grove TIA were collected at the study intersections in June 2016, while schools in the vicinity of the Project site were in session. A summary of the existing volumes for the three intersections and peak periods can be found in Table I.

**Table I: Existing Selma Grove TIA Volumes**

	State Route 99 Southbound Off Ramp / Floral Avenue			Whitson Avenue / Floral Avenue			Highland Avenue / Rose Avenue		
	AM Peak	PM Peak	MD Peak	AM Peak	PM Peak	MD Peak	AM Peak	PM Peak	MD Peak
Existing Intersection Volumes in Selma Grove TIA (VPH)	1,070	1,940	1,611	1,393	1,869	1,465	1,243	1,549	1,184

**Selma Grove TIA Volume Forecasting**

In order to arrive at the forecasted year 2022 traffic volumes, JLB derived an average annual growth rate between the existing 2016 counts and the Cumulative Year 2030 No Project forecasted traffic volumes contained in the Selma Grove TIA. The methodologies used to derive at the Cumulative Year 2030 No Project forecasted traffic volumes are explained in the Selma Grove TIA. The growth rate of each approach and peak periods for the three selected intersections can be found in Table II. These growth rates were then used to expand the 2016 counts for six (6) years to arrive at the forecasted year 2022 volumes. A summary of the forecasted year 2022 volumes for each of these three intersections and peak periods can be found in Table III, while the forecasted year 2022 volumes by movement can be found in Appendix II.

**Table II: Selma Grove TIA Forecasted Average Annual Traffic Growth Rate**

	State Route 99 Southbound Off Ramp / Floral Avenue			Whitson Avenue / Floral Avenue			Highland Avenue / Rose Avenue		
	AM Peak	PM Peak	MD Peak	AM Peak	PM Peak	MD Peak	AM Peak	PM Peak	MD Peak
Eastbound	2.92%	2.57%	3.48%	1.87%	2.79%	3.69%	18.29%	14.31%	18.74%
Westbound	2.26%	2.17%	2.88%	0.99%	2.57%	3.48%	1.13%	1.60%	2.61%
Northbound	0.00%	0.00%	0.00%	2.21%	4.88%	5.60%	3.17%	4.71%	5.47%
Southbound	0.80%	0.37%	0.93%	5.49%	7.57%	8.55%	3.13%	4.80%	6.18%



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**Table III: Collected and Forecast Year 2022 Volume Comparison**

	State Route 99 Southbound Off Ramp / Floral Avenue			Whitson Avenue / Floral Avenue			Highland Avenue / Rose Avenue		
	AM Peak	PM Peak	MD Peak	AM Peak	PM Peak	MD Peak	AM Peak	PM Peak	MD Peak
Year 2022 Forecast Intersection Volumes (VPH)	1,197	2,144	1,864	1,578	2,362	1,948	1,499	2,034	1,656
Newly Collected Year 2022 Intersection Volumes (VPH)	1,109	1,921	2,000	1,343	1,893	1,795	1,268	1,643	1,383
Intersection Volume Difference (VPH)	88	223	-136	235	469	153	231	391	273
Percent Difference	7.9%	11.6%	-6.8%	17.5%	24.8%	8.5%	18.2%	23.8%	19.7%

**Volume Comparison**

The year 2022 forecast volumes were then compared to the newly collected year 2022 volumes. The volume and percent difference for each intersection per peak period can be found in Table III. In most cases, the forecast year 2022 volumes were found to be higher than the newly collected 2022 volumes. As a result, the level of traffic volume growth assumed in the Selma Grove TIA, dated March 13, 2019, is higher than that which has taken place. This would indicate that the projected traffic impacts included in the Selma Grove TIA could be lower, and therefore, those presented in the TIA would be considered a worst-case scenario. The current lower volumes when compared to the TIA projections are also a result of many of the Near Term Cumulative projects not being built as fast as previously anticipated by the City. The intersection of State Route 99 Southbound Off Ramp at Floral Avenue during the weekend MD peak period was the only study scenario in which the forecast 2022 volumes were less than the newly collected 2022 volumes, by 6.8 percent. However, it is of JLB's opinion that any projected traffic volumes which are less than ten (10) percent lower than actual counts would be considered reasonable and normal.

**Conclusions and Recommendations**

Conclusions and recommendations regarding the Traffic Count Comparison are provided below:

- The expanded 2016 traffic counts to the year 2022 were, on average, higher than the newly collected year 2022 traffic counts.
- Thus, the volume forecasting within the Selma Grove TIA is higher than that which has taken place in the last five years.
- The traffic operational impacts presented in the Selma Grove TIA could likely be lesser, and as a result be considered conservative findings.
- The Selma Grove TIA more than adequately projects traffic forecasting and, as a result, it should not be necessary to redo the TIA.



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If you have any questions or require additional information, please contact me via phone at (559) 570-8991, or via email at [jbenavides@jlbtraffic.com](mailto:jbenavides@jlbtraffic.com).

Sincerely,



Jose Luis Benavides, P.E., T.E.  
President

Z:\01 Projects\001 Selma\001-005 Selma Grove TIA\Count Comparison Letter\L03282022 Selma Grove Count Comparison.docx



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## Appendix I: March 2022 Traffic Counts



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

# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

LOCATION Floral Ave @ SR 99 SB Offramp / Shopping Center Driveway

LATITUDE 36.5764

COUNTY Fresno

LONGITUDE -119.6307

COLLECTION DATE Thursday, March 3, 2022

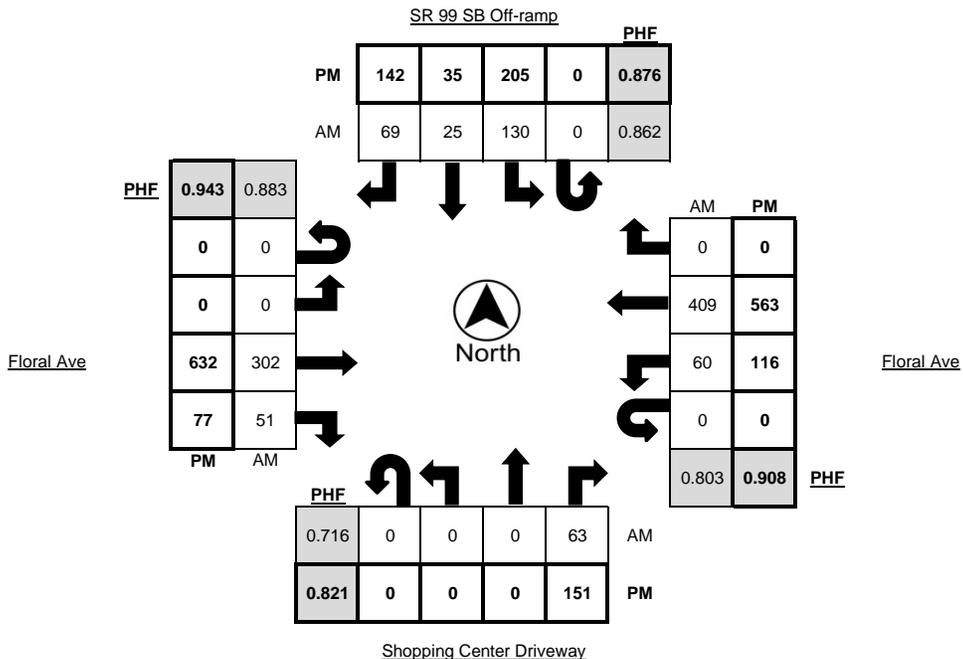
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound						
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks		
7:00 AM - 7:15 AM	0	0	0	7	0	0	0	33	3	23	7	0	0	0	59	8	2	0	11	45	0	1
7:15 AM - 7:30 AM	0	0	0	8	0	0	0	45	5	17	2	0	0	0	45	3	1	0	10	47	0	1
7:30 AM - 7:45 AM	0	0	0	18	0	0	0	56	3	13	2	0	0	0	60	4	1	0	12	68	0	2
7:45 AM - 8:00 AM	0	0	0	16	0	0	0	47	8	22	4	0	0	0	66	9	2	0	8	93	0	1
8:00 AM - 8:15 AM	0	0	0	15	0	0	0	36	4	16	2	0	0	0	63	9	2	0	7	109	0	1
8:15 AM - 8:30 AM	0	0	0	12	0	0	0	43	6	16	4	0	0	0	70	16	3	0	12	104	0	1
8:30 AM - 8:45 AM	0	0	0	22	0	0	0	31	10	18	5	0	0	0	87	13	3	0	14	77	0	0
8:45 AM - 9:00 AM	0	0	0	14	0	0	0	20	5	19	1	0	0	0	82	13	1	0	27	119	0	3
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>311</b>	<b>44</b>	<b>144</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>532</b>	<b>75</b>	<b>15</b>	<b>0</b>	<b>101</b>	<b>662</b>	<b>0</b>	<b>10</b>

