

City of Clovis

California Environmental Quality Act
Tiered Final Environmental Impact Report

**Capital Improvement Project 14-30:
Shaw Avenue Widening Between
De Wolf and McCall Avenues**

State Clearinghouse No. 2016071036

Lead Agency and Project Sponsor
City of Clovis, California

Environmental Impact Report Consultant

ODELL *Planning*  *Research, Inc.*
Oakhurst, California

March 2019

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Lead Agency and Project Sponsor

City of Clovis, California
Planning and Development Services Department, Engineering Division
1033 Fifth Street, Clovis, California 93612

Contact:
Ryan Burnett, AICP, Engineering Program Supervisor
Telephone: (559) 324-2350
Email: RyanB@ci.clovis.ca.us

Environmental Impact Report Consultant

Odell Planning & Research, Inc.
49346 Road 426, Suite 2
Oakhurst, California 93644

Contact:
Scott B. Odell, AICP, Principal & Project Manager
Telephone (559) 472-7167
E-mail: scott@odellplanning.com

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Abbreviations and Acronyms

CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act, California Resources Code, Division 13, Environmental Quality
CEQA Guidelines	Title 14. California Code of Regulations, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act
City	Clovis, California
County	County of Fresno, California
Draft EIR, or Draft Project EIR Revised Draft EIR, or Revised Draft Project EIR Final Project EIR, or Final EIR	Draft Project EIR: <i>City of Clovis Draft Environmental Impact Report – Capital Improvement Project 14-30: Shaw Avenue Widening Between De Wolf and McCall Avenues Project</i> (May 2018) Revised Draft EIR: <i>City of Clovis Revised Draft Environmental Impact Report – Capital Improvement Project 14-30: Shaw Avenue Widening Between De Wolf and McCall Avenues Project</i> (November 2018) Project EIR: Refers to the Draft EIR, the Revised Draft EIR, and the Final PEIR. The Final EIR includes the Draft EIR and Revised Draft EIR.
Draft General Plan PEIR Final General Plan PEIR PEIR	Draft General Plan PEIR: <i>“Clovis General Plan and Development Code Update Program Draft Environmental Impact Report”</i> (June 2014) Final General Plan PEIR: <i>“Clovis General Plan and Development Code Update Program Final Environmental Impact Report”</i> (August 2014)
FID	Fresno Irrigation District
FMFCD	Fresno Metropolitan Flood Control District
General Plan Update	<i>“Clovis General Plan and Development Code Update”</i>
Initial Study	<i>“City of Clovis Tiered Initial Study/Environmental Checklist, Shaw Avenue Widening Between De Wolf and McCall Avenues Project”</i> (April 2015)
LAFCO	Fresno Local Agency Formation Commission
Lead Agency / Project Proponent	City of Clovis
Loma Vista Specific Plan	The City of Clovis adopted the <i>Southeast Urban Center Specific Plan</i> in March 2003 and revised and renamed it the <i>Loma Vista Specific Plan</i> in December 2015
MMRP	Mitigation Monitoring and Reporting Program
NOC	Notice of Completion
NOD	Notice of Determination
NOP	Notice of Preparation
Project Area	The physical area encompassed by the street widening project
Project	City of Clovis Capital Improvement Project 14-30: Shaw Avenue Widening Between De Wolf and McCall Avenues Project (see Section 3)
R/W	Right-of-Way
SOI	Sphere of Influence
Southeast Urban Center Specific Plan	See <i>Loma Vista Specific Plan</i>

California Environmental Quality Act Definitions

15352. APPROVAL

(a) “Approval” means the decision by a public agency which commits the agency to a definite course of action regarding a project intended to be carried out by any person. The exact date of approval of any project is a matter determined by each public agency according to its rules, regulations, and ordinances. Legislative action regarding a project often constitutes approval.

15355. CUMULATIVE IMPACTS

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

15358. EFFECTS

“Effects” and “impacts” as used in these Guidelines are synonymous.

(a) Effects include:

- (1) Direct or primary effects which are caused by the project and occur at the same time and place.
- (2) Indirect or secondary effects which are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems.

(b) Effects analyzed under CEQA must be related to a physical change.

15360. ENVIRONMENT

“Environment” means the physical conditions which exist within the area which will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved shall be the area in which significant effects would occur either directly or indirectly because of the project. The “environment” includes both natural and man-made conditions.

15362. EIR - ENVIRONMENTAL IMPACT REPORT

“EIR” or “Environmental Impact Report” means a detailed statement prepared under CEQA describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects. The contents of an EIR are discussed in Article 9, commencing with Section 15120 of these Guidelines. The term “EIR” may mean either a draft or a Final EIR depending on the context.

15364. FEASIBLE

“Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

15365. INITIAL STUDY

“Initial Study” means a preliminary analysis prepared by the Lead Agency to determine whether an EIR or a Negative Declaration must be prepared or to identify the significant environmental effects to be analyzed in an EIR.

15367. LEAD AGENCY

“Lead Agency” means the public agency which has the principal responsibility for carrying out or approving a project. The Lead Agency will decide whether an EIR or Negative Declaration will be required for the project and will cause the document to be prepared.

15370. MITIGATION

“Mitigation” includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

15372. NOTICE OF COMPLETION

“Notice of Completion” is a brief notice filed with the Office of Planning and Research by a Lead Agency as soon as it has completed a Draft EIR and is prepared to send out copies for review.

15373. NOTICE OF DETERMINATION

“Notice of Determination” is a brief notice to be filed by a public agency after it approves or determines to carry out a project which is subject to the requirements of CEQA.

15375. NOTICE OF PREPARATION

“Notice of Preparation” is a brief notice sent by a Lead Agency to notify the Responsible Agencies, Trustee Agencies, the Office of Planning and Research, and involved federal agencies that the Lead Agency plans to prepare an EIR for the project. The purpose of the notice is to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR.

15378. PROJECT

“Project” means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

(1) An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local general plans or elements thereof pursuant to Government Code Sections 65100–65700.

(2) An activity undertaken by a person which is supported in whole or in part through public agency contacts, grants, subsidies, loans or other forms of assistance from one or more public agencies.

(3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

15382. SIGNIFICANT EFFECT ON THE ENVIRONMENT

“Significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

15385. TIERING

“Tiering” refers to the coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared. Tiering is appropriate when the sequence of EIRs is:

(a) From a general plan, policy, or program EIR to a program, plan, or policy EIR of lesser scope or to a site-specific EIR;

(b) From an EIR on a specific action at an early stage to a subsequent EIR or a supplement to an EIR at a later stage. Tiering in such cases is appropriate when it helps the Lead Agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe.

1. Introduction

1.1 CEQA Requirements for Final EIRs

This Final Environmental Impact Report (Final EIR) for the City of Clovis Capital Improvement Project 14-30, Shaw Avenue Widening between De Wolf Avenue and McCall Avenue has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) Statute and Guidelines. Specifically, CEQA Guidelines Section 15132 provides that a Final EIR shall consist of:

- (a) The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft;
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

The EIR for the Shaw Avenue widening includes the Draft EIR (published in May 2018), the Revised Draft EIR (published in November 2018), and this Final EIR. These three volumes constitute the complete EIR for the project.

The EIR may be viewed online at <https://cityofclovis.com/planning-and-development/planning/ceqa/> or in person at the City of Clovis Planning and Development Services, 1033 Fifth Street, Clovis, CA 93612. The EIR may be viewed between the hours of 8:00 a.m. and 3:00 p.m., Monday through Friday (except major Holidays).

1.2 Final EIR Organization

This Final EIR is organized as follows:

- Chapter 1, Introduction, is this introduction to the Final EIR.
- Chapter 2, Significant Impacts and Mitigation Measures, presents the significant impacts of the project and mitigation measures, along with a brief project description and the project objectives.
- Chapter 3, Mitigation Monitoring and Reporting Program, presents the Mitigation Monitoring and Reporting Program for the project.
- Chapter 4, Response to Comments, presents the comments that were received on the Revised Draft EIR and the City of Clovis' responses to the comments.
- Chapter 5, Revisions to the Revised Draft EIR, shows the revisions made to the Revised Draft EIR.

2. Significant Impacts and Mitigation Measures

2.1 Introduction

This section presents the significant impacts of the project and mitigation measures. A brief project description and the project objectives are also provided.

2.2 Project Description

The City of Clovis (City) is proposing to widen the two-mile segment of Shaw Avenue between De Wolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six-lane urban arterial road. The six-lane section would extend from De Wolf Avenue to the Highland Alignment and would have the same basic design as the nearby sections of Shaw Avenue west of De Wolf Avenue.

The five-lane section would extend from the Highland Alignment to McCall Avenue. The south side of the road would abut land planned by the City for urban development and, therefore, would have the same three-lane design as proposed for Shaw Avenue west of the Highland Alignment. The north side of the road would abut land planned by Fresno County for rural residential development and, therefore, would have two travel lanes instead of three and no sidewalk or landscaping on the north side of the street.

A complete and more detailed Project Description is included in Section 3.4 of the Revised Draft EIR.

2.3 Project Objectives

The City of Clovis' objectives for the proposed project are as follows:

- To develop Shaw Avenue between De Wolf and McCall Avenues as a five- to six-lane arterial street as called for in the 2014 Clovis General Plan Update and the Loma Vista Specific Plan.
- To implement the following goals of the General Plan Circulation Element:
 - Overarching Goal: A comprehensive and well-maintained multimodal circulation system that provides for the safe and efficient movement of people and goods.
 - Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
 - Goal 2: A roadway network that is well planned, funded, and maintained.
 - Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
 - Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.
 - Goal 5: A complete system of trails and pathways accessible to all residents.
 - Goal 6: Safe and efficient goods movement with minimal impacts on local roads and neighborhoods.
 - Goal 7: A regional transportation system that connects Clovis to the San Joaquin Valley region.
- To design the project in a manner that is considerate of existing rural residential development along Shaw Avenue.
- To minimize the effects of construction-related noise, dust, and other potential nuisance conditions on nearby residents.
- To minimize the disruption of traffic flow during project construction.

2.4 Significant Unavoidable Impacts

Table 2-1 identifies the significant and unavoidable environmental impacts of the street widening project. Additions to the text in comparison to the Revised Draft EIR are underlined. Text deletions are shown in ~~strikethrough~~ type.

**TABLE 2-1
Significant and Unavoidable Impacts**

EIR Section	Impact/Mitigation Measure/Significance
<p>Aesthetics</p>	<p>Impact 1.1: (This impact applies to the existing residences along Shaw Avenue within the project area and not to residences within recent or future urban residential subdivisions.)</p> <p>The proposed street widening project would substantially change the visual character of the existing mostly rural streetscape along Shaw Avenue. The view of the existing rural two-lane road would be replaced by the view of a major urban five-to six-lane arterial. Residents that moved into the project area years ago, because of its rural character may consider this change a significant unavoidable adverse impact of the project.</p> <p>The project would introduce urban street lighting into the project area. The street lights would be designed per City standards, which require that the light fixtures preclude sky-reflected and direct glare and concentrate illumination on the street and sidewalk areas and not on adjoining residential properties. Nevertheless, residents may consider the additional light an unwelcome intrusion upon the night sky they currently enjoy.</p> <p>Travel lanes on the proposed five-to-six lane Shaw Avenue would be closer to existing residences than with the existing two-lane road. The reduced distance, coupled with the likelihood of a significant increase in traffic on Shaw Avenue, would increase the level of illumination on rural residential properties. Residents may consider the additional illumination an unwelcome intrusion upon the night sky.</p> <p>Mitigation Measures: No feasible mitigation is available</p> <p>Significance: Significant and unavoidable</p>
<p>Noise</p>	<p>Impact 1.2: (This impact applies to the existing residences along Shaw Avenue and not to residences within recent or future urban residential subdivisions.)</p> <p>The proposed street widening project would expose persons currently residing along Shaw Avenue to noise levels in excess of both exterior and interior noise standards established in the <i>Clovis General Plan Update</i>. The project would also result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p> <p>A <i>Noise Barrier Analysis</i> (included as Appendix F of the Revised Draft EIR) was performed to provide a more precise determination of whether noise exposure at any of the rural residences along the road widening area could be substantially reduced from the installation of a noise barrier. The Noise Barrier Analysis determined that up to six of the 27 properties evaluated could experience substantial reductions in noise exposure from the installation of a noise barrier; two of the six properties would require “alternative” barrier alignments to achieve substantial reduction. However, the predicted future cumulative noise levels would still be expected to exceed the City’s noise standards at nearly all parcels, and therefore significant and unavoidable.</p> <p>Mitigation Measure N-1: To address impacts from increased ambient noise levels, the City shall consult with the owners of the residential properties which were identified in the Noise Barrier Analysis as capable of achieving a substantial reduction in noise exposure with installation of noise barriers. The purpose of the consultation shall be to determine whether installation of a noise barrier is compatible with the owner’s desired use and design of the property, as well as with other existing regulations (including, but not limited to, zoning and design standards). The City shall install noise barriers in circumstances where the following conditions have been met: 1) the property owner consents to installation of the noise barrier; and 2) installation of an effective noise barrier (i.e. one which offers at least 5 dBA of exterior noise reduction) does not conflict with another existing applicable regulation (including, but not limited to, zoning restrictions and design standards).</p> <p>Significance: Significant and unavoidable</p>

2.5 Less Than Significant Impacts of the Project with Mitigation Incorporated

Table 2-2 identifies potentially significant impacts of the project that can be reduced to a less than significant level or avoided with implementation of mitigation measures.

TABLE 2-2
Less Than Significant Impacts with Mitigation Measures

EIR Section	Impact/Mitigation Measure/Significance
Air Quality	<p>Impact 2.1: The proposed street widening project would expose people to substantial pollutant concentrations.</p> <p>Standard City Requirement: To reduce pollutant concentrations, the project must comply with the City of Clovis Standard Specifications, Section 7-6; State of California requirements; and San Joaquin Valley Air Pollution Control District requirements.</p> <p>Mitigation Measure AQ-1: This mitigation measure requires the City of Clovis to incorporate into the project Mitigation Measure 3-1 from the <i>Final General Plan Update PEIR</i>. (See MMRP, Impact 2.1, for complete text of the mitigation measure.)</p> <p>Significance after Mitigation: Less than significant with mitigation incorporated</p>
Biological Resources	<p>Impact 2.2: Widening Shaw Avenue could have a substantial adverse effect, either directly or through habitat modifications, on 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 Wildlife or U. S. Fish and Wildlife Service.</p> <p>Mitigation Measure BR-1: This mitigation measure would reduce the potential for adverse impacts to special status wildlife species through avoidance, pre-construction surveys, buffers, and compensatory mitigation. (See MMRP, Impact 2.2, for the complete text of the mitigation measure.)</p> <p>Mitigation Measure BR-2: This mitigation measure would reduce the potential for adverse impacts to special status plants. (See MMRP, Impact 2.2, for the complete text of the mitigation measure.)</p> <p>Significance after Mitigation: Less than significant with mitigation incorporated</p>
Biological Resources	<p>Impacts 2.3: The proposed street widening project could have:</p> <ul style="list-style-type: none"> • A substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U. S. Wildlife Service. • A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. <p>Mitigation Measure BR-3: This mitigation measure incorporates into the project Mitigation Measure 4-3 from the <i>Final General Plan Update PEIR</i>. (See MMRP, Impact 2.3, for the complete text of the mitigation measure.)</p> <p>Significance after Mitigation: Less than significant with mitigation incorporated</p>
Cultural Resources	<p>Impact 2.4: No cultural resources or human remains are evident on the surface of the proposed street widening project area. However, the project could cause a substantial adverse change in the significance of cultural resources that may exist below the ground surface and may be uncovered by project construction activities. These resources may include historical resources per CEQA Guidelines Section 15064.5, archaeological resources per CEQA Guidelines Section 15064.5, unique paleontological resources, or unique geologic features.</p> <p>The proposed street widening project could disturb any human remains that may exist within the project area.</p>

	<p>Mitigation Measure CR-1: This mitigation measure protects from disturbance any subsurface historic, archaeological, or paleontological resources and any human remains that may be uncovered during project construction activities. (See MMRP, Impact 2.4, for the complete text of the mitigation measure.)</p> <p>Significance after Mitigation: Less than significant with mitigation incorporated</p>
Hydrology and Water Quality	<p>Impact 2.5: Reconstructing Shaw Avenue, e.g. changing the roadway profile, adding median islands, and reconstructing the culverts has the potential to alter the existing floodplains on the properties on the upstream (north side) of Shaw Avenue and on the properties on the downstream (south side) of Shaw Avenue between Thomson Avenue and McCall Avenue. Modeling conducted for the project in the <i>Shaw Avenue Floodplain Report</i> revealed that flooding upstream and downstream of Shaw Avenue with the project should not be significantly different than the existing condition. Therefore, the report recommended that the project design not be changed from that proposed by the City of Clovis.</p> <p>Mitigation Measure HWQ-1: The final design of the project shall be verified to conform to the assumptions provided in the <i>Shaw Avenue Floodplain Report</i>. Specifically, the elevations of the centerline pavement and tops of curbs of the proposed median island do not vary significantly from those calculated for the report, and the culvert materials, headwall, and channelization does not vary significantly from that described in the report.</p> <p>Mitigation Measure HWQ-2: City of Clovis personnel shall maintain preparedness to post flooded road signs each rainy season after prolonged rainfall events as these are the conditions that have the probability of generating enough runoff to push water over the road. The east culvert will be the most prone to roadway flooding due to the lowering of the road profile.</p> <p>Significance after Mitigation: Less than significant with mitigation incorporated</p>
Noise	<p>Impact 2.6: Noise from project construction activity would result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project.</p> <p>Mitigation Measure N-2: This mitigation measure limits the days and hours of construction activity and specifies noise reduction measures for construction equipment. (See MMRP, Impact 2.5, for the complete text of the mitigation measure.)</p> <p>Significance After Mitigation: Less than significant with mitigation incorporated</p>
Transportation and Traffic	<p>Impact 2.7: During construction of the project, lane closures, road closures, and/or detours along the widening area could impact roadway access for residents and businesses in the area, as well as for emergency vehicles which service the area.</p> <p>Mitigation Measure: A Traffic Management Plan (TMP) shall be prepared prior to project construction and implemented during construction to provide for the safe and efficient movement of vehicles and pedestrians and to minimize negative impacts to residents, commuters, and businesses. Preparation of the TMP shall include consultation with the County of Fresno, emergency response agencies, and any interested residents along the road widening area. <u>The TMP shall include provisions for notifying people in the project's vicinity of road constraints and closures in the area as well as identifying alternative routes for navigating the area. The TMP shall also provide for notification and coordination involving emergency response agencies to utilize in emergency response situations. Additionally, the TMP shall include a provision stating that complete closures of Shaw Avenue will be avoided as much as possible during construction of the project, except in situations where engineering necessity or safety considerations provide otherwise.</u></p> <p>Significance After Mitigation: Less than significant with mitigation incorporated</p>
Tribal Cultural Resources	<p>Impact 2.8: While no tribal cultural resources were identified as part of the study, there is the potential for undiscovered resources to be present that could be disturbed or damaged by construction activities.</p> <p>Mitigation Measure: Incorporate Mitigation Measure CR-1. This mitigation measure protects from disturbance any subsurface cultural resources, including tribal cultural resources that may</p>

	<p>be uncovered during project construction activities. (See MMRP, Impact 2.4, for the complete text of the mitigation measure.)</p> <p>Significance After Mitigation: Less than significant with mitigation incorporated</p>
<p>Utilities and Service Systems</p>	<p>Impact 2.9: The project is located in the vicinity of facilities maintained by the Fresno Irrigation District (FID) near Shaw and De Wolf Avenues, which may include facilities/components that are considered past their useful life and are recommended by FID for replacement by the City during construction of the project.</p> <p>Mitigation Measure: During construction of the project, the City of Clovis shall conduct appropriate testing of the Jefferson No. 112 and Brown No. 113 pipeline facilities identified by FID to determine if replacement of any facilities/components are necessary to prevent any significant adverse environmental impacts related to these facilities from occurring. The City shall maintain discretion for such determinations, while consulting with FID as needed. <u>For the Brown No. 113 pipeline, in the event it is determined to require replacement, it shall be relocated to the ultimate alignment for De Wolf Avenue at the time of its replacement.</u></p> <p>Significance After Mitigation: Less than significant with mitigation incorporated</p>

2.6 Less Than Significant Impacts of the Project

Appendix A of the Revised Draft EIR presents the Initial Study which the City previously prepared for the street widening project. Please see the Initial Study for a description of the environmental conditions and resources upon which the project would have no impact or a less than significant impact.

2.7 Areas of Controversy

CEQA Guidelines Section 15123 requires that the EIR identify any “areas of controversy known to the Lead Agency including issues raised by agencies and the public.” The items listed below have been identified as potential areas of controversy based on responses to the Notice of Preparation (published July 13, 2016), the project scoping meeting (held on July 27, 2016), community informational meetings (held on July 28, 2016 and November 28, 2018), the May 2018 Draft EIR, and the Revised Draft EIR. Each item includes an indication of where discussion of the item is provided in this EIR.

