

5. Environmental Analysis

5.10 LAND USE AND PLANNING

This section of the Draft Program Environmental Impact Report (Draft PEIR) evaluates the potential impacts to land use in the Plan Area from implementation of the Clovis General Plan and Development Code Update (proposed project). This section is based on the proposed land use plan, described in detail in Chapter 3, *Project Description*, and shown in Figure 3-5, *Proposed General Plan Land Uses*. Compatibility of the proposed land use changes with the existing land uses in the surrounding area is discussed in this section. The proposed project is also evaluated for consistency with the Fresno Council of Governments' Regional Transportation Plan, San Joaquin Valley Blueprint, and Fresno Yosemite International Airport Land Use Compatibility Plan.

Land use impacts can be either direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other topical sections of this Draft PEIR.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

State, regional and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

State

State Planning Law and California Complete Streets Act

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for the physical development of the city, and of any land outside its boundaries (sphere of influence) that in the planning agency's judgment bears relation to its planning. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address seven topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content of the elements. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues in the community that the general plan should address, including but not limited to hazards and flooding.

On September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law and became effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

The proposed project's consistency with state planning law and the California Complete Streets Act is provided in the analysis for Impact 5.10-1.

5. Environmental Analysis

LAND USE AND PLANNING

Regional

Fresno Council of Governments

The Fresno Council of Governments (COG) represents the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selman, and the County of Fresno. Fresno COG is the federally recognized metropolitan planning organization (MPO) for this region. Fresno COG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments. Fresno COG's primary functions are transportation planning and programming.

As the region's MPO, Fresno COG cooperates with other COGs in the valley, San Joaquin Valley Air Pollution Control District, California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. Fresno COG has developed regional plans to achieve specific regional objectives. The plan most applicable to the proposed project is discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

Fresno COG has adopted a Regional Transportation Plan (RTP) to help coordinate development of the region's transportation improvements over the next 25 years. On July 29, 2010, Fresno COG adopted the 2011 Regional Transportation Plan: Long-Range Transportation Vision for the Fresno County Region for 2010 to 2035. The RTP guides how and where people and goods will travel by identifying both existing and needed transportation facilities, and sets policies for a wide variety of transportation options and projects.

At the time this Draft PEIR was prepared, Fresno COG was in the process of preparing a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): 2014–2040 to update the existing 2011 RTP. The RTP/SCS will continue addressing the region's mobility needs through a long range vision towards 2040. The document is organized into chapters and addresses public participation, environmental justice, sustainable communities strategy, and an action plan. New requirements for reducing greenhouse gas emissions from transportation sources under Senate Bill 375 are integrated into the blueprint for the RTP/SCS

Because the RTP/SCS 2014–2040 report has not yet been adopted, the 2011 RTP policies are used in Table 5.10-1 to determine the proposed project's consistency with the Fresno COG RTP.

San Joaquin Valley Blueprint

Rising to meet the San Joaquin Valley's most pressing issues, the eight MPOs (including Fresno COG) representing the eight counties in the San Joaquin Valley initiated the San Joaquin Valley Regional Blueprint (Valley Blueprint) planning process in 2006 to develop and help implement a vision for growth in the valley to the year 2050. The Valley Blueprint is a vision for the future of the San Joaquin Valley, in which less land is consumed for development, more resources are preserved for future generations, distinctive communities are enhanced, and more travel choices are available. On April 1, 2009, the San Joaquin Valley Regional Policy Council, the decision-making body for the valleywide process, approved Scenario B+ and the 12 Smart Growth Principles and

5. Environmental Analysis

LAND USE AND PLANNING

Preferred Growth Scenario, concluding the third year of the Valley Blueprint planning process and setting the stage for the transition to the implementation phase of the Valley Blueprint, which began soon after in 2009.

Scenario B+ was adopted as the Preferred Blueprint Growth Scenario for the San Joaquin Valley to the year 2050. This preferred scenario serves as guidance for the valley's local jurisdictions with land use authority as they update their general plans. The 12 Smart Growth Principles represent the core values of the valley and will be used as the basis of future Blueprint planning and implementation. While each COG developed its own goals, objectives, and guiding principles, the 12 Smart Growth Principles were intended to reflect a regional perspective. The 12 Smart Growth Principles establish a benchmark for Blueprint-related decision making and provide guidance for achieving the Valley Blueprint.

The proposed project's consistency with the Valley Blueprint's 12 Smart Growth Principles is analyzed in detail in Table 5.10-2.

Fresno Yosemite International Airport Land Use Compatibility Plan

In 1997, the Airport Land Use Commission (ALUC) of Fresno County adopted the Fresno Yosemite International Airport and Environs Plan. Subsequently, in June 2012, ALUC amended the existing plan and renamed it the Airport Land Use Compatibility Plan (ALUCP). The Clovis City Council adopted the ALUCP on August 30, 2012, and it went into effect on August 30, 2012. The ALUCP is a land use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. The ALUCP identifies standards for development in the airport's planning area based on noise contours, safety zones, and building heights. ALUC is authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUC are noise, safety hazards, and airport operational integrity.

As shown in Figure 3-2, *Aerial Photograph*, the Fresno Yosemite International Airport is just outside the Plan Area's southwestern boundary. A small portion of the southwestern boundary is within the Airport Influence Area (AIA) of the Fresno Yosemite International Airport. Portions of the southwestern boundary also fall within Zone 6 of the safety compatibility and noise contour zones of this airport (see Figures 5.8-2, *Safety Compatibility Zones* and 5.12-3, *Airport Noise Contours*).

The proposed project's consistency with the ALUCP for Fresno Yosemite International Airport is provided in the analysis for Impact 5.10-3.

5.10.1.2 EXISTING CONDITIONS

The Plan Area is in the central portion of Fresno County, approximately 6.5 miles northeast of the City of Fresno downtown area. As shown in Figure 3-1, *Regional Location*, the Plan Area is surrounded by portions of unincorporated Fresno County to the north, east, and south and by the City of Fresno to the west and southwest. At the local level, the Plan Area is generally bounded by Copper Avenue on the north, Willow Avenue on the west, Academy Avenue on the east, and Shields Avenue on the south. State Route 168 (SR-168) bisects the City from the southwest to the northeast.

5. Environmental Analysis

LAND USE AND PLANNING

Existing Land Uses and Statistics

The Plan Area encompasses approximately 47,804 acres (75 square miles). As shown in Figure 3-3, *Existing Land Uses*, the Plan Area comprises a number of land uses, with agricultural, rural residential and single-family residential making up the majority. Commercial and industrial uses are found primarily along the City's major corridors (e.g., Shaw, Clovis, and Herndon Avenues). Table 3-1, *Existing Land Use Statistical Summary*, lists the existing land uses in the Plan Area.

The three generalized areas of the Plan Area (City boundary, sphere of influence [SOI], and Plan Areas beyond the City and SOI non-SOI Plan Area) are described in detail in Chapters 3, *Project Description*, and 4, *Environmental Setting*, and shown in Figure 3-2, *Aerial Photograph*. The extension of the Plan Area beyond the City and SOI boundaries secures Clovis's role in the region. The larger Plan Area enables Clovis to influence the decisions that directly affect the City; safeguard the preservation of right-of-way for regional transportation routes; and leverage control of development design, phasing, and infrastructure provision in outlying areas. The Plan Area also offers opportunities for employment and sustainable quality neighborhoods in all three growth areas along major transportation corridors.