Time	Northbound					Southbound					Eastbound					Westbound						
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks		
4:00 PM - 4:15 PM	0	0	0	47	0	0	0	41	9	28	2	0	0	0	153	14	0	0	38	159	0	2
4:15 PM - 4:30 PM	0	0	0	56	0	0	0	69	13	30	2	0	0	0	126	19	0	0	29	128	0	1
4:30 PM - 4:45 PM	0	0	0	34	0	0	0	53	5	29	1	0	0	0	145	18	1	0	20	147	0	3
4:45 PM - 5:00 PM	0	0	0	40	0	0	0	49	11	33	1	0	0	0	128	22	3	0	27	128	0	1
5:00 PM - 5:15 PM	0	0	0	30	0	0	0	45	13	26	0	0	0	0	154	16	2	0	33	140	0	3
5:15 PM - 5:30 PM	0	0	0	45	0	0	0	53	9	35	1	0	0	0	167	21	2	0	30	149	0	1
5:30 PM - 5:45 PM	0	0	0	46	0	0	0	60	9	40	1	0	0	0	154	12	2	0	27	160	0	1
5:45 PM - 6:00 PM	0	0	0	30	0	0	0	47	4	41	2	0	0	0	157	28	2	0	26	114	0	1
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>417</b>	<b>73</b>	<b>262</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1184</b>	<b>150</b>	<b>12</b>	<b>0</b>	<b>230</b>	<b>1125</b>	<b>0</b>	<b>13</b>

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound						
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks		
8:00 AM - 9:00 AM	0	0	0	63	0	0	0	130	25	69	12	0	0	0	302	51	9	0	60	409	0	5
5:00 PM - 6:00 PM	0	0	0	151	0	0	0	205	35	142	4	0	0	0	632	77	8	0	116	563	0	6

	PHF	Trucks
AM	0.927	2.3%
PM	0.944	0.9%





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

# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

**LOCATION** al Ave @ SR 99 SB Offramp / Shopping Center Drive

**LATITUDE** 36.5764

**COUNTY** Fresno

**LONGITUDE** -119.6307

**COLLECTION DATE** Thursday, March 3, 2022

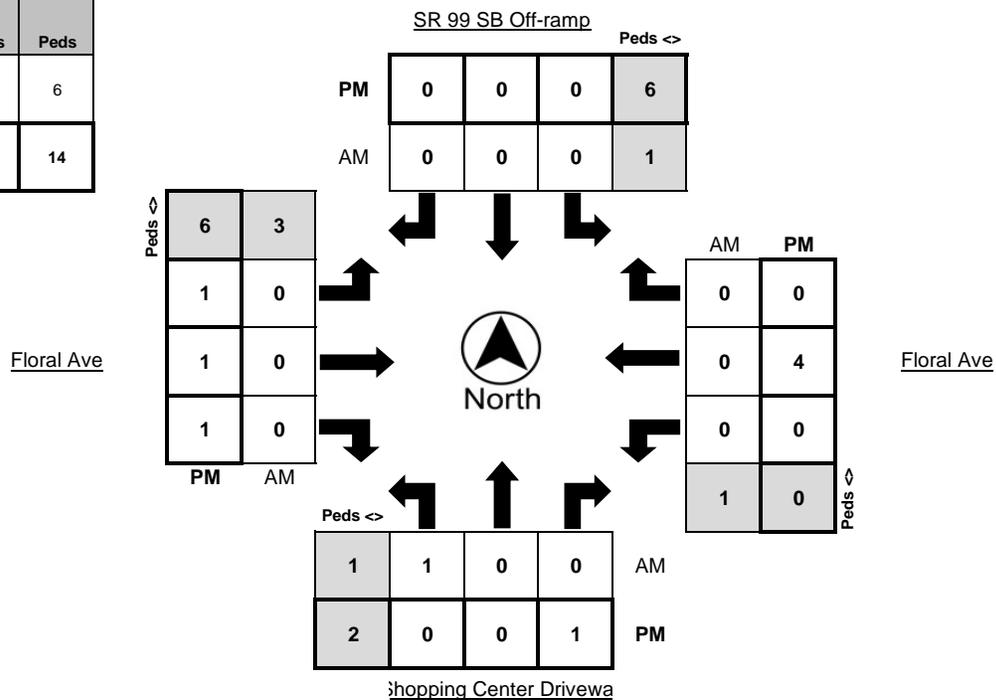
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	7	0	0	0	1	0	1	0	0	0	0	0	4
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM - 5:15 PM	0	0	0	2	0	0	0	1	0	1	0	0	0	3	0	2
5:15 PM - 5:30 PM	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	2
5:30 PM - 5:45 PM	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
8:00 AM - 9:00 AM	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
5:00 PM - 6:00 PM	0	0	1	6	0	0	0	2	1	1	1	0	0	4	0	6

	Bikes	Peds
AM Peak Total	1	6
PM Peak Total	8	14





**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
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# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

LOCATION Floral Ave @ SR 99 SB Offramp / Shopping Center Driveway

LATITUDE Floral Ave @ SR 99 SB Offramp / Shopping Center Driveway

COUNTY Fresno

LONGITUDE -119.6307

COLLECTION DATE Saturday, March 5, 2022

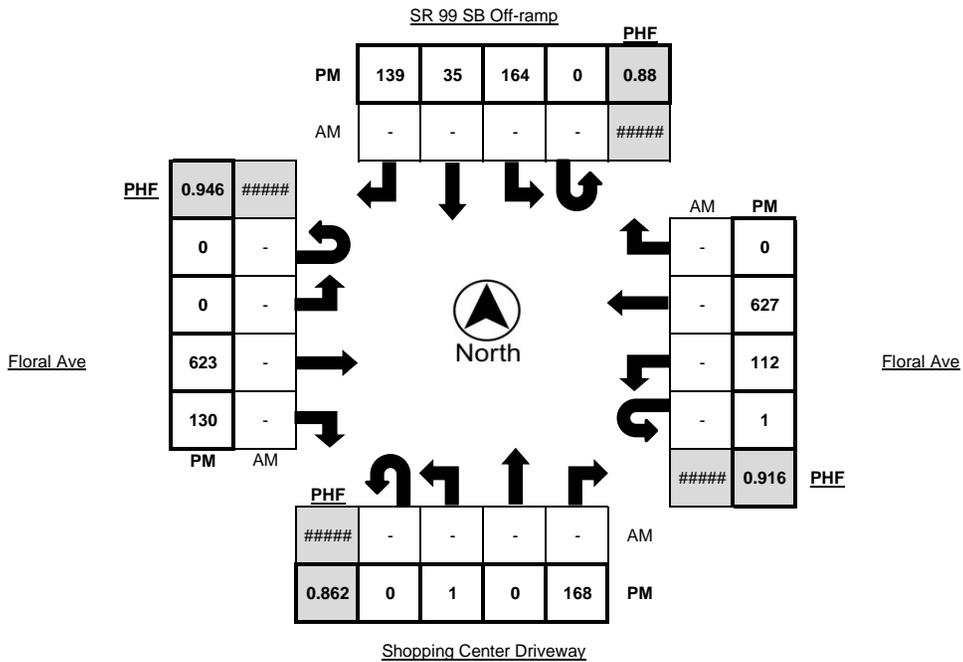
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
1:00 PM - 1:15 PM	0	1	0	41	0	0	47	7	42	4	0	0	146	30	2	0	25	162	0	1
1:15 PM - 1:30 PM	0	0	0	40	0	0	41	11	35	0	0	0	157	32	1	0	29	151	0	0
1:30 PM - 1:45 PM	0	0	0	38	0	0	32	6	29	1	0	0	175	24	0	0	31	171	0	1
1:45 PM - 2:00 PM	0	0	0	49	0	0	44	11	33	2	0	0	145	44	2	1	27	143	0	0
2:00 PM - 2:15 PM	0	0	0	43	0	0	39	14	25	1	0	0	165	25	1	0	24	156	0	1
2:15 PM - 2:30 PM	0	0	0	51	0	0	34	13	32	0	0	0	135	17	1	0	32	146	0	2
2:30 PM - 2:45 PM	0	0	0	43	0	0	37	7	39	2	0	0	150	25	0	0	25	170	0	2
2:45 PM - 3:00 PM	0	0	0	49	0	0	49	8	38	0	0	0	136	30	2	0	27	157	0	0
TOTAL	0	1	0	354	0	0	323	77	273	10	0	0	1209	227	9	1	220	1256	0	7

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM - 2:00 PM	0	1	0	168	0	0	164	35	139	7	0	0	623	130	5	1	112	627	0	2

	PHF	Trucks
AM	-	-
PM	0.988	0.7%





**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
 800-975-6938 Phone/Fax  
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# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