- Concerns about potential flooding occurring on neighboring properties*

These concerns are addressed in the Revised Draft EIR in Table of Section 5.3 (see Hydrology and Water Quality), the *Shaw Avenue Floodplain Report* prepared for the project (included as Appendix D), and Revised Draft EIR Responses 3-1 and 7-7 in Appendix E.
- Concerns about trash and litter accumulation from installation of curbing and median islands*

These concerns are encompassed within the discussion of Aesthetics in Table 2-1 of Section 5.3 (see Aesthetics) of the Revised Draft EIR, Table E-1 of the Initial Study (Appendix A, see Issue No. 1.1, Aesthetics), and Revised Draft EIR Responses 3-2 and 8-4 in Appendix E.
- Questions and concerns about the timing and/or phasing of improvements included in the project*

These questions and concerns are addressed by revisions and updates to the project description and technical details that were included as part of this Revised Draft EIR (see page R-2, Summary of Revisions). Also see Revised Draft EIR Responses 7-2, 7-12, and 8-2 in Appendix E.
- Compatibility of street improvements with agricultural operations along the widening area*

These concerns are addressed in the Initial Study (Appendix A) in Table E-3 of Section 5.2 (see Issues 3.3 through 3.5 concerning Agriculture) and Revised Draft EIR Responses 8-1 and 8-2 in Appendix E.
- Feasibility of installing noise walls along portions of the widening area to reduce noise impacts*

Discussion of noise impacts, including the feasibility of noise walls, is included in Table 2-1 of Section 5.3 (see Noise) in the Revised Draft EIR; Table E-1 of the Initial Study (Appendix A, see Impact No. 1.2, Noise); the *Noise & Groundborne Vibration Impact Analysis* prepared as part of the Initial Study for the project (included as part of Appendix A); Revised Draft EIR Responses 3-2 and 7-2 in Appendix E; the *Noise Barrier Analysis* (Appendix F); and Response 3-2 of this Final EIR.

3. Mitigation Monitoring and Reporting Program

3.1 Purpose

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with State CEQA Guidelines Section 15091(d) and Sections 15097(a) and (d). The purpose for the Mitigation Monitoring and Reporting Program is to ensure that the City implements the mitigation measures identified in Section 2 of this Final EIR.

3.2 Lead Agency

The City of Clovis will undertake the Shaw Avenue Widening Project and is the Lead Agency for the project.

3.3 Mitigation Monitoring and Reporting Coordinator

Lead Agency Contact Person

Ryan Burnett, AICP, Engineering Project Supervisor
City of Clovis
Planning and Development Services Department, Engineering Division
Telephone: (559) 324-2350; Email: RyanB@ci.clovis.ca.us

3.4 Reporting and Monitoring Procedures

The MMRP table to follow lists the mitigation measures that will be implemented as part of the project. These measures correspond to those listed in the Summary section of this Final EIR. To ensure that the mitigation measures are properly implemented, the table identifies the timing and responsibility for monitoring and reporting the implementation of the measures. The City will have the responsibility for implementing the measures applicable to the Shaw Avenue widening, and various City departments/divisions and other agencies will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

Mitigation Monitoring and Reporting Program
Capital Improvement Project 14-30: Shaw Avenue Widening Between De Wolf and McCall Avenues

AIR QUALITY

IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p><u>Impact 2.1</u>: Exposure of people to substantial pollutant concentrations</p>	<p>MM AQ-1: The City of Clovis shall incorporate in project-related construction contracts the following measures from the <i>Final General Plan PEIR</i>, Mitigation Measure 3-1 (Page 3-9):</p> <ul style="list-style-type: none"> • Contractors shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. • Contractors shall service and maintain construction equipment to the standards of the manufacturer. • Contractors shall use alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible. • Contractors shall maintain on the construction site a list of construction equipment by type and model year, which shall be available for City review upon request. • Contractors shall require that operators of trucks and construction equipment minimize idling time (e.g., 5-minute maximum). Contractors shall post signs that specify this requirement. 	<p>Ongoing during grading and construction</p>	<p>City of Clovis Planning and Development Services –Planning and Engineering Divisions</p>	

BIOLOGICAL RESOURCES

IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p><u>Impact 2.2</u>: Substantial adverse effects, either directly or through habitat modifications, on species identified as a candidate, sensitive, or</p>	<p>MM BR-1:</p> <p>1. Avoidance.</p> <p>If feasible, any vegetation removal will take place between September 1 and February 1 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act.</p>	<p>Prior to the commencement of grading activities and ongoing during</p>	<p>City of Clovis Planning and Development Services – Planning and</p>	

<p>special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service</p>	<p>If vegetation removal must occur during the nesting season, project construction may be delayed due to actively nesting birds and their required protective buffers.</p> <p>2. Pre-Construction Surveys.</p> <p>a. Within 14 days prior to project construction, a qualified biologist shall conduct pre-construction surveys for:</p> <p>i. Active nest sites in trees, bushes, or grass within species/taxonomic group specific buffers of the project area: Swainson’s hawk – 0.5 mile; other raptor species such as white-tailed kite – 500 ft.; non-raptor species (loggerhead shrike, etc.) – 250 ft. Survey protocol shall be as developed by the Swainson’s hawk Technical Advisory Committee (TAC) (CDFW 2000).</p> <p>ii. Active western burrowing owl burrows in the project area and suitable habitat within 150 m (500 ft.). Use of the burrows and habitat shall be evaluated in accordance with the California Department of Fish and Wildlife’s survey guidelines (CBOC 1993, CDFW 1995, CDFW 2012). Surveys shall document if burrowing owls are nesting or using habitat in or directly adjacent to the project area. Survey results shall be valid only for the season the survey is conducted: breeding (Feb 1-Aug 31); non-breeding (Sept 1-Jan 31).</p> <p>b. If the pre-construction survey does not detect any active nests or burrows, then no further action is required. If the survey does detect an active nest or burrow, then the City shall implement the following mitigation measures.</p> <p>3. Minimization/Establish Buffers.</p> <p>a. Swainson’s hawk, white-tailed kite, loggerhead shrike, and MBTA-protected species:</p> <p>If any active nests are discovered (and if construction will occur during bird breeding season), the USFWS and/or CDFW will be contacted to determine protective measures required to avoid take. These measures could include fencing off an area where a nest occurs, or shifting construction work temporally or spatially away from the nesting birds. Biologists are required on site to monitor construction while protected migratory birds are nesting in the project area. If an active nest is found after the completion of the pre-construction surveys and after construction begins, all construction activities will stop until a qualified biologist has evaluated the nest and erected the appropriate buffer around the nest.</p>	<p>grading and construction</p>	<p>Engineering Divisions</p>	
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	<p>b. Burrowing owl:</p> <p>If the survey detects burrowing owls, the City shall consult with California Department of Fish and Wildlife to determine suitable buffers. These buffers shall take into account the level of disturbance of the project activity, existing disturbance of the site (vehicle traffic, humans, pets, etc.), and time of year (nesting vs. wintering).</p> <p>4. Compensatory Mitigation</p> <p>If implementation of the mitigation measures presented above would not avoid or reduce the impacts to a less than significant level, the City shall comply with Mitigation Measure 4-3 in the <i>Final General Plan PEIR</i>: (Page 3-20)</p> <p>If project level impacts cannot be avoided or mitigated to a less-than-significant level, compensatory mitigation shall be developed by a qualified biologist and implemented to reduce impacts to sensitive or protected biological resources. Mitigation may include, but is not limited to:</p> <ol style="list-style-type: none"> 1. Compensation for lost habitat or waters in the form of preservation or creation of in-kind habitat or waters, either on-site or offsite, protected by conservation easement; 2. Purchase of appropriate credits from an approved mitigation bank servicing the General Plan Update Area; 3. Payment of in-lieu fees. <p>MM BR-2:</p> <ol style="list-style-type: none"> 1. Focused Surveys: In order to assess the potential for impacts to special status plants, a qualified biologist shall conduct focused botanical surveys for the three species that may potentially occur within the project area: (Sanford’s arrowhead (<i>Sagittaria sanfordii</i>), forked hare-leaf (<i>Lagophylla dichotoma</i>), and California jewel-flower (<i>Caulanthus californicus</i>)). The biologist shall conduct the survey prior to project construction, during the appropriate blooming period: California jewel-flower – February-May; Forked hare-leaf – April-September; Sanford’s arrowhead – May-October. 			
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	<p>2. Avoidance: If the survey detects special status plant species, populations shall be avoided by installing ESA fencing around the portion of the population within the project area.</p> <p>3. Compensatory Mitigation: If implementation of the mitigation measures presented above would not avoid or reduce the impacts to a less than significant level, the City shall comply with Mitigation Measure 4-3 in the <i>Final General Plan Update PEIR</i> (Page 3-20).</p>			
<p><u>Impact 2.3:</u> Impacts to riparian habitat and wetlands via encroachment into portions of Dog Creek, as well as irrigation ditches, roadside drainage ditches, an agricultural water-holding pond, and an ephemeral ponded area within a plowed field</p>	<p>MM BR-3: Consistent with <i>Final General Plan Update PEIR</i> Mitigation Measure 4-4 (Page 3-20), the City shall obtain permits and authorizations as needed from the US Army Corps of Engineers, California Department of Fish and Wildlife, and/or Central Valley Regional Water Quality Control Board. The agency authorization would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.</p>	<p>Prior to the commencement of grading activities and ongoing during grading and construction</p>	<p>City of Clovis Planning and Development Services – Planning and Engineering Divisions</p>	
CULTURAL RESOURCES				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p><u>Impact 2.4:</u> Potential for substantial adverse change in the significance of cultural resources that may exist below the ground surface and may be uncovered by project construction activities</p>	<p>MM CR-1: In the event any historic, archaeological, or paleontological are uncovered during project construction activities, the City shall immediately halt construction in the area of the potential resource and retain a qualified consultant to determine the significance of the resource and the measures the City should undertake to protect the resource. Protection measures shall comply with State CEQA Guidelines Section 15126.4 and any other applicable state and federal laws. In the event of the accidental discovery or recognition of any human remains in the area, the City shall comply with State CEQA Guidelines section 15064.5(e), which prescribes steps the City must undertake to protect the remains.</p>	<p>Prior to and during grading and construction activities.</p>	<p>City of Clovis Planning and Development Services – Planning and Engineering Divisions</p>	

HYDROLOGY AND WATER QUALITY				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<u>Impact 2.5</u> : Drainage, runoff, and flooding conditions resulting from the proposed road widening and reconstruction of culverts under Shaw Avenue	<p>MM HWQ-1: The final design of the project shall be verified to conform to the assumptions provided in the <i>Shaw Avenue Floodplain Report</i> (included as Appendix D of this EIR). Specifically, the elevations of the centerline pavement and tops of curbs of the proposed median island do not vary significantly from those calculated for the report, and the culvert materials, headwall, and channelization does not vary significantly from that described in the report.</p> <p>MMHWQ-2: City of Clovis personnel shall maintain preparedness to post flooded road signs each rainy season after prolonged rainfall events as these are the conditions that have the probability of generating enough runoff to push water over the road. The east culvert will be the most prone to roadway flooding due to the lowering of the road profile.</p>	Ongoing during construction and operation	City of Clovis Planning and Development Services – Planning and Engineering Divisions	
NOISE				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<u>Impact 1.2</u> : Predicted traffic-related noise levels at existing residences near Shaw Avenue, under future cumulative conditions, in excess of the City of Clovis’ normally acceptable exterior noise standard (65 dBA CNEL) and interior noise level standard (45 dBA CNEL)	MM N-1: To address impacts from increased ambient noise levels, the City shall consult with the owners of the residential properties which were identified in the Noise Barrier Analysis as capable of achieving a substantial reduction in noise exposure with installation of noise barriers. The purpose of the consultation shall be to determine whether installation of a noise barrier is compatible with the owner’s desired use and design of the property, as well as with other existing regulations (including, but not limited to, zoning and design standards). The City shall install noise barriers in circumstances where the following conditions have been met: 1) the property owner consents to installation of the noise barrier; and 2) installation of an effective noise barrier (i.e. one which offers at least 5 dBA of exterior noise reduction) does not conflict with another existing applicable regulation (including, but not limited to, zoning restrictions and design standards).	Prior to and during grading and construction activities	City of Clovis Planning and Development Services – Planning and Engineering Divisions	
<u>Impact 2.6</u> : Substantial temporary increase in	<p>MM N-2:</p> <ul style="list-style-type: none"> • Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. 		City of Clovis Planning and Development	

Shaw Avenue Widening Between De Wolf and McCall Avenues – Mitigation Monitoring and Reporting Program

ambient noise levels from construction activities	and 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 5:00 p.m. on Saturday and Sunday. From June 1st through September 15th, permitted construction activity may commence after 6:00 a.m., Monday through Friday. • Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Engine shrouds shall be closed during equipment operation.		Services – Planning and Engineering Divisions	
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TRANSPORTATION AND TRAFFIC

IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<u>Impact 2.7:</u> Potential lane closures, road closures, and/or detours along the widening area during construction, which could impact roadway access for residents and businesses in the area, as well as for emergency vehicles which service the area	MM TT-1: A Traffic Management Plan (TMP) shall be prepared prior to project construction and implemented during construction to provide for the safe and efficient movement of vehicles and pedestrians and to minimize negative impacts to residents, commuters, and businesses. Preparation of the TMP shall include consultation with the County of Fresno, emergency response agencies, and any interested residents along the road widening area. The TMP shall include provisions for notifying people in the project's vicinity of road constraints and closures in the area as well as identifying alternative routes for navigating the area. The TMP shall also provide for notification and coordination involving emergency response agencies to utilize in emergency response situations. Additionally, the TMP shall include a provision stating that complete closures of Shaw Avenue will be avoided as much as possible during construction of the project, except in situations where engineering necessity or safety considerations provide otherwise.	Ongoing during grading and construction	City of Clovis Planning and Development Services – Planning and Engineering Divisions	

TRIBAL CULTURAL RESOURCES

IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<u>Impact 2.8:</u> Potential disturbance of subsurface tribal cultural resources resulting from construction activities	Incorporate Mitigation Measure CR-1.	Prior to and during grading and construction activities	City of Clovis Planning and Development Services – Planning and Engineering Divisions	

UTILITIES AND SERVICE SYSTEMS				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<u>Impact 2.9</u> : Potential impacts related to the condition of irrigation pipeline facilities maintained by Fresno Irrigation District (FID)	MM US-1 : During construction of the Project, the City of Clovis shall conduct appropriate testing of the Jefferson No. 112 and Brown No. 113 pipeline facilities identified by FID to determine if replacement of any facilities/components are necessary to prevent any significant adverse environmental impacts related to these facilities from occurring. The City shall maintain discretion for such determinations, while consulting with FID as needed. For the Brown No. 113 pipeline, in the event it is determined to require replacement, it shall be relocated to the ultimate alignment for De Wolf Avenue at the time of its replacement.	Prior to and during grading and construction activities	City of Clovis Planning and Development Services – Planning and Engineering Divisions	

4. Response to Comments

4.1 Introduction

This section includes the comments received on the Revised Draft EIR published in November 2018 and the City of Clovis' response to the comments. Below is a list of agencies and persons that submitted comments on the Revised Draft EIR. Each of the comment letters has been included in this section, followed by the response of the City of Clovis.

The Revised Draft EIR previously included a Response to Comments section (Appendix E of the Revised Draft EIR) which addressed comments on the May 2018 Draft EIR. The document includes a list of commenters, their respective comments regarding the May 2018 Draft EIR, and the City's responses to those comments. While as stated in Section 1.1. the Final EIR includes the Revised Draft EIR, for reference Appendix E of the Revised Draft EIR has been reproduced with this Final EIR.

It is noted that the responses provided are intended to address comments pertaining to environmental impacts within the scope of CEQA. As indicated in CEQA Guidelines Section 15204(a), "CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR." Accordingly, some of the comments submitted do not pertain to matters relevant to CEQA, and these comments are not required to be addressed in the Final EIR.

Comment Letter No.	Agency or Person	Comment Date	Page No.
1	California Department of Transportation (Caltrans), District 6	December 12, 2018	17
2	San Joaquin Valley Air Pollution Control District	December 13, 2018	19
3	Alan Weaver	December 18, 2018	21
4	Fresno Irrigation District	December 20, 2018	33
5	Fresno County Department of Public Works & Planning	December 28, 2018	51
6	Fresno Metropolitan Flood Control District (FMFCD)	December 31, 2018	53

Comment Letter 1

From: [Ryan Burnett](#)
To: [Daniel Brannick](#); [Scott Odell](#)
Subject: FW: Caltrans comments for Shaw Avenue Widening Revised Draft EIR (SCH# 2016071036)
Date: Wednesday, December 12, 2018 1:11:28 PM
Attachments: [Notice of Availability Revised Draft EIR.pdf](#)

From: Gentry, Jamaica@DOT [mailto:Jamaica.Gentry@dot.ca.gov]
Sent: Wednesday, December 12, 2018 1:10 PM
To: Ryan Burnett <RyanB@ci.clovis.ca.us>
Cc: state.clearinghouse@opr.ca.gov; Navarro, Michael@DOT <michael.navarro@dot.ca.gov>
Subject: Caltrans comments for Shaw Avenue Widening Revised Draft EIR (SCH# 2016071036)

Good afternoon Ryan,

1-1 | Thank you for providing the Revised Draft EIR for the Shaw Avenue Widening project (capital improvement project #14 / SCH# 2016071036).
Caltrans has no comment on this document.

Best regards,
Jamaica Gentry
Associate Transportation Planner
Caltrans - District 6
P: (559) 488-7307

1. City of Clovis Response to Caltrans, District 6

Response 1-1:

Caltrans' response indicating that it has no comments regarding the project is noted.



DEC 13 2018

Ryan Burnett
City of Clovis
Planning and Development Services
1033 Fifth Street
Clovis, CA 93612

**Project: Revised Draft Environmental Impact Report (EIR)
Capital Improvement Project 14-30
Shaw Avenue Widening Between De Wolf and McCall Avenues**

District CEQA Reference No: 20181258

Dear Mr. Burnett:

2-1

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Revised Draft Environmental Impact Report (EIR) for the Capital Improvement Project 14-30 Shaw Avenue Widening Between De Wolf and McCall Avenues. The proposed project consists of widening the two-mile segment of Shaw Avenue between De Wolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six lane urban arterial road (Project). The Project is located in Clovis, CA. The District has previously commented on this project and has no additional comments at this time.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Sharla Yang at (559) 230-5934.

Sincerely,

Arnaud Marjollet
Director of Permit Services

Brian Clements
Program Manager

AM: sy

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

2. City of Clovis Response to San Joaquin Valley Air Pollution Control District

Response 2-1:

The San Joaquin Valley Air Pollution Control District's response indicating that it has no additional comments regarding the project at this time is noted.

Shaw Avenue Widening 11/18 DEIR

Thank you for the opportunity to review and comment on the November 2018 DEIR. I noted on Page R-2, in the “Environmental Review Process and Public Comment for Revised Draft EIR” Section it states in part “...the City of Clovis requests that agencies and persons commenting on this Revised EIR limit their comments to addressing any changes that were made to the Revised Draft EIR or addressing the adequacy to which the City of Clovis responded to previous comments submitted on the May 2018 Draft EIR. Any comments submitted in response to the Revised Draft EIR meeting the criteria above will be addressed in a subsequent Final EIR.”

The above quoted segment implies that comments about any other aspect of the November 2018 DEIR will not be considered. If that implication is correct, I believe the City should reconsider that position for the following reasons:

- A. The 11/18 DEIR contains new information that may convey a new understanding as to the City’s intentions/perceptions regarding portions of the proposed project. It is appropriate that, based on the new understandings, all of the respondent’s comments should be evaluated and addressed in the Final EIR.
- B. As identified in some of the following comments, some revisions have created conflicts or inconsistencies in other portions of the 11/18 DEIR that were not amended.

3-1

I offer the following comments on the 11/18 DEIR:

1. Section 2.2 is an incomplete description of the project. There are potentially conflicting statements, in subsequent sections of the DEIR, that result in confusion about how much right-of-way is to be acquired, what is actually to be constructed as part of the proposed project, what may be deferred, what may be constructed by others, what criterion will be utilized to determine the previous two points, and how portions constructed by others will be coordinated to minimize traffic disruption and unnecessary rework. Section 2.2 should incorporate a more comprehensive description of all features of the proposed project including all proposed wet and dry utilities, Dog Creek Bridge, proposed underpass, proposed traffic signals, proposed road side drainage channels, proposed median irrigation points of service, proposed phasing of improvements, and whether the improvements are proposed to be constructed by City or others.
2. In Section 2.3, Mitigation Measure N-1 was added and states in part “... does not conflict with another existing applicable regulation (including, but not limited to, zoning restrictions and design standards).” This should be amended to point out that design exceptions and zoning variances are often allowed due to specific or unusual circumstances. The Mitigation Measure should be amended to state that if the proposed sound barrier conflicts with current design standards, and if the property owner desires the sound wall, the City should request a design exception from the Board of Supervisors, and/or, if a zoning conflict exists, the City should apply for a zoning variance

3-2

3-2

and appeal to the BOS if necessary. And/or, the City could construct the sound wall in the ROW as zoning restrictions would not apply.

3-3

3. In Section 2.3, Mitigation Measure TT-1 should be amended to incorporate specific outcomes similar to the way specific outcomes are included in Mitigation Measure N-2 in Table 5-2. The DEIR recognizes that Shaw Avenue is a “Major east-west transportation route” (Section 4.1). Further, Section 3.2 identifies one of the Project Objectives is “To minimize the disruption of traffic flow during project construction”.

Throughout the length of the proposed project, the City will acquire sufficient right of way to allow construction on one half of Shaw while maintaining traffic on the other half. Project specifications should require the contractor to construct Shaw one half at a time thereby maintaining a safe route for through traffic during construction. This could be accomplished by constructing the north half first as it would have minimal impact on the existing east and west bound travel lanes.

The project specifications should also state that, in the event situations occur where the contractor convinces the City it must close the road, the public will be inconvenienced and the contractor should compensate the public by paying a daily fee for the closure. The fee should be calculated by applying a formula similar to the following. Daily Fee = $[(ADT) \times (Detour Length) \times (Federal Mileage Rate)] + [(\$30/Hour) \times (Detour Length)/(30 Miles Per Hour)]$. Any closure, even partial day closures, should result in a full day’s fee.

3-4

4. In Section 2.5, Areas of Controversy, I did not find an adequate response to my previous comment regarding the planned realignment of Thompson Avenue. The planned realignment of Thompson will significantly impact the median island breaks proposed in the Shaw Avenue Widening project between stations 108 and 114. If Thompson is realigned as shown in the City’s General and Specific Plans, the west bound to south bound move will conflict with the proposed projects median breaks, necessitating significant rework. This issue should be disclosed and addressed now to minimize future controversy.