Surrounding Land Uses

The Plan Area is surrounded by developed urban areas, rural and agricultural uses, and open space. As shown in Figure 3-2, *Aerial Photograph*, the Plan Area is bordered by rural residential and agricultural uses and open space to the north; rural residential and agricultural uses to the east; rural residential and agricultural uses and the Fresno Yosemite International Airport to the south; and a variety of urbanized uses to the west.

Current General Plan and Land Use Designations

City of Clovis

The current General Plan for the City of Clovis was adopted on April 26, 1993, and consists of eight elements: Land Use, Circulation, Housing, Public Facilities, Open Space/Conservation, Safety, Noise, and Air Quality. Figure 3-4, *Current General Plan Land Uses*, shows the existing land use designations of the current General Plan. Table 3-2 presents a breakdown of current General Plan land use designations in the Plan Area. As shown in Figure 3-4 and Table 3-2, 16 land use designations currently regulate development in the City and 18 regulate development in the SOI and the non-SOI Plan Area. By far, the two largest land use designations within the City boundaries are Low Density and Medium Density Residential, which make up almost 40 percent of the City. The SOI is similarly characterized by lower density residential, with the two aforementioned designations representing roughly 42 percent of the SOI; Rural Residential represents another 18 percent. Agricultural and Rural Residential land use designations make up the majority (73 percent) of the non-SOI Plan Area.

County of Fresno

While the City of Clovis designates land uses in its SOI, as described above, the SOI is still considered under the County's jurisdiction until it has been annexed into the City. The non-SOI Plan Area is also currently under Fresno County's jurisdiction. According to the Fresno County General Plan, land use designations in the Plan Area include Rural Residential, Special Commercial, Planned Rural Community (Quail Lake Community), and

5. Environmental Analysis LAND USE AND PLANNING

Limited Industrial (Fresno 2010). Rural residential makes up the majority of the SOI and non-SOI Plan Area, with only very small areas designated under the remaining uses.

Current Zoning

City of Clovis

The zoning designations of the areas within the City's incorporated boundaries (see Figure 3-2, *Aerial Photograph*) are defined by the City's zoning map. The zoning map shows the various zoning designation throughout the City, including residential, commercial, industrial, office, and public facilities. By far the largest zoning designation within the City boundaries is Single-Family Residential, with commercial occupying the second largest. The majority of the commercial designations are generally concentrated along Shaw and Clovis Avenues.

County of Fresno

The zoning designations of the areas in the City's SOI and non-Plan Areas b (see Figure 3-2, *Aerial Photograph*) are defined by the County of Fresno's Zoning Map. The zoning designations in these parks of the Plan Area include Exclusive Agricultural District (AE), Limited Agricultural District (AL), Rural Residential District (RR), Single Family Residential District: 12,500 (R-1-B), Open Conservation Land Use District (O), and Commercial and Light Manufacturing District (C-M). By far the largest zoning designation of the areas outside of City boundary is agricultural, with residential occupying the second largest.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

5.10.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-1: Implementation of the General Plan and Development Code Update would not divide an established community. [Threshold LU-1]

5. Environmental Analysis

LAND USE AND PLANNING

Impact Analysis:

2035 Scenario

As shown in Figure 3-3, *Existing Land Use*, the Plan Area comprises a number of existing land uses, with agricultural, rural residential and single-family residential making up the majority. As shown in this figure, the majority of the single-family uses occur within the City limits, and the majority of the rural residential uses occur in the SOI and Non-SOI Plan Area.

The General Plan Update is intended to guide growth and development (e.g., infill development, redevelopment, and revitalization/restoration) within the Plan Area through 2035 and beyond. The changes in existing land use designations (see Figure 3-4, *Current General Plan Land Uses*) that would occur with implementation of the proposed land use plan (see Figure 3-5, *Proposed General Plan Land Uses*) would not result in the physical division of an established community. As shown in Figures 3-4 and 3-5, proposed land use designations would generally remain similar to those existing. For example, existing and designated rural residential land uses in the SOI and the Non-SOI Plan Area would remain as is. Additionally, the majority of the existing low, medium, medium-high, and high density residential land use designations within the City limits would remain the same under the proposed General Plan land use plan.

The largest change to residential uses would occur in the Northwest and Northeast Urban Centers of the Plan Area. Current land use designations in Loma Vista (also known as the Southeast Urban Center) are similar to the proposed land use plan. As shown in Figures 3-3 and 3-5, some of the areas in the Northwest Urban Center currently designated as low density residential would be changed to mixed-use village. Other changes in the Northwest Urban Center would include changing one residential land use designation for another (e.g., very low density residential to medium density residential or rural residential to low density residential). Changes in the Northeast Urban Center would include swapping very-low and low density residential for a mix of land use designations, including medium, medium-high and high density residential, mixed use village, and mixed use/business campus.

However, the proposed land use changes would not divide an established community in the Northwest or Northeast Urban Centers given that existing uses are mostly agricultural, rural residential, or vacant land. Thus, land use changes in the two urban centers would actually help create a more unified community and help to establish more attractive neighborhoods as future development occurs. The change in land use designations would also help implement some of the existing Housing Element policies, including:

- Maintain a sufficient inventory of developable land at varying densities to accommodate the existing and projected needed housing supplies (Policy 1.1)
- Encourage a diversity of housing types in mixed-use areas, village centers, and other areas in the City to support the Clovis community values (Policy 2.3).

Additionally, the change in land use designations (e.g., low density residential to mixed use village) in both of these areas would still permit residential land uses, although at different density levels than are currently permitted

5. Environmental Analysis LAND USE AND PLANNING

(generally higher density). Furthermore, development in these urban centers and the entire Plan Area would be guided by policies outlined in the General Plan Update and specific development standards outlined in the proposed development code.

General Plan Update policies encourage the preservation or enhancement of the existing, primarily residential communities through infill development, open space opportunities, and development of compatible uses that would enhance the existing character of Clovis. For example, as stated in the housing element, neighborhood identity and preservation is encouraged through a number of policies (see housing element policies 4.3, 4.4, 4.5, 4.9, and 4.10, listed at the end of this section). The land use element has specific policies for compatibility that would reduce the amount of conflict between contrasting land uses and enhance neighborhoods by responsibly integrating new development into existing communities (see land use policies 3.1, 3.2, 3.7, 3.8, 3.9 and 6.2 listed at the end of this section). Implementation of the pertinent policies of the General Plan Update would help ensure the development of cohesive communities while maintaining the features that make each neighborhood unique. Thus, impacts to established communities would be less than significant.

Full Buildout

As assumed in Chapter 3, *Project Description*, Full Buildout of the proposed project would occur primarily in the SOI and Non-SOI Plan Area, since the majority of the City is anticipated to be built out by the 2035 scenario. According to Figure 3-3, *Existing Land Use*, the majority of the SOI and Non-SOI Plan Area is either agriculture rural residential, with a small minority of single-family residential uses. The proposed land use plan would designate similar uses in these areas as well. Thus, any established rural communities in the SOI and Non-SOI Plan Area would not be adversely impacted by development in accordance with the General Plan Update.

Furthermore, as stated above, policies under the General Plan Update encourage enhancing existing and future communities. Thus, impacts would be less than significant at Full Buildout.