**LOCATION** al Ave @ SR 99 SB Offramp / Shopping Center Drive

**LATITUDE** al Ave @ SR 99 SB Offramp / Shopping Center Drive

**COUNTY** Fresno

**LONGITUDE** -119.6307

**COLLECTION DATE** Saturday, March 5, 2022

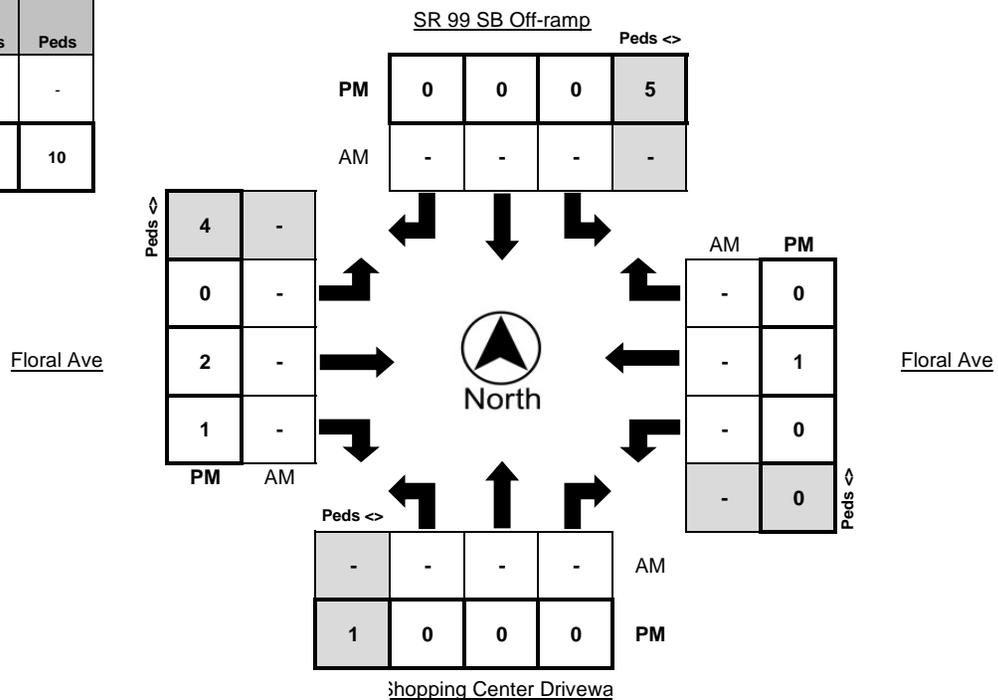
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
1:00 PM - 1:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
1:30 PM - 1:45 PM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3
2:00 PM - 2:15 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	6
2:15 PM - 2:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM - 2:00 PM	0	0	0	5	0	0	0	1	0	2	1	0	0	1	0	4

	Bikes	Peds
AM Peak Total	-	-
PM Peak Total	4	10





**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
 800-975-6938 Phone/Fax  
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# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

LOCATION Floral Ave @ Whitson St

LATITUDE 36.5763

COUNTY Fresno

LONGITUDE -119.6246

COLLECTION DATE Thursday, March 3, 2022

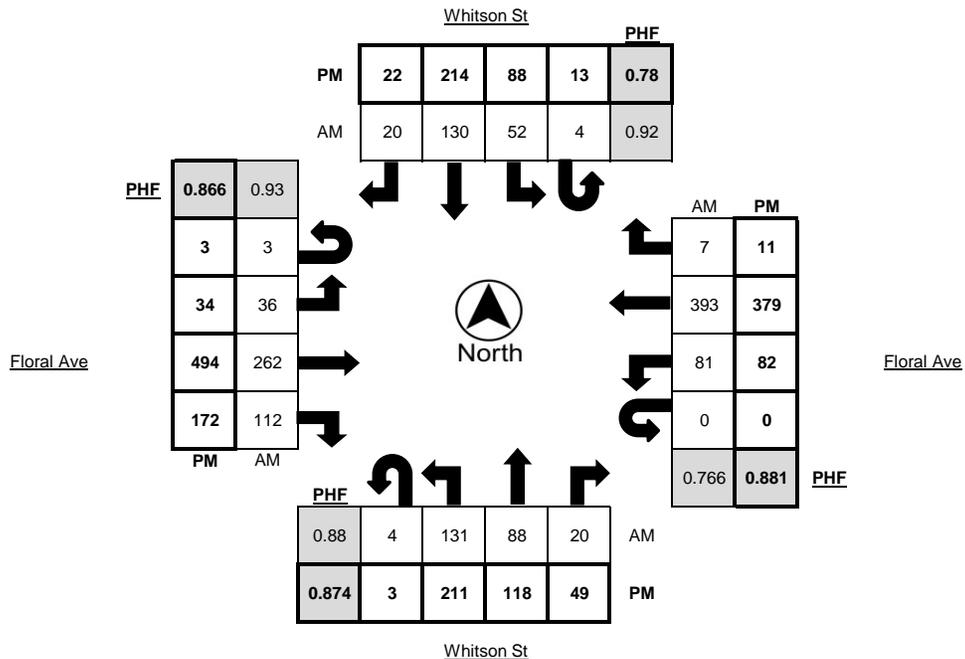
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	1	16	18	5	1	0	7	18	0	0	0	12	42	16	5	0	2	53	1	0
7:15 AM - 7:30 AM	0	22	24	0	4	0	4	13	0	0	3	7	44	24	5	0	3	75	1	2
7:30 AM - 7:45 AM	1	20	27	0	1	1	9	14	0	0	1	10	76	20	5	0	11	94	3	0
7:45 AM - 8:00 AM	3	27	24	5	0	2	11	32	3	4	0	9	78	21	0	0	20	102	1	2
8:00 AM - 8:15 AM	1	35	27	6	2	1	14	34	4	1	1	9	53	26	5	0	29	126	2	1
8:15 AM - 8:30 AM	0	38	19	4	4	1	15	31	9	2	0	10	69	32	6	0	16	92	0	2
8:30 AM - 8:45 AM	0	31	18	5	2	0	12	33	4	4	2	8	62	33	6	0	16	73	4	1
8:45 AM - 9:00 AM	0	34	23	3	2	1	13	27	5	3	3	10	55	28	4	0	21	77	3	3
<b>TOTAL</b>	<b>6</b>	<b>223</b>	<b>180</b>	<b>28</b>	<b>16</b>	<b>6</b>	<b>85</b>	<b>202</b>	<b>25</b>	<b>14</b>	<b>10</b>	<b>75</b>	<b>479</b>	<b>200</b>	<b>36</b>	<b>0</b>	<b>118</b>	<b>692</b>	<b>15</b>	<b>11</b>

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	1	35	29	13	1	2	16	52	8	1	2	13	118	44	3	0	23	116	1	0
4:15 PM - 4:30 PM	0	38	19	7	3	1	27	54	5	2	2	13	127	72	2	0	18	73	2	0
4:30 PM - 4:45 PM	0	32	17	13	3	0	16	52	4	3	1	8	119	31	4	0	18	80	3	1
4:45 PM - 5:00 PM	0	37	22	9	2	1	26	48	6	2	6	14	130	30	4	0	9	93	1	0
5:00 PM - 5:15 PM	0	59	30	14	3	6	32	66	4	1	1	9	95	30	3	0	24	88	2	0
5:15 PM - 5:30 PM	2	57	36	14	1	4	13	55	7	3	0	7	123	46	2	0	22	109	3	0
5:30 PM - 5:45 PM	1	55	17	13	0	1	26	54	7	7	0	6	151	46	3	0	16	88	3	0
5:45 PM - 6:00 PM	0	40	35	8	1	2	17	39	4	1	2	12	125	50	0	0	20	94	3	0
<b>TOTAL</b>	<b>4</b>	<b>353</b>	<b>205</b>	<b>91</b>	<b>14</b>	<b>17</b>	<b>173</b>	<b>420</b>	<b>45</b>	<b>20</b>	<b>14</b>	<b>82</b>	<b>988</b>	<b>349</b>	<b>21</b>	<b>0</b>	<b>150</b>	<b>741</b>	<b>18</b>	<b>1</b>

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	4	131	88	20	8	4	52	130	20	11	3	36	262	112	17	0	81	393	7	6
5:00 PM - 6:00 PM	3	211	118	49	5	13	88	214	22	12	3	34	494	172	8	0	82	379	11	0

	PHF	Trucks
AM	0.912	3.1%
PM	0.950	1.3%





**Metro Traffic Data Inc.**  
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# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