Additionally, I found no discussion regarding what will be done to the 12 foot wide median planting area to keep it relatively weed and trash free until adjoining development installs landscaping. Some surface treatment such as a temporary AC cap would be appropriate.

3-5

5. I believe that Comment 3 warrants some discussion in Section 2.6, Issues to be Resolved.

3-6

6. For clarity, I believe that Figures 3-6A, B, and C should be labeled. Further, since Fire Hydrants are to be included in the proposed project, they should be shown on Figure 3-6B. Median irrigation service locations should also be shown. That would clarify they’ll be installed with the proposed project and minimize future rework and traffic disruption.

3-7

7. Figure 3-6A indicates that the Ultimate ROW is 144’ in width. However, Figure 3-4 indicates the ROW is to be 164’ wide and Figure 3-6B indicates a 124’ wide ROW. Please clarify the reasons for the inconsistencies and which governs for the proposed widening project?

3-8

8. Section 3.4.5 states in part “Figure 3-6C show potential locations of up to three temporary drainage basins ...”. The EIR needs to define the project parameters clearly to allow proper evaluation. If alternatives are to be considered, they should be defined and evaluated. Otherwise, potential should be changed to “proposed”.

3-9

9. Figure 3-6C should also include the storm drain laterals and inlets, if needed, for the realigned Thompson and Shaw Intersection.

3-10

10. Why is the proposed storm drain pipe capped at about Station 74+15? What will the future extension require? Is it to provide future service to T6068 or further east? What will the future impacts be to Shaw when it is extended?

3-11

11. Section 3.4.6 injects confusion where it states in part “As part of this road widening project, the City would be acquiring land up to the future curb in the areas subject to future urbanization...”. This is not consistent the cross sections shown on Figure 3-6B and with the other project descriptions in the DEIR that indicate street lights and fire hydrants will be installed as part of the project as street lights and fire hydrants are installed behind the curb.

3-12

12. Table 3-2 is unclear if the 18” stamped concrete strip is to be constructed as part of the project along the median curb to render the 12 foot wide planting area. Further, since it may be many years until large segments of the median island are landscaped, what interim treatment is proposed to keep the future median planting area as weed and litter free as possible?

Over the years, the City has found it difficult to adequately maintain the public landscaped areas (particularly medians) in areas not funded by landscaping and lighting assessments. How will maintenance of the proposed non-landscaped medians be different (i.e. adequately maintained) if a temporary cap is not installed?

3-13

13. Table 3-2 was not augmented to address the impact the future Thompson Avenue realignment may have on proposed median breaks between stations 109 and 114. This needs to be disclosed and evaluated.

3-14

14. With respect to the underpass included in Table 3-2, it is unclear if permanent drainage facilities will be included in the Shaw Avenue Widening Project. Also, will access ramps be included in the project? If not, how will the structure be maintained? Will under structure safety lighting and security fencing be included?

3-15

15. Table 3-2 states that curb and gutter shall be installed on both sides of Shaw from DeWolf to McCall. However, Figure 3-5 does not indicate curb and gutter along the north side from about Highland to McCall.

3-16

16. Table 3-2 is inconsistent with Table 3-3 with respect to the Leonard/Shaw traffic signal.

3-17

17. Table 3-2 and 3-3 are unclear with respect to a traffic signal may be installed at the Shaw/McCall intersection. Unfortunately, “may” is unclear as to what conditions would result in the installation. With respect to providing for, and enhancing driver safety and convenience, the construction of the Shaw/McCall traffic signal far exceeds the installation of street lights adjacent to agricultural fields.

3-18

18. Table 3-2 is unclear with respect to the Shaw/McCall transition where it states “To be provided on the west side of Shaw”. Figure 3-6B appears to indicate transitioning (pavement widening and travel lane alignment) on the north side of Shaw, east side of McCall and on the west side of McCall, south of Shaw.

3-19

19. Table 3-3 should include the Shaw/Montana intersection.

3-20

20. Table 3-2 should include a discussion of what is likely to occur to the median breaks when Thompson realigns.

3-21

21. Section 3.4.10 states in part “...three potential temporary basins...”. The EIR needs to define the project parameters clearly to allow proper evaluation. If alternatives are to be considered, they should be defined and evaluated. Otherwise, “potential” should be amended to “proposed”.

3-22

22. Section 3.4.11 States that the City may install or may require the developer to install sewer, water, and recycled water facilities. This is inconsistent with Figure 3—6B and C. If the City will have the developer install some of the wet utilities, the DEIR needs to identify which ones and when so the potential impacts can be evaluated and mitigated.

3-23

23. Section 4.4 left out Montana Avenue.

3-24

24. Mitigation Measure N-1, in Table 5-1, should be amended to point out that design exceptions and zoning variances are often allowed due to specific or unusual circumstances. The Mitigation Measure should be amended to state that if the proposed sound barrier conflicts with current design standards, provided the property owner agrees, the City should request a design exception from the Board of Supervisors, and/or, if a zoning conflict exists, the City should apply for a zoning variance and appeal to the BOS if necessary. And/or, the City could construct the sound wall in the ROW as zoning restrictions would not apply.

3-25

25. Mitigation Measure TT-1, in Table 5-2, should be amended to incorporate specific outcomes similar to what is included in Mitigation Measure N-2 in Table 5-2. See Comment 3 above.

3-26

26. Response 3-3 States “ No impacts related to any open ditches near the project site were identified during preparation of the Draft EIR. The comments here do not provide any specific additional information that would change this determination. No further response is required.” I believe the response is not as thorough as it should be. Mr. Nowell’s property is apparently near Marjan and Shaw. Currently there is a significant (deep and wide) road side ditch on the north side of Shaw

that conveys storm runoff from Marjan east to the culvert under Shaw at Thompson. A similar condition exists on the north side of Shaw between Dog Creek and just west of Marjan Avenue.

3-26

Figure 3-5 doesn't show how this drainage will be accommodated by the proposed project and I found no textual description that addressed it. Figure 3-6C shows what appears to be a roadside drainage within a couple of feet of the edge of the paved shoulder. It does not appear that any additional ROW is proposed to be acquire to accommodate the ditch. The existence of a road side ditch so close to the paved shoulder may yield some safety concerns for west bound traffic on Shaw (limited safe correction and refuge area). The City's response in the EIR should address this concern and demonstrate how the historic flows in those channels will be accommodated by the proposed project without resulting in upstream flooding or creating a road side hazard.

27. Response 7-1 is inadequate and misleading where it states "...the project's funding allocated for street lighting requires the installation to be completed in this manner. Delaying the installation of lighting would jeopardize the ability to fund the street lighting for the project, thus it is considered to be infeasible to delay the installation of street lighting until subsequent development occurs."

It is my understanding that the project is fully funded by Measure C funds (with the exception of the wet utilities). Further, from discussion with FCTA staff, I understand that Measure C funding allows **but does not require** street lights to be installed as part of the project. Since there is no obligation to install street lights with the project, the installation of street lights in the rural areas is merely a preference of the City.

3-27

Since most street lights in the City are installed by development as adjoining properties annex and develop, and since all of the rural areas within the SOI can be required to install street lights when they develop in the future, to claim it is infeasible to delay installation is incorrect.

If the meaning of the City's response is that the city would not be able to receive the maximum amount of the available Measure C grant funds, that should be made clear and other options should be developed to fully utilize the funding. For example diverting additional funding to the McCall/Shaw traffic signal, extending fiber optic connection to McCall, additional underpass improvements, additional sound wall facilities or median island landscaping may help maximize utilization of the available Measure C funds.

The DEIR should disclose that the installation of street lights in the rural segments will result in about 29 lights installed adjacent to properties actively engaged in agriculture between Station 79+50 and McCall Avenue. These 29 street lights will provide no, or very little, public benefit and are undesirable to some of the adjoining residents. Based on information provided by City staff, those 29 lights will cost the City about \$430.85 per month, or about \$5,170 per year to operate, with no additional offsetting revenue from the adjoining properties.

3-28

28. Response 7-2, "Future alignment of Thompson Avenue" was nonresponsive in that it does not recognize or address the fact that when Thompson is realigned, as proposed in the City's General

and Specific Plans, the intersection with Shaw will be shifted east and the planned realignment of Thompson will significantly impact the median island breaks proposed in the Shaw Avenue Widening project between stations 108 and 114. If Thompson is realigned as shown in the City's General and Specific Plans, the west bound to south bound move will conflict with the proposed projects median breaks, necessitating significant rework and potential inconvenience to properties on the north side of Shaw.

3-28

Since the Shaw Avenue Widening project is a City project proceeding now, with a 2020 projected construction schedule, and since the project will be installing permanent improvements with a useful life expectancy of many decades, and since the Thompson/Shaw Intersection realignment is required by the City's General and Specific Plans, now would be the appropriate time to disclose the possible impacts such as, future rework costs and future elimination of specific movements on to and off of Shaw. The DEIR should also identify possible mitigation measures.

29. Response 7-2, "Project Phasing" was not fully responsive in that the 11/18 DEIR still uses the term "may" in a number of places where it indicates some of the improvements may be deferred to development of adjoining properties, or may not be included in the project construction. It did not identify what all of the potential deferrals might be or what criterion would be used to determine what is to be done. Consequently, there is no clear understanding of what impacts to safety, wasted improvement costs or public convenience might result or how the impacts may be mitigated.

3-29

30. Response 7-4 is misleading where it states that the inclusion of a TMP will result in impacts being less than significant. Unfortunately, there is no quantitative discussion in the DEIR that describes how this is to be accomplished. Consequently, the potential of an inadequate TMP would not reduce the possible impacts to less than significant. Please see Comment 3.

3-30

31. Response 7-9 was not fully responsive in that it did not address the suggestion of placing a temporary AC cap on the unlandscaped medians, or other method. Simply stating that the City is responsible does not indicate how the maintenance will be accomplished and does not address the City's past inability to adequately maintain medians not funded by the LMD.

3-31

3. City of Clovis Response to Alan Weaver

Response 3-1:

In response to Mr. Weaver's introductory statements, the City notes that it is appreciative of the comments provided for the Revised Draft EIR and has sought to utilize a reasonably broad scope of review to address new information presented in the comments. The City has sought to address information that presents new or additional consideration of environmental impacts, as well as to provide further clarification regarding project details and the evaluation of its potential environmental impacts, while minimizing discussion of information and issues that have already been addressed as part of the Revised Draft EIR or that do not involve an environmental impact for purposes of CEQA.

Responding to the comment regarding Section 2.2, the Project Description was prepared pursuant to CEQA Guidelines Section 15124 and contains the necessary components and level of specificity required under CEQA. The Final EIR need not contain a full project description because the complete Project Description is included in the Draft EIR. This comment indicates the Project Description and other areas of the Draft EIR contain "conflicting statements," however, does not indicate which statements or specific sections are conflicting. Therefore, a more adequate response cannot be provided. Further, Section 2.2 is a summary section intended to provide a brief amount of essential content that can be quickly digested. Section 3.4 contains the full project description, which includes the details that this comment identifies as lacking.

Under Section 15124(c) of the CEQA Guidelines, a Project Description need only contain a "general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities." Thus, not every conceivable detail is required, nor is it typically known, at the time of a Project Description for purposes of CEQA analysis. Therefore, the Project Description contains sufficient detail for purposes of a CEQA analysis.

Response 3-2:

It is noted that a zoning variance and/or other action (i.e. an action that entails demonstration of specific or unusual circumstances to obtain relief from a regulation) may be utilized to permit the construction of a noise barrier. The process for obtaining a zoning variance and/or other action would involve the City's standard procedures for such action. However, the amendments proposed in this comment would not function to mitigate the significant impact being addressed, and as such the language of Mitigation Measure N-1 has been maintained as previously written.

Response 3-3:

The determination that a significant transportation-related impact could occur from the project was not reached using a numerical metric, and addressing the impact does not explicitly require a quantitative or numerically-oriented response. To elaborate, the determination for Impact 2.7 was reached because potential roadway constraints during construction activities could adversely affect how people move in the area and also impact emergency response – a determination that can reasonably be reached through a practical understanding that closing or obstructing a highly-used roadway could result in such problems. Further, this determination was informed by an understanding of Shaw Avenue's significance as an east-west transportation corridor in the area, which is based on policies presented in City of Clovis and Fresno County planning documents and a general awareness of conditions in the vicinity.

The crux of the issue is making sure people (i.e. residents, businesses, and emergency responders) are informed about any changing conditions during construction of the project (e.g. road closures) and are informed about alternative ways to navigate the vicinity, so that people are safe and can travel without experiencing unnecessary inconvenience while the project is under construction. It is noted that the work to widen the roadway is primarily expected to affect areas beyond the existing traffic lanes; however, it is not inconceivable that situations requiring temporary constraints and/or closure could arise.

A Traffic Management Plan would typically include provisions for notifying people of road constraints and closures in the area and identifying alternative routes for navigating the area. A TMP would also typically entail notification and coordination involving emergency response agencies. Establishing a TMP that accomplishes both of these things would reduce the project's potential impact related to transportation access and safety to a less than significant level.

To better ensure these outcomes are achieved, text has been added to MM TT-1 that provides more specific guidance for language to be incorporated into the TMP:

"The TMP shall include provisions for notifying people in the project's vicinity of road constraints and closures in the area as well as identifying alternative routes for navigating the area. The TMP shall also provide for notification and coordination involving emergency response agencies to utilize in emergency response situations. Additionally, the TMP shall include a provision stating that complete closures of Shaw Avenue will be avoided as much as possible during construction of the project, except in situations where engineering necessity or safety considerations provide otherwise."

The proposed daily fee formula does not address the potentially significant impacts at issue. As suggested by the language used in the comment, the proposed components of this formula attempt to measure "traffic convenience", which would not have a proportionate nexus with traffic access and safety issues.

Response 3-4:

As mentioned in Response 7-2 of the Revised Draft EIR, the future alignment of Thompson Avenue in relation to the widening of Shaw Avenue to an arterial standard is accounted for in the City's General Plan and the Loma Vista Specific Plan. The future Thompson Avenue realignment is not presented in the project because the timing of its development and its precise location are subject to further determination (likely to be accomplished through a right-of-way acquisition process that has yet to occur), and thus considered too speculative to include. While the development of the Thompson Avenue realignment would require some modification to the improvements included in this project at some point in the future, the appropriate moment for evaluation of those impacts would occur as part of that future project. (The Thompson Avenue realignment would be considered its own separate project and would undergo future environmental review.)

Comments regarding the median planting area were previously addressed in Responses 7-1, 7-9, and 8-4 of the Revised Draft EIR (Appendix E).

Response 3-5:

This comment is addressed in Response 3-3 above.

Response 3-6:

Copies of Figures 3-6A through 3-6C with a larger and clearer title display have been included for reference with the Final EIR. Note that the content of these figures is unchanged from the Revised Draft EIR.

As clarification, Table 3-2 identifies that the project includes a 16-foot wide median, which entails two-foot wide stamped concrete on each side of the median and a 12-foot wide landscape area. Refer to the Project Description in Section 3.4 (pages 13 and 14). For purposes of CEQA, not every conceivable detail is required at this level. Irrigation plans and details will be addressed through plan review.

Response 3-7:

As stated in the Project Description, the width of the right-of-way for the project is 144 feet, which is based on the conceptual buildout of Shaw Avenue between De Wolf and Highland Avenues as shown in Figure 15b of the Loma Vista Specific Plan (see Arterial Section C from the Loma Vista Specific Plan). Figure 3-4 is

intended to display for reference this conceptual buildout, but the Revised Draft EIR inadvertently included a prior version of the figure displaying an ultimate right-of-way of 164 feet instead of 144 feet. Figure 3-4 (plus referential text in Section 3.4.4) has been updated as part of this Final EIR to reflect the updated Loma Vista Specific Plan figure displaying 144 feet of right-of-way. Figure 3-6A correctly displays an ultimate right-of-way of 144 feet.

Additionally, updates have been made to Figure 3-5 (plus referential text in Section 3.4.4) reflecting the Urban/Rural Arterial Standard for Shaw Avenue between Highland and McCall Avenues. Specifically, Figure 3-5 now displays a total cross-section of 122 feet (changed from 132 feet), with the City side showing 72 feet (changed from 82 feet), and a sidewalk-landscaping configuration of 8 feet inside landscape, 8 feet sidewalk, and 4 feet outside landscape (changed from 11 feet inside landscape, 8 feet sidewalk, and 11 feet outside landscape). Figure 3-6A also correctly displays the ultimate right-of-way for this segment.

The street cross-section for Figure 3-6B, which measures 124 feet, is intended to display the street geometry required for the current project (i.e. Capital Project 14-30), which is short of the ultimate right-of-way needed. The remainder of the ultimate right-of-way would be acquired and developed subsequently with future projects.

Response 3-8:

Text in Section 3.4.5 refers to the three temporary basin locations included in the project and displayed in Figure 3-6C. As mentioned in Response 7-2 of the Revised Draft EIR, the basins would be temporary until development of FMFCD Master Plan improvements are constructed.

The change in language from “potential” to “proposed” is not required as the Draft EIR correctly refers to the basins as “proposed” in several areas throughout several sections of the Draft EIR. The heading in Section 3.4.5 is in and of itself titled “Conceptual Plan for Proposed Street Widening Project,” which subsequently refers to the basins under the heading. Further, Table 3-2 of the Draft EIR shows a column titled “Proposed Project Improvements” and refers to detention basins per FMFCD standards. Lastly, the figures for the right-of-way labeled the basins as “Proposed Retention Basin.” Therefore, it is clearly indicated in several sections throughout that the basins are in fact proposed. No change is necessary.

Response 3-9:

The improvements mentioned in the comment are not presented for the reasons mentioned in Response 3-4 above.

Response 3-10:

The section of storm drain pipe identified in this comment would connect at this location to an existing FMFCD storm drain pipeline.

Response 3-11:

As described in the Project Description on pages 15 and 16 of the Draft EIR, the project includes improvements such as installation of street lights and fire hydrants between the curb and the edge of the ultimate right-of-way. Table 3-2 also lists street lights and fire hydrants as part of the project. Though unclear, this comment appears to indicate confusion about the timing of installation of street lights and fire hydrants as being part of this project or in the future. Under CEQA, the analysis must contain the project as a whole, so while the Project Description accurately states that street lights and fire hydrants are part of the project, the timing of installation may vary commensurate with future development. For CEQA purposes, the analysis describes the ultimate right-of-way and improvements at full buildout of this section of Shaw Avenue, including street lights and hydrants. The project would include installation of street lights and fire hydrants, and these are to be installed behind the road curbing. The comment appears to suggest

that because these improvements are behind the road curbing, they would be outside of the City's right-of-way acquisition area for the surface of the roadway and thus not part of the project.

As part of the Revisions to the Revised Draft EIR presented in Section 5 of this Final EIR, text in Section 3.4.6 has been updated to more accurately reflect the contents of Figure 3-6A. As clarification, development of the project includes right-of-way acquisition for the construction scope of the current project. Future projects will acquire the remaining right-of-way needed and construct the remaining improvements (see Figure 3-6A for reference). However, any differences in the timing of right-of-way acquisition do not change the fact that the components are comprised in a single "project" that includes the entire proposed buildout (i.e. construction of the roadway and all of the associated improvements, as described in Revised Draft EIR Section 3.4 and displayed in Figures 3-6A through 3-6C). In other words, the text from Section 3.4.6 which was quoted in comment 3-11 is meant to offer information about the right-of-way acquisition process and provide some additional context for the lines shown on Figure 3-6A.

Response 3-12:

This comment has been addressed in Responses 7-9, 8-4, and 8-5 from the Revised Draft EIR regarding aesthetics and concerns of trash and weed accumulation. No additional response is required.

Response 3-13:

This comment is addressed in Response 3-4 above.

Response 3-14:

The questions presented in this comment pertain to design details of the proposed underpass that are generally addressed as part of this EIR, have been previously addressed as part of the Loma Vista Specific Plan EIR, or would be finalized after completion of the environmental review process and do not specifically require discussion as part of this EIR. As described in the Loma Vista Specific Plan, a pedestrian- and vehicle-oriented underpass would connect the Community Center North and Community Center South areas within the Loma Vista Specific Plan Area (see *Loma Vista Specific Plan*, page 50). Figure 11 of the Loma Vista Specific Plan (*ibid*, page 51) displays an illustrative design concept of the underpass, which includes pedestrian improvements, landscaping, and street lighting along the roadway traversing the underpass.

Both this EIR and the Loma Vista Specific Plan EIR include analysis of the potential environmental issues raised in this comment, including aesthetics (including lighting and glare); hydrology and water quality (including issues related to drainage); and transportation and traffic issues (including both vehicular and pedestrian issues). The issues identified here are of the same character encompassed within those analyses.

The final configuration of the underpass would be designed, constructed and operated in compliance with all applicable laws, regulations, ordinances and standards. Also refer to Final EIR Comment 6-3 and Response 6-3, which discuss permanent drainage facilities and entail the City and FMFCD working to plan an alternate alignment near the underpass.

Response 3-15:

Text in Table 3-2 has been revised for clarification that curb and gutter facilities would not be installed on the north side of Shaw east of Highland Avenue as part of the project.

Response 3-16:

For clarity, the "Traffic Signals" row in Table 3-2 has been removed. Table 3-3 specifically addresses improvements at the intersections of Shaw/Leonard and Shaw/McCall.

Response 3-17:

This comment is addressed in Response 3-16 above.

Response 3-18:

Text in Table 3-2 has been revised for clarification that the transitions would be located on south side of Shaw west of McCall and north side of Shaw east of McCall, as displayed in Figure 3-6A.

Response 3-19:

Text in Table 3-3 has been updated for clarification to include a description of improvements at the intersection of Shaw and Montana Avenues. Montana Avenue is a local two-lane street south of Shaw Avenue that provides residential development access to Shaw Avenue. The intersection is being constructed to City standards, and it will be stop sign controlled at Shaw. The project would construct a westbound left-turn lane on Shaw at Montana. The Montana Avenue intersection and the proposed improvements are displayed in Figures 3-6A through 3-6C as the first street east of Highland Avenue running southbound. The updated text merely provides a written description of the improvements already displayed in the figures and does not involve any changes to the project.