Impact 5.10-2: The proposed General Plan Update complies with state planning law and California Complete Streets Act. [Threshold LU-2]

Impact Analysis:

2035 Scenario

The proposed project is an update to the City of Clovis General Plan and Development Code. The General Plan Update is intended to shape development within the Plan Area through 2035 and beyond, and the Development Code Update is intended to consolidate and compile amendments adopted since the 1970s into a reorganized and reformatted document that also reflects changes to the City's General Plan.

State Planning Law and California Complete Streets Act Consistency

The General Plan Update has been prepared in accordance with state planning law, in California Government Code Section 65300. The General Plan Update is meant to be a framework for guiding planning and development in Clovis through 2035 and beyond and can be thought of as the blueprint for the Plan Area's growth and

5. Environmental Analysis

LAND USE AND PLANNING

development. The update is comprehensive both in its geography and subject matter. It addresses the entire territory within the Plan Area's boundary and also addresses the full spectrum of issues associated with management of the Plan Area.

The General Plan Update is consistent with California Government Code Section 65302 because it addresses the seven required elements. More specifically, the General Plan Update involves a revision to the land use map and all elements except the housing element, and adds a new economic development element. The update would consist of the following elements: land use, economic development, circulation, public facilities and services, environmental safety, open space and conservation, and air quality. The current housing element was updated and adopted in 2010. The housing element is subject to specific laws and timeframes dictated by the state; therefore, it is not included as a part of this comprehensive update. However, the housing element will be reformatted and integrated into the General Plan Update.

The General Plan Update also includes forecasts of long-term conditions and outlines development goals and policies, exhibits and diagrams, and text setting forth objectives, principles, standards, and plan proposals throughout the various elements. The proposed land use plan and the goals and policies in the General Plan Update strive to preserve and ensure land use compatibility throughout the Plan Area. Additionally, the General Plan Update is consistent with AB 1358 given that the complete streets principle is one of the key components in the Circulation Element of the General Plan Update. Refer to Section 5.16, *Transportation and Traffic*, for a detailed discussion of the proposed project's consistency with AB 1358.

Furthermore, each of the specific and applicable requirements in the state planning law have been examined and considered to determine if there are environmental issues in the community that the General Plan Update should address, including but not limited to hazards and flooding. The various environmental issues associated with the proposed project (air quality, hazards, flooding, traffic, etc.) are addressed in their respective elements of the General Plan Update and in their respective topical sections in Chapter 5, *Environmental Analysis*, of this Draft PEIR.

Full Buildout

Consistency analysis of the proposed project with the state planning law and California Complete Streets Act would be the same for both the 2035 Scenario and Full Buildout. The General Plan Update would be consistent, and impacts would be less than significant.

Impact 5.10-3: Land use designations and policies of the General Plan Update are consistent with the Airport Land Use Compatibility Plan for the Fresno Yosemite International Airport. [Threshold LU-2]

5. Environmental Analysis

LAND USE AND PLANNING

Impact Analysis:

2035 Scenario

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent and nearby lands to ensure the safety of the residential and business communities of Clovis from the potential hazards that could be created by airport operations. As shown in Figure 3-2, *Aerial Photograph*, the Fresno Yosemite International Airport is just outside the Plan Area's southwestern boundary. As stated above, a small portion of the southwestern boundary is within Fresno Yosemite International Airport's AIA, safety compatibility zone (Safety Zone 6, Traffic Pattern Zone), and noise contour (60–65 and 65–70 CNEL) zone (see Figure 5.8-2, *Safety Compatibility Zones*, and Figure 5.12-3, *Airport Noise Contours*).

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. As shown in Figure 3-4, *Current General Plan Land Uses*, the areas nearest to the airport consist of a mix of industrial, commercial, mixed use business center, and medium- and high-density residential land use designations. Under the proposed General Plan Update, the land use designations of these areas would remain the same. Additionally, these areas are already developed with a mix of residential, commercial, and industrial uses, as shown in Figure 3-3, *Existing Land Use*. New or more intense development in these areas is not anticipated, as the areas are already developed; the majority of development under the General Plan Update is anticipated to occur outside of the City boundaries, farther north and northeast of the airport. Therefore, the proposed project would not place greater numbers of people in proximity to the airport.

The ALUCP also outlines compatibility policies related to noise, overflight, safety, and air space protection to help reduce the potential impacts on land uses surrounding the airport. These policies are applicable to certain development proposals (e.g., rezoning applications, conditional use permits, site plan reviews, variances, and subdivision maps) for properties that fall within the boundaries of the AIA. For example, project applicants proposing residential uses within the 60–65 CNEL noise contour are required to perform an acoustical analysis to demonstrate that all airport-related noise impacts have been mitigated. Additionally, certain development actions (e.g., adoption or amendment of general plans, community plans, or specific plans; rezoning applications or text amendments to the zoning ordinance; airport master plans; and building regulations) for properties within the AIA require formal review by ALUC (Fresno 2012a). Consistency with the ALUCP policies and review by ALUC (if required) is ensured through the City's development review process for individual project proposals.

Additionally, residential uses are considered compatible uses (use that is acceptable with little or no risk) within Safety Zone 6, as indicated in the ALUCP (City of Fresno 2010). Risk factors associated with Zone 6 generally include a low likelihood of accident occurrence. The main concern is primarily related to uses for which potential consequences are severe. Allowed uses in this safety zone include residential and most nonresidential uses, with the exception of outdoor stadiums and similar uses with very high intensities. Uses that should be avoided include children's schools, large day-care centers, hospitals, and nursing homes. The permitted land uses that could be developed under the General Plan Update in Safety Zone 6 would be in accordance with those outlined in the safety zone and the applicable land use restrictions. Furthermore, the areas of the Plan Area within the AIA are not within the direct flight path of the airport, as can be seen in the Figure 3-3, *Aerial Photograph*.

5. Environmental Analysis

LAND USE AND PLANNING

Section 9.22.080 (Noise) of the proposed development code establishes standards of maximum noise levels for all land use types to protect the public comfort, safety, health, and welfare of Clovis's residents. Policies are also provided in the General Plan Update's environmental safety element (Policies 3.1 through 3.5, 3.8, 3.10, 3.11, 3.13, and 3.14) that are designed to minimize public exposure to risks associated with airport operations and noise, and to minimize the siting of land uses near airports that might interfere with airport operations. In addition, Policy 2.4 of the economic development element recommends maintaining and growing connections and relations with Fresno Yosemite International Airport.

Refer to Sections 5.8, *Hazards and Hazardous Materials*, and 5.12, *Noise*, for further analysis on the proposed project's consistency and potential impacts on the ALUCP for Fresno Yosemite International Airport.

Full Buildout

Consistency analysis of the proposed project with the ALUCP for the Fresno Yosemite International Airport would be the same for both the 2035 Scenario and Full Buildout. Furthermore, most development during Full Buildout would be in the City's SOI and non-SOI Plan Area, which is outside of the airport's AIA and safety impact and noise contour zones. Thus, impacts would be less than significant.

Impact 5.10-4: Implementation of the General Plan Update would be consistent with the goals of the Fresno Council of Governments' Regional Transportation Plan. [Threshold LU-2]

Impact Analysis:

2035 Scenario

The Fresno COG RTP guides how and where people and goods will travel by identifying both existing and needed transportation facilities, and it sets policies for a wide variety of transportation options and projects for the Fresno County region's transportation system. Table 5.10-1 provides an assessment of the proposed project's consistency with the Fresno COG RTP goals. Relevant policies from General Plan Update elements are provided; refer to Appendix D for a list of all proposed General Plan Update policies. The analysis in the table concludes that the proposed project would be consistent with the Fresno COG RTP goals.