**LOCATION** Floral Ave @ Whitson St

**LATITUDE** 36.5763

**COUNTY** Fresno

**LONGITUDE** -119.6246

**COLLECTION DATE** Thursday, March 3, 2022

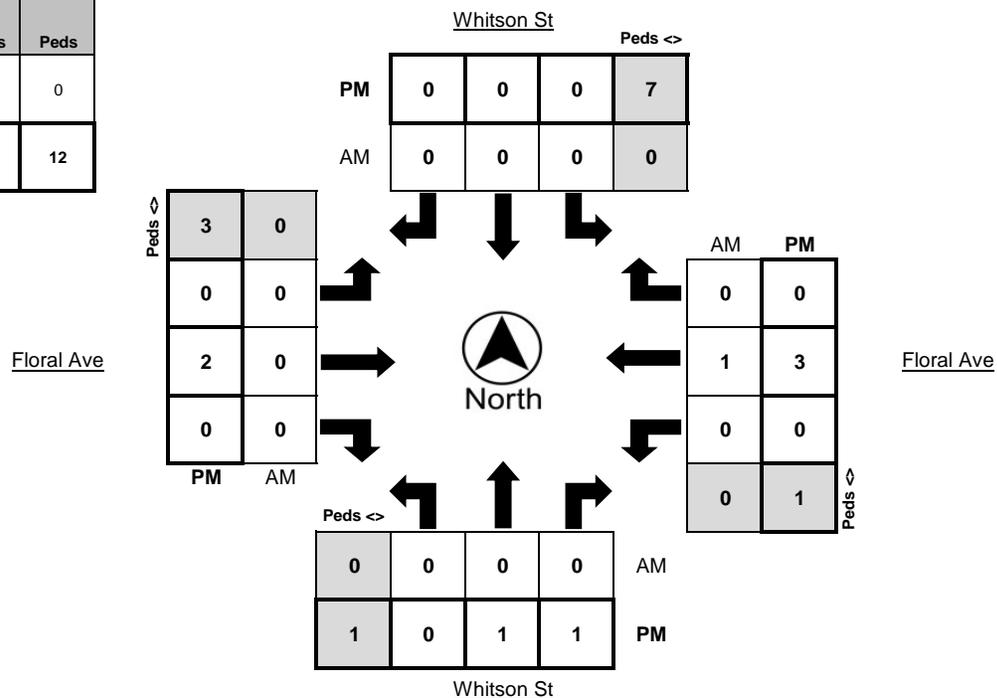
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	2
5:00 PM - 5:15 PM	0	0	0	4	0	0	0	1	0	1	0	1	0	1	0	0
5:15 PM - 5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0
5:30 PM - 5:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM - 6:00 PM	0	1	1	7	0	0	0	1	0	2	0	1	0	3	0	3

	Bikes	Peds
AM Peak Total	1	0
PM Peak Total	7	12





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

# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

LOCATION Floral Ave @ Whitson St

LATITUDE Floral Ave @ Whitson St

COUNTY Fresno

LONGITUDE -119.6246

COLLECTION DATE Saturday, March 5, 2022

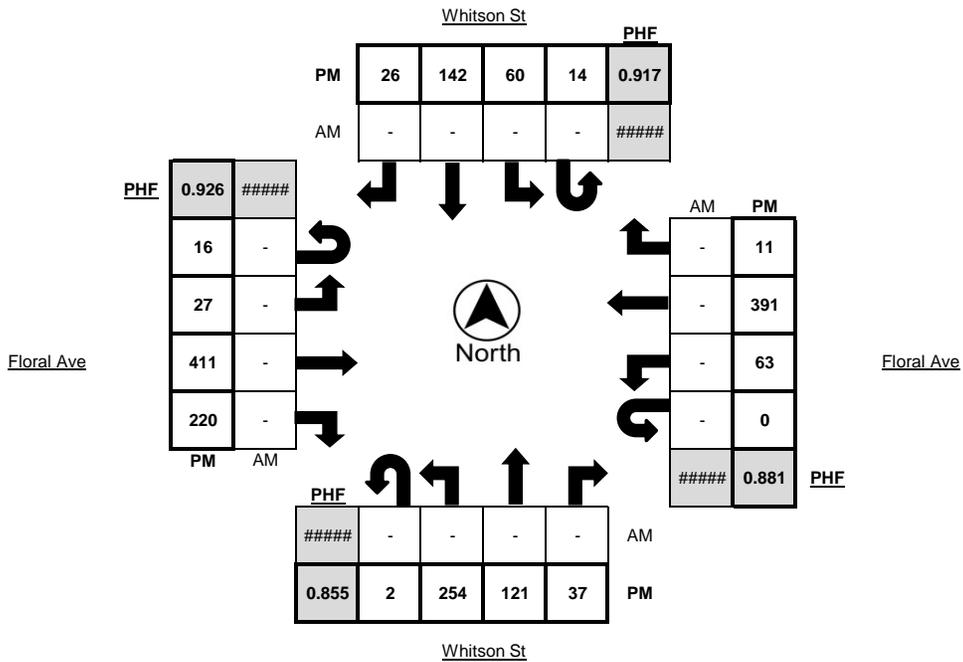
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
1:00 PM - 1:15 PM	0	53	34	8	1	4	12	40	6	0	4	6	95	46	3	0	24	88	1	2
1:15 PM - 1:30 PM	2	78	28	13	0	3	13	38	9	0	4	6	90	57	1	0	13	102	2	0
1:30 PM - 1:45 PM	0	68	34	6	1	4	16	27	7	0	2	12	108	60	3	0	22	107	3	1
1:45 PM - 2:00 PM	0	47	27	7	2	3	17	41	5	2	3	2	108	55	1	0	11	91	4	0
2:00 PM - 2:15 PM	0	61	32	11	0	4	14	36	5	0	7	7	105	48	1	0	17	91	2	2
2:15 PM - 2:30 PM	2	60	30	5	2	8	6	29	6	2	2	2	89	49	2	0	12	84	1	0
2:30 PM - 2:45 PM	0	69	29	5	1	5	10	26	7	0	2	10	92	43	0	0	14	81	4	0
2:45 PM - 3:00 PM	0	49	25	9	1	2	12	38	3	0	5	12	99	46	2	0	16	95	2	0
TOTAL	4	485	239	64	8	33	100	275	48	4	29	57	786	404	13	0	129	739	19	5

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:15 PM - 2:15 PM	2	254	121	37	3	14	60	142	26	2	16	27	411	220	6	0	63	391	11	3

	PHF	Trucks
AM	-	-
PM	0.943	0.8%





**Metro Traffic Data Inc.**  
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# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

**LOCATION** Floral Ave @ Whitson St

**LATITUDE** Floral Ave @ Whitson St

**COUNTY** Fresno

**LONGITUDE** -119.6246

**COLLECTION DATE** Saturday, March 5, 2022

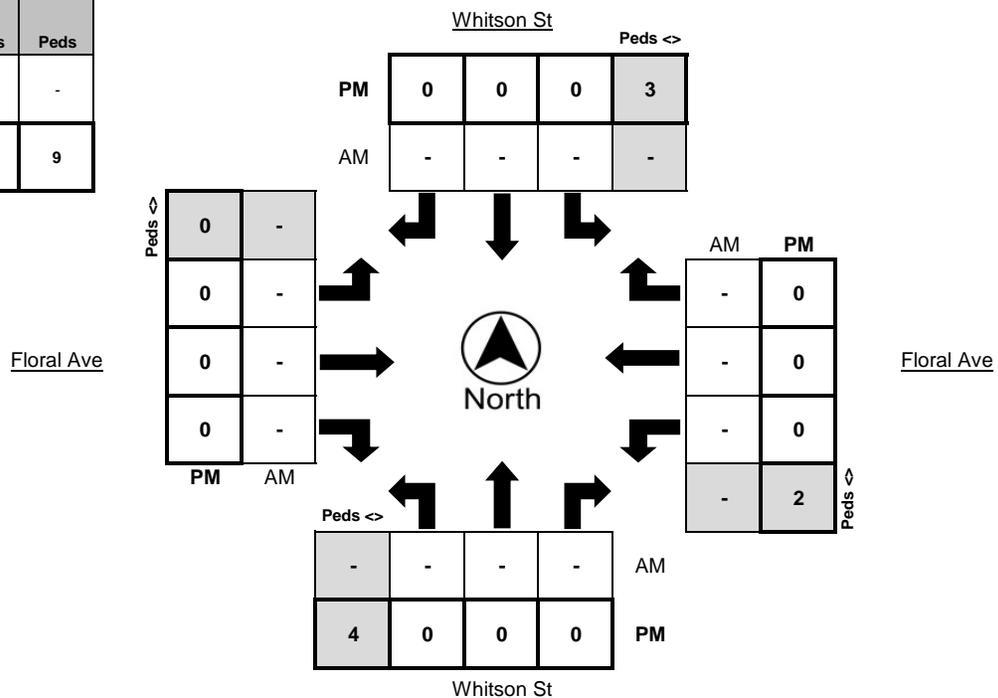
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM - 2:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:15 PM - 2:15 PM	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	0

	Bikes	Peds
AM Peak Total	-	-
PM Peak Total	0	9





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# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

