

FINAL  
NEGATIVE DECLARATION  
Active Transportation Plan

August 2016

PREPARED FOR:



City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

PREPARED BY:



Crawford & Bowen Planning, Inc.  
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FINAL  
Initial Study/ Negative Declaration  
**Clovis – Active Transportation Plan**

Prepared for:



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August 2016



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# Chapter 1

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## INTRODUCTION

# INTRODUCTION

## 1.1 Project Summary

This document is the Initial Study / Negative Declaration (IS/ND) on the potential environmental effects of the adoption of the City of Clovis’s (City) Active Transportation Plan (ATP or Project). The ATP is a comprehensive document outlining the future of walking and bicycling in Clovis. The proposed Project is more fully described in Chapter Two – Project Description.

The City of Clovis will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

## 1.2 Document Format

This IS/ND contains four chapters, and appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Environmental impacts are separated into the following categories:

**Potentially Significant Impact.** This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

**Less Than Significant After Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

**Less Than Significant Impact.** This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

**No Impact.** This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

- (1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Mitigated Negative Declaration is appropriate if it is determined that:

- (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document has determined that the environmental impacts are less than significant and therefore a Negative Declaration will be adopted.

## Chapter 2

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# PROJECT DESCRIPTION

# Project Description

## 2.1 Project Background

The City of Clovis, in conjunction with Fehr & Peers, has developed an Active Transportation Plan (ATP) with the intent of providing a comprehensive document outlining the future of walking and bicycling in Clovis. The ATP is included in this document as Appendix A.

The ATP updates many elements of the 2011 Clovis Bicycle Transportation Master Plan and adds plans for walking within the City. The Clovis ATP meets all of the Active Transportation Program Guidelines specified by the California Transportation Commission.

The Planning and Development Services Department created the ATP in coordination with other City departments and stakeholder groups such as local bicycling groups, walking advocates, disabled community representatives, educational institutions and disadvantaged communities. The City encouraged public participation through open-house format workshops in the Fall of 2015 and Spring of 2016, as well as an interactive online map survey. The public was also invited to comment on the draft ATP during the ATP's public review and comment period.

As discussed in greater detail in Section 2.6 (Program vs Project Level CEQA Analysis), specific development is not being proposed under this ATP and adoption of this CEQA document would not authorize any development. The City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways, and bikeways that provides safe convenient and enjoyable connections to key destinations around the City.

## 2.2 Goals, Policies & Vision

The ATP is guided by the following vision:

A connected and complete network of trails, walkways, and bikeways that provides safe, convenient and enjoyable connections to key destinations and neighborhoods around the City with minimal gaps and interruptions. The networks will support and encourage walking and biking for transportation and recreation by all members of the community, adding to the City's high quality of life.

Through implementation of the ATP, the City seeks to achieve the following goals:

- Increase the share of residents who use walking and bicycling to get to work, school, shopping and other activities.
- Reduce the number of collisions within the City involving pedestrians and bicyclists.
- Close gaps within the bicycle and pedestrian networks.

The City of Clovis General Plan (adopted in August 2014) includes policies from the Circulation and Land Use Elements that are related to bicycle and pedestrian travel.

### *Circulation Element*

- Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
  - Policy 1.1 Multimodal network. The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.
  - Policy 1.2 Transportation decisions. Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
  - Policy 1.5 Neighborhood connectivity. The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
  - Policy 3.4 Road diets. Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.
  - Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.
  - Policy 4.1 Bike and transit backbone. The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
  - Policy 4.2 Priority for new bicycle facilities. Prioritize investments in the backbone system over other bicycle improvements.
  - Policy 4.3 Freeway crossings. Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.

- Policy 4.4 Bicycles and transit. Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Goal 5: A complete system of trails and pathways accessible to all residents.
  - Policy 5.1 Complete street amenities. Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.
  - Policy 5.2 Development-funded facilities. Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
  - Policy 5.5 Pedestrian access. Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.

### ***Land Use Element***

- Policy 3.1 requires planning for non-vehicular circulation within each urban center and connections to the remainder of Clovis and adjacent communities.
- Policy 3.9 states that new development in Urban Centers must fully improve roadway, pedestrian and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development.
- Policy 6.2 discusses smart growth goals, including walkable neighborhoods and providing a variety of transportation choices.

## 2.3 Project Location

The various components/improvements recommended by the ATP are located throughout the City limits of Clovis. Figure 1 shows the approximate boundaries of the ATP along with key destination points (such as shopping centers, schools, parks, etc.) within the City.



## 2.4 Setting and Existing Facilities

### *Environmental Setting*

Clovis is in the central portion of Fresno County, approximately 6.5 miles northeast of the City of Fresno downtown area. The City is in the San Joaquin Valley, and the foothills of the Sierra Nevada begin several miles northeast of the City. Clovis is in the northeast part of the Fresno Metropolitan Area and is one of two incorporated cities – the other being Fresno – in the metropolitan area. The City 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.

The majority of the City of Clovis is urbanized, with residential and nonresidential development, mobility, and public facilities all contributing to Clovis’s existing built environment. The City’s incorporated boundaries encompass approximately 14,859 acres (23 square miles) of which approximately half is occupied by residential land uses. Other land uses include commercial, educational, park / open space, industrial and public / right-of-way uses.