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-1 2011 Fresno COG Regional Transportation Plan Goals Consistency Analysis

Goal	Compliance with Goal	Related General Plan Update Policies
General Transportation Goals, Objectives, and Policies		
<p>a) Provide for an integrated multimodal transportation system which serves the needs of a growing and diverse population for transportation access to jobs, housing, recreation, commercial, and community service.</p>	<p>Consistent: As part of the proposed project, the Circulation Element has an overarching goal of establishing “a comprehensive and well-maintained multimodal circulation system that provides for the safe and efficient movement of people and goods.” More specifically, Goals 1, 3, 4, and 5 of the Circulation Element address effective connectivity of various land uses, safe and comfortable multimodal transportation, bicycle and transit systems, and complete trails and pathways for active transportation users.</p> <p>For example, the proposed project aims to establish parkways, paseos, and trails throughout Clovis to connect commercial, residential, and recreational uses within the urban centers and among each other. Complete street amenities are also proposed to upgrade existing streets for multimodal transportation and to comply with the California Complete Streets Act.</p> <p>Refer to Section 5.16, <i>Transportation and Traffic</i>, for a more detailed analysis on the proposed project’s impacts on Clovis’ transportation network.</p>	<p>LU Policies 5.4 and 6.2; ED Policies 2.1 and 2.7 CE Policies 1.1, 1.3, 1.4, 1.5, 1.8, 3.1 through 3.12, 4.1, 4.3, 4.5, 4.7, 5.1, 5.3, and 5.5</p>
<p>b) Maintain and improve the safety and efficiency of existing facilities as the basic system which will meet existing and future travel demands.</p>	<p>Consistent: All modes of public and commercial transit throughout the City would be required to follow safety standards set by corresponding state, regional, and local regulatory documents. For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Clovis, County of Fresno) and regional (e.g., Fresno COG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned under response c) of this General Transportation Goals, Objectives, and Policies Section below.</p> <p>All new roadway developments and improvements to the City’s existing transportation networks must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities. This is ensured through the City’s development review and permitting process. Additionally, the regional plans mentioned under response c) of this General Transportation Goals, Objectives, and Policies Section would also be applicable to the design and development of the regional roadway network.</p> <p>The circulation element of the General Plan Update provides guidance and policies that promote the safe</p>	<p>CE Policies 2.1 through 2.4, 3.1, 3.2, 3.4, 3.5, 3.7, 3.8, 5.1, and 6.1</p>

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-1 2011 Fresno COG Regional Transportation Plan Goals Consistency Analysis

Goal	Compliance with Goal	Related General Plan Update Policies
	<p>movement of people and goods, with importance placed on pedestrians, bicyclists, and transit users as well as automobile drivers.</p> <p>Refer to Section 5.16, <i>Transportation and Traffic</i>, which addresses safety and efficiency of existing and future roadway facilities in more detail.</p>	
<p>c) Provide support to the maintenance and expansion of transportation modes for the movement of people and goods within and through the region.</p>	<p>Consistent: The transportation networks in Clovis would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks in the City, including but not limited to:</p> <ul style="list-style-type: none"> • Fresno COG Congestion Management Process • Fresno COG’s 2010–2035 RTP • County of Fresno Traffic Impact Studies Guidelines • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual <p>Additionally, the City is required by California Government Code to coordinate its circulation element with regional transportation plans, including the Fresno COG RTP. The circulation element under the proposed project is a comprehensive transportation management strategy that addresses infrastructure capacity.</p> <p>The land use and circulation elements of the General Plan Update contain policies that provide specific guidance on how to improve mobility in the City of Clovis.</p> <p>Refer to Section 5.16, <i>Transportation and Traffic</i>, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p>	<p>LU Policies 5.4 and 6.2; CE Policies 1.1, 1.2, 1.3, 1.5, 1.6, 1.8, 2.1, 2.2, 3.4, 3.5, 3.7, 3.8, 4.1 through 4.7, 5.1, 5.2, 5.4, 5.5, 6.1, 7.1 through 7.3</p>
<p>d) Manage the financial resources which are available from government, the private sector, and users of the transportation system in a cost-effective manner to meet regional needs.</p>	<p>Consistent: Policies in the circulation element of the proposed project address funding for transportation improvements (e.g., roadway, bike lane, pedestrian pathway improvements) through the City’s traffic fee mitigation program, homeowner association fees, and development impact fees.</p>	<p>CE Policies 2.3, 5.2, and 5.4</p>
<p>e) Work with local, state, and federal agencies to promote environmental sensitivity, energy efficiency, and sustainability in the development and management of our transportation system.</p>	<p>Consistent: The circulation element of the General Plan Update includes goals and policies that aim to coordinate with local, state, and federal agencies to establish a safe, efficient, and sustainable transportation network in Clovis and the San Joaquin Valley region.</p>	<p>CE Policies 2.4, 4.4, 7.2, and 7.3</p>
<p>f) Support cooperative efforts between local, state, federal agencies and the public to plan, develop and manage our transportation system.</p>	<p>Consistent: See responses to Goals b), c), and e) of this General Transportation Goals, Objectives, and Policies Section above.</p>	<p>CE Policies 2.4, 4.4, 7.2, and 7.3</p>

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-1 2011 Fresno COG Regional Transportation Plan Goals Consistency Analysis

Goal	Compliance with Goal	Related General Plan Update Policies
Highways, Street and Roads		
<p>a) Establish an integrated highways, streets and roads network that enhances productivity and provides for the efficient movement of both people and goods within Fresno County.</p>	<p>Consistent: See response to Goals b) and c) of the General Transportation Goals, Objectives, and Policies Section, above.</p> <p>The City also strives to maximize productivity of the region's public transportation system (i.e., transit) for residents, visitors, and workers coming into and out of Clovis by promoting transit use through improved transit oriented communities, smart growth principles, and safe and attractive transit amenities. The City of Clovis is served by public transit routes provided by Stageline and Round Up.</p> <p>The economic development and circulation elements of the General Plan Update contain guidance and policies to improve the City's transportation system.</p>	<p>ED Policies 2.1 and 2.7; CE Policies 1.1, 1.2, 1.5, 1.8, 2.4, 6.1, 7.2, and 7.3</p>
<p>b) Make the most efficient use of available transportation revenues to enhance the highways and streets network.</p>	<p>Consistent: Policies within the economic development and circulation elements address the use of transportation revenues to improve the City's existing highways and streets network. Specifically, policies encourage strengthening the City's connection and proximity to Clovis Community Medical Center, Fresno Yosemite International Airport, and Fresno State University by implementing transportation improvements to overall regional transportation network around Clovis. The policies also prioritize transportation funds for investment into multimodal transportation improvements. In addition, the City's traffic fee mitigation program would ensure that new development pay its fair share of costs to offset future circulation improvements.</p>	<p>ED Policies 2.1 and 2.7; CE Policies 2.3, 2.4, 4.2, 4.6, 5.2, and 7.1</p>
<p>c) Maintenance of acceptable level-of-service standards for the highways, streets and roads network within Fresno county.</p>	<p>Consistent: See response to Goal b) of the General Transportation Goals, Objectives, and Policies Section, above.</p>	<p>CE Policies 2.1 and 2.2</p>
<p>d) Establish compliance with Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as it relates to the streets and highways network.</p>	<p>Consistent: See responses to Goals a), b), and c) of this Highways, Streets, and Roads Section.</p>	<p>CE Policies 2.4, 4.4, 7.2, and 7.3</p>
Mass Transportation		
<p>a) Provide public transportation mobility opportunities to the maximum number of people in the region.</p> <p>Provide quality, convenient and reliable public transportation service.</p> <p>Provide an efficient and effective public transportation system.</p> <p>Promote public transit's service and image in community.</p>	<p>Consistent: Circulation element policies under the General Plan Update aim to promote public transit by planning for a multimodal network with a bike and transit backbone connecting Shaw Avenue, Old Town, the Medical Center/Research and Technology Park, and three urban centers (Policy 4.1). In addition, Policies 4.4 through 4.7 support improving and maintaining clean, comfortable, and safe transit stops, transit priority corridors, bus rapid transit options, and coordination with transit agencies to promote Clovis's public transit service and image.</p>	<p>LU Policy 5.4; CE Policies 1.1, 3.3, 4.1, and 4.4 through 4.7</p>