LOCATION Highland Ave @ Rose Ave

LATITUDE 36.5688

COUNTY Fresno

LONGITUDE -119.6288

COLLECTION DATE Thursday, March 3, 2022

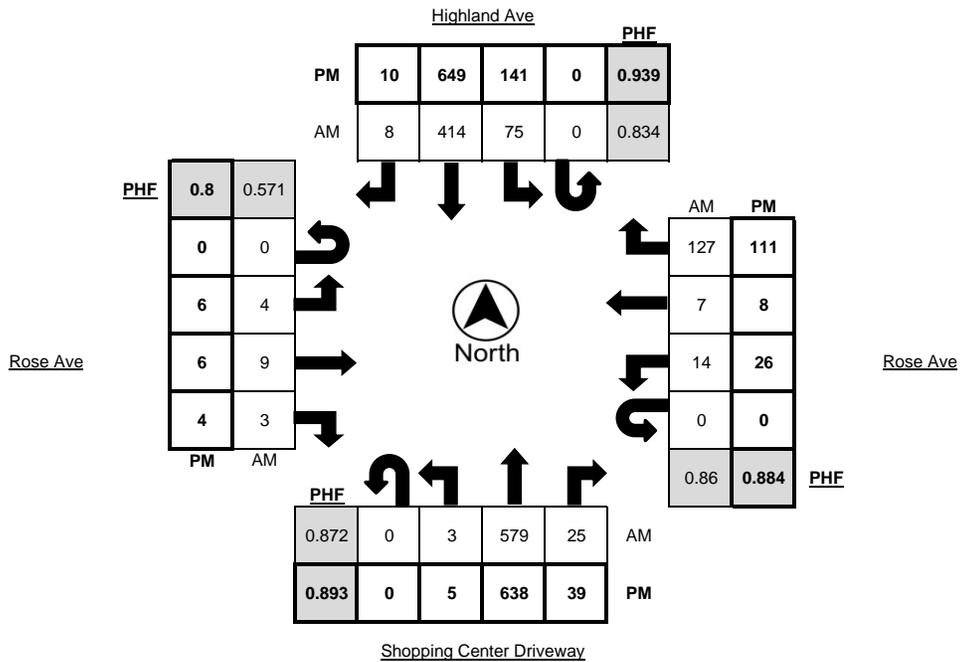
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	114	3	3	0	14	118	2	18	0	2	2	1	0	0	4	1	24	0
7:15 AM - 7:30 AM	0	2	167	5	11	0	18	126	5	14	0	1	0	0	0	0	1	1	27	0
7:30 AM - 7:45 AM	0	0	147	4	7	0	13	109	0	19	0	1	3	3	0	0	6	1	31	1
7:45 AM - 8:00 AM	0	0	130	8	15	0	24	81	2	8	0	1	6	0	0	0	3	3	37	0
8:00 AM - 8:15 AM	0	1	135	8	9	0	20	98	1	16	0	1	0	0	0	0	4	2	32	0
8:15 AM - 8:30 AM	0	1	134	7	8	0	8	88	0	16	0	2	1	0	0	0	6	1	31	0
8:30 AM - 8:45 AM	0	1	124	3	11	0	9	97	2	16	0	2	0	2	1	0	4	1	35	0
8:45 AM - 9:00 AM	0	2	121	6	8	0	6	97	3	11	0	1	1	1	0	0	3	1	28	0
<b>TOTAL</b>	<b>0</b>	<b>7</b>	<b>1072</b>	<b>44</b>	<b>72</b>	<b>0</b>	<b>112</b>	<b>814</b>	<b>15</b>	<b>118</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>11</b>	<b>245</b>	<b>1</b>

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	1	157	12	7	0	45	168	3	9	0	2	3	0	0	0	6	3	37	0
4:15 PM - 4:30 PM	0	2	135	8	8	0	42	149	2	6	0	3	1	0	0	0	3	2	22	0
4:30 PM - 4:45 PM	0	2	166	7	4	0	32	157	2	4	0	0	2	1	0	0	5	1	35	0
4:45 PM - 5:00 PM	0	0	145	10	3	0	37	152	4	1	0	1	1	2	1	0	6	3	22	0
5:00 PM - 5:15 PM	0	1	151	9	10	0	43	170	0	4	0	3	1	1	0	0	7	3	22	0
5:15 PM - 5:30 PM	0	2	176	13	7	0	29	170	4	2	0	2	2	0	0	0	8	1	32	0
5:30 PM - 5:45 PM	0	0	130	9	5	0	35	175	5	6	0	1	1	4	0	0	7	4	25	0
5:45 PM - 6:00 PM	0	2	138	11	4	0	48	159	2	1	0	2	2	0	0	0	4	1	25	0
<b>TOTAL</b>	<b>0</b>	<b>10</b>	<b>1198</b>	<b>79</b>	<b>48</b>	<b>0</b>	<b>311</b>	<b>1300</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>220</b>	<b>0</b>

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	3	579	25	42	0	75	414	8	57	0	4	9	3	0	0	14	7	127	1
4:30 PM - 5:30 PM	0	5	638	39	24	0	141	649	10	11	0	6	6	4	1	0	26	8	111	0

	PHF	Trucks
AM	0.898	7.9%
PM	0.936	2.2%





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# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

**LOCATION** Highland Ave @ Rose Ave

**LATITUDE** 36.5688

**COUNTY** Fresno

**LONGITUDE** -119.6288

**COLLECTION DATE** Thursday, March 3, 2022

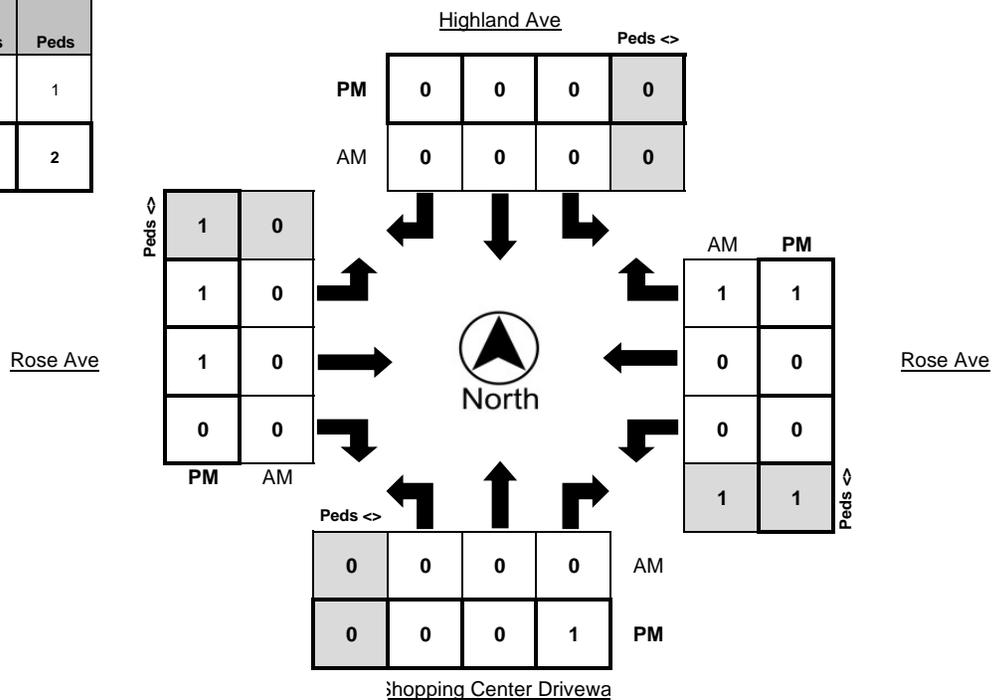
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:30 PM - 5:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:30 PM - 5:30 PM	0	0	1	0	0	0	0	0	1	1	0	1	0	0	1	1

	Bikes	Peds
AM Peak Total	1	1
PM Peak Total	4	2





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# Turning Movement Report

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LOCATION Highland Ave @ Rose Ave

LATITUDE Highland Ave @ Rose Ave

COUNTY Fresno

LONGITUDE -119.6288

COLLECTION DATE Saturday, March 5, 2022

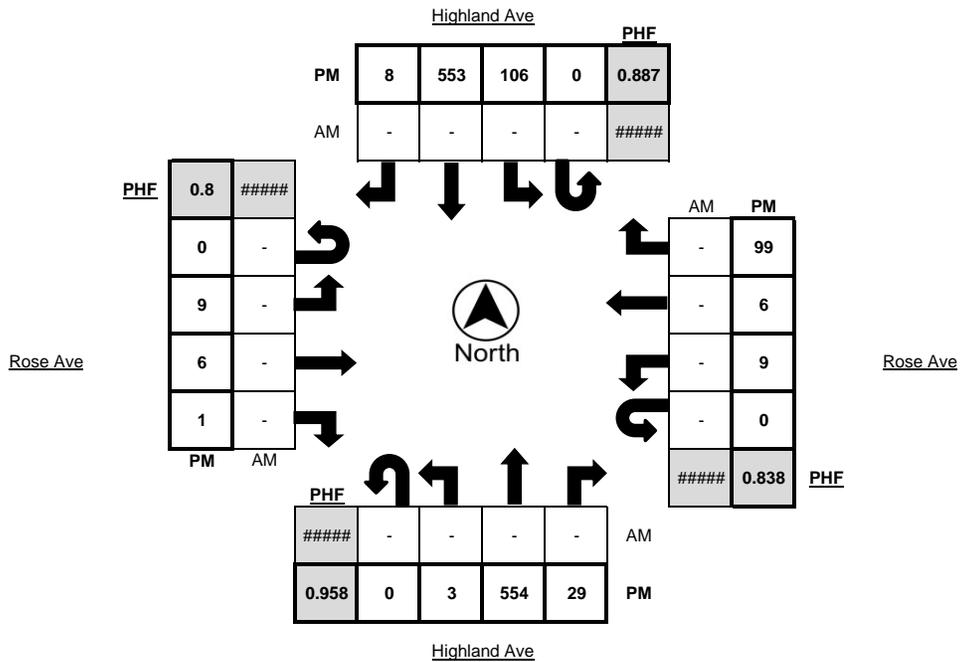
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Time	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
1:00 PM - 1:15 PM	0	1	111	8	0	0	23	110	2	1	0	3	1	0	0	0	3	2	23	0
1:15 PM - 1:30 PM	0	1	120	4	2	0	23	99	1	4	0	0	3	3	0	0	9	2	22	1
1:30 PM - 1:45 PM	0	1	128	5	4	1	26	111	5	2	0	0	0	2	0	0	5	0	31	0
1:45 PM - 2:00 PM	0	2	107	7	0	0	21	125	4	0	0	0	0	0	0	0	7	2	25	0
2:00 PM - 2:15 PM	0	1	137	7	1	0	26	134	2	1	0	3	2	0	0	0	2	2	20	0
2:15 PM - 2:30 PM	0	1	130	9	2	0	22	132	3	3	0	3	0	0	0	0	2	0	24	1
2:30 PM - 2:45 PM	0	0	142	6	5	0	33	126	1	4	0	1	1	1	0	0	2	1	31	0
2:45 PM - 3:00 PM	0	1	145	7	4	0	25	161	2	2	0	2	3	0	0	0	3	3	24	0
TOTAL	0	8	1020	53	18	1	199	998	20	17	0	12	10	6	0	0	33	12	200	2