### *Existing Bicycle / Pedestrian Conditions*

The existing bicycle and pedestrian facilities provide access to destinations throughout Clovis and serve as recreational assets themselves. These existing networks include shared-use paths and paseos, bike lanes and routes, sidewalks and pedestrian- and bicycle-only bridges, and crosswalk improvements. The table below shows current bicycle and pedestrian facilities by type.

**Existing Facilities**

Type	Miles
Class I Bike Paths (shared use trails and paseos)	26.7
Class II Bike Lanes (one direction)	171.8
Sidewalks	623.7

Source: City of Clovis, 2016.

Existing networks / facilities are summarized below:

- **Shared-use network:** Network of trails and paseos that connect much of the City. Many of the trails follow canals, waterways and/or former railroad right-of-ways. The shared-use trails network is intended to accommodate all pedestrian and bicyclists.

- On-street bicycle network: On-street bike lanes and routes provide more direct travel routes for bicyclists who are comfortable sharing the roadway with vehicles.
- Pedestrian network: Consists of the shared-use network described above and a network of sidewalks.
- Bicycle parking: Located at all schools and many other destinations.
- Bicycle accommodations on transit: Clovis Stageline and Fresno Area Express (FAX) buses are equipped with front-mounted bike racks.

The ATP provides a summary of existing bicycle and pedestrian trips within the City. According to the ATP, the mode share of pedestrians for the journey to work in Clovis is approximately 1.6%, and for bicycles is approximately 1.0%. The City has invested more than \$3.5 million to expand and maintain its bicycle and pedestrian networks over the past five years and currently maintains these facilities as follows:

- Bike lane striping is refreshed every year.
- Lighting is repaired as necessary, generally within two weeks of notification.
- Pavement patching is conducted 2-3 times per week in winter and 1-2 times per week in summer.

## 2.5 Project Description

The proposed project is the adoption of the City's Active Transportation Plan. The ATP itself contains various programs, policies, and recommendations pertaining to the development of pedestrian and bicycle facilities.

The proposed pedestrian and bicycle networks are designed to fulfill the vision for walking and bicycling in Clovis. The networks include shared-use paths, bike lanes and routes, sidewalks, pedestrian bridges, and crosswalk improvements. The proposed networks are designed to build upon existing shared-use paths and paseos, to connect to Clovis's neighborhoods, to provide access to key destinations, and to serve as recreational assets. The table below summarizes the proposed facilities. See Appendix A, pages 29 – 35 for a full project description.

### Existing and Proposed Facilities

Type	Existing (Miles)	Proposed (Miles)	Total (Miles)
Class I Bike Paths (shared use trails and paseos)	26.7	22.6	49.3
Class II Bike Lanes (one direction)	171.8	78.8	246.7
Class III Bike Routes	0	40.5	40.5
Sidewalks	623.7	33.4	657.1

Source: City of Clovis and Fehr & Peers, 2016.

### PROPOSED ON-STREET BICYCLE NETWORK

Figure 2 depicts proposed on-street bicycle network facilities. This includes Class II bike lanes and Class III bike routes.

#### *Bike Lanes*

The proposed network creates a grid of bicycle lanes across the city such that nearly all locations within Clovis are less than one-quarter mile from the network.

Some streets may have insufficient right-of-way to add bike lanes alongside the current lane configuration. In these cases, it may be possible to redesign the roads to accommodate cars in fewer lanes to provide space for bike lanes with minimal impact to car travel. This has been done on a number of streets within the city. Additional streets, including sections of Bullard Avenue, Gettysburg Avenue, Sierra Vista Avenue, Sunnyside Avenue, and Villa Avenue are being considered for vehicular lane reductions to accommodate bike lanes.

#### *Bike Routes*

In some cases, physical constraints of the street right-of-way limit the ability to add bike lanes. In most of these cases, a bike route has been designated. Key proposed bike routes within the city are Fifth Street and sections of Fowler Avenue and Sierra Avenue.

#### *Neighborhood Bikeways*

Some bike lanes and bike routes are particularly suitable for bicycling because they provide important connections to schools, trails, and commercial corridors within the city and also have