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-1 2011 Fresno COG Regional Transportation Plan Goals Consistency Analysis

Goal	Compliance with Goal	Related General Plan Update Policies
b) Provide for an integrated multimodal transportation system which facilitates the movement of people and goods.	Consistent: See responses to Goals a) and c) of the General Transportation Goals, Objectives, and Policies Section, above.	LU Policies 5.4 and 6.2; CE Policies 1.1, 1.3, 1.4, 1.5, 1.8, 3.1 through 3.12, 4.1, 4.3, 4.5, 4.7, 5.1, 5.3, and 5.5
c) Coordinate public transportation policies with land use and air quality policies.	Consistent: The General Plan Update's land use, circulation, and air quality elements contain policies that address transportation planning as they relate to each of the elements. For example, Policy 6.2 in the land use element encourages implementing smart growth goals, which include providing a variety of transportation choices for multimodal uses, which is also promoted by Policy 1.1 of the circulation element. In addition, the Land Use, air quality, and circulation elements highlight the importance of compatible land uses, particularly along truck routes, to reduce truck traffic and pollutant emissions near residential areas.	LU Policy 6.2; CE Policies 1.1, 2.4, 6.2, and 7.2 AQ Policy 1.1
Aviation Goals		
a) Develop a fully functional and integrated air service and airport system that is complementary to the regional transportation system.	Consistent: Given the City's close proximity to the Fresno Yosemite International Airport, Policy 2.4 in the economic development element of the General Plan Update encourages enriching the City's relationship with the airport, which is part of both a regional and global transportation network. Policies under the environmental safety element also highlight coordination with the Fresno Yosemite International Airport regarding land use compatibility from future developments in the City and/or changes in flight patterns and airport expansion.	ED Policy 2.4; ES Policies 3.10, 3.11, and 3.13
Non-motorized Transportation Goals		
a) Maximize bicycle ridership through recognition and integration of the bicycle as a valid and healthy transportation mode in transportation planning activities.	Consistent: The circulation element of the proposed project includes goals and policies to bolster transit and bicycling use in the City as safe, efficient, and attractive modes of transportation. Per the California Complete Streets Act, the City is integrating complete street principles in the existing circulation network by encouraging multimodal transportation for all users, neighborhood connectivity, narrower streets, traffic calming, internal circulation, pedestrian access, and priority for bicycle facilities. In addition to planning for improved roadways and multipurpose trails and paths, the General Plan Update includes policies to obtain transportation improvement funding. The economic development element also includes policies to brand Clovis as a cycling center and a launch point for regional cycling opportunities farther toward the Sierra Nevada.	ED Policies 4.1, 4.2; CE Policies 1.1, 1.2, 3.1, 3.3, 3.5, 3.7, 3.11, 3.12, 4.1 through 4.4, 5.1 through 5.3
b) Safe, convenient, and continuous routes for bicyclists of all types which interface with and complement a multimodal transportation system.	Consistent: See response to Goal a) of this Non-motorized Transportation Goals Section, above.	ED Policy 4.2; CE Policies 1.1, 1.2, 3.1, 3.3, 3.5, 3.7, 3.11, 3.12, 4.1 through 4.4, 5.1 through 5.3

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-1 2011 Fresno COG Regional Transportation Plan Goals Consistency Analysis

Goal	Compliance with Goal	Related General Plan Update Policies
c) Improved bicycle safety through education and enforcement.	Consistent: See response to Goal a) of this Non-motorized Transportation Goals Section.	CE Policies 4.1 through 4.4
d) Increased acceptance of bicycling both as a legitimate transportation mode on public roads and highways and as a transportation mode that is a viable alternative to the automobile.	Consistent: See response to Goal a) of this Non-motorized Transportation Goals Section.	ED Policy 4.2; CE Policies 1.1, 1.2, 3.1, 3.3, 3.5, 3.7, 3.11, 3.12, 4.1 through 4.4, 5.1 through 5.3
e) Increased development of the regional bikeways system and related facilities by maximizing funding opportunities.	Consistent: See response to Goal a) of this Non-motorized Transportation Goals Section.	ED Policy 4.2; CE Policies 4.2 and 5.2
Rail Goals		
a) Develop a safe, efficient and convenient rail system which serves the passenger and freight needs of the region and which is integrated with and complementary to the total transportation system.	Consistent: Policies under the circulation element of the General Plan Update support the plan, design, operation, and maintenance of safe and convenient multimodal travel for all types of users, including pedestrians, bicyclists, transit riders, freight, and motorists.	CE Policy 1.1
b) Provide a transportation system that efficiently and effectively transports goods throughout Fresno County.	Consistent: See response to Goal a) of the Rail Goals Section. In addition, a goal of the proposed circulation element strives to establish a regional transportation system that connects the City of Clovis to the San Joaquin Valley region through coordination with Fresno County, the Fresno COG, and Caltrans.	CE Policy 1.1 and 7.2
Air Quality Goals		
a) Attainment and maintenance of federal and state air quality standards as set by the Environmental Protection Agency and the California Air Resources Board.	Consistent: Policies under the air quality element of the proposed project aim to protect the local environment from air pollution and emissions through mixed-use and transit oriented developments, prohibiting siting of sensitive land uses near emission sources, implementing best management practices during construction activities per San Joaquin Valley Air Pollution Control District standards, use of clean fuel sources for the City's fleets, etc. Moreover, greenhouse gas reduction is addressed in the air quality element by promoting valley wide air quality programs, cross-jurisdictional coordination, innovative mitigation efforts, and public participation and education. Implementation of a multimodal circulation network (pedestrian paths, bike lanes, transit routes, truck routes, roadways, freight lanes, etc.) throughout Clovis would also contribute to attaining and maintaining air quality standards set by the Environmental Protection Agency and California Air Resources Board. Refer to Section 5.3, <i>Air Quality</i> , for a more detailed analysis on the project's local and regional air quality impacts.	AQ Policies 1.1 through 1.3, 1.5, and 2.1 through 2.6 CE Policies 1.1, 1.5, and 3.3

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-1 2011 Fresno COG Regional Transportation Plan Goals Consistency Analysis