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM - 3:00 PM	0	3	554	29	12	0	106	553	8	10	0	9	6	1	0	0	9	6	99	1

	PHF	Trucks
AM	-	-
PM	0.920	1.7%





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

# Turning Movement Report

Prepared For:

**JLB Traffic Engineering, Inc.**  
 516 W. Shaw Ave, Suite 103  
 Fresno, CA 93704

**LOCATION** Highland Ave @ Rose Ave

**LATITUDE** Highland Ave @ Rose Ave

**COUNTY** Fresno

**LONGITUDE** -119.6288

**COLLECTION DATE** Saturday, March 5, 2022

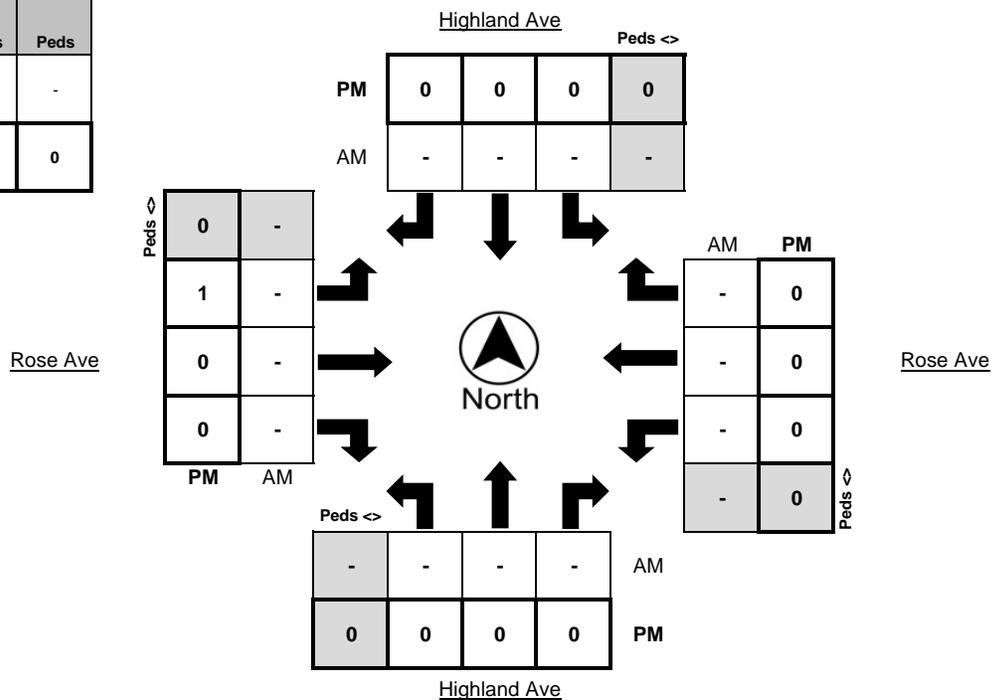
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	-	-
PM Peak Total	1	0



## Appendix II: Expanded 2016 Traffic Counts



[www.JLBtraffic.com](http://www.JLBtraffic.com)  
info@JLBtraffic.com

516 W. Shaw Ave., Ste. 103  
Fresno, CA 93704  
(559) 570-8991

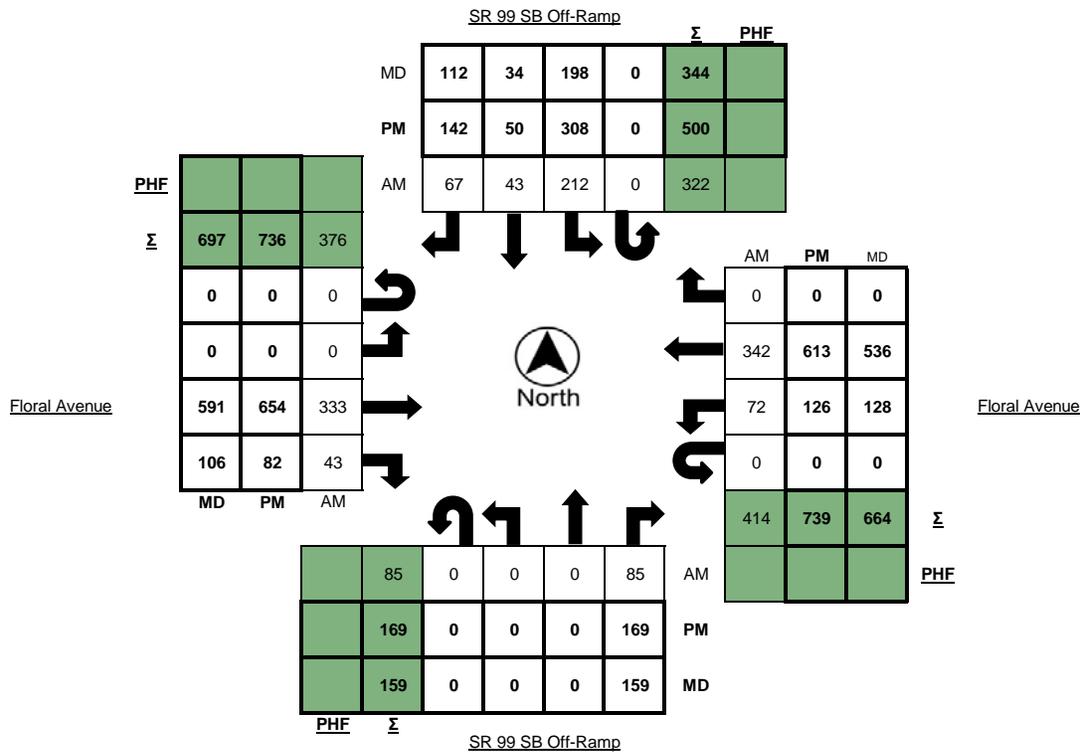
# Selma Grove TIA Turning Movement Volumes

LOCATION SR 99 SB Off-Ramp at Floral Avenue LATITUDE \_\_\_\_\_  
 COUNTY Fresno LONGITUDE \_\_\_\_\_  
 COLLECTION DATE June 2016 WEATHER Clear

	Northbound Growth Rate	Southbound Growth Rate	Eastbound Growth Rate	Westbound Growth Rate
Count Year 2016	AM Growth Rate 0.00%	AM Growth Rate 0.80%	AM Growth Rate 2.92%	AM Growth Rate 2.26%
Projected Year 2022	PM Growth Rate 0.00%	PM Growth Rate 0.37%	PM Growth Rate 2.57%	PM Growth Rate 2.17%
# of Years 6	MD Growth Rate 0.00%	MD Growth Rate 0.93%	MD Growth Rate 3.48%	MD Growth Rate 2.88%

Existing Selma Grove TIA Volumes																				
PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	0	0	0	85		0	202	41	64		0	0	280	36		0	63	299	0	
4:45 PM - 5:45 PM	0	0	0	169		0	301	49	139		0	0	562	70		0	111	539	0	
1:00 PM - 2:00 PM	0	0	0	159		0	187	32	106		0	0	481	86		0	108	452	0	

Selma Grove TIA Forecast Year 2022 Volumes																				
PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	0	0	0	85		0	212	43	67		0	0	333	43		0	72	342	0	
4:45 PM - 5:45 PM	0	0	0	169		0	308	50	142		0	0	654	82		0	126	613	0	
1:00 PM - 2:00 PM	0	0	0	159		0	198	34	112		0	0	591	106		0	128	536	0	