Additionally, regarding discussion of Montana Avenue in Comment 3-23, Section 4.4 lists streets in the vicinity but is not required to be completely inclusive. As a general note, new public streets in the project vicinity have opened during preparation of this EIR as development has occurred in the Loma Vista area.

Response 3-20:

This comment is addressed in Response 3-4 above.

Response 3-21:

This comment is addressed in Response 3-8 above.

Response 3-22:

This comment is addressed in Response 3-11 above.

Response 3-23:

This comment is addressed in Response 3-19 above.

Response 3-24:

This comment is addressed in Response 3-2 above.

Response 3-25:

This comment is addressed in Response 3-3 above.

Response 3-26:

This comment does not raise a question of adequacy on the environmental analysis contained within the Draft EIR or the Revised Draft EIR. The comment is a comment on a response to a comment from the Draft EIR and does not raise a specific concern related to the analysis itself. Further, Comment 3-3 from the Draft

EIR was a statement and did not question the adequacy of the EIR itself, and did not include substantial evidence along with the comment and therefore is too speculative to be able to analyze in greater detail.

In response to the comment on Figure 3-5, Figure 3-5 is intended to show the general Urban/Rural Arterial Street Standard and does not reflect the actual plans. As described in the Project Description of the Draft EIR on page 14, storm drainage facilities are maintained by the Fresno Metropolitan Flood Control District (FMFCD). Thus, drainage facilities would be constructed to FMFCD standards.

Response 3-27:

This comment refers primarily to funding related to Measure C and its effects of timing of the installation of lights. Funding and project financing is not, in most cases, a CEQA-related issue. The portions of the comment referring to funding are related to the merits of the project itself and raises no question of the adequacy of the environmental analysis contained within the EIR. Therefore, no response is required with regard to the funding.

To briefly clarify the quoted portion of Revised Draft EIR Response 7-1, street lighting is not a requirement to obtain funding from Measure C, but it is an eligible item covered under the Measure C funding. The project has been planned to include street lighting, which is typical when constructing City Street improvements, and installation would need to occur concurrently with the main road widening construction activities in order for there to be guaranteed funding available to implement the street lighting component.

Impact 1.1 in the Revised Draft EIR (see pages 35-36) discusses the proposed street widening project's potentially significant Aesthetic impacts, which include degrading the existing visual character of the project area and its surroundings, plus creating new sources of light and glare that would adversely affect nighttime views in the area. These impacts were determined to be significant and unavoidable with no feasible mitigation measures identified. The comments provided here would not change this determination.

Comments regarding street lighting in proximity to agricultural operations has been previously discussed in Response 8-2 from the Draft EIR. Other comments alluding to economic considerations are not addressed because they do not raise discussion of an environmental issue appropriate for review under CEQA. No additional response is required.

Response 3-28:

This comment is addressed in Response 3-4 above.

Response 3-29:

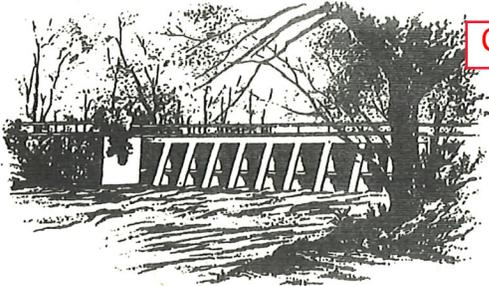
The Revised DEIR included revisions (see Summary of Revisions, pages R-2 and R-3) and Responses to Comments (see Responses 7-1 and 7-2) which address comments about the project's phasing. The concerns expressed in this comment are essentially probing of the manner in which the City will go about constructing the project but without a nexus to any potentially significant environmental impact that has not already been addressed, and as such are not discussed further. The economic and convenience considerations stated in this comment do not raise discussion of an environmental matter relevant for review under CEQA.

Response 3-30:

This comment is addressed in Response 3-3 above.

Response 3-31:

The comments here are addressed in Responses 7-1, 7-9 and 8-4 of the Revised Draft EIR Response to Comments, and/or do not present issues appropriate for discussion under CEQA. No additional response is required.



Comment Letter 4

OFFICE OF

FRESNO IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

YOUR MOST VALUABLE RESOURCE - WATER

December 20, 2018

Ryan Burnett, ACIP
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: CIP 14-30 Shaw Avenue Widening between DeWolf and McCall Avenues

Dear Mr. Burnett:

The Fresno Irrigation District (FID) has reviewed CIP 14-30 Shaw Avenue Widening between DeWolf and McCall Avenues by the City of Clovis. FID has the following comment:

- 4-1 1. FID previously reviewed and comments on the project area on July 8, 2014 as City of Clovis CIP 12-18 Shaw and DeWolf Traffic Signal Modification. Those comments and conditions still apply, and a copy has been attached for your reference.

Additional Comments:

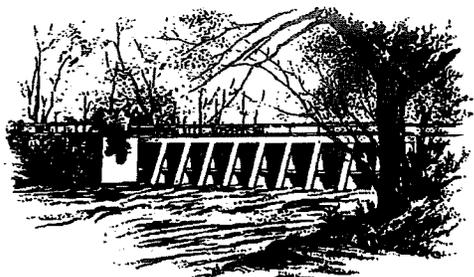
- 4-2 1. FID strongly encourages the City of Clovis to consider replacing both the Jefferson and the Brown pipelines prior to any road improvements taking place as both are nearing the ends of their lifespans. The Brown pipeline should be relocated to the ultimate alignment for DeWolf Avenue at the time of replacement.

Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachments



YOUR MOST VALUABLE RESOURCE - WATER

OFFICE OF
FRESNO
IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

July 8, 2014

Mr. Sean Smith
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: City of Clovis CIP 12-16 Shaw & DeWolf Traffic Signal Modification
FID's Brown No. 113 & Jefferson No. 112 Canals

Dear Mr. Smith:

The Fresno Irrigation District (FID) has reviewed the City of Clovis' Traffic Signal Modification plans located at Shaw and DeWolf. FID has the following comments and requirements:

1. FID's Jefferson No. 112 traverses in a southwesterly direction and crosses the intersection of DeWolf and Shaw avenues as shown on the attached FID exhibit. The reach of the canal affected by traffic signal project consists of 42-inch diameter ASTM C-76 Rubber Gasket Reinforced Concrete Pipe (RGRCP) installed in 1975 (approximately 40 years old). Although RGRCP meets FID's standard for developed (residential, industrial, and commercial) parcels or urban areas, ASTM C-76 pipe has a weaker joint connection than the currently used ASTM C-361 pipe and may be subject to leaks. This culvert was originally intended to be replaced with Tract 5418 in 2006, but due to unforeseen field conditions, the City performed a video inspection of the pipeline which showed it was in good condition and ultimately decided not to have the culvert replaced with the tract. FID strongly encourages the City to still consider replacing this pipeline. The pipeline within the right-of-way is nearing the end of its useful life (50 years) and FID recommends that the City consider replacing the pipeline, or at a minimum, have the pipeline re-inspected to determine its condition.
2. FID's Brown No. 113 traverses in a southerly direction and crosses Shaw along the east side of DeWolf Avenue in a temporary 15-foot wide pipeline easement recorded on December 26, 2006 as Document No. 2006-0269667, Official Records of Fresno County. The reach of the canal affected by traffic signal project consists of 21-inch diameter ASTM C-76 Rubber Gasket Reinforced Concrete Pipe (RGRCP) installed in 1975 (approximately 40 years old). Although RGRCP meets FID's standard for developed (residential, industrial, and commercial) parcels or urban areas, ASTM C-76 pipe has a weaker joint connection than the currently used ASTM C-361 pipe and may be subject to leaks. The culvert under the road right-of-way is nearing the end of its useful life (50 years) and FID recommends that the City consider replacing the pipeline with 24-RGRCP, or at a minimum, have the pipeline inspected to determine its condition.

Mr. Sean Smith
RE: CIP 12-16 Shaw & DeWolf
July 8, 2014
Page 2 of 3

3. FID is not part of Underground Service Alert (USA) and typically doesn't have plans for culverts under City/County road right-of-ways. FID requires that the contractor pot-hole and verify the depth and location of existing/known underground irrigation pipe/culvert (FID owned and privately owned) to determine adequate clearance for the traffic signal improvements.
4. FID requires it review, approve and be made a party to signing all improvement plans which affect its property/easements and canal/pipeline facilities including but not limited to Sewer and Water, FMFCD, Street, Landscaping, Dry Utilities, and all other utilities.
5. Should this project expand to include any street and/or utility improvements outside of its current project limits or in the vicinity of any canal or its crossing, FID requires its review and approval of all plans.
6. Please see attached invoice in the amount of \$291.50 for the plan review of the traffic signal.

General Plan Comments:

1. Show 42" Jefferson No. 112 and 21" Brown No. 113 FID pipelines on the plans.
2. FID requires drive approaches to access the Jefferson Canal but will temporarily waive that requirement since the City will allow FID to use the proposed curb access ramps as a drive approach. Note on the plans that they will be constructed in a thicker manner or that they have additional reinforcement. Permanent drive approaches will be required when DeWolf Avenue, the Jefferson Canal, or the northeast corner of the intersection is improved.
3. Show FID's Brown No. 113 easement with proper recording information and note that it is in common use with City right-of-way.
4. For informational purposes, the Brown No. 113 is currently in a temporary location and easement and will be relocated to the final alignment when DeWolf Avenue right-of-way is expanded to its ultimate width or at a time when the agricultural property immediately to the east of the pipeline easement is developed or improved for other non-agricultural uses, including but not limited to housing or commercial developments.
5. Include the following FID notes which are attached.
6. Sheet 3 – It appears there may be a conflict with the pole location and the location of the Brown No. 113 pipeline. FID requires that the City and/or contractor pot-hole and verify the depth and location of existing/known underground irrigation pipe/culvert (FID owned and privately owned) to determine adequate clearance for the traffic signal improvements.
7. Provide additional traffic routing detail on the plans for the northeast corner curb return. It appears that traffic may be directed into the canal structure just north of the proposed curb return.

Mr. Sean Smith
RE: CIP 12-16 Shaw & DeWolf
July 8, 2014
Page 3 of 3

8. Include FID signature line.

Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Walid Almasri at (559) 233-7161 extension 7407 or at walmasri@fresnoirrigation.com.

Sincerely,

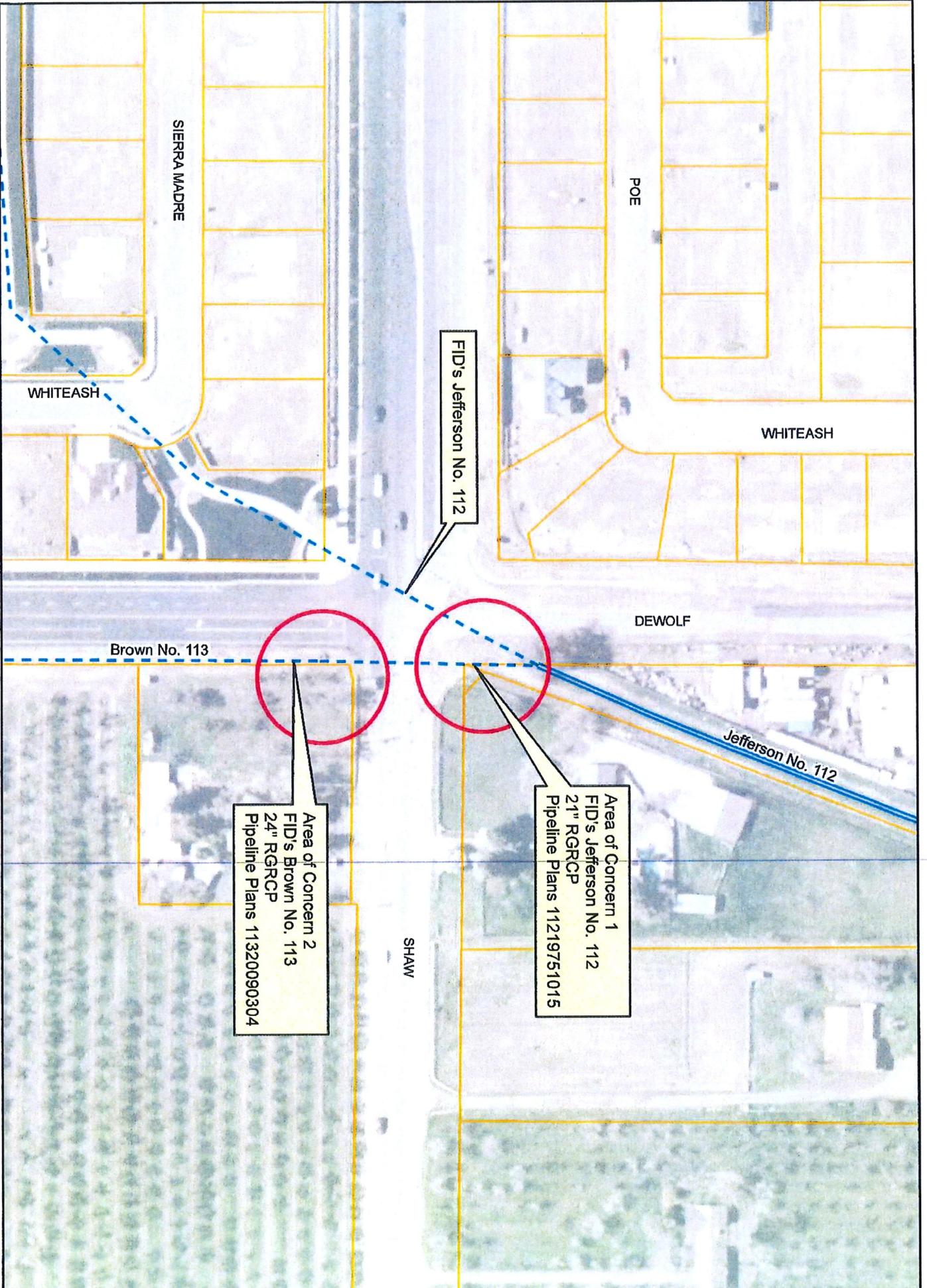


Laurence Kimura, P.E.
Chief Engineer – Special Projects

Attachments



FRESNO IRRIGATION DISTRICT
11/14/2013
G:\irrigationmaster_AQ10.mxd



Legend

- FID Canal
- Private Canal
- Abandoned Canal
- FID Pipeline
- Private Pipeline
- Abandoned Pipeline
- Stream Group
- Other-Creek/River
- Other-Pipeline
- FID Boundary
- Railroad
- Streets & Hwys

- Parcel
- FID/FCD Acquired Basins
- FID/FCD Proposed Basins



FRESNO IRRIGATION DISTRICT GENERAL NOTES

1. Fresno Irrigation District's (FID) Engineering Department, (559) 233-7161, shall be notified 48 hours prior to construction. No work shall begin without a 'Permit To Work Within Easement And Right-Of-Way' issued by FID (Inspection fees are assessed as follows: Minimum of \$125.00 per week (2 ½ hours) or \$50 per day (1 hour). If additional inspection hours are necessary, the cost incurred will be withheld from the deposit or invoiced to the Permittee at \$50.00 per hour). All work shall be completed by the date specified on the FID Permit, and the area restored to its original condition. Any work required after the completion date, shall be approved by FID's Engineer and assessed a Late Completion Fee as specified on the Permit.
2. FID is not a part of Underground Service Alert (USA) and typically doesn't have plans for the culverts under the City/County right-of-ways. FID requires that the contractor pot-hole and verify the depth of existing/known underground irrigation facilities (FID owned and privately owned) to determine adequate clearance for the proposed crossings.
3. All disturbed soil shall be compacted to a minimum 93% compaction. Compaction tests shall be made available to Fresno Irrigation District's Engineer.
4. Construction shall not interfere with the flow or distribution of water as required by FID. Any work near or within a facility designated for routing storm flows shall be performed in a manner to allow flood flows to pass at all times.
5. If the FID canal is a major conveyor of storm waters, the anticipated storm flows through the canal may require operations to be temporarily shut down until peak flows have passed.
6. FID shall not be responsible for any water or damage due to any water that may flow in the irrigation facility or area of construction during the time of utility installation.
7. Contractor and/or Agency shall have equipment mobilized to repair damage in the event of a canal or pipeline breach or puncture. Contractor is responsible for all damage to all irrigation facilities caused by the utility installation.
8. All excess material and/or debris shall be removed from FID's easement and right-of-way upon completion of all utility installations.
9. All work within FID's right-of-way shall be inspected and approved by FID's field inspector or Engineer before backfilling can occur.
10. All work shall conform to the standards and requirements as shown in the Fresno Irrigation District's Engineering Handbook of Specifications.

11. All work shall be completed by the date specified on the FID Construction Permit. Any work required after the completion date shall be approved by FID's Engineer and liquated damages in the amount of \$2,500.00 per day will be assessed
12. FID is concerned about the potential vibrations caused by construction efforts near existing District facilities as it may cause damage to FID's canals, pipelines and culverts. Keep all equipment and stockpile a minimum of 10 feet away from existing Cast-in-Place Concrete pipe (CIPCP). The Agency and/or its contractor will be responsible for all damages caused by construction activities.
13. FID requires its right-of-way to be graded to provide a smooth uniform drive surface and cleared of all encroachments including but not limited to: trees, brushes, brush, pipes, standpipes, wells, miscellaneous debris, etc.
14. FID facilities on the attached plans represent irrigation structures which may be encountered during construction. Agency and/or Contractor is responsible to confirm location, size, and depth of all FID facilities. FID engineer or inspector is to be notified of any conflicts or discrepancies.

Fresno Irrigation District
 2907 S. Maple Ave.
 Fresno CA, 93725-2218
 Phone (559) 233-7161



Your Most Valuable Resource - Water

TO:

CITY OF CLOVIS
 1033 FIFTH STREET
 CLOVIS CA 93612

INVOICE

INVOICE NUMBER
4834

DEPT NUMBER	CUST CODE	BILL DATE	DUE DATE
10	CITCLO	7/08/2014	8/07/2014

ITEM DESCRIPTION	QUANTITY	TYPE	PRICE	AMOUNT
STREET	1.00	SET	275.0000	275.00
ADMIN FEE 6%	275.00		0.0600	16.50
			TOTAL DUE	\$291.50

JOB: MISC. 2013-067
 CIP 12-16 SIGNAL MODIFICATION
 CANAL: BROWN NO. 113

THANK YOU FOR YOUR BUSINESS

FRESNO IRRIGATION DISTRICT DEVELOPER AND AGENCY FEE SCHEDULE

ADOPTED JUNE 9, 2004

DEVELOPER / AGENCY: City of Clovis
 ADDRESS: 1033 Fifth Street
Clovis, CA 93612

CANAL NAME & NO: Brown No. 113
 FID JOB NUMBER: Misc. 2013-067
 FID CONTACT: W. Almasri x7407
 TRACT/PARCEL MAP NO.: _____

ITEM	DESCRIPTION	QUANTITY	FEES	COST
FID PIPELINE & STRUCTURE PLAN REVIEW & APPROVAL				
1	PIPELINE	0	\$2.50 /ft	\$0.00
2	CANAL LINING	0	\$0.30 /sq. ft.	\$0.00
3	MASTERPLAN FEE	0	\$0.25 /ft.	\$0.00
4	AGENCY PROJECT (BRIDGE/CULVERT INSTALLATION OR ADDITION) ²	0	\$2,200.00 /ea	\$0.00
5	LARGE STRUCTURES (BACKUP STAND, METER STAND, CHECK STRUCTURE, etc.)	0	\$1,100.00 /ea	\$0.00
6	SMALL STRUCTURES (INLET/OUTLET STAND OR BATHTUB, GATE STAND, VENT, SURGE CHAMBER, COLLAR CONNECTION, etc.)	0	\$330.00 /ea	\$0.00
7	COMPACTION TESTING (# of Tests will be determined by pipe size, length and cover)	0	\$200.00 /ea	\$0.00
			subtotal:	\$0.00
NON-FID PLAN REVIEWS & APPROVAL				
7	SEWER & WATER	0	\$275.00 /set	\$0.00
8	FM/CD	0	\$275.00 /set	\$0.00
9	GRADING & DRAINAGE	0	\$825.00 /set	\$0.00
10	STREET	1	\$275.00 /set	\$275.00
11	TRACT OR PARCEL MAP	0	\$825.00 /ea	\$0.00
12	IMPROVEMENT PLANS	0	\$2,200.00 /ea	\$0.00
			subtotal:	\$275.00
AGREEMENTS & QUITCLAIM DEEDS				
13	GRANT OF EASEMENT / DEED	0	\$330.00 /ea	\$0.00
14	PIPELINE SUBSTITUTION AGREEMENTS (W/OUT EASEMENT)	0	\$2,000.00 /ea	\$0.00
15	PIPELINE SUBSTITUTION AGREEMENTS (W/ EASEMENT)	0	\$2,600.00 /ea	\$0.00
16	PIPELINE SUBSTITUTION DEFERRAL AGREEMENT - (Additional 50% of Initial Review & Preparation Fees)	0	\$330.00 /ea	\$0.00
17	COMMON USE AGREEMENT	0	\$330.00 /ea	\$0.00
18	ENCROACHMENT AGREEMENT	0	\$330.00 /ea	\$0.00
19	QUITCLAIM DEED	0	\$330.00 /ea	\$0.00
20	NOTICE OF ABANDONMENT AGREEMENT	0	\$330.00 /ea	\$0.00
21	SPECIAL AGREEMENT REVISIONS / AMENDMENTS	0	\$700.00 /ea	\$0.00
			subtotal:	\$0.00
MISCELLANEOUS FEES				
22	20% OF CIP PIPE CONSTRUCTION COSTS			\$0.00
23	REVIEW ALTERNATIVE SECURITY TO SURETY BOND OR CD	0	\$500.00 /ea	\$0.00
24	DEPOSIT FOR UNUSUAL OR CONTROVERSIAL PROJECT ²	0	\$8,000.00 /ea	\$0.00
25	ADDITIONAL COSTS ³	0	\$0.00 /ea	\$0.00
			subtotal:	\$0.00
SUB-TOTALS:				\$275.00
Administration Fee (6%):				\$16.50
TOTAL:				\$291.50

NOTE:

- 1 FID reserves the right to modify these fees to reflect accordingly any changes that occur through the design and/or plan review process.
- 2 Projects that do not fit into the categories listed above, such as "Caltrans/County Freeway/Road Widening" projects, unusual or controversial projects will be billed actual costs w/ short billing cycles. The Developer or Agency shall provide FID a deposit in the amount of the fee schedule. Actual costs will be deducted from the deposit. If the actual costs exceed the deposit amount, the Developer or Agency must provide FID an additional deposit to continue processing the plans. If the deposit amount exceeds the actual costs, FID will reimburse the Developer or Agency.
- 3 If the scope of the project changed after the fees were paid, FID will charge additional fees based on the project fee schedule (i.e. increased pipeline length, additional agreements, additional structures, etc.). The additional fees must be paid before the project is released.