Goal	Compliance with Goal	Related General Plan Update Policies
<p>b) Support regional planning efforts in addressing federal and state air quality standards as well as California greenhouse gas legislation.</p>	<p>Consistent: See response to Goal a) of this Air Quality Goals Section.</p> <p>Specific to the San Joaquin Valley, AB 170 requires cities and counties to amend their general plans to include data and analysis, goals, policies, and feasible implementation strategies designed to improve air quality. The air quality element of the General Plan Update includes policies addressing these issues. The San Joaquin Valley Air Pollution Control District (SJVAPCD) also regulates ozone precursors (i.e., VOC and NO_x) and PM₁₀ emissions under Rule 9510, emissions from new and/or modified stationary sources under Rule 2201, fugitive PM₁₀ under Regulation VIII (Fugitive PM₁₀ Prohibitions), nuisance odors under Rule 4102, and employer based trip reductions under Rule 9410. All development under the proposed project would be subject to compliance with the existing regulations listed above and others further detailed in Sections 5.3, <i>Air Quality</i> and 5.7, <i>Greenhouse Gas Emissions</i>.</p>	<p>AQ Policies 2.1 through 2.3</p>
<p>c) Provide for improved air quality through local planning and enforcement efforts regarding federal and state air quality standards as well as California greenhouse gas legislation.</p>	<p>Consistent: See response to Goal a) and b) of this Air Quality Goals Section.</p>	<p>AQ Policies 1.2</p>
<p>d) Improve transportation mobility and operations by improving and utilizing transportation system management strategies which coordinate travel modes through operating, regulating, and service policies to achieve maximum efficiency and productivity for the whole circulation system.</p>	<p>Consistent: See responses to Goals b) and c) of the General Transportation Goals, Objectives, and Policies Section, above.</p>	<p>LU Policy 6.2; CE Policies 2.1 and 2.2</p>
<p>e) Improve transportation mobility and operations by improving and utilizing transportation demand management strategies which consist of managing human behavior regarding how, when, and where people travel.</p>	<p>Consistent: See responses to Goals b) and c) of the General Transportation Goals, Objectives, and Policies Section, above.</p>	<p>CE Policies 2.1 and 2.2</p>
<p>f) Improve transportation mobility and operations by improving and utilizing transportation control measure strategies which consist of reducing vehicle trips, vehicle miles traveled, vehicle idling, traffic congestion, and increasing average vehicle ridership, to reduce motor vehicle emissions.</p>	<p>Consistent: See responses to Goals b) and c) of the General Transportation Goals, Objectives, and Policies Section, above.</p>	<p>LU Policy 6.2; CE Policies 1.1, 1.2, 1.4, 1.5, 2.2, 3.1, 3.4, 3.5, 3.8, 3.9, 3.12, 4.4 through 4.7, and 5.1; AQ Policies 1.7 and 2.1</p>
<p>g) Reduce the consumption of and critical dependence upon non-renewable energy resources used in transportation.</p>	<p>Consistent: Per the CARB Greenhouse Gas (GHG) reduction scoping plan, the General Plan Update is required to contribute to the statewide GHG emissions reduction goal. In addition, the proposed project is consistent with the San Joaquin Valley Regional Transportation Plan/Sustainable Communities Strategy that targets per capita GHG reductions from vehicles and trucks in the San</p>	<p>LU Policy 6.2; AQ Policies 1.5 and 1.6</p>

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-1 2011 Fresno COG Regional Transportation Plan Goals Consistency Analysis

Goal	Compliance with Goal	Related General Plan Update Policies
	Joaquin Valley region. The policies in the air quality and land use element of the General Plan Update encourage switching City fleets to low- or zero-emission vehicles and using clean fuel sources for City-owned transit buses, automobiles, trucks, and heavy equipment. Alternative fuel and electric charging stations are also encouraged.	

Source: Fresno COG 2011 Regional Transportation Plan.

Full Buildout

Full buildout of the proposed project would not be different from the 2035 Scenario with regard to the General Plan Update’s consistency with the 2011 Fresno COG RTP goals. Thus, impacts would be less than significant.

Impact 5.10-5: Development in accordance with the proposed General Plan Update would be consistent with the San Joaquin Valley Blueprint 12 Smart Growth Principles. [Threshold LU-2]

Impact Analysis:

2035 Scenario

Table 5.10-2 provides an assessment of the proposed project’s relationship to the San Joaquin Valley Blueprint 12 Smart Growth Principles. Relevant policies from General Plan Update elements are included. The analysis in the table concludes that the proposed project would be consistent with the Blueprint Smart Growth Principles. Therefore, implementation of the proposed project would not result in significant land use impacts related to the Blueprint Smart Growth Principles.

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-2 San Joaquin Valley Blueprint 12 Smart Growth Principles Consistency Analysis

Smart Growth Principle	Compliance with Principle	Related General Plan Update Policies
1. Create a range of housing opportunities and choices.	<p>Consistent: The proposed land use plan designates a variety of additional residential uses ranging from rural residential, low, medium, and high density uses. Specifically, the proposed project would create housing opportunities in the Northeast and Northwest Urban Centers and Loma Vista. Each urban center is designed to comprise a network of self-sustaining urban villages and their supporting village centers; transit centers; school complexes; open space; parks and recreation areas; and residential neighborhoods. Therefore, residential opportunities are adequately provided within the urban centers in addition to residential infill within the City's existing boundaries and further into the Non-SOI Plan Area as rural residential homes.</p>	<p>LU Policies 3.1, 3.2, 3.6, 3.7, 5.1 through 5.6, and 6.2; ED Policy 1.5</p>
2. Create walkable neighborhoods.	<p>Consistent: As stated in the response above, the three urban centers would each be developed as urban villages with pedestrian connectivity a key focus. For example, pedestrian amenities such as benches, street trees, fountains, outdoor dining, public art, and landscaped sidewalks are a few of the design features planned for Loma Vista. Loma Vista also consists of approximately 20 miles of trails and paseos that connect to various commercial, residential, and recreational areas in the urban center. The Northeast and Northwest Urban Centers are anticipated to be developed similarly.</p> <p>In addition, the Plan Area has an extensive network of existing pedestrian and bicycle trails, including the Old Town Trail, Dry Creek Trail, and Enterprise Trail that provide multimodal connections throughout Clovis.</p>	<p>LU Policies 3.1, 3.2, 3.7, 3.9, and 6.2 ED Policy 3.5; CE Policies 1.1 through 1.8, 3.1, 3.3, 3.4, 3.6, 3.7, 3.9, through 3.12, 5.1, 5.3 through 5.5, and 6.2</p>
3. Encourage community and stakeholder collaboration.	<p>Consistent: Various policies in the General Plan Update encourage coordination between residents, business owners, and organizations within Clovis to ensure development is integrated in a manner that is efficient and mindful.</p>	<p>LU Policy 6.2; ED Policies 1.1, 1.3, 2.7, and 6.6; Public Facilities (PF) Policies 5.1, 6.7, and 6.9</p>
4. Foster distinctive, attractive communities with a strong sense of place.	<p>Consistent: The three urban centers are planned to develop into individual networks of urban villages, each with its own comprehensive plan. Development within each urban center would be consistent with the design theme, visual appearance, and mixture of housing types to ensure orderly and sustainable growth.</p> <p>Policies in the land use element highlight the importance of preserving Old Town Clovis as the thriving heart of the Clovis community. For example, policies address Old Town's walkability, diverse business activities, public spaces, and designation as the primary location for Clovis celebrations throughout the year. In addition, various specific plans in the City provide performance standards and provisions that regulate how development should occur in order to enhance each of the communities and create a sense of character and unity.</p>	<p>LU Policies 2.1 through 2.4, 3.7, 5.3, 5.4, 5.6, and 6.2 CE Policies 1.4 through 1.7, 3.2, 3.3, and 5.1 ED Policies 4.1 through 4.4 OS Policies 2.9 through 2.12;</p>