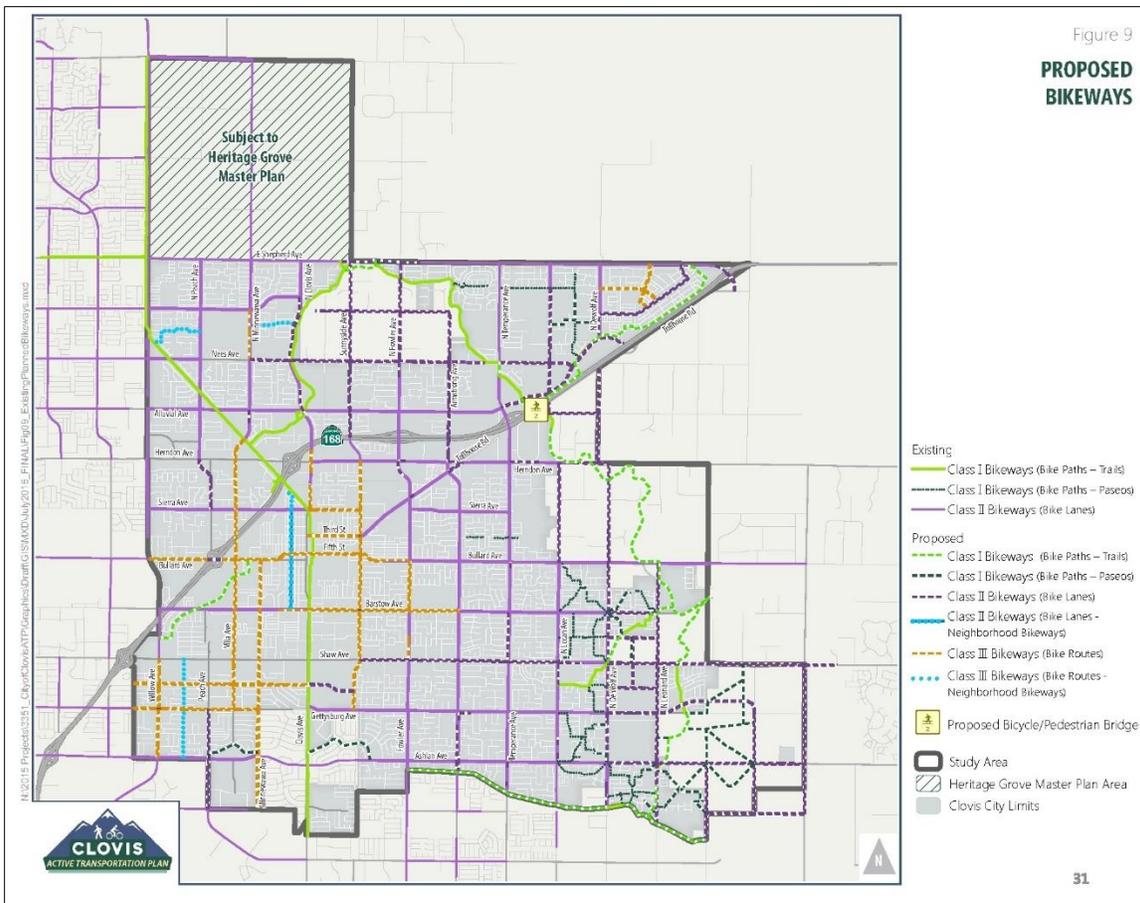
lower traffic volumes than nearby parallel streets. These bike lanes and bike routes have been identified as neighborhood bikeways. The proposed neighborhood bikeways include:

- Helm Avenue from Shaw Avenue to Ashlan Avenue as an alternative to Willow Avenue
- Woodworth Avenue from Barstow Avenue to Pollasky Avenue, and Pollasky Avenue from Woodworth Avenue to the Old Town Trail, as an alternative to Clovis Avenue
- Neighborhood streets near Buchanan Education Center to encourage walking and bicycling use of the nearby Old Town and Dry Creek Trails.

### Separated Bikeways

The Fresno Council of Governments is leading a project to develop guidelines for separated bikeways and recommend potential locations for their implementation in the Fresno-Clovis Metropolitan Area. This effort is expected to be complete in late 2016. Therefore, the proposed bicycle network in this plan does not identify Class IV separated bikeways at this time, but it does identify candidate Class IV projects. In addition, the City will consider adding Class IV separated bikeways to the proposed bicycle network in a future ATP update.

**Figure 2  
Proposed Bikeways**



## PROPOSED PEDESTRIAN NETWORK

In addition to the shared use trail additions discussed above, improvements to the sidewalk network have also been proposed. Sidewalks exist along most of these streets within Clovis. However, some gaps exist and have been identified for completion in the proposed network. The proposed sidewalk network is presented in Figure 10. This network focuses on arterials and connectors within the city as well as key pedestrian areas such as neighborhoods adjacent to schools and Old Town Clovis. A prioritized map and list of proposed sidewalk projects are provided in Appendix J of the ATP (Appendix A).

Although this proposed network focuses on arterials and neighborhoods adjacent to schools, the City may also make improvements to the sidewalk network in other areas of Clovis.

## PROPOSED CROSSING IMPROVEMENTS

Improving pedestrian crossings, by adding appropriate markings, signage, lighting, and/or signals, can increase safety and encourage pedestrian activity by making street crossings easier. In implementing this plan, the City proposes to consider and evaluate pedestrian crossing improvements in the city. Examples of where such improvements may be beneficial include:

- Sunnyside Avenue at El Paso Avenue at Century Elementary: marked crossings are over 2,000 feet apart here. Crossing improvements in accordance with City guidelines may improve access to the school. This was also a request from the public workshops and online tool.
- Shaw Avenue between Clovis Avenue and Minnewawa Avenue, and Villa Avenue just north of Shaw Avenue: a significant number of pedestrian collisions have occurred here, and crossings are up to 2,400 feet apart. Crossing improvements in accordance with City guidelines at DeWitt Avenue or other intersections may reduce this distance and temptation to cut across traffic.

Additionally, two trails within Clovis cross major roads diagonally at two intersections: the Dry Creek Trail at Clovis Avenue and Alluvial Avenue and the Old Town Trail at Clovis Avenue and Sierra Avenue. When trail users cross these intersections, they must first wait for the signal to permit them to cross one street, then again for the signal to permit them to cross the other street. With the trails diagonally crossing these intersections, there is a clear desire path in this direction, as reflected in the public input. Creating diagonal pedestrian and bicycle crossings at these signalized intersections would reduce the time required for pedestrians and cyclists to cross the intersection and encourage trail use. However, these changes would result in

tradeoffs, such as increased delay to vehicles. To evaluate the tradeoffs, a multimodal level of service analysis can be performed, evaluating current and projected pedestrian, bicycle, and vehicular volumes and the impacts of current and potential signal timings on each mode.