City of Clovis

Notice of Availability of a Revised Draft Environmental Impact Report

Capital Improvement Project 14-30:

Shaw Avenue Widening Between De Wolf and McCall Avenues

(State Clearinghouse No. 2016071036)

Date: November 9, 2018

To: Responsible, Trustee, and
Interested Agencies
Property Owners, Residents
and Interested Persons

From: Ryan Burnett, AICP
Engineering Program Supervisor
City of Clovis
Planning & Development Services
1033 Fifth Street
Clovis, CA 93612
Telephone: (559) 324-2336
Email: ryanb@cityofclovis.com

Comment Deadline: December 24, 2018

The City of Clovis has completed a Revised Draft Environmental Impact Report (EIR) for the proposed Shaw Avenue Widening Between De Wolf and McCall Avenues Project (Capital Improvement Project 14-30). Notice is hereby given that the Revised Draft EIR is available for public review and comment.

A Draft EIR for the Project (the "May 2018 Draft EIR") was previously circulated for review and comment on May 14, 2018 for a 45-day review period ending on July 2, 2018. Upon review of the comments received during the review period for the May 2018 Draft EIR, the City of Clovis has elected to circulate a Revised Draft EIR. Included in the updated report is a Summary of Revisions which explains additions and revisions that distinguish the Revised Draft EIR from the May 2018 Draft EIR.

Project Location and Description: The City of Clovis is proposing to widen the two-mile segment of Shaw Avenue between De Wolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six-lane urban arterial road. The six-lane section would extend from De Wolf Avenue to the Highland Alignment and would have the same basic design as the nearby sections of Shaw Avenue west of De Wolf Avenue.

The five-lane section would extend from the Highland Alignment to McCall Avenue. The south side of the road would abut land planned by the City for urban development and, therefore, would have the same three-lane design as proposed for Shaw Avenue west of the Highland Alignment. The north side of the road would abut land planned by Fresno County for rural residential development and, therefore, would have two travel lanes instead of three and no sidewalk or landscaping on the north side of the street.

Potential Project Impacts: The Revised Draft EIR determined the project could have significant environmental effects related to: aesthetics; air quality; biological resources; cultural resources; hydrology and water quality; noise; and tribal cultural resources. The Revised Draft EIR found that each of the potentially significant impacts could be reduced to insignificance by mitigation measures presented in the Revised Draft EIR, except for aesthetic impacts from changes to the existing streetscape and increased noise levels from roadway traffic. (Note: The potential project impacts identified here are the same as for the May 2018 Draft EIR, although the content and analysis have been updated in the Revised Draft EIR.)

Public Review: Copies of the Revised Draft EIR may be reviewed or obtained at the City of Clovis Planning and Development Services Department, Engineering Services Division, 1033 Fifth Street, Clovis, CA, 93612, telephone (559) 324-2350. The Revised Draft EIR may also be reviewed online at www.cityofclovis.com or at the Clovis Regional Library, 1155 Fifth Street, Clovis, CA 93612.

Review Period: The 45-day public review period for the Revised Draft EIR will begin on Friday, November 9, 2018 and end on Monday, December 24, 2018. Please submit written comments to Ryan Burnett, AICP, Engineering Program Supervisor, at the address listed previously in this notice. All comments addressing environmental issues will be responded to in the Final EIR.

Project Decision-Making Process: After the Final EIR is prepared, a public hearing will be held by the Clovis City Council to consider certification of the Final EIR and approval of the project. Formal notice of the hearing will be given to all agencies and persons receiving notice of the Revised Draft EIR availability.

COMMUNITY INFORMATION MEETING NOTICE

A community information meeting will be held on Wednesday, November 28, 2018, at 6:00 p.m. in the Clovis City Council Chambers, located at 1033 Fifth Street, Clovis, CA, 93612. The purpose of the meeting is to ensure that the public is fully and accurately informed about the extent and potential effects of the Project, and to obtain feedback about the Project and the Revised Draft EIR. This meeting is informational in nature, and no voting or decision-making regarding the Project will take place at the meeting. Staff from the City of Clovis will be present to address questions about the Project and the Revised Draft EIR.

	<p><u>movement of vehicles and pedestrians and to minimize negative impacts to residents, commuters, and businesses. Preparation of the TMP shall include consultation with the County of Fresno, emergency response agencies, and any interested residents along the road widening area.</u></p> <p><i>Significance After Mitigation:</i> <u>Less than significant with mitigation incorporated</u></p>
Tribal Cultural Resources	<p><i>Impact 2-72.8:</i> While no tribal cultural resources were identified as part of the study, there is the potential for undiscovered resources to be present that could be disturbed or damaged by construction activities.</p> <p><i>Mitigation Measure:</i> Incorporate Mitigation Measure CR-1. This mitigation measure protects from disturbance any subsurface cultural resources, including tribal cultural resources, that may be uncovered during project construction activities. (See Table 5-1, Impact 2.4, for the complete text of the mitigation measure.)</p> <p><i>Significance After Mitigation:</i> Less than significant with mitigation incorporated</p>
Utilities and Service Systems	<p><i>Impact 2.9:</i> <u>The project is located in the vicinity of facilities maintained by the Fresno Irrigation District (FID) near Shaw and De Wolf Avenues, which may include facilities/components that are considered past their useful life and are recommended by FID for replacement by the City during construction of the project.</u></p> <p><i>Mitigation Measure US-1:</i> <u>During construction of the Project, the City of Clovis shall conduct appropriate testing of the Jefferson No. 112 and Brown No. 113 pipeline facilities identified by FID to determine if replacement of any facilities/components are necessary to prevent any significant adverse environmental impacts related to these facilities from occurring. The City shall maintain discretion for such determinations, while consulting with FID as needed.</u></p> <p><i>Significance after Mitigation:</i> <u>Less than significant with mitigation incorporated</u></p>

2.4 Alternatives to the Proposed Project

Alternatives to the proposed project are addressed in Section 6.4. The alternatives considered include not developing the project (the CEQA-mandated “no project” alternative), developing the project at an alternative location, and developing the project using an alternative design or street classification. The review of the alternatives determined that one or more of the alternatives would reduce or avoid significant effects of the project but would not achieve the objectives of the project.

2.5 Areas of Controversy

CEQA Guidelines Section 15123 requires that this summary identify any “areas of controversy known to the Lead Agency including issues raised by agencies and the public.” ~~The only area of controversy identified during preparation of the Draft EIR involves concerns about potential for flooding expressed by neighboring property owners; these concerns are addressed in Section 5.3 (see Hydrology and Water Quality) and in the Shaw Avenue Floodplain Report prepared for the project (included as Appendix D). No other areas of controversy have been identified regarding the proposed street widening project during the preparation and public review of this Draft EIR.~~

Areas of controversy identified during preparation of the Draft EIR are listed below:

- *Concerns about potential flooding occurring on neighboring properties*
These concerns are addressed in Table of Section 5.3 (see Hydrology and Water Quality), the Shaw Avenue Floodplain Report prepared for the project (included as Appendix D), and Responses 3-1 and 7-7 in Appendix E.
- *Concerns about trash and litter accumulation from installation of curbing and median islands*
These concerns are encompassed within the discussion of Aesthetics in Table 2-1 of Section 5.3 (see Aesthetics), Table E-1 of the Initial Study (Appendix A, see Issue No. 1.1, Aesthetics), and Responses 3-2 and 8-4 in Appendix E.
- *Questions and concerns about the timing and/or phasing of improvements included in the project*

4. City of Clovis Response to Fresno Irrigation District (FID)

Response 4-1:

The comment letter provided by FID includes and makes reference to comments it provided in response to the project's Initial Study on July 8, 2016. The information provided in that comment letter – in addition to FID's comment letters provided in response to the project's Notice of Preparation, Draft EIR, and Revised Draft EIR – has been reviewed and incorporated as applicable into this EIR. As stated in Response 2-3 of the Revised Draft EIR, the City acknowledges the various existing requirements, policies and procedures applicable to the development process reflected in the general comments, such as drive approach requirements, showing easements on maps, review and approval of improvements plans, prohibition of utilities and fences/walls within the FID right-of-way, notification of construction activities affecting FID facilities, costs associated with FID plan review and the potential for other comments and requests by FID as more project detail becomes available. The City will work with FID as development takes place to be sure that existing regulations, policies and procedures are adhered to appropriately.

Response 4-2:

The Revised Draft EIR includes discussion of potential impacts to facilities maintained by the Fresno Irrigation District (FID) in the vicinity of the project (see Impact 2.9, Utilities and Service Systems). Mitigation Measure US-1 was added to ensure that potential impacts to the pipeline facilities identified by FID are less than significant by requiring the City of Clovis to conduct testing of FID pipeline facilities to determine if replacement of any facilities/components are necessary.

Based on FID's comment, Mitigation Measure US-1 has been updated to indicate that the Brown No. 113 pipeline, if determined to require replacement, should be relocated to the ultimate alignment for De Wolf Avenue. The additional language is provided below.

"For the Brown No. 113 pipeline, in the event it is determined to require replacement, it shall be relocated to the ultimate alignment for De Wolf Avenue at the time of its replacement."



Comment Letter 5

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

December 28, 2018

Ryan Burnett
City of Clovis, Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

SUBJECT: Shaw Avenue Widening Project - Revised Draft EIR

Dear Mr. Burnett:

5-1 The County of Fresno appreciates the opportunity to review and comment on the Revised Draft EIR, and acknowledges that our previous comments were addressed in the most recent documents provided. The revised layout for the Shaw Avenue widening project includes turn pockets onto impacted County and private roads, including Highland, Marjan, Gaynor, and Thompson, as well as a northerly access point ¼-mile west of McCall. Because the plan addresses access for existing roads in the County's jurisdiction, and also limits access (conflict points) to roughly ¼-mile intervals, we have no comments regarding the proposed plan line layouts.

If you have any questions regarding this letter, you may contact me at dacrider@co.fresno.ca.us or (559) 600-9669.

Sincerely,

Danielle Crider, Planner
Development Services and Capital Projects Division

DTC:

G:\4360Devs&PIn\PROJSEC\PROJDOCS\Environmental\OAR\City of Clovis\Shaw Avenue Widening\Revised Draft EIR\Revised Draft EIR Comm Ltr.docx

Enclosure

cc. Chris Motta, Development Services and Capital Projects Division
Frank Daniele, Road Maintenance and Operations Division

5. City of Clovis Response to County of Fresno, Department of Public Works and Planning

Response 5-1:

The County of Fresno's response indicating that it has no comments regarding the project is noted.



Fresno Metropolitan Flood Control District
Capturing Stormwater since 1956

File 170.11
310. "DO", "DP"
550.30 "DO", "DP"

December 31, 2018

Mr. Ryan Burnett, AICP
City of Clovis
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Burnett,

**Fresno Metropolitan Flood Control District Comments for
Notice of Availability of a Revised Draft Environmental Impact Report for
Capitol Improvement Project 14-30:
Shaw Avenue Widening between De Wolf and Mc Call Avenues
Drainage Areas "DO" and "DP"**

The Fresno Metropolitan Flood Control District (FMFCD) has reviewed the subject Revised Draft Environmental Impact Report (DEIR) and requests the following revisions:

- 6-1 | 1. Page 16 Section 3.4.5, Conceptual plan for proposed street widening project, add to forth bullet point, the City of Clovis must provide temporary drainage basins for all improved areas within the right-of-way.
- 6-2 | 2. Page 17 Table 3-2, the Proposed Project Improvement column for Storm Water Drainage shall indicate that detention basins shall be per City of Clovis Standards.
- 6-3 | 3. The Storm Drainage Plan exhibit (Sheet 1 of 2) does not include FMFCD proposed storm drainage facilities in Shaw Avenue. The exhibit shall include the storm drainage facilities and label it as: The City of Clovis shall work with FMFCD to determine an alternate storm drain alignment at the proposed grade separation (see attached).
- 6-4 | 4. The Storm Drainage Plan exhibit (Sheet 1 of 2) shall include the correct location of the FMFCD inlets and pipeline located in Leonard Avenue north of Shaw Avenue (see attached).

k:\letters\environmental impact report letters\deir capitol improvement 14-30 shaw btwn dewolf-mccall revised(do.dp)(dw).docx

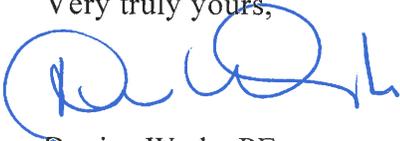
Mr. Ryan Burnett
Notice of Availability of a Revised Draft Environmental Impact Report for
Capitol Improvement Project 14-30:
Shaw Avenue Widening between De Wolf and Mc Call Avenues
December 31, 2018
Page 2

6-5

5. The Storm Drainage Plan exhibit (Sheet 2 of 2) shall include pipeline construction to the existing stub constructed by Tract 6068 (see attached).

Thank you for the opportunity to comment. Please keep our office informed on the development of the project and if you have any further questions, or need any additional information, please contact the District at (559) 456-3292.

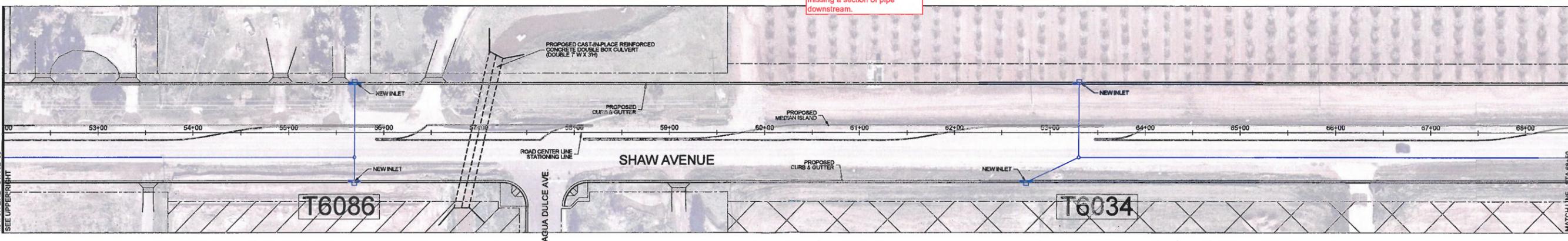
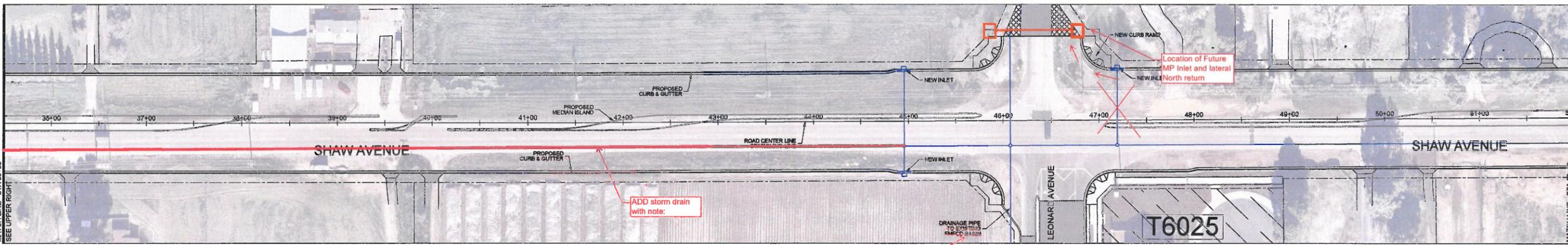
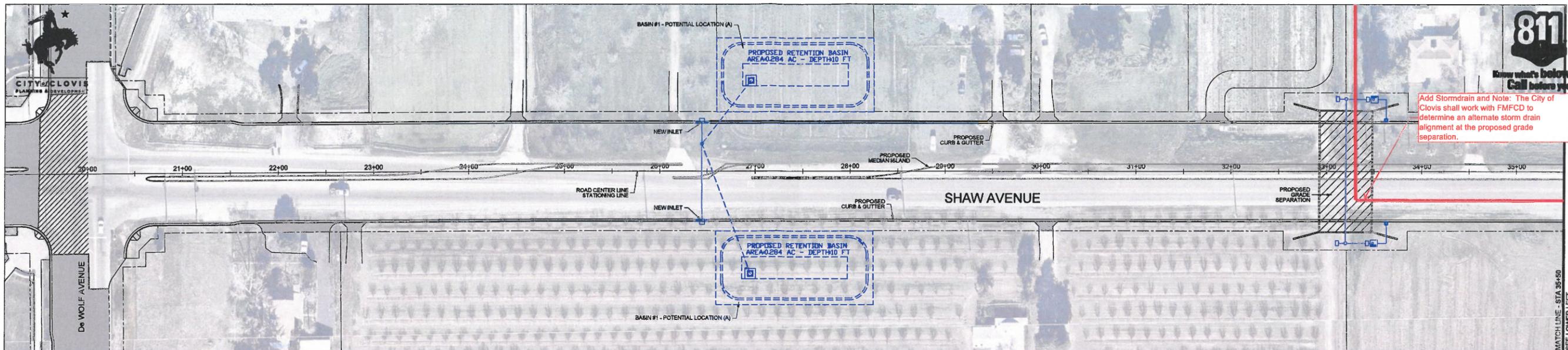
Very truly yours,



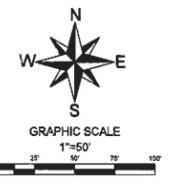
Denise Wade, PE
Engineer III

DW/lrl

Attachments



REFERENCES
 STORM WATER MAIN PIPE LINE



NO.	DATE	INITIAL

APPROVALS	
APPROVED	INITIAL

CITY of CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

PROJECT TITLE: **SHAW AVENUE WIDENING PROJECT**
 Shaw Ave. from De Wolf Avenue to Mc Call Avenue

SHEET DESCRIPTION: **STORM DRAINAGE PLAN**
 STA 20+00 TO STA 68+50

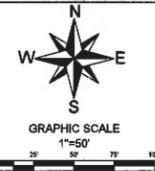
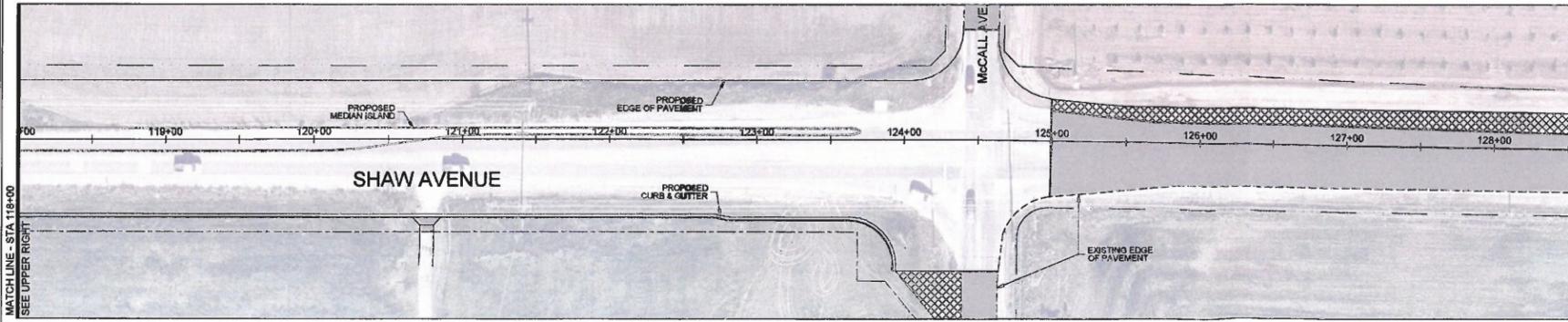
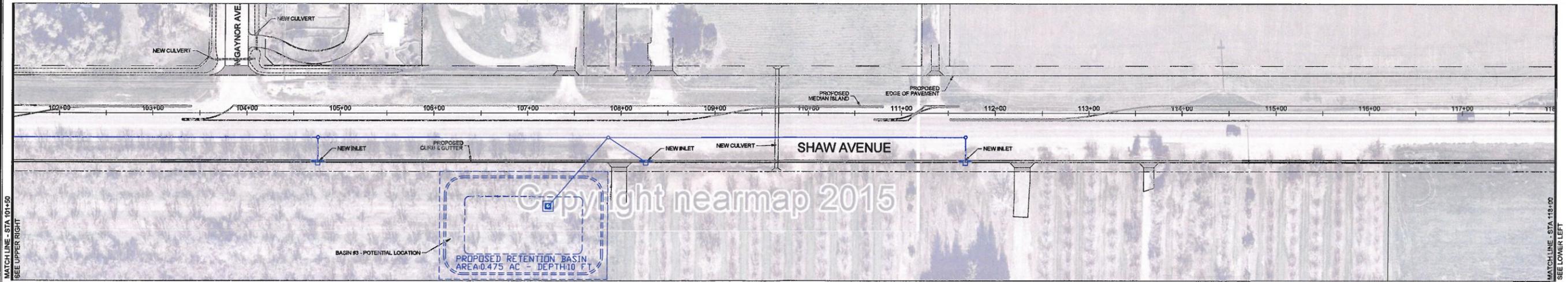
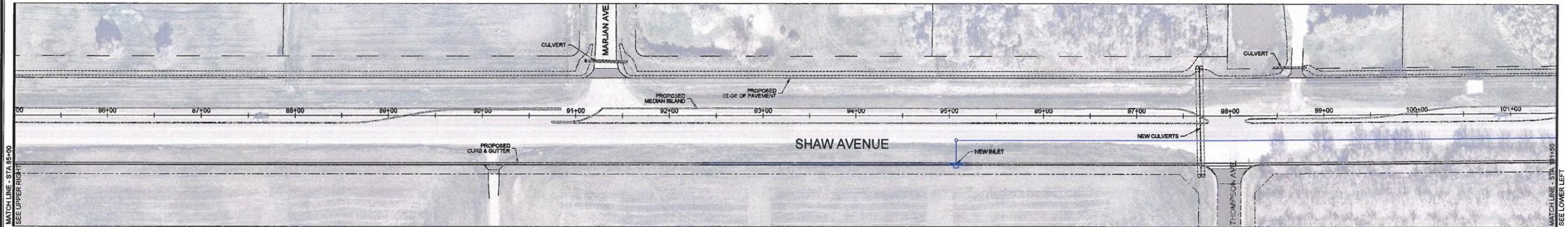
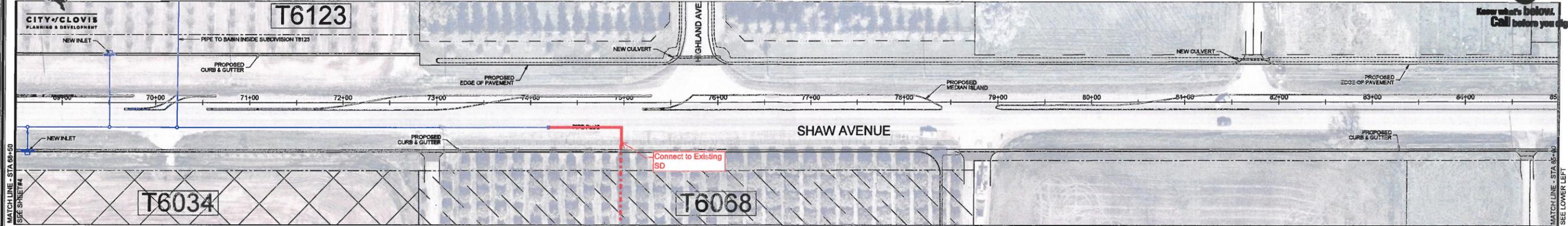
PROJECT NO.: **14-30**
 SHEET NO.: **1 OF 2**



CITY OF CLOVIS
PLANNING & DEVELOPMENT

811

Know what's below.
Call before you dig.