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-2 San Joaquin Valley Blueprint 12 Smart Growth Principles Consistency Analysis

Smart Growth Principle	Compliance with Principle	Related General Plan Update Policies
5. Make development decisions predictable, fair, and cost-effective.	Consistent: Various policies in the land use and economic development element of the General Plan Update address methods in which development can be processed fairly, efficiently, and cost-effectively through streamlined approvals, prioritized infrastructure and transportation improvement planning, and orderly decision making related to the economic and fiscal implications of future proposed developments.	LU Policies 4.1, 4.3, 6.1, and 6.2 ED Policies 1.8, 2.8, 3.7, 5.1 through 5.5, and 6.1 through 6.7
6. Mix land uses.	Consistent: The proposed land use plan integrates various compatible land uses with one another. In particular, the three urban centers are planned to be developed as networks of urban villages inclusive of commercial, institutional, recreational, office, and residential uses. Mixed Use Village and Mixed Use/Business Campus uses are proposed within the City of Clovis along Clovis Avenue and toward the northeast along State Route 168; in the western portion of the Northwest Urban Center; scattered throughout the Northeast Urban Center; and also along Shaw Avenue in Loma Vista.	LU Policy 3.1, 3.2, 3.7, and 6.2; ED Policy 1.6
7. Preserve open space, farmland, natural beauty, and critical environmental areas.	Consistent: Much of the non-SOI Plan Area under the proposed land use plan would remain as currently designated, primarily rural residential, open space, and agricultural uses. Environmental stewardship and responsible planning and management of Clovis' natural resources are stressed in the open space and conservation element of the General Plan Update. Much of the proposed development would occur in the City and the three urban centers, preserving Clovis's existing open space, farmland, and natural beauty. Refer to Section 5.1, <i>Aesthetics</i> , for a more detailed analysis of the project's impacts on Clovis's natural and scenic resources.	LU Policy 6.2; OS Policies 1.5 through 1.8, 2.1 through 2.12
8. Provide a variety of transportation choices.	Consistent: See response to Goals a) and c) of the General Transportation Goals, Objectives, and Policies Section in Table 5.10-1 above.	LU Policy 6.2 CE Policies 1.1 through 1.3, 1.7, 1.8, 3.3, 4.1, 4.3 through 4.7, 5.1, 5.3, and 5.5
9. Strengthen and direct development towards existing communities.	Consistent: The proposed land use plan concentrates development primarily within the City's existing boundary and into the three urban centers. Nearly all of the land outside of the City and the urban centers would remain as it is, rural residential and agricultural uses. Thus, development would occur in a way that preserves open space and makes more efficient use of land and resources through infill and compact urban village networks.	LU Policy 6.2 ED Policies 1.9, and 1.10
10. Take advantage of compact building design.	Consistent: The proposed project concentrates future development primarily within the three urban centers, which make infrastructure, utilities, and transportation network improvements and extensions more efficient and cost-effective. The circulation network would also support wider transportation choices, such as transit use, walking, and bicycling. Compact building designs are encouraged	LU Policy 1.6, 1.7, 3.9m 3.11, 4.6, and 6.2 OS Policy 3.7

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-2 San Joaquin Valley Blueprint 12 Smart Growth Principles Consistency Analysis

Smart Growth Principle	Compliance with Principle	Related General Plan Update Policies
	through the development of narrower streets, "park-once" designs, residential orientation towards local and collector streets, mixed use village centers, transit priority corridors, and safe internal circulation areas for residential and mixed use neighborhoods.	
11. Enhance the economic vitality of the region.	Consistent: Fostering economic growth of Clovis is one of nine General Plan Guiding Principles. In order to do so, policies in the economic development element of the General Plan Update address methods to enhance the City's revenue base as a tool to continuously improve Clovis's quality of life and maintain its distinction as the premier community in the San Joaquin Valley. The proposed land use plan allows for clusters of commercial use, mixed use business villages, etc., to create distinctive commercial destinations, corridors, and shopping centers. A mixture of land uses under the proposed land use plan would help bolster economic activities within the City. The proposed commercial, office, and residential uses would help balance residential growth with employment-generating development to ensure fiscal sustainability as well.	LU Policy 6.2; ED Policies 1.1, 1.3, 1.4, 1.5, 1.6, 3.6, 3.7, 4.1, 4.4, 5.3, 6.1, 6.3, 6.4, 6.5, and 6.7
12. Support actions that encourage environmental resource management.	Consistent: See response to Smart Growth Principle 7 above.	LU Policy 6.2; OS Policies 2.1, 2.2, 2.4 through 2.10, 3.1 through 3.7; AQ Policies 1.5 through 1.8 and 2.3 through 2.6

Source: San Joaquin Valley Blueprint.

Impact 5.10-6: Development in accordance with the proposed General Plan Update would not interfere with growth plans of neighboring San Joaquin Valley jurisdictions. [Threshold Not Applicable]

In addition to the proposed project's consistency with the Valley Blueprint 12 Smart Growth Principles, the General Plan Update would also complement planning efforts of its neighboring jurisdictions, including the cities of Fresno and Sanger and the counties of Fresno and Madera.

City of Fresno

The City of Fresno is also currently preparing an update to its general plan and development code. The city released a notice of preparation, dated November 2012, and several draft documents. The initial study for the Fresno General Plan Update identified that past growth in Fresno has been mostly suburban development and has led to a condition of sprawl, neglected neighborhoods and districts, and vacant or underutilized lands. To address this issue, Fresno's proposed land use plan would maintain the same SOI as the current general plan, and land use patterns and policies would encourage infill development and revitalization of its downtown planning area, older neighborhoods, and areas along established major street corridors, as well as development of compact and complete communities in its growth areas on the outer areas of its SOI (Fresno 2012b). In addition, Chapter

5. Environmental Analysis LAND USE AND PLANNING

3 (Urban Form, Land Use and Design) of the draft general plan addresses regional cooperation with San Joaquin Valley jurisdictions in order to implement smart growth, livability, and sustainability throughout the valley. Proposed Fresno general plan policy RC-10 also indicates integrating elements of the San Joaquin Valley Blueprint Preferred Scenario into Fresno's general plan, zoning ordinance, and other regulatory programs (Fresno 2012c).

Given that the City of Fresno envisions infill and redevelopment within its existing city limits and completing communities in its existing outer growth areas, the proposed Clovis General Plan Update would not interfere with Fresno's planning efforts. Most of the growth from the proposed project is anticipated to be in Clovis's Northeast Urban Center and the Loma Vista community, which are away from Fresno city limits.

The proposed project would accommodate growth in its Northwest Urban Center, which borders the City of Fresno's North Growth Area along Willow Avenue. The City of Fresno's draft land use plan proposes institutional uses and conventional suburban development in the North Growth Area. The proposed project creates a more intense mix of mixed-use, employment, and residential development in the Northwest Urban Center. These two land use patterns do not compete, and the Clovis Northwest Urban Center would not interfere with the growth planned in Fresno's North Growth Area.