**Figure 3  
Proposed Sidewalks**

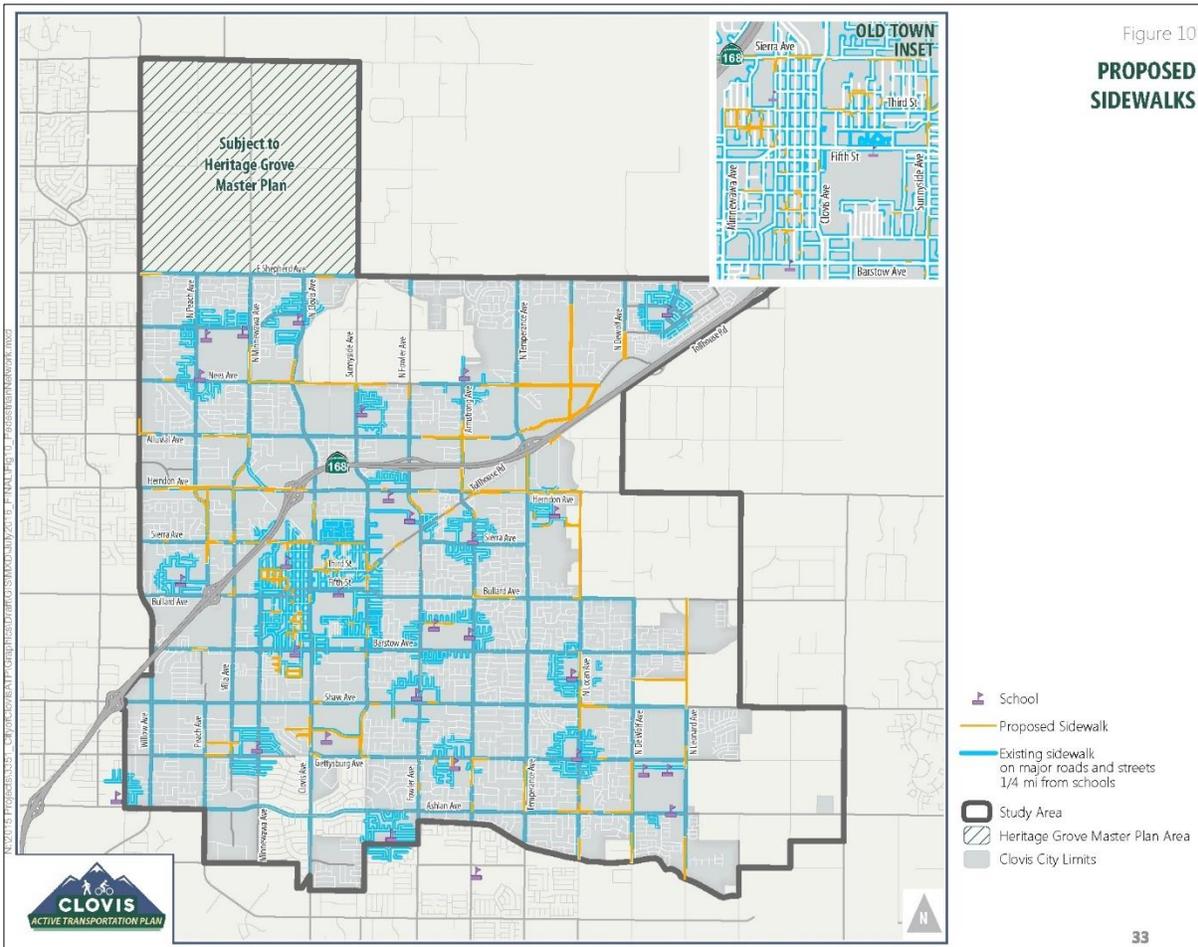


Figure 10  
**PROPOSED  
SIDEWALKS**

**SUPPORTING FACILITIES**

***Bicycle Parking***

The City will continue to add bike parking to its parks, with priority on the largest parks.

## *Lighting*

The public recommended several locations for lighting improvements during public meetings and through online input. The City will continue to improve lighting on its trails, with priority given to these requests:

- Shepherd Avenue at Locan Avenue
- Trails along Armstrong Avenue between Barstow Avenue and Shaw Avenue
- Dry Creek Trail at Dry Creek Park, Clovis Avenue and Alluvial Avenue
- Magill Avenue between Argyle Avenue and Sunnyside Avenue
- Old Town Trail south of Alluvial Avenue

The ATP (Appendix A) provides a cost analysis, project implementation, and project priorities list.

## 2.6 Program vs Project Level CEQA Analysis

As discussed previously, the project (under CEQA), is the adoption of the proposed ATP. The ATP is a program/policy-level document, which means it does not provide project-specific construction details that would allow for project-level CEQA analysis. Furthermore, specific development is not being proposed under this ATP and adoption of this CEQA document would not authorize any development. Information such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings will be required in order for future “project-level” CEQA analysis to occur. Therefore, this CEQA document has been prepared at a “program-level.” Under CEQA, a programmatic document is prepared on a series of actions that can be characterized as one large project and/or for a project that will be implemented over a long period of time. This CEQA document, prepared at a program level, is therefore adequate for adoption of the ATP by the City of Clovis.