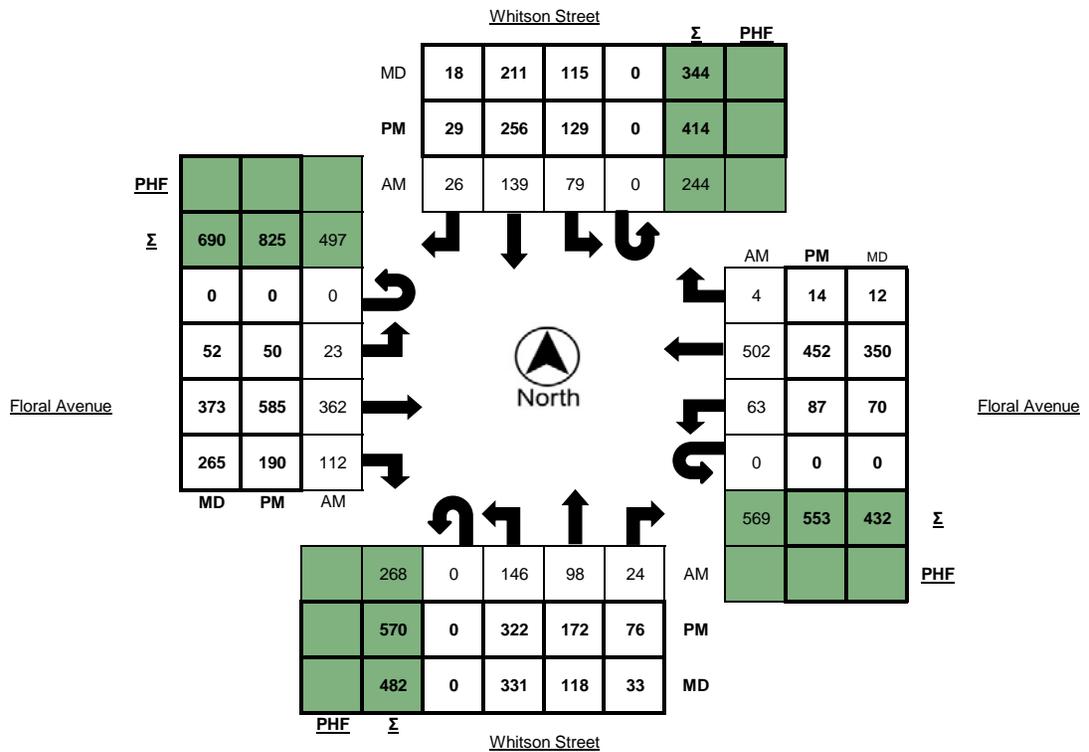
# Selma Grove TIA Turning Movement Volumes

LOCATION Whitson Street at Floral Avenue LATITUDE \_\_\_\_\_  
 COUNTY Fresno LONGITUDE \_\_\_\_\_  
 COLLECTION DATE June 2016 WEATHER Clear

	Northbound Growth Rate	Southbound Growth Rate	Eastbound Growth Rate	Westbound Growth Rate
Count Year 2016	AM Growth Rate 2.21%	AM Growth Rate 5.49%	AM Growth Rate 1.87%	AM Growth Rate 0.99%
Projected Year 2022	PM Growth Rate 4.88%	PM Growth Rate 7.57%	PM Growth Rate 2.79%	PM Growth Rate 2.57%
# of Years 6	MD Growth Rate 5.60%	MD Growth Rate 8.55%	MD Growth Rate 3.69%	MD Growth Rate 3.48%

Existing Selma Grove TIA Volumes																				
PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	0	128	86	21		0	57	101	19		0	21	324	100		0	59	473	4	
4:00 PM - 5:00 PM	0	242	129	57		0	83	165	19		0	42	496	161		0	75	388	12	
1:00 PM - 2:00 PM	0	239	85	24		0	70	129	11		0	42	300	213		0	57	285	10	

Selma Grove TIA Forecast Year 2022 Volumes																				
PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	0	146	98	24		0	79	139	26		0	23	362	112		0	63	502	4	
4:00 PM - 5:00 PM	0	322	172	76		0	129	256	29		0	50	585	190		0	87	452	14	
1:00 PM - 2:00 PM	0	331	118	33		0	115	211	18		0	52	373	265		0	70	350	12	



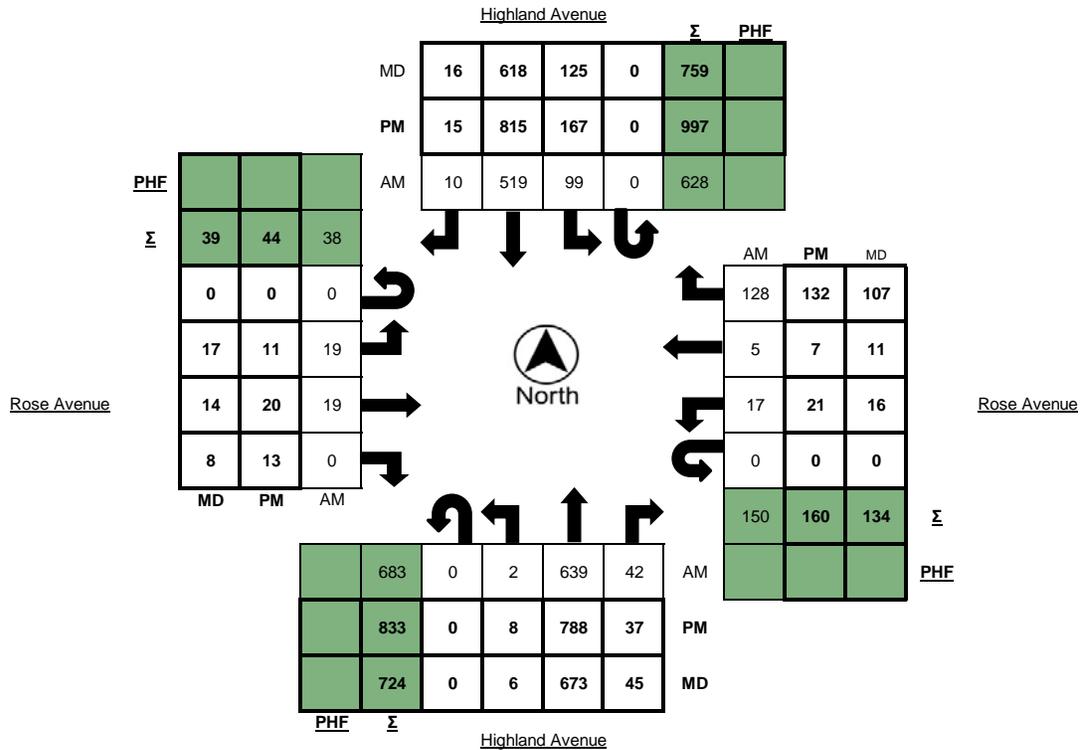
# Selma Grove TIA Turning Movement Volumes

**LOCATION** Highland Avenue at Rose Avenue      **LATITUDE** \_\_\_\_\_  
**COUNTY** Fresno      **LONGITUDE** \_\_\_\_\_  
**COLLECTION DATE** June 2016      **WEATHER** Clear

	<b>Northbound Growth Rate</b>	<b>Southbound Growth Rate</b>	<b>Eastbound Growth Rate</b>	<b>Westbound Growth Rate</b>
Count Year <u>2016</u>	AM Growth Rate <u>3.17%</u>	AM Growth Rate <u>3.13%</u>	AM Growth Rate <u>18.29%</u>	AM Growth Rate <u>1.13%</u>
Projected Year <u>2022</u>	PM Growth Rate <u>4.71%</u>	PM Growth Rate <u>4.80%</u>	PM Growth Rate <u>14.31%</u>	PM Growth Rate <u>1.60%</u>
# of Years <u>6</u>	MD Growth Rate <u>5.47%</u>	MD Growth Rate <u>6.18%</u>	MD Growth Rate <u>18.74%</u>	MD Growth Rate <u>2.61%</u>

Existing Selma Grove TIA Volumes																				
PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	2	530	35		0	82	431	8		0	7	7	0		0	16	5	120	
4:15 PM - 5:15 PM	0	6	598	28		0	126	615	11		0	5	9	6		0	19	6	120	
2:00 PM - 3:00 PM	0	4	489	33		0	87	431	11		0	6	5	3		0	14	9	92	

Selma Grove TIA Forecast Year 2022 Volumes																				
PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	2	639	42		0	99	519	10		0	19	19	0		0	17	5	128	
4:15 PM - 5:15 PM	0	8	788	37		0	167	815	15		0	11	20	13		0	21	7	132	
2:00 PM - 3:00 PM	0	6	673	45		0	125	618	16		0	17	14	8		0	16	11	107	



**Attachment 13**  
**CalTrans Selma Grove Comment Letter dated 8/16/2021**

## California Department of Transportation

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



August 16, 2021

FRE-99- 6.556  
Selma Grove  
4<sup>th</sup> Review

<https://ld-igr-gts.dot.ca.gov/district/6/report/12037#33140>

### **SENT VIA EMAIL**

Kira Noguera  
Selma Contract City Planner  
1710 Tucker Street  
Selma, CA 93662  
[PlanningDept@cityofselma.com](mailto:PlanningDept@cityofselma.com)

Dear Mx. Noguera:

Thank you for the opportunity to review the application for amendment to site plan Selma Grove 2006-0008. This development was previously reviewed in April 2020. The Applicant proposes a 62.9-acre development including a hotel, a 55,000 SF movie cinema, regional shopping center, supermarket, drugstore, and restaurants. The project site is on the north side of Floral Avenue just west of the existing Walmart, approximately 1,500 feet west of State Route (SR) 99 in the city of Selma.