The proposed project does not anticipate substantial change in the southwest areas of Clovis near Fresno since most of the area has already been developed. Additional potential for housing will be accommodated along Shaw Avenue, but this residential growth would be in part to serve the students of nearby California State University, Fresno (CSUF). The university was a partner with the City of Clovis in the project funded through a Proposition 84 grant. The City and CSUF coordinated in public outreach and planning efforts to ensure that new growth along Shaw Avenue would be complementary to the university's campus master plan.

City of Sanger

The City of Sanger 2025 General Plan was adopted in 2003 and amended in 2009. According to the general plan, the vision for Sanger consists of a small, self-sufficient, and characteristically distinct community separated from surrounding jurisdictions by agricultural land. It envisions slow, deliberate, and contained growth to prevent sprawl (Sanger 2003). To focus growth inward, development would be compact and directed by specific design standards.

According to the San Joaquin Valley Blueprint Integration Final Report, the City of Sanger requested an audit of its 2025 general plan to highlight areas where existing policies do not meet those set in the Valley Blueprint. Based on recommendations from the Valley Blueprint, Sanger will eventually update its general plan to incorporate more smart growth principles (SJVBP 2013). The Sanger General Plan is a more recent plan, adopted in 2003, thus it is already more "Blueprint friendly" than older San Joaquin Valley general plans. Recommendations from the Sanger 2025 general plan audit are expected to be integrated into Sanger's future general plan update.

Given that the southern boundary of the Clovis Plan Area is approximately five miles away from Sanger's northern city limits and the land in between is primarily agricultural or rural residential uses, the proposed project would not interfere with Sanger's compact development planning efforts under its 2025 General Plan. Further,

5. Environmental Analysis

LAND USE AND PLANNING

both jurisdictions intend to integrate smart growth principles, enhancing overall smart growth efforts in the San Joaquin Valley.

Fresno County

In 2006 the county embarked on its first review and revision of the 2000 general plan. Following public input and direction from the board of supervisors, county staff and consultants prepared a 2010 public review revised draft of the general plan goals, policies, and programs. The draft was updated based on public review comments between 2012, 2013, and most recently in March 2014. According to the county, the proposed revisions in this draft are mostly administrative and do not include any major changes to policy or to the land use diagram. The proposed Clovis General Plan Update provides for land use patterns that allow the development of county areas if annexed into the City of Clovis. The City and county have historically coordinated on the development of unincorporated areas, and the proposed project does not create conflicts with Fresno County's general plan update.

Madera County

According to the Madera County 1995 general plan, growth areas for the county are primarily in the southeastern portion of the county, generally bounded by State Route 145 on the north, State Route 41 on the west, and the county limits and San Joaquin River on the east and south sides (Madera 1995a). This area is designated the Rio Mesa Area Plan, which has a basic multivillage concept plan with established focal points for activity and land use intensification. Village centers provide higher density residential, commercial, employment, and public land uses (Madera 1995b). The southern tip of the Rio Mesa Area Plan is approximately three miles to the west of the most northwestern boundary of the Clovis Plan Area (intersection of Copper and Willow Avenues). The proposed Clovis General Plan Update does not extend its Plan Area so far north or across the San Joaquin River, where new development in the Rio Mesa Area Plan is anticipated to occur. Instead, Clovis's urban growth centers include the Northeast and Northwest Urban Center and Loma Vista. In general, the Plan Area extends toward the northeast of Clovis's existing city limits and would not interfere with Madera County's planning effort. Further, the physical barriers of the San Joaquin River, Lost Lake, and Millerton Lake would introduce a natural environmental constraint between the two jurisdictions.

Full Buildout

Consistency analysis of the proposed project with the San Joaquin Valley Blueprint 12 Smart Growth Principles would be the same for both the 2035 Scenario and Full Buildout. Similarly, Full Buildout of the proposed project would not interfere with planning efforts of neighboring jurisdictions, including the cities of Fresno and Sanger, and counties of Fresno and Madera. Impacts would be less than significant.

Impact 5.10-7: The General Plan Update would not conflict with an adopted habitat conservation plan or natural community conservation plan. [Threshold LU-3]

5. Environmental Analysis LAND USE AND PLANNING

Impact Analysis:

2035 Scenario

The City of Clovis does not have and is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. However, US Fish and Wildlife Service (USFWS) reported that Fresno County received a grant to develop a multi-species HCP/NCCP to preserve agricultural lands and natural habitats at risk from urban development (USFWS 2008a and 2088b). The plan is under development and the timeline for its completion is not known at this time. Therefore, implementation of the General Plan Update would not conflict with any such plan in the 2035 Scenario.

Full Buildout

As stated in the 2035 Scenario analysis, no habitat conservation plans or natural community conservation plans are currently in effect in the Plan Area. Thus, no impact would occur at Full Buildout.

5.10.4 Relevant General Plan Policies and Development Code Sections

The following are relevant policies of the 2008 housing element and proposed development code sections that would reduce potential land use impacts of future development in the Plan Area. In addition to the housing element policies, numerous policies under the proposed General Plan Update's land use, economic development, circulation, public facilities and services, environmental safety, open space and conservation, and air quality elements are relevant to reducing land use impacts. A list of all proposed General Plan Update policies is provided in Appendix D.

5.10.4.1 GENERAL PLAN

Housing Element (H)

Goal 1: A diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents of Clovis.

- **Policy 1.1** - Consistency analysis of the proposed project with the State Planning Law, California Complete Streets Act, and City of Clovis Development Code would be the same for both the 2035 scenario and full buildout.

Goal 2: Balance growth between housing production, employment, and provision of services.

- **Policy 2.3** - Encourage a diversity of housing types in mixed-use areas, village centers, and other areas in the City to support the Clovis community values.

Goal 4: To maintain and improve the quality of the existing housing stock and the neighborhoods in which it is located.

5. Environmental Analysis

LAND USE AND PLANNING

- **Policy 4.3** - Encourage development of sound new housing on vacant land within existing neighborhoods that have the necessary service infrastructure.
- **Policy 4.4** - Support and encourage all public and private efforts to rehabilitate and improve the existing stock, including use of federal, state, and local programs for this purpose.
- **Policy 4.5** - Promote public awareness of the need for housing and neighborhood conservation.
- **Policy 4.9** - Encourage available public and private housing rehabilitation assistance programs in neighborhoods where such action is needed to ensure preservation of the living environment.
- **Policy 4.10** - Manage neighborhood environmental factors to focus on neighborhood preservation and stabilization.

5.10.4.2 DEVELOPMENT CODE

- Article 3 (Development and Operational Standards), Division 9.22 (Performance Standards), Section 9.22.080 (Noise)

5.10.5 Existing Regulations

- California Government Code Section 65300 (state planning law)

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and compliance with the General Plan Update policies, the following impacts would be less than significant for the 2035 Scenario and Full Buildout: 5.10-1, 5.10-2, 5.10-3, 5.10-4, 5.10-5, 5.10-6 and 5.10-7.

5.10.7 Mitigation Measures

No significant impacts were identified and no mitigation measures are required for the 2035 Scenario and Full Buildout.

5.10.8 Level of Significance After Mitigation

Impacts would be less than significant for the 2035 Scenario and Full Buildout.

5.10.9 References

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5. Environmental Analysis LAND USE AND PLANNING

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5. Environmental Analysis

LAND USE AND PLANNING

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