Implementation of the physical components of the ATP will occur over several years as funding and/or approval occur. Many of the individual projects contained in the ATP will be subject to various CEQA Exemptions, while others may likely be analyzed using a Mitigated Negative Declaration, or additional National Environmental Policy Act (NEPA) documentation depending on funding source. The table below provides typical examples of the type of CEQA documentation that may be required for certain types of projects.

### Typical Environmental Requirements

Project Type	CEQA Exemption	Initial Study / Mitigated Negative Declaration	NEPA / other technical studies
Signage, bicycle parking, minor striping, sidewalk improvements, some lighting	X		
Class III Bike Routes	X		
Class II Bike Lanes	X	X	X
Class I Bikeways (trails, paseos, paths); bicycle/pedestrian bridges		X	X

#### *CEQA Exemptions*

A typical exemption for bicycle/pedestrian projects is:

- Section 15301 (c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

#### *Initial Study / Mitigated Negative Declarations*

An Initial Study and Negative – or Mitigated Negative Declaration may be required when a project *may* have a significant impact on the environment. Examples include projects that involve construction in a potentially biological / culturally sensitive area; have potential impacts to existing traffic; have negative aesthetic impacts; or other reasons.

#### *NEPA and other technical studies*

When a project will be constructed using federal aid transportation funds, it may trigger NEPA requirements. Federal aid transportation funding in particular requires coordination through Caltrans which can result in the preparation of a Preliminary Environmental Screening (PES) Form, and Environmental Assessment (EA), and/or the preparation of other technical studies (biological, cultural, traffic, etc.).

## 2.7 Other Required Approvals

The proposed Project would include, but not be limited to, the following regulatory requirements:

- The adoption of this Negative Declaration by the City of Clovis.
- Compliance with other federal, state and local requirements.
- The ATP is also intended to improve the City's access to funding through the State's Active Transportation Program and the regional Measure C program. The City's ATP complies with the 2017 Active Transportation Program Guidelines.

## Chapter 3

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# IMPACT ANALYSIS

# Initial Study Checklist

## 3.1 Environmental Checklist Form

**Project title:**

Adoption of the City of Clovis - Active Transportation Plan

**Lead agency name and address:**

City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

**Contact person and phone number:**

Renee Mathis  
City of Clovis  
(559) 324-2351

**Project location:**

The various component/improvements recommended by the ATP are located throughout the City limits of Clovis. Figure 1 shows the approximate boundaries of the ATP. The ATP (Appendix A) provides location maps of potential project components.

**Project sponsor's name/address:**

City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

**General plan designation:**

Various – located throughout the City

**Zoning:**

Various – located throughout the City

**Description of project:**

The proposed project is the adoption of the City's Active Transportation Plan. The ATP itself contains various programs, policies, and recommendations pertaining to the development of pedestrian and bicycle facilities.

The City's ATP proposes expansion of and improvements to the City's existing shared-use paths, bike lanes and routes, sidewalks, pedestrian bridges, and crosswalks. The proposed networks are designed to build upon existing shared-use paths and paseos, to connect to Clovis's neighborhoods, to provide access to key destinations, and to serve as recreational assets. See Section Two – Project Description.

**Surrounding land uses/setting:**

Various – located throughout the City

**Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):**

- California State Clearinghouse

### 3.2 Environmental Factors Potentially Affected

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

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture Resources<br>and Forest Resources | <input type="checkbox"/> Air Quality                              |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                            | <input type="checkbox"/> Geology /Soils                           |
| <input type="checkbox"/> Greenhouse Gas<br>Emissions | <input type="checkbox"/> Hazards & Hazardous<br>Materials              | <input type="checkbox"/> Hydrology / Water<br>Quality             |
| <input type="checkbox"/> Land Use / Planning         | <input type="checkbox"/> Mineral Resources                             | <input type="checkbox"/> Noise                                    |
| <input type="checkbox"/> Transportation/Traffic      | <input type="checkbox"/> Utilities / Service<br>Systems                | <input type="checkbox"/> Mandatory<br>Findings of<br>Significance |

### 3.3 Determination

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a “potentially significant impact” or

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



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

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Renee Mathis

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Date

City of Clovis

# I. AESTHETICS

## Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The City of Clovis features a flat landscape and is largely suburban in character. It is surrounded by rural/agricultural land on three sides along the City’s northeaster, eastern, southeastern and southern edges. The City of Fresno lies generally to the northwest, west and southwest. The Sierra Nevada Mountains and associated foothills begin just beyond the northeast boundary of the City and views of the mountains are visible on clear days. The City itself contains no substantial, undeveloped natural resources other than grasslands. However, Clovis features numerous parks and green space areas as well as irrigation canals that lend a scenic water quality to the rural character of the area. There are no scenic highways in the area, however, the City’s General Plan discusses scenic “Landscape features” in its Open Space and Conservation Element.<sup>1</sup>

## RESPONSES

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<sup>1</sup> Clovis General Plan EIR, pages 5.1- (3-4)

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**No Impact.** Construction and operation of project components contained in the ATP could potentially impact scenic resources and vistas; degrade the existing visual character of the area; and/or create a new source of light or glare. Although most of the project components are at ground level and would not impose a significant visual impact, there are components such as signage, trail lighting, bicycle racks, pedestrian bridges etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential impacts to aesthetic resources.

The City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any aesthetic impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## II. AGRICULTURE AND FOREST RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Clovis is located in Fresno County, which is a nationally-leading agricultural producer. There are currently 10,199 acres designated Agriculture within the City of Clovis General Plan Area. Of this, only 389 acres are located within the City’s Sphere of Influence.<sup>2</sup> There are no agricultural lands within the City limits.