REFERENCES
STORM WATER MAIN PIPE LINE



NO.	DATE	INITIAL
△		
△		
△		
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△		

APPROVALS	
APPROVED	INITIAL
_____	_____
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_____	_____

CITY of CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT	
PROJECT TITLE SHAW AVENUE WIDENING PROJECT Shaw Ave. from De Wolf avenue to Mc Call avenue	PROJECT NO. 14-30
SHEET DESCRIPTION STORM DRAINAGE PLAN STA 68+50 TO STA 130+00	SHEET NO. 2 OF 2

6. City of Clovis Response to Fresno Metropolitan Flood Control District

Response 6-1:

The recommended text from this comment has been added to Footnote 2 on page 16, which addresses the City of Clovis' responsibility for the temporary basins.

Response 6-2:

Table 3-2 has been updated to reflect that the temporary basins are to be designed to City of Clovis standards and specifications, rather than FMFCD standards. This update is consistent with the information provided in Footnote 2 on page 16 of the Revised Draft EIR.

Response 6-3:

FMFCD's comments relating to the location of its existing and planned facilities in the vicinity are acknowledged. Figure 3-6C is intended to conceptually display the improvements to be installed by the City of Clovis as part of the project under review. It is noted that the City intends to work with FMFCD as part of the ultimate design and construction of the drainage facilities included in the project. Additionally, the project's drainage facilities will be subject to review and approval by FMFCD.

Response 6-4:

This comment is addressed in Response 6-3 above.

Response 6-5:

This comment is addressed in Response 6-3 above.

5. Revisions to the Revised Draft EIR

5.1 Introduction

This section contains revisions to the Revised Draft EIR. Each heading in Section 5.2 below denotes the section and page of the Revised Draft EIR where a revision occurs, followed by a brief description of the revision. Added text is underlined and deleted text is shown in ~~striketrough~~ type. The revisions consist of clarifications and amplifications to the existing document. Ellipses displayed in brackets (“[...]”) are used to denote areas where text has been abridged for clarity.

5.2 List of Revisions to the Revised Draft EIR

Section 2.3, Table 2-2, Transportation and Traffic (Page 6): Revision to reflect updated Transportation/Traffic MM

<p>Transportation and Traffic</p>	<p>Impact 2.7: During construction of the project, lane closures, road closures, and/or detours along the widening area could impact roadway access for residents and businesses in the area, as well as for emergency vehicles which service the area.</p> <p>Mitigation Measure TT-1: A Traffic Management Plan (TMP) shall be prepared prior to project construction and implemented during construction to provide for the safe and efficient movement of vehicles and pedestrians and to minimize negative impacts to residents, commuters, and businesses. Preparation of the TMP shall include consultation with the County of Fresno, emergency response agencies, and any interested residents along the road widening area. <u>The TMP shall include provisions for notifying people in the project’s vicinity of road constraints and closures in the area as well as identifying alternative routes for navigating the area. The TMP shall also provide for notification and coordination involving emergency response agencies to utilize in emergency response situations. Additionally, the TMP shall include a provision stating that complete closures of Shaw Avenue will be avoided as much as possible during construction of the project, except in situations where engineering necessity or safety considerations provide otherwise.</u></p> <p>Significance After Mitigation: Less than significant with mitigation incorporated</p>
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Section 2.3, Table 2-2, Utilities and Service Systems (Page 7): Revision to reflect updated Utilities and Service Systems MM

<p>Utilities and Service Systems</p>	<p>Impact 2.9: The project is located in the vicinity of facilities maintained by the Fresno Irrigation District (FID) near Shaw and De Wolf Avenues, which may include facilities/components that are considered past their useful life and are recommended by FID for replacement by the City during construction of the project.</p> <p>Mitigation Measure US-1: During construction of the Project, the City of Clovis shall conduct appropriate testing of the Jefferson No. 112 and Brown No. 113 pipeline facilities identified by FID to determine if replacement of any facilities/components are necessary to prevent any significant adverse environmental impacts related to these facilities from occurring. The City shall maintain discretion for such determinations, while consulting with FID as needed. <u>For the Brown No. 113 pipeline, in the event it is determined to require replacement, it shall be relocated to the ultimate alignment for De Wolf Avenue at the time of its replacement.</u></p> <p>Significance after Mitigation: Less than significant with mitigation incorporated</p>
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Section 3.4.4 (Page 15): Corrections to Figure 3-4 to display 144-foot R/W

3.4.4 Standard Drawings

Introduction: The *Standard Drawings* show the City of Clovis' adopted standards for the design and improvement of streets and other facilities. Figures 3-4 and 3-5 show the two standards the City has proposed for Shaw Avenue within the project area.

[...]

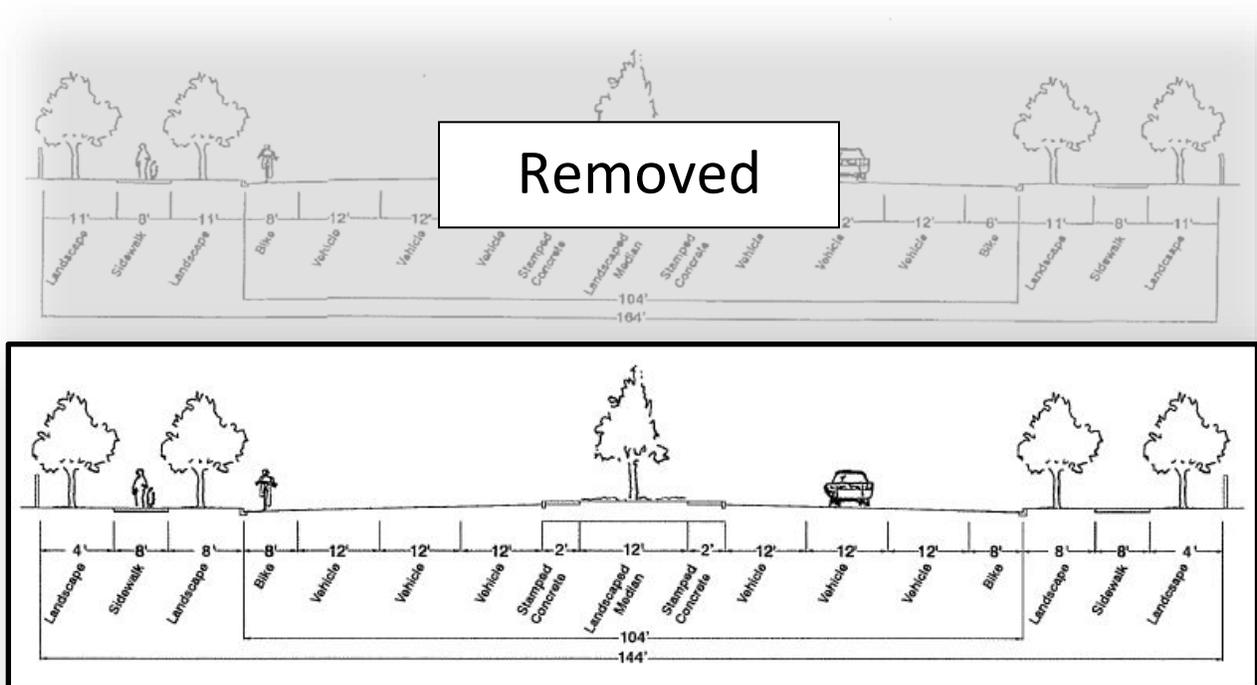
Urban Arterial Standard: Figure 3-4 shows the urban standard. The City applies this standard when its land use plans call for urban development on both sides of a designated arterial street, including the one-mile segment of Shaw Avenue within the project area between De Wolf and the Highland Alignment. Under this design, the ultimate width of the right-of-way for an arterial street is 144 feet and the curb-to-curb width is 104 feet. Within the curb-to-curb area, the fully developed arterial street would have:

- Six travel lanes, 3 in each direction, each lane 12 feet in width,
- Curb and gutter on both sides of the street,
- A bike lane 8 feet in width adjacent to each curb,
- A median island 16 feet in width, and
- Within the median island, a landscaped area 12 feet in width.

Between the curbs and outside edges of the right-of-way, improvements would include

- A sidewalk 8 feet in width,
- Landscaping ~~11 feet in width~~ on both sides of the sidewalk (8 feet inside, 4 feet outside),
- Street lights,
- Fire hydrants,
- And other facilities normally found along a major street.

FIGURE 3-4
Urban Arterial Street Standard



Urban/Rural Arterial Standard: Figure 3-5 shows the “urban/rural” standard. The City uses this standard when land on one side of a designated arterial street is within its Sphere of Influence and is planned for urban development and the land on the other side is outside its Sphere of Influence and is planned by Fresno County for rural development. This standard would apply within the project area to the one-mile segment of Shaw Avenue between the Highland Alignment and McCall Avenue.

Under the urban/rural standard, an arterial street would have a right-of-way of ~~132~~122 feet in width and a curb-to-shoulder width of 90 feet. Within the curb-to-shoulder area, the street would have:

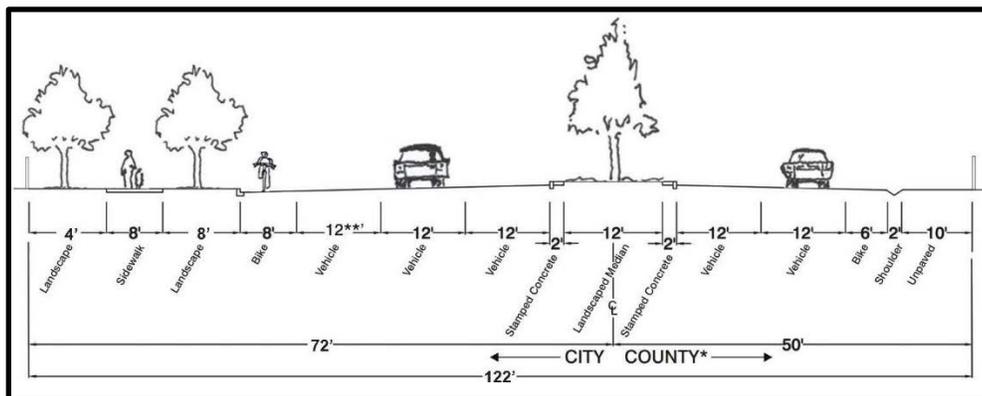
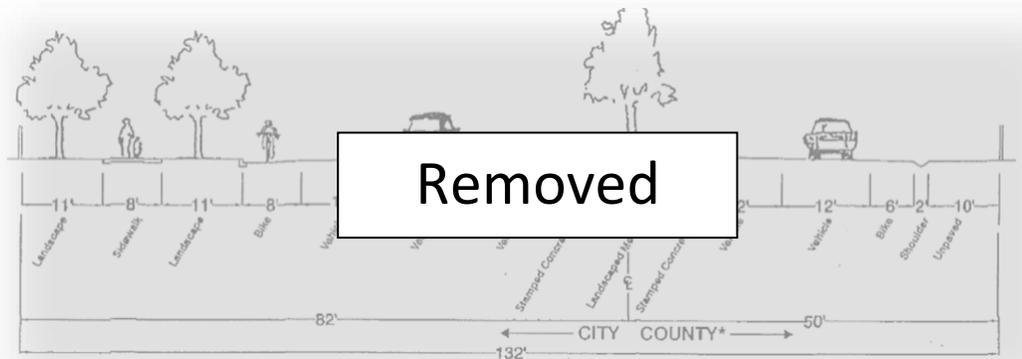
- Three travel lanes on the side planned for urban development and 2 travel lanes on the side planned for rural development. Each travel lane would be 12 feet in width,
- Curb and gutter on the urban development side, A bike lane 8 feet in width on the urban development side and 6 feet in width on the rural development side,
- A median island 16 feet in width,
- Within the median island, a landscaped area 12 feet in width.

Improvements on the urban development side, between the curb and edge of the right-of-way, would include

- A sidewalk 8 feet in width,
- Landscaping ~~11 feet in width~~ on both sides of the sidewalk (8 feet inside, 4 feet outside),
- Street lights,
- Fire hydrants,
- And other facilities normally found along a major street.

The rural side of the street would have an unpaved shoulder 10 feet in width between the road shoulder and north edge of the right-of-way.

**FIGURE 3-5
Urban/Rural Arterial Street Standard**



Section 3.4.5, Footnote 2 (Page 16): Revisions to text describing temporary drainage basins

3.4.5 Conceptual Plan for Proposed Street Widening Project

Figures 3-6A, 3-6B, 3-6C, and Table 3-2 describe the project the City of Clovis proposes to develop under this EIR.

[...]

- Figure 3-6C shows potential locations of up to three temporary drainage basins² and FMFCD stormwater management facilities (proposed stormwater collection pipelines, inlets, and culverts)

[...]

² The City of Clovis must provide temporary drainage basins for all improved areas within the right-of-way. The temporary drainage basins will be maintained by the City of Clovis and designed to its standards and specifications.

Section 3.4.5, Table 3-2 (Page 17): Corrections and updates regarding street improvement locations and drainage basin improvement standards

**TABLE 3-2
Existing, Proposed, and Ultimate Shaw Avenue Rights-of-Way and Improvements**

Improvement	Existing Condition	Proposed Project Improvements	Comment/Explanation
Traffic Lanes	Two lanes	Three eastbound lanes and 3 westbound lanes between De Wolf and Highland; 3 eastbound lanes and 2 westbound lanes between Highland and McCall. All traffic lanes 12 feet in width.	Included in proposed project
Bike Lanes	None	On-street bike lanes	Included in proposed project
Median	No	Yes, 16 feet in width	Included in proposed project
Median Breaks	No	Proposed locations shown on 3-6. Designed to facilitate access to and from existing private properties along Shaw Avenue	Included in proposed project
Median Landscaping	No	No	To be completed by developers as a condition of approval of private projects
Curb and Gutter	No	On both sides of Shaw from De Wolf to McCall Highland, and <u>south side of Shaw from Highland to McCall</u>	Included in proposed project
Sidewalk	No	No	To be completed by developers as a condition of approval of private projects
Sidewalk Area Landscaping	No	No	To be completed by developers as a condition of approval of private projects
Fire Hydrants	No	Yes	Included in proposed project
Street Lights	No	Yes	Included in proposed project
Traffic Signals	Traffic signal at Shaw/DeWolf completed	Possible traffic signal at Shaw/McCall	May be included in proposed project
Storm Water Drainage	No	Curb, gutter, culverts, detention basins per FMFCD <u>City of Clovis</u> standards	Included in proposed project

**TABLE 3-2
Existing, Proposed, and Ultimate Shaw Avenue Rights-of-Way and Improvements**

Improvement	Existing Condition	Proposed Project Improvements	Comment/Explanation
Underpass	No	Precast Modular Bridge plus related improvements such as footings and foundation work	Included in proposed project
Roadway transition at Shaw/McCall	No	To be provided on west south side of Shaw west of McCall, and north side of Shaw east of McCall	Included in proposed project
Private Driveways	Yes	Existing private driveways to be relocated and replaced as necessary	Included in proposed project

Section 3.4.6 (Pages 17-18): Textual clarifications to description of Existing and Proposed Right-of-Way and Plan Line

Introduction: The *Standard Drawings* show the City of Clovis’ adopted standards for the design and improvement of streets and other facilities. Figures 3-4 and 3-5 show the two standards the City has proposed for Shaw Avenue within the project area.

Figure 3-6A shows the future location of curb and gutter upon widening (black line), the assessed property boundaries (green line), and the ultimate width of the Shaw Avenue right-of-way or Plan Line (blue line). The City would have to obtain additional street right-of-way along Shaw Avenue to undertake the proposed project. As part of this road widening project, the City would be acquiring land up to ~~the future curb in the areas subject to future urbanization and to the shoulder in the area planned for rural use north of Shaw Avenue, which would not have curb and gutter~~ the project right-of-way line: for areas subject to future urbanization (i.e. within the City’s Sphere of Influence), this is 62 feet from the center line; for areas planned for rural use (i.e. outside the City’s Sphere of Influence), this is 50 feet from the center line. Dedication or acquisition of land beyond ~~the curb line within the ultimate right of way area and development of future improvements in this area (sidewalks and landscaping)~~ the project right-of-way line within the ultimate right-of-way area would be provided occur as future urban projects are developed.

Section 3.4.7, Table 3-3 (Page 19): Update to include textual description of street improvements at Montana Avenue that are reflected in Figures 3-6A through 3-6C

**TABLE 3-3
Shaw Avenue Intersections within Project Area: Existing and Proposed Improvements**

Shaw Avenue & Intersecting Streets	Existing Condition	Proposed Project Improvements
De Wolf Avenue	De Wolf is an urban 4-way traffic signal-controlled intersection.	No improvements required
Leonard Avenue	Leonard and Shaw form a 4-way intersection. The intersection is stop-sign controlled on all four approaches. North of Shaw, Leonard is a narrow, two-lane rural road. South of Shaw, Leonard is under construction as an urban 4-lane arterial street. Left and right turn lanes are on Leonard south of Shaw. No through, northbound lane exists on Leonard south of Shaw.	Construct westbound-to-southbound and eastbound to northbound left turn lanes on Shaw at Leonard, and install four-way traffic signal

Agua Dulce Avenue	Agua Dulce is an urban two-lane street that extends north from new subdivision to a 3-way intersection at Shaw. The intersection under construction to City standards. Agua Dulce is stop sign controlled at Shaw.	Construct westbound -to-southbound left-turn median break on Shaw at Agua Dulce
Highland Avenue	Highland is a rural two-lane road that extends south from rural residential subdivision to a 3-way intersection at Shaw. Highland is stop sign controlled at Shaw.	Construct eastbound to northbound median break on Shaw at Highland
<u>Montana Avenue</u>	<u>Montana is an urban two-lane street that extends north from new subdivision to a 3-way intersection at Shaw.</u> <u>The intersection under construction to City standards.</u> <u>Montana will be stop sign controlled at Shaw.</u>	<u>Construct westbound left-turn lane on Shaw at Montana</u>
Marjan Avenue	Marjan is a rural two-lane road that extends south from a rural residential subdivision to a 3-way intersection at Shaw. Marjan is stop sign controlled at Shaw	Construct eastbound -to-northbound left-turn median break on Shaw
Thompson Avenue	Thompson is a two-lane rural road that intersects Shaw from the south. The three-way intersection is stop sign controlled on Thompson at Shaw.	Construct westbound left-turn lane on Shaw at Thompson
Gaynor Avenue	Gaynor is a two-lane rural road that intersects Shaw from the north. The three-way intersection is stop sign controlled on Gaynor at Shaw.	Construct eastbound to northbound median break on Shaw
McCall Avenue	McCall is a two-lane rural road that forms a four-way intersection with Shaw. The intersection is stop-sign controlled on all four approaches and has left-turn lanes on the Shaw Avenue approaches.	The City of Clovis may install traffic signals at the intersection of Shaw & McCall Avenues as part of the project.