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

1. Caltrans previously recommended lengthening the existing single eastbound left turn lane on Floral Ave at Highland Ave. This lengthening would be maximized by the elimination of the westbound left turn lane on Floral Avenue at SR 99 SB off-ramp/ shopping Center driveway. Upon further evaluation, this alternative is no longer recommended because elimination of a left turn lane into a larger shopping center is not feasible, and the single left turn lane would not provide the dual left turn lane capacity as recommended by the project traffic impact study.
2. Caltrans now concurs with the recommendation of the traffic impact study to provide dual eastbound left turn lanes on Floral Ave at Highland Ave. The lengths of the eastbound left turn lanes should be maximized within the existing geometric constraints without impacting the westbound left turn lane. This work would require intersection widening, signal relocation/ modification and reconstruction of the

existing raised median island. **The proposed development should be 100% responsible for this opening-day improvement and should be completed prior to project opening.**

3. We concur with the traffic study's recommendation to convert the existing southbound through-lane to a shared through-right-turn lane at the SR 99 southbound off-ramp. **However, having a pedestrian crosswalk at the receiving leg (west leg of Floral Ave) of the intersection may pose potential safety issue due to sight distance.** If two vehicles are making right turns side by side, the ability for the driver on the left to see pedestrians at the crosswalk may be obstructed by the vehicle on the right, especially if it's a truck. **Therefore, the crosswalk at the west leg (Floral Ave) of the intersection should be eliminated and construct a paved pedestrian walking path along** the south side of Floral Ave from this intersection (Floral Ave/SR 99 SB Ramps) to the adjacent intersection to the west (Floral Ave/Walmart Driveway). This would provide a way for a pedestrian to walk to the adjacent signalized intersection and cross Floral Ave. **The proposed development should be 100% responsible for this opening-day improvement and should be completed prior to project opening.**
4. Caltrans also concurs with the traffic study's recommendation indicating the proposed development should contribute its proportional share (6.08%) to the signalization and lane configuration modifications at the SR 43 intersection with Rose Avenue.
5. Given that this development is oriented towards regional attraction, Caltrans recommends the project proponents(s) conduct a vehicle-miles traveled (VMT) study. In the absence of a local agency VMT guideline, the preparer should refer to the Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, dated May 20, 2020. Improvements for existing/future bike and pedestrian facilities on roads in the vicinity of the Project and connectivity between home to work/home to shops should be considered and included in the VMT mitigation plan.
6. Caltrans recommends the Project implement "smart-growth" principles regarding parking solutions or providing alternative transportation choices to future employees/customers. Smart growth and alternative transportation choices may include but not limited to convenient drop-off locations for car-share and/or ride-share programs and/or electric vehicle parking/charging stations.
7. If transit is not available within ¼-mile of the site, transit should be extended to provide services.

Kira Noguera Selma Grove  
August 16, 2021  
Page 3

8. Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.

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

Sincerely,



David Padilla, Branch Chief  
Transportation Planning – North

**Attachment 14**  
Supplemental CalTrans Selma Grove Letter dated 2/10/2023

## California Department of Transportation

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



February 10, 2023

FRE-99- 6.556

Selma Grove Development

<https://ld-igr-gts.dot.ca.gov/district/6/report/12037#33140>

### SENT VIA EMAIL

Trevor Stearns, Contract Planner  
 City of Selma  
 1710 Tucker Street  
 Selma, CA 93662  
 (559) 449-2400 Office  
 (559) 307-8939 Mobile  
[www.QKinc.com](http://www.QKinc.com)

Dear Mr. Stearns,

This letter serves as an addendum to our previous comment letter dated August 16, 2021.

As part of a recent meeting held on February 2, 2023, with the City of Selma, Applicant/Developer, and Caltrans, our office has agreed to forego our opening day improvement(s) request for comment #2 and comment #3 of our comment letter dated August 16, 2022, and instead allow the Applicant/Developer to phase-in their identified improvements throughout the duration of the Selma Grove development.

The City provided an updated conditions of approval memorandum dated February 8, 2023, indicating the Developer or successor in interest shall be responsible for their fair share contributions to the proposed improvements recommended by the State of California Department of Transportation (Caltrans). The developer or successor in interest shall be responsible for their fair share contributions consistent with the analysis of the updated Project Traffic Impact Analysis Mitigation Measure MM T-1 and Caltrans recommendations regarding the improvements detailed in Items 2 and 3 of the attached letter from Caltrans. The specific improvements are outlined as follows:

- Provide dual eastbound left turn lanes within the existing geometric constraints at the Floral and Highland Avenue intersection.
- Any related intersection widening, signal relocation/modification and reconstruction of the existing raised median island if needed due to the above-mentioned improvement.
- Eliminate the Floral Avenue and State Route 99 Southbound off-ramp intersection crosswalk at the west leg of the intersection and construct a paved pedestrian walking path along the south side of Floral Avenue from the aforementioned intersection to the Floral Avenue and Walmart Driveway intersection.

Trevor Stearns, Contract Planner.: Selma Grove Development

2/10/20223

Page 2

The timing in which these improvements must be constructed shall be no later than when 75% of total development is completed (measured by square footage). Our office accepts the City's latest conditions of approval listed above.

Our comments #1, #4, #5, #6, #7, and #8 from our comment letter dated August 16, 2021, still apply.

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

Sincerely,



David Padilla, Branch Chief  
Transportation Planning – North

ITEM NO: 2.

SUBJECT: Update on the Selma Downtown Business Improvement District pursuant to the Parking and Business Improvement Area Law of 1989

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**BACKGROUND:** Section 36500 of the California Streets and Highways Code allows for the creation of a business improvement district (BID) within a municipality, whereby businesses within the district can self-assess an annual fee in order to pay for improvements and activities, which benefit the overall business district. The intent of the state law is to provide a funding mechanism for business districts to promote economic vitality.

**DISCUSSION:** In October 2022, the City of Selma City Council approved an ordinance that added Chapter 25 to Title 5 of the Selma Municipal Code, establishing and detailing the Selma Downtown Business Improvement District, as required by Section 36500 of the California Streets and Highways Code. The Council also appointed five Downtown business owners to serve on the BID Advisory Committee.

The Downtown BID Advisory Committee holds monthly meetings to deliberate on optimal approaches for catering to downtown business owners' needs. They assess downtown Selma's strengths and conceptualize its potential future. With a primary emphasis on revitalizing the downtown area, the committee has tactically formulated a mission statement that encapsulates their endeavors. They have also defined goals to direct their efforts throughout the year, particularly concentrating on beautification, community involvement, and increased marketing. These objectives are further elaborated with specified strategies and benchmarks for measuring performance.

The BID Advisory Committee President, Char Tucker, will provide a verbal presentation to the City Council on the progress that the BID has made this year.

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**RECOMMENDATION:** Information and discussion item only.

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\_\_\_\_\_/s/\_\_\_\_\_  
Alicia Aguirre, Management Analyst

\_\_\_\_\_August 23, 2023\_\_\_\_\_  
Date

\_\_\_\_\_/s/\_\_\_\_\_  
Jerome Keene, Deputy City Manager

\_\_\_\_\_August 23, 2023\_\_\_\_\_  
Date

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**ITEM NO: 3.**

**SUBJECT:** Discussion and Direction Regarding Adoption of Councilmember Term Limits

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**DISCUSSION:** At the August 21, 2023 meeting, Mayor Pro Tem Cho requested a future agenda item regarding the procedure for adoption of councilmember term limits. During the September 5, 2023 meeting, the City Council requested to table the item to the September 18, 2023 meeting.

Government Code section 36502 allows for cities to adopt term limits for Councilmembers. Specifically, section 36502 states that a city may “[limit]...the number of terms a member of the city council may serve on the city council, or the number of terms an elected mayor may serve. Any proposal to limit the number of terms a member of the city council may serve on the city council, or the number of terms an elected mayor may serve, shall apply prospectively only and shall not become operative unless it is submitted to the electors of the city at a regularly scheduled election and a majority of the votes cast on the question favor the adoption of the proposal.”

First, Council should decide whether they would like to proceed with establishing term limits. Additionally, Council should decide whether it would like to establish term limits for councilmembers as well as the mayor seat and what the limits will be.

If Council determines that it would like to proceed with establishing term limits, a resolution to proceed will be drafted and a public hearing will be held. We will also need to draft a proposed ordinance, which will amend the municipal code to include term limits, to submit to the voters.

Assuming the resolution to proceed passes, the City will ensure all deadlines are met with the County Registrar for the initiative to be placed on the November 2024 ballot. If the initiative were to pass at the November 2024 election, the term limits will only apply prospectively. Therefore, terms will only be counted for terms served after the ballot measure is approved.

**FISCAL IMPACT:** Costs of election

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**RECOMMENDATION:** Staff asks for direction regarding whether to proceed with adoption of councilmember term limits.

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\_\_\_\_\_/s/\_\_\_\_\_  
Megan Dodd, City Attorney

\_\_\_\_\_  
September 11, 2023  
Date