## RESPONSES

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d. Result in the loss of forest land or conversion of forest land to non-forest use?
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No Impact.** The City is bordered by agricultural lands on three sides, however, no lands within the City limits are designated agriculture.<sup>3</sup> No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or land under the Williamson Act contracts occurs in the City.

The City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such

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<sup>2</sup> Clovis General Plan EIR, page 5.2-2

<sup>3</sup> Ibid.

as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any agricultural impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, there are no lands within the City that are designated as Agriculture or Forest. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

### III. AIR QUALITY

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### AFFECTED ENVIRONMENT

The climate of the City of Clovis and the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide

(NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either “attainment”, “non-attainment”, or “extreme non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O<sub>3</sub>, a State and Federal non-attainment area for PM<sub>2.5</sub>, a State non-attainment area for PM<sub>10</sub>, and Federal and State attainment area for CO, SO<sub>2</sub>, NO<sub>2</sub>, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

**Table 1  
Standards and Attainment Status for Listed Pollutants in the Air District**

	<b>Federal Standard</b>	<b>California Standard</b>
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m <sup>3</sup> (calendar quarter) 0.15 µg/m <sup>3</sup> (rolling 3-month avg)	1.5 µg/m <sup>3</sup> (30-day avg)
Particulate Matter (PM <sub>10</sub> )	150 µg/m <sup>3</sup> (24-hr avg)	20 µg/m <sup>3</sup> (annual avg) 50 µg/m <sup>3</sup> (24-hr avg)
Particulate Matter (PM <sub>2.5</sub> )	15 µg/m <sup>3</sup> (annual avg)	35 µg/m <sup>3</sup> (24-hr avg) 12 µg/m <sup>3</sup> (annual avg)

*µg/m<sup>3</sup> = micrograms per cubic meter*

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California’s GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

## RESPONSES

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?

**No Impact.** The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”

By definition, the City’s ATP would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the ATP would not affect population or employment growth and as a result would not result in growth

that exceeds growth estimates of the City’s General Plan nor would it generate emissions beyond what have been accounted for in regional air quality plans.

Construction of some components of the ATP, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential air quality impacts. As previously discussed, the City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any air quality impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, one of the goals of the ATP is to reduce vehicle miles traveled. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## IV. BIOLOGICAL RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## IV. BIOLOGICAL RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include dairies, groves, and row crops.

Like most of California, Clovis and the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

Over the years, the Clovis area has been substantially disturbed by agricultural and residential activities, with lands within the City itself having primarily been converted to urban development. However,

remnant natural habitats remain in the City, such as relatively undisturbed grasslands and associated drainages and wetlands, including vernal pools.<sup>4</sup>

## RESPONSES

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential presence of endangered or listed species.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City.

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<sup>4</sup> Clovis General Plan EIR, page 5.4-3

Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any biological impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## V. CULTURAL RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction

of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

The City of Clovis lies at the intersection of where ethnographers generally recognize three cultural-geographical divisions of Yokuts: Foothills, Northern Valley, and Southern Valley. The Foothill Yokuts included about 15 named tribes, representing the eastern third of the 40 to 50 recorded Yokuts tribes.<sup>5</sup>

## RESPONSES

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d. Disturb any human remains, including those interred outside of formal cemeteries?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected cultural resources. Construction and operation of trails, paths, signage, etc. may occur in culturally sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential presence of cultural or historical resources.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time

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<sup>5</sup> Clovis General Plan EIR, page 5.5-4

that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any cultural or historical impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## VI. GEOLOGY AND SOILS

### Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

b. Result in substantial soil erosion or the loss of topsoil?

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## VI. GEOLOGY AND SOILS

### Would the project:

adopted Uniform Building Code creating substantial risks to life or property?

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

	Less than Significant		
Potentially Significant Impact	With Mitigation Incorporation	Less than Significant Impact	No Impact

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### AFFECTED ENVIRONMENT

The City of Clovis is underlain by Quaternary alluvial fan sedimentary deposits and Pleistocene nonmarine sedimentary deposits (CGS 2012). The Quaternary Period extends from the present to 1.8 million years before the present (mybp), and the Pleistocene Epoch extends from 11,500 years before present to 1.8 mybp. The area is on a very slight southwest slope of about 0.2 percent grade; elevations in the incorporated portion of the City range from about 335 feet above mean sea level (amsl) at the southwest corner of the City to 435 feet amsl at the northeast corner. The Clovis Fault extends northwest-southeast from just north of the City, across the northeastern corner, to just east of the southeast boundary. The Fault is not mapped as active.<sup>6</sup>

### RESPONSES

- a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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<sup>6</sup> Clovis General Plan EIR, page 5.6-3

- a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?
- a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?
- a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?
- b. Result in substantial soil erosion or the loss of topsoil?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Examples of BMPs include hydroseeding, erosion control blankets, installing silt fences, etc.