Section 5.3, Table 5-2 (Page 44): Update to MM TT-1 regarding TMP details

Mitigation Measure TT-1: A Traffic Management Plan (TMP) shall be prepared prior to project construction and implemented during construction to provide for the safe and efficient movement of vehicles and pedestrians and to minimize negative impacts to residents, commuters, and businesses. Preparation of the TMP shall include consultation with the County of Fresno, emergency response agencies, and any interested residents along the road widening area. The TMP shall include provisions for notifying people in the project’s vicinity of road constraints and closures in the area as well as identifying alternative routes for navigating the area. The TMP shall also provide for notification and coordination involving emergency response agencies to utilize in emergency response situations. Additionally, the TMP shall include a provision stating that complete closures of Shaw Avenue will be avoided as much as possible during construction of the project, except in situations where engineering necessity or safety considerations provide otherwise.

Section 5.3, Table 5-2 (Page 45): Update to MM US-1 regarding Brown No. 113 pipeline

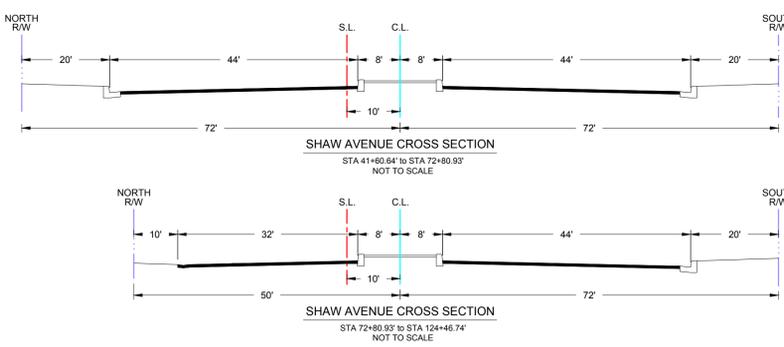
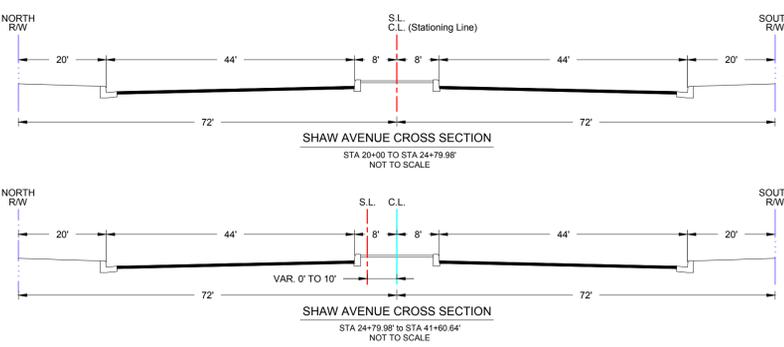
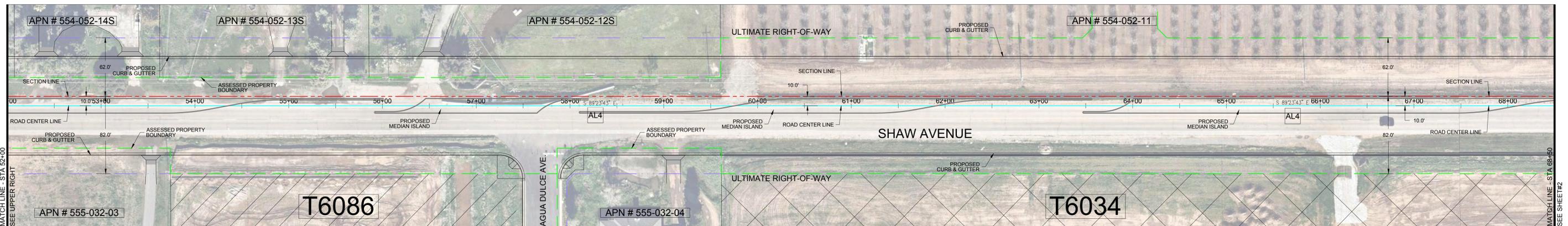
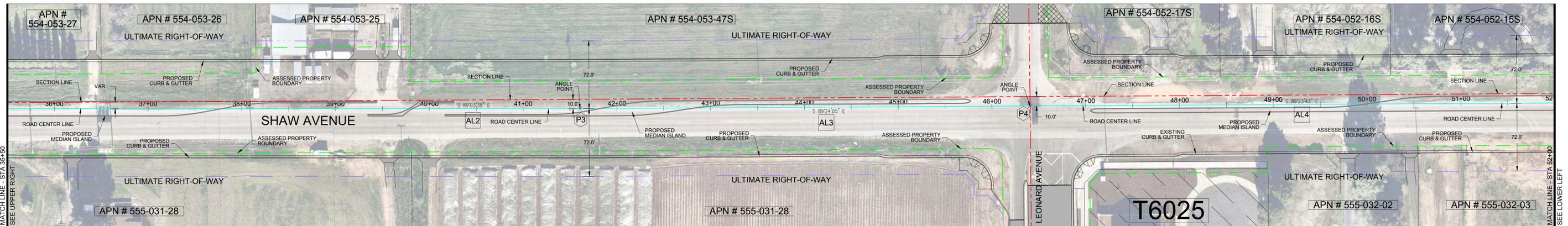
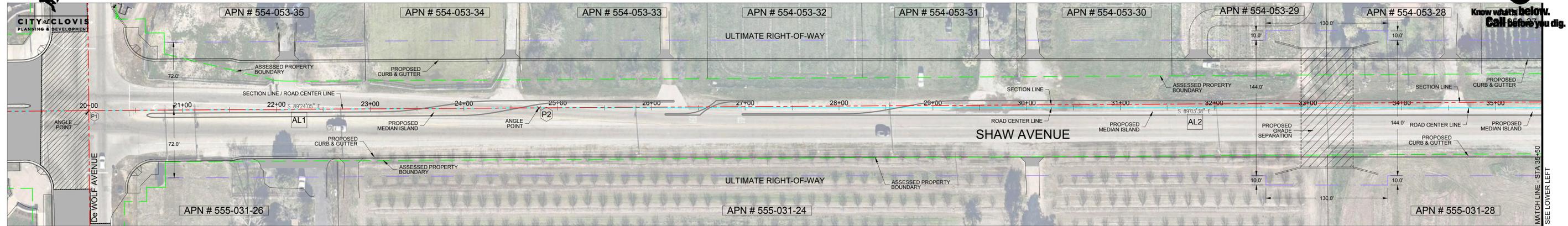
Mitigation Measure US-1: During construction of the Project, the City of Clovis shall conduct appropriate testing of the Jefferson No. 112 and Brown No. 113 pipeline facilities identified by FID to determine if replacement of any facilities/components are necessary to prevent any significant adverse environmental impacts related to these facilities from occurring. The City shall maintain discretion for such determinations, while consulting with FID as needed. For the Brown No. 113 pipeline, in the event it is determined to require replacement, it shall be relocated to the ultimate alignment for De Wolf Avenue at the time of its replacement.

REFERENCE MATERIALS

(Materials here are reproduced from the Revised Draft EIR published November 2018)

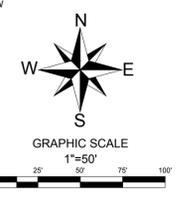


Figure 3-6A - Project Conceptual Plan: Plan Line/Ultimate Right-of-Way (Page 1 of 2)



- REFERENCES**
- SECTION LINE
 - ROAD CENTER LINE
 - ASSESSED PROPERTY BOUNDARY
 - ULTIMATE RIGHT OF WAY

ALIGNMENT SEGMENT	SHAW AVENUE CENTER LINE ALIGNMENT TABLE								
	START		POINT		END		BEARING ANGLE		
AL	P	STATION	NORTHING	EASTING	P	STATION		NORTHING	EASTING
AL1	P1	20+00.00	2178050.79	6372560.66	P2	24+79.98	2178045.78	6373040.62	S 89°24'05" E
AL2	P2	24+79.98	2178045.78	6373040.62	P3	41+60.64	2178018.22	6374721.05	S 89°03'38" E
AL3	P3	41+60.64	2178018.22	6374721.05	P4	46+60.64	2178013.20	6375201.03	S 89°23'43" E
AL4	P4	46+60.64	2178013.20	6375201.03	P5	72+80.93	2177985.33	6377841.16	S 89°23'43" E
AL5	P5	72+80.93	2177985.33	6377841.16	P6	97+96.33	2177963.30	6380356.47	S 89°29'54" E
AL6	P6	97+96.33	2177963.30	6380356.47	P7	124+46.74	2177966.28	6383006.87	N 89°56'08" E



REVISIONS

NO.	DATE	INITIAL

APPROVALS

PROJECT ENGINEER	APPROVED INITIAL

CITY of CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

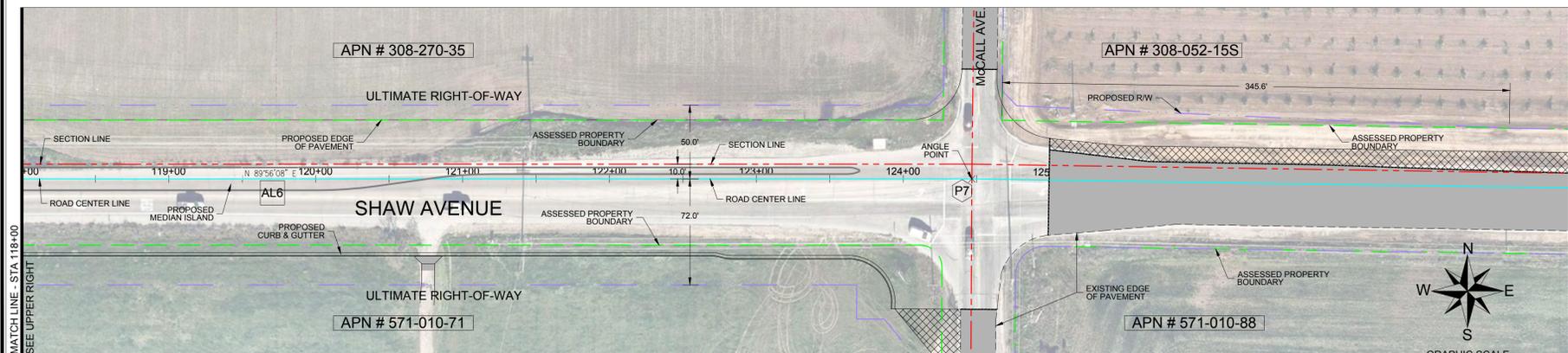
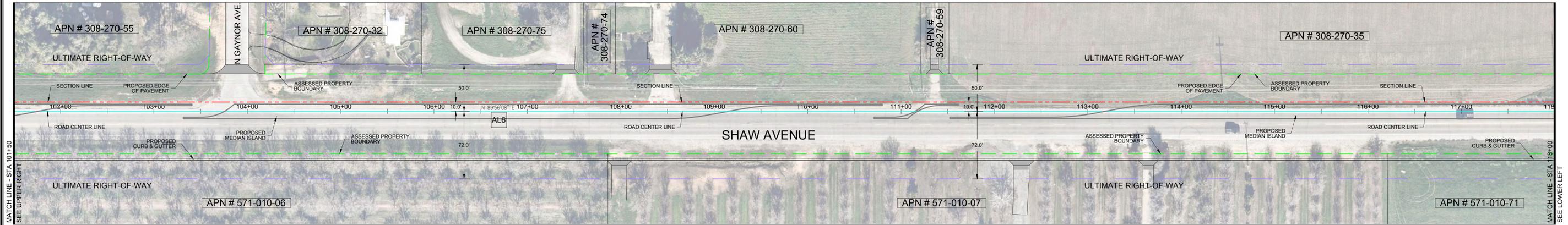
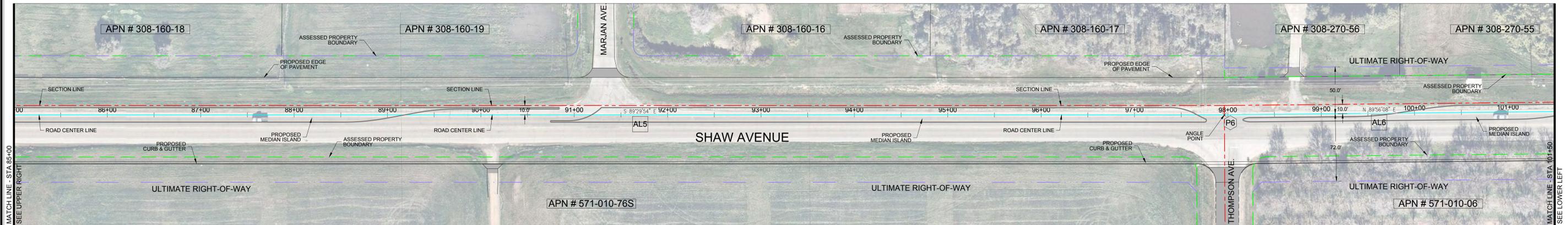
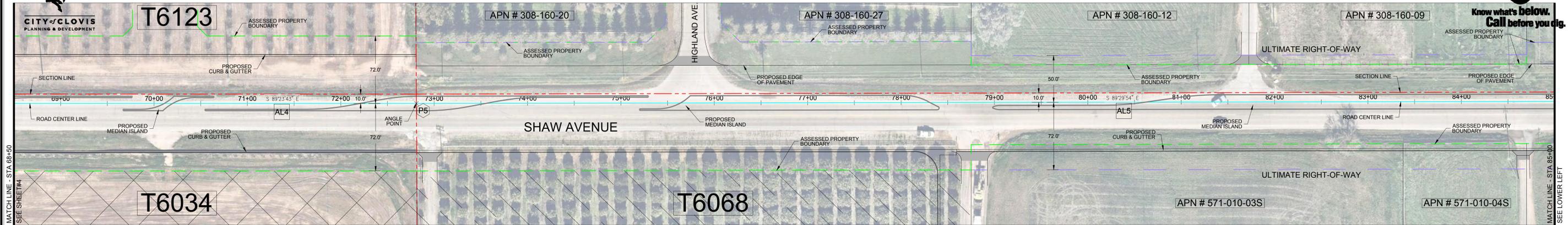
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Shaw Ave. from De Wolf Avenue to Mc Call Avenue

SHEET DESCRIPTION: **PLAN LINE**
STA 20+00 TO STA 68+50

PROJECT NO.: **14-30**
SHEET NO.: **1 OF 2**



Figure 3-6A - Project Conceptual Plan: Plan Line/Ultimate Right-of-Way (Page 2 of 2)



- REFERENCES**
- SECTION LINE
 - ROAD CENTER LINE
 - ASSESSED PROPERTY BOUNDARY
 - ULTIMATE RIGHT OF WAY

SHAW AVENUE CENTER LINE ALIGNMENT TABLE

ALIGNMENT SEGMENT	POINT	START			END			BEARING ANGLE	
		STATION	NORTHING	EASTING	STATION	NORTHING	EASTING		
AL1	P1	20+00.00	2178050.79	6372560.68	P2	24+79.98	2178045.78	6373040.62	S 89°24'05" E
AL2	P2	24+79.98	2178045.78	6373040.62	P3	41+80.64	2178018.22	6374721.05	S 89°03'38" E
AL3	P3	41+80.64	2178018.22	6374721.05	P4	46+40.64	2178013.20	6375201.03	S 89°24'05" E
AL4	P4	46+40.64	2178013.20	6375201.03	P5	72+80.93	2177985.33	6377841.16	S 89°23'43" E
AL5	P5	72+80.93	2177985.33	6377841.16	P6	97+96.33	2177963.30	6380356.47	S 89°29'54" E
AL6	P6	97+96.33	2177963.30	6380356.47	P7	124+46.74	2177966.28	6383006.87	N 89°56'08" E



REVISIONS

NO.	DATE	INITIAL

APPROVALS

APPROVED INITIAL	PROJECT TITLE
	SHAW AVENUE WIDENING PROJECT
	Shaw Ave. from De Wolf Avenue to Mc Call Avenue
	SHEET DESCRIPTION
	PLAN LINE
	STA 68+50 TO STA 130+00

CITY of CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

PROJECT NO.	14-30
SHEET NO.	2 OF 2

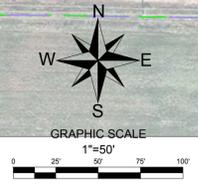
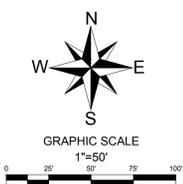
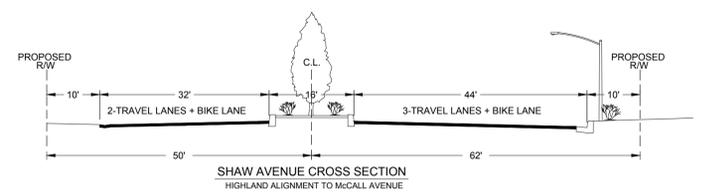
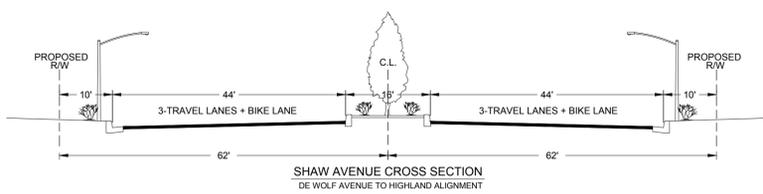
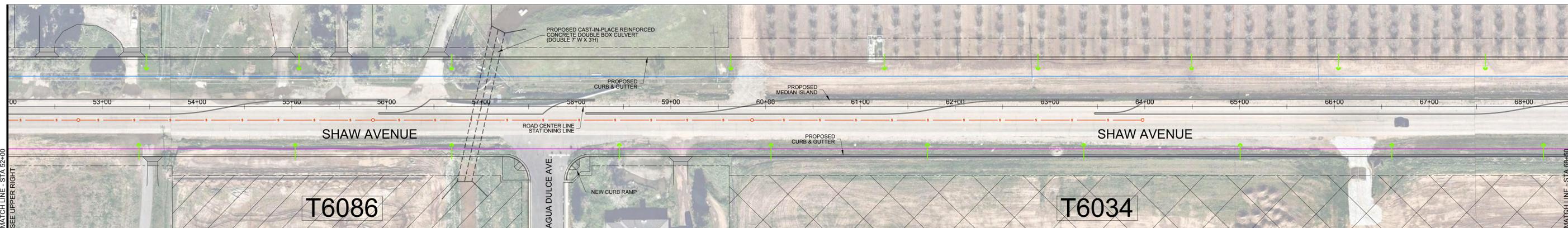
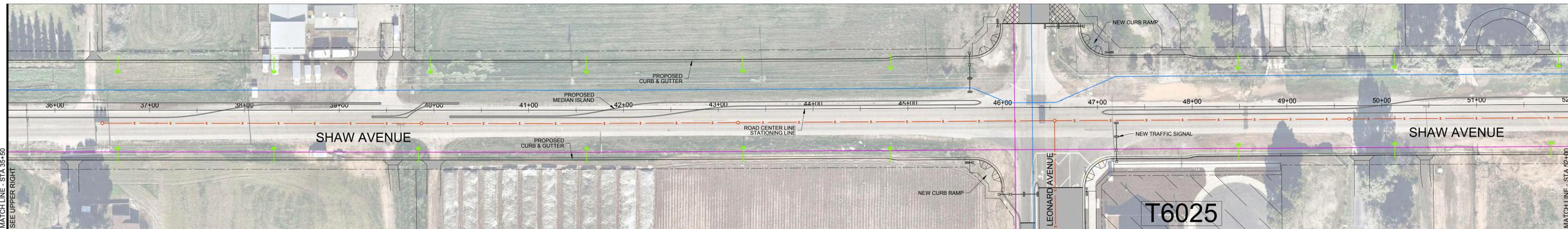
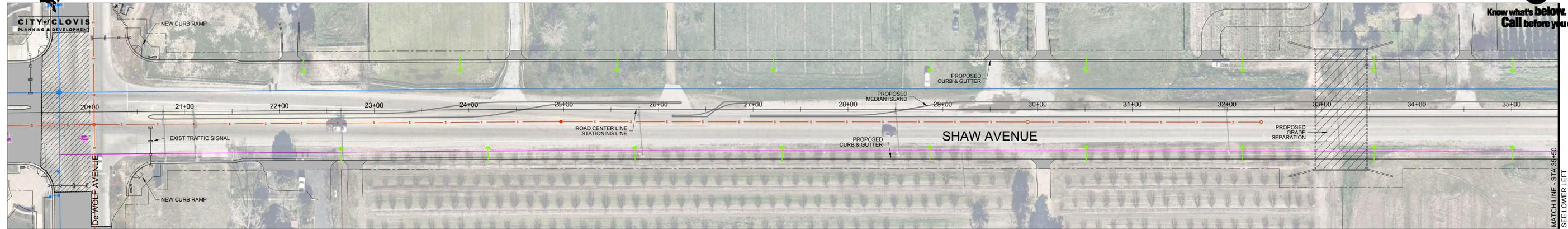
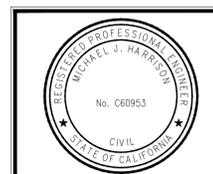




Figure 3-6B - Project Conceptual Plan: Street Improvements (Page 1 of 2)



- REFERENCES**
- STREET LIGHTS (APPROXIMATE LOCATION)
 - RECYCLED WATER MAIN PIPE LINE
 - SEWER MAIN PIPE LINE
 - WATER MAIN PIPE LINE