As previously discussed, the City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any geological or seismic hazards because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## VII. GREENHOUSE GAS EMISSIONS

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### AFFECTED ENVIRONMENT

The City of Clovis prepared a 2012 Greenhouse Gas Emission Inventory as part of their General Plan Update process. The inventory was composed of the following sources:

- Transportation
- Areas Sources
- Energy
- Solid Waste Disposal
- Water/Wastewater
- Permitted Sources

Various gases in the earth’s atmosphere play an important role in moderating the earth’s surface temperature. Solar radiation enters earth’s atmosphere from space and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth’s atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates

that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, Nitrous Oxide (NO<sub>x</sub>), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California’s precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state’s useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California’s snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

## RESPONSES

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**No Impact.** The State Legislature and SB99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”

By definition, the City's ATP would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the City's General Plan nor would it generate emissions beyond what have been accounted for in regional air quality plans or the City's 2012 GHG Inventory analysis.

Construction of some components of the ATP, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential GHG impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any greenhouse gas impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, one of the goals of the ATP is to reduce greenhouse gases. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## VIII. HAZARDS AND HAZARDOUS MATERIALS

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## VIII. HAZARDS AND HAZARDOUS MATERIALS

### Would the project:

a safety hazard for people residing or working in the project area?

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Accidental releases of hazardous materials can occur from a variety of causes including roadway accidents, fires, train derailments, shipping accidents and industrial accidents.

The various project components contained in the ATP are proposed to be located throughout the City and are likely to be near places such as airports, schools, residential neighborhoods and commercial areas.

## RESPONSES

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as airports, schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential hazard-related impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and

bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any hazard-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# IX. HYDROLOGY AND WATER QUALITY

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

# IX. HYDROLOGY AND WATER QUALITY

## Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
provide substantial additional sources of polluted runoff?				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The City of Clovis is underlain by the Kings Groundwater Basin that spans 1,530 square miles of central Fresno County and small areas of northern Kings and Tulare counties. The City is located in three hydrologic areas, all of which are parts of the South Valley Floor hydrologic unit. Generally, the southwest half of the area is in the Fresno hydrologic area, most of the remainder of the area is in the Academy hydrologic area and parts of the northernmost area in in the Humphreys Station hydrologic

area.<sup>7</sup> The Clovis area is also within the drainages of three streams: Dry Creek, Dog Creek, and Redbank Slough. A network of storm-drains in the City and surrounding area discharges into 31 retention basins.

The City’s Public Utilities Department delivers water to approximately 106,000 residents and in 2013, supplied 20,160 acre-feet of groundwater and 6,963 acre-feet of surface water. The City relies upon groundwater, surface water and recycled water for its water supply.<sup>8</sup>

## RESPONSES

- a. Violate any water quality standards or waste discharge requirements?
- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f. Otherwise substantially degrade water quality?
- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

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<sup>7</sup> Clovis General Plan EIR, page 5.9-10

<sup>8</sup> Ibid, page 5.17-3

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j. Inundation by seiche, tsunami, or mudflow?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Individual future projects would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and implementation of the construction Storm Water Pollution Prevention Plan (SWPPP) that require the incorporation of BMPs. In addition, construction water usage will be minimal and temporary; and any proposed landscaping will be installed pursuant to the City’s guidance and regulations, thereby minimizing water use. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential hydrological impacts.

As previously discussed, the City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any hydrology-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# X. LAND USE AND PLANNING

## Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The City’s General Plan Area encompasses approximately 47,804 acres (75 square miles) and comprises a number of land uses including commercial, industrial, and single-family residential. Zoning designations within the City’s incorporated boundaries include 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.<sup>9</sup>

## RESPONSES

- a. Physically divide an established community?

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<sup>9</sup> Clovis General Plan EIR, page 5.10-5

- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could occur at various places throughout the City. None of the proposed projects would physically divide an established community, nor would they conflict with any applicable land use plans or habitat conservation plans.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any land use impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, all of the proposed development is consistent with approved land use documents. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XI. MINERAL RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The entire City of Clovis boundary is mapped as MRZ-3 by the California Geological Survey, which means the significance of mineral deposits cannot be determined from available data. The nearest potential significant mineral resource areas are the San Joaquin River and Kings River, each located several miles from the City.<sup>10</sup>

## RESPONSES

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could occur at various places throughout the City. According to the City’s General Plan EIR, there are no

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<sup>10</sup> Clovis General Plan EIR, page 5.11-2

known mineral resource sectors in or adjacent to the City.<sup>11</sup> Therefore, it is unlikely that any of the projects listed in the ATP will impact mineral resources.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any mineral resource impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

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<sup>11</sup> Ibid.

## XII. NOISE

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Clovis is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the City. The Fresno-Yosemite International Airport also generates noise from general aviation and commercial aircraft activity. In addition, commercial, industrial, and institutional land uses throughout the City (i.e., schools, fire stations, utilities) generate stationary-source noise.<sup>12</sup>

## RESPONSES

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase noise due to construction (temporary impact) and possibly operation (due to increased use or establishment of a new trail). Noise from these sources is not expected to be substantial, particularly with regard to on-going use, because there is little noise generated from walking and bicycling. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential noise-related impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance

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<sup>12</sup> Clovis General Plan EIR, page 5.12-10

document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any noise-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# XIII. POPULATION AND HOUSING

## Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The population of Clovis steadily increased from 2000-2004, but after 2004 continued to increase but at a lower rate. Between the 2000 and 2010 Census, the City experienced a population increase of 39.7 percent. Since the 2010 Census, the Department of Finance estimates the City’s population to be 100,091. Following the population growth, the City’s housing rate also increased, as Clovis gained 11,324 dwelling units between 2000 and 2013. The total number of housing units (single and multi-family) was 36,589 by 2013.<sup>13</sup>

## RESPONSES

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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<sup>13</sup> Clovis General Plan EIR, pages 5.13-(4-5)

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the City’s General Plan nor would it result in the displacement or relocation of people or housing.

As previously discussed, the City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any population or housing impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XIV. PUBLIC SERVICES

### Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The City of Clovis provides full service police and fire protection services. There are numerous schools, parks, libraries and other public facilities located throughout the City.

## RESPONSES

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police Protection?

Schools?

Parks?

Other public facilities?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that would require the assemblage of additional fire or police resources, or the expansion of any schools or other public facilities. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the need for security for pedestrians and bicyclists utilizing these facilities.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XV. RECREATION

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The City of Clovis Public Utilities Department builds and maintains public parks. Currently, approximately 160 acres are developed as park space. The parks in the City range from 0.06 acres to 17.9 acres, and each provides varied amenities and facilities, such as playgrounds, shelters, picnic tables, sports fields, drinking fountains, restrooms, and parking.<sup>14</sup>

## RESPONSES

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that would require expansion of existing recreational facilities. More so, the

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<sup>14</sup> Clovis General Plan EIR, page 5.15-2

ATP is intended to increase the pedestrian and bicycle recreational opportunities for the residents of the City.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any recreational impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# XVI. TRANSPORTATION/ TRAFFIC

	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Potentially Significant Impact			

**Would the project:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>e. Result in inadequate emergency access?</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

# XVI. TRANSPORTATION/ TRAFFIC

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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**Would the project:**

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## AFFECTED ENVIRONMENT

Roadways in the City of Clovis are categorized according to the type of service they provide. Functional classifications in Clovis include Freeways, State Routes, Expressways, Arterials, Collectors, and Local Streets. Two major functions of roadways are to provide mobility for through-traffic and provide direct access to adjacent properties. Roadways also provide bicycle and pedestrian access and allow for the circulation of non-vehicular traffic.

## RESPONSES

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?
- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially impact existing roadways and intersections. For instance, if new crosswalks or bicycle lanes are proposed, these projects could require additional analysis to determine their impacts to (and safety from) roadway and vehicular activity. Additionally, construction activities will require various vehicular trips to and from the various project sites. However, these will be minimal and temporary. In the event that partial or full road closure is necessary during project construction, the contractor will be required to adhere to any and all regulations from the City, Caltrans and/or other regulatory agency. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential transportation-related impacts.

As previously discussed, the City's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City's General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any transportation-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# XVII. UTILITIES AND SERVICE SYSTEMS

## Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## XVII. UTILITIES AND SERVICE SYSTEMS

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

The City’s Public Utilities Department delivers water to approximately 106,000 residents and in 2013, supplied 20,160 acre-feet of groundwater and 6,963 acre-feet of surface water. The City relies upon groundwater, surface water and recycled water for its water supply.<sup>15</sup>

The City constructed a wastewater treatment plant that began service in 2009. The facility produces a disinfected, tertiary-treated water supply, which is used for both landscaping and agricultural uses. In 2010, this facility produced 1,784 acre feet of treated water for use within the City service area. Production at this facility is expected to grow to 6,273 acre feet per year by 2025.<sup>16</sup>

## RESPONSES

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

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<sup>15</sup> Clovis General Plan EIR, page 5.17-3

<sup>16</sup> Ibid, page 5.17-7

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially utilize water supply during construction and for potential landscaping. Once the various project components are in operation, no wastewater generation is expected and solid waste generation will be limited mostly to construction activity. Individual projects would be subject to site-specific environmental review, at which time the City would identify the potential utility-related impacts.

As previously discussed, the City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any utility-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

## Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

## RESPONSES

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**No Impact.** The City’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the City of Clovis. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the City. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the City’s General Plan, Development Code, and other relevant regulatory documents.

Adoption of the ATP alone would not create any impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

# Chapter 4

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## List of Preparers

# LIST OF PREPARERS AND CONSULTATIONS

## List of Preparers

### **Crawford & Bowen Planning, Inc.**

- Travis Crawford, AICP, Principal Environmental Planner
- Emily Bowen, LEED AP, Principal Environmental Planner

## Persons and Agencies Consulted

### **City of Clovis**

- Renee Mathis

### **Fehr & Peers**

- Rod Brown

# Appendices

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Appendix A

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Active Transportation Plan

# Appendix B

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## Public Comments / Responses

# Public Comments / Responses

## Summary of Public Review

The Active Transportation Plan Initial Study / Negative Declaration (IS/ND) was duly noticed and circulated for public review from August 8, 2016 – September 9, 2016 in accord with CEQA and CEQA Guidelines. The Notice of Availability of the IS/ND was published in the newspaper on August 8, 2016 and was mailed to local agencies and individuals from the City’s standard CEQA mailing list. A full copy of the IS/ND was published on the City’s website, along with other relevant documents pertaining to the Active Transportation Plan. Copies of the IS/ND were also provided to the State Clearinghouse for distribution to the appropriate state agencies.

## Public Comments

The City received one (1) comment on the IS/ND:

<b>Date Received</b>	<b>From</b>	<b>Comment</b>	<b>City Response</b>
8/9/16	Fresno LAFCo: David Fey	Via email: Thank you for the opportunity to review the NOI/NOA for the Clovis Active Transportation Plan. I have no comments.	No response necessary.