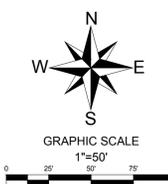
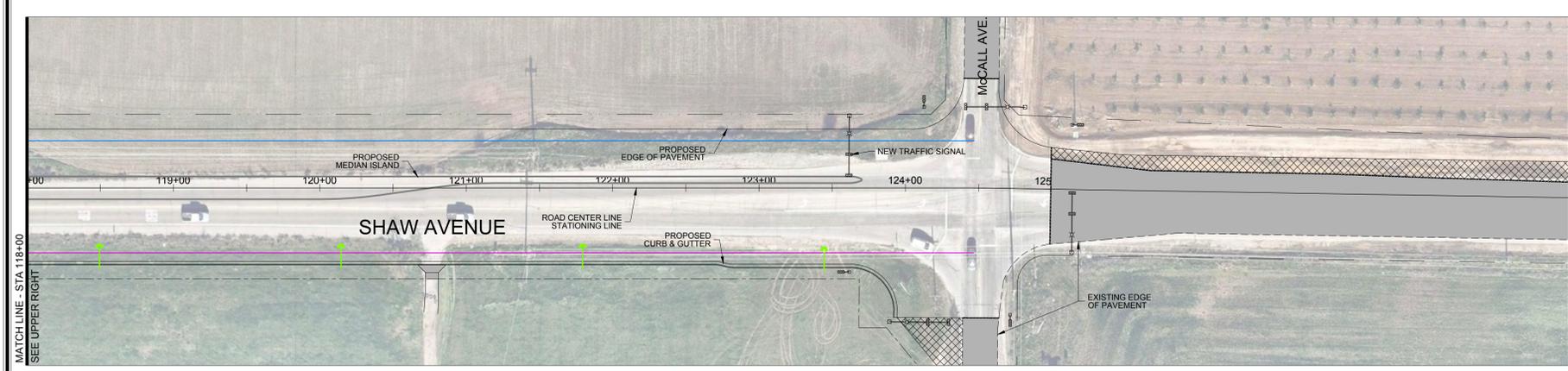
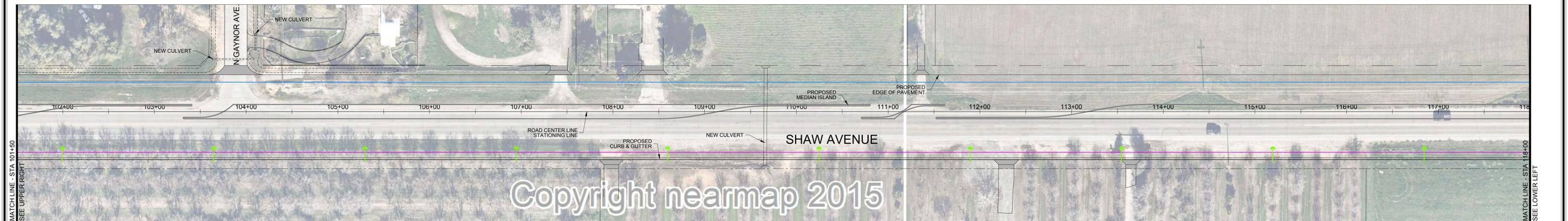
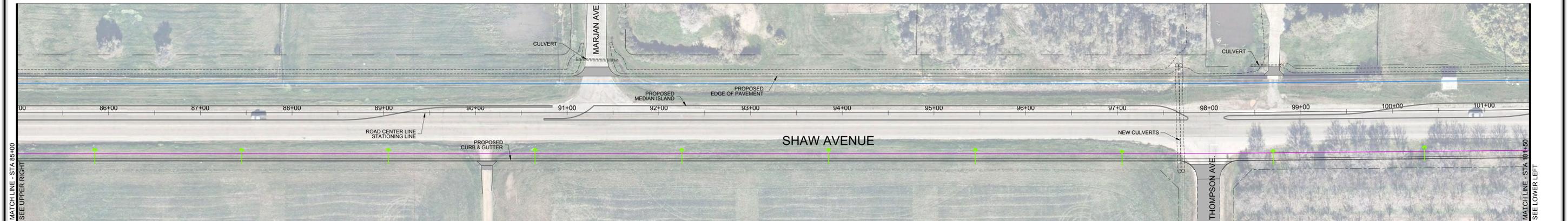
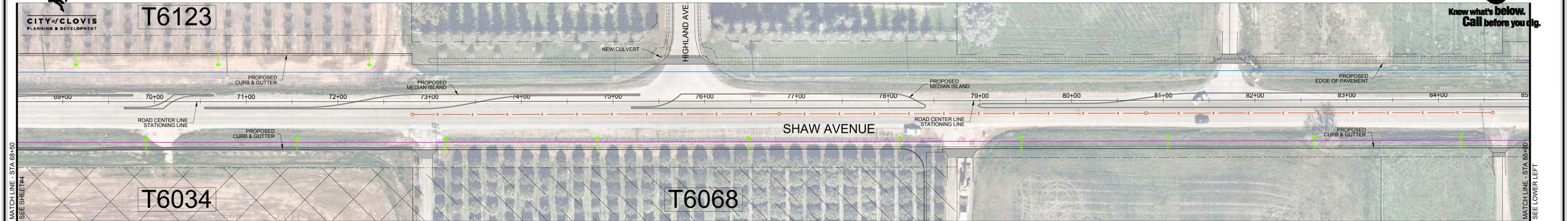
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NO.	DATE	INITIAL

APPROVALS	
APPROVED	INITIAL

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SHEET DESCRIPTION ROAD IMPROVEMENT PLAN & UTILITY PLAN STA 20+00 TO STA 68+50	SHEET NO. 1 OF 2



Figure 3-6B - Project Conceptual Plan: Street Improvements (Page 2 of 2)



- REFERENCES**
- STREET LIGHTS (APPROXIMATE LOCATION)
 - RECYCLED WATER MAIN PIPE LINE
 - SEWER MAIN PIPE LINE
 - WATER MAIN PIPE LINE

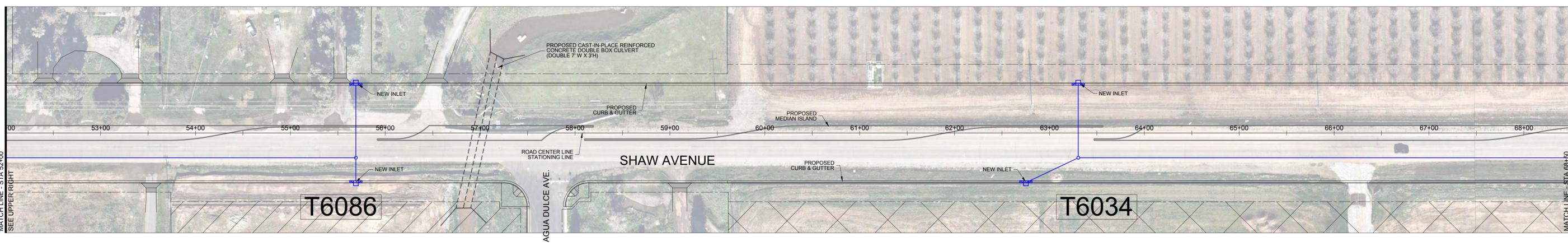
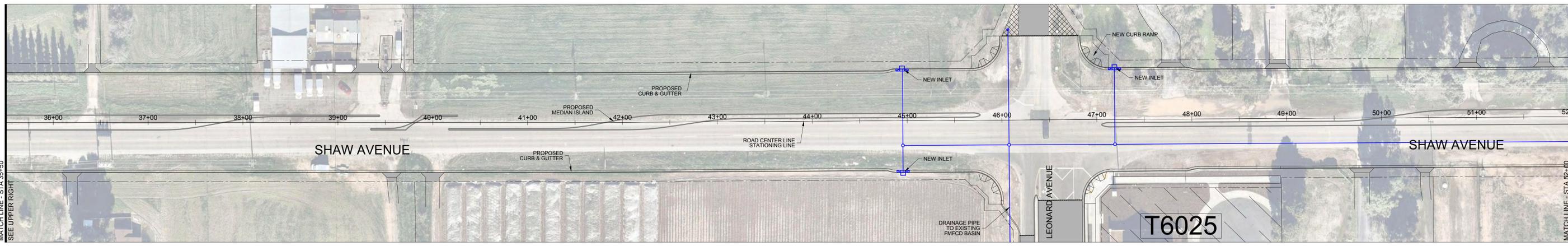
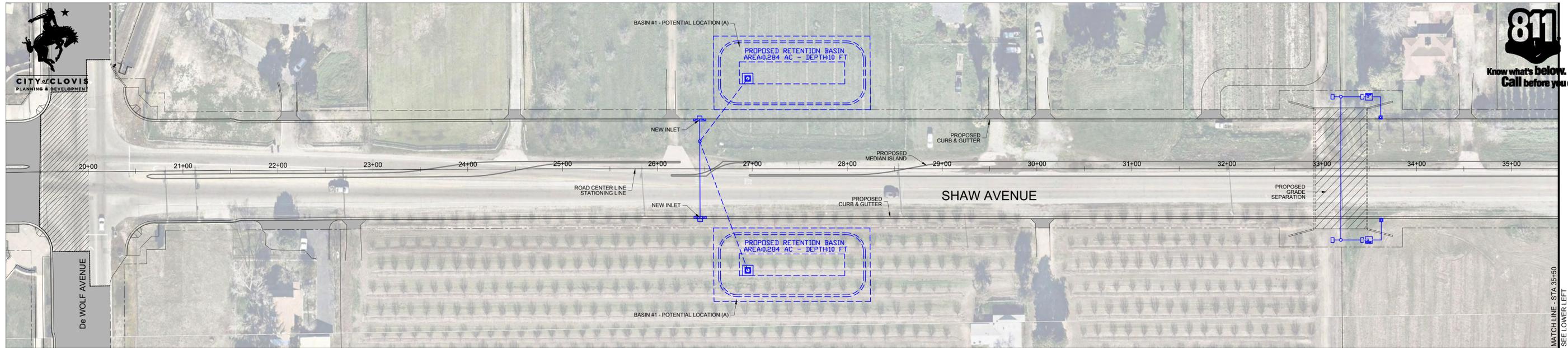


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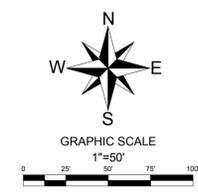
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PROJECT ENGINEER		
CONSTRUCTION MANAGEMENT		
PLANNING/BUILDING		
STREETS		
PARKS/REFUSE/TRAFFIC		
UTILITIES/STREET LIGHTING		
CAPITAL PROJECTS		

CITY of CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT	
PROJECT TITLE SHAW AVENUE WIDENING PROJECT Shaw Ave. from De Wolf avenue to Mc Call avenue	PROJECT NO. 14-30
SHEET DESCRIPTION ROAD IMPROVEMENT PLAN & UTILITY PLAN STA 68+50 TO STA 130+00	SHEET NO. 2 OF 2

Figure 3-6C - Project Conceptual Plan: Storm Drainage Basins and Facilities (Page 1 of 2)



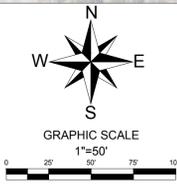
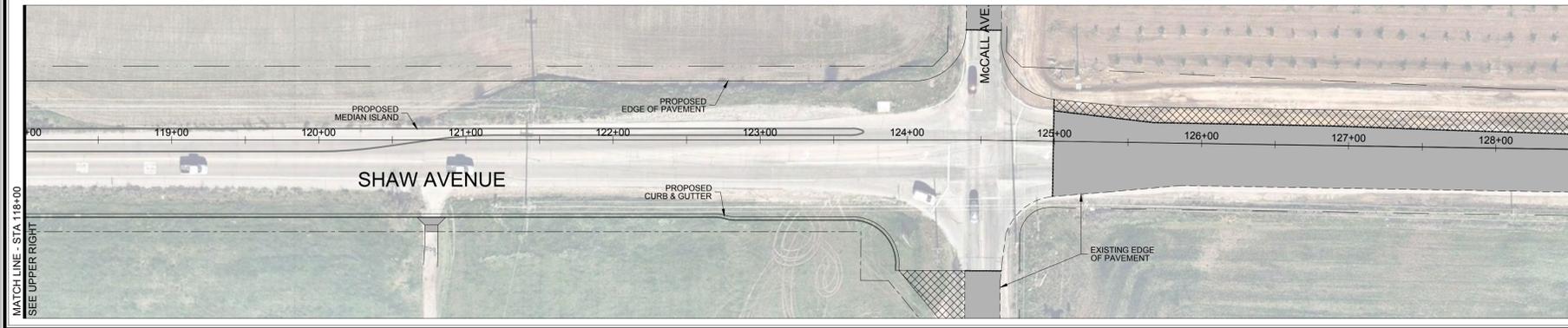
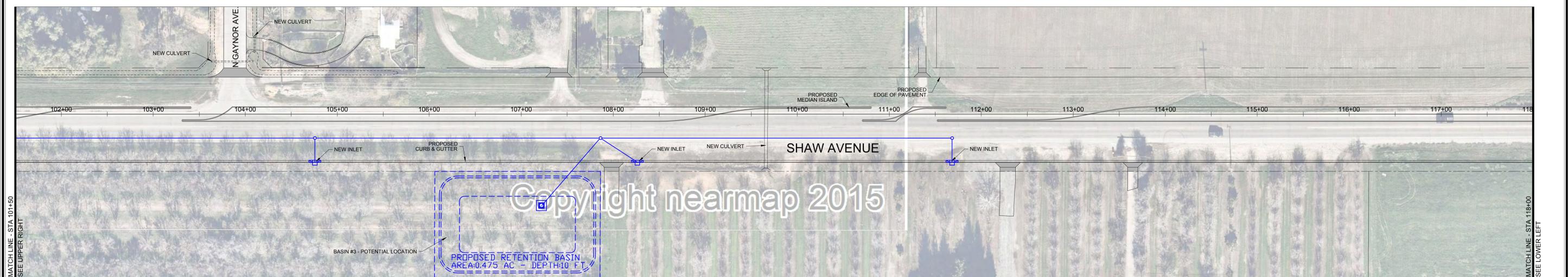
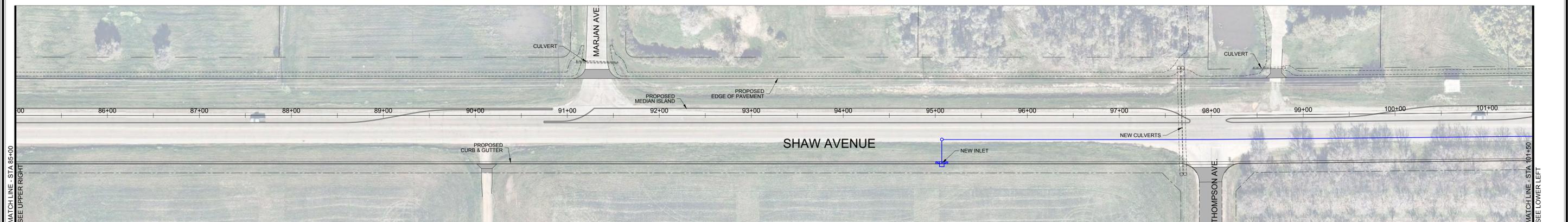
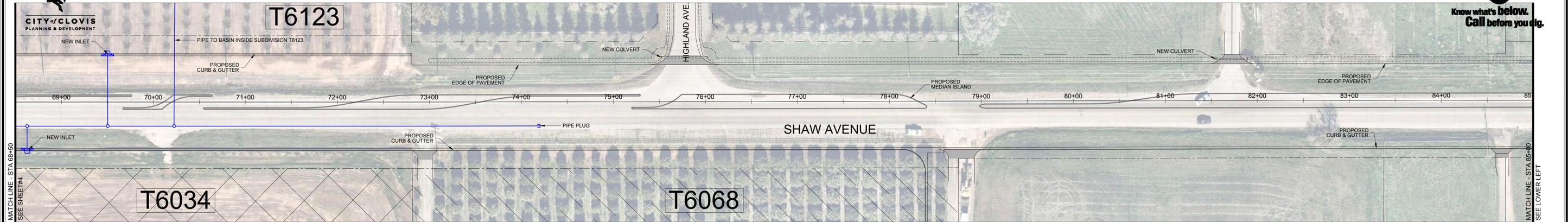
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 STORM WATER MAIN PIPE LINE



REVISIONS		
NO.	DATE	INITIAL

APPROVALS	
APPROVED	INITIAL

CITY of CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT	
PROJECT TITLE SHAW AVENUE WIDENING PROJECT Shaw Ave. from De Wolf Avenue to Mc Call Avenue	PROJECT NO. 14-30
SHEET DESCRIPTION STORM DRAINAGE PLAN STA 20+00 TO STA 68+50	SHEET NO. 1 OF 2



REFERENCES
 STORM WATER MAIN PIPE LINE



NO.	DATE	INITIAL

APPROVALS	APPROVED INITIAL
PROJECT ENGINEER	
CONSTRUCTION MANAGEMENT	
PLANNING/BUILDING	
STREETS	
PARKS/REFUSE/TRAFFIC	
UTILITIES/STREET LIGHTING	
CAPITAL PROJECTS	

CITY of CLOVIS PLANNING AND DEVELOPMENT SERVICES DEPARTMENT	
PROJECT TITLE SHAW AVENUE WIDENING PROJECT Shaw Ave. from De Wolf avenue to Mc Call avenue	PROJECT NO. 14-30
SHEET DESCRIPTION STORM DRAINAGE PLAN STA 68+50 TO STA 130+00	SHEET NO. 2 OF 2

APPENDIX E

Comments Received on May 2018 Draft EIR and City of Clovis' Responses to the Comments

Responses to Comments Received on May 2018 Draft EIR

Introduction

This section includes the comments received on the May 2018 Draft EIR and the City of Clovis' responses to the comments. Below is a list of agencies and persons that submitted comments on the May 2018 Draft EIR. Each of the comment letters has been included in this section, followed by the response of the City of Clovis.

It is noted that the responses provided are intended to address comments pertaining to environmental impacts within the scope of CEQA. Some of the comments submitted pertain to issues beyond the scope of CEQA, and these comments are not required to be addressed.

Comment No.	Agency or Person	Comment Date	Page No.
1	County of Fresno, Environmental Health Division	May 29, 2018	3
2	Fresno Irrigation District	June 1, 2018	6
3	Robert Nowell	June 1, 2018	19
4	State of California, Department of Transportation (Caltrans)	June 4, 2017	23
5	County of Fresno, Policy Planning Unit	June 11, 2018	26
6	County of Fresno, Development Engineering	June 12, 2018	31
7	Alan Weaver	June 12, 2018	35
8	Ginger Devins	June 28, 2018	41
9	San Joaquin Valley Air Pollution Control District	June 28, 2018	47
10	State of California, Office of Planning and Research, State Clearinghouse	July 2, 2018	51



County of Fresno

DEPARTMENT OF PUBLIC HEALTH

David Pomaville, Director
Dr. Ken Bird, Health Officer

Comment Letter 1

May 29, 2018

LU0019478
2604

Ryan Burnett, Engineering Supervisor
City of Clovis
Planning and Development Services Department
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Burnett:

**SUBJECT: Notice of Availability of Draft Environmental Impact Report (DEIR)-
Capital Improvement Project 14-30**
PROJECT: SCH#2016071036
LOCATION: Shaw Avenue Widening Project Between Dewolf & McCall Avenues

The Fresno County Department of Public Health, Environmental Health Division has reviewed the Draft Environmental Impact Report (DEIR) documentation for the proposed 2 mile street widening project on the north and south sides of Shaw Avenue, between Dewolf and McCall Avenues and offers the following comments for consideration for the DEIR project:

Hazards and Hazardous Materials Section

The hazardous materials section should address potential hazards and hazardous materials during construction and grading activities, there is potential for discovering abandoned underground petroleum storage tank(s). If this occurs, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health System. Contact the Certified Unified Program Agency at (559) 600-3271 for more information.

1-1

Similarly, sewage disposal systems may be discovered during construction and grading activities. All sewage disposal systems within the unincorporated County shall be properly destroyed under permit and inspection from the Fresno County Department of Public Works and Planning, Building and Safety Section.

Hydrology and Water Quality Section

The Hydrology and Water Quality Section should address the manner in which existing water wells, both domestic and agricultural, will be handled in areas of the proposed project. Areas served by individual domestic and agricultural wells may provide a conduit to groundwater if not properly protected or destroyed. Improper abandonment of such wells presents a significant risk of contaminating groundwater. For this reason, when development occurs, it is extremely important to ensure the safe and proper destruction of all abandoned water wells.

1-2

Promotion, preservation and protection of the community's health

1221 Fulton Mall / P. O. Box 11867, Fresno, CA 93775

(559) 600-3271 • FAX (559) 600-7629

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REVIEWED BY:

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II

(559) 600-3271

KT

cc: Steven Rhodes- Environmental Health Division (CT. 59.12)
Scott B. Odell- Consultant (scott@odellplanning.com)

1. City of Clovis Response to County of Fresno, Environmental Health Division

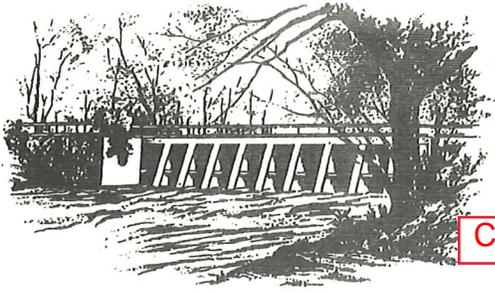
Response 1-1:

Review of existing federal and state databases and the land use history of the site did not reveal any hazardous materials issues. However, the City acknowledges that in the unlikely event of discovering an abandoned underground storage tank during construction, the applicant would be required to secure an Underground Storage Tank Removal Permit from Fresno County Environmental Health System.

The City also acknowledges the any abandoned sewage disposal systems discovered during construction would be required to be properly destroyed under permit and inspection from the Department of Public Works and Planning, Building and Safety Section.

Response 1-2:

The City is not aware of any existing wells that would be affected by development of the proposed road widening, but it acknowledges that improper abandonment of wells presents a significant groundwater contamination risk. Any wells to be abandoned would be handled in accordance with state and local regulations requiring proper closure.



OFFICE OF
FRESNO
IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

Comment Letter 2

YOUR MOST VALUABLE RESOURCE - WATER

June 1, 2018

Ryan Burnett
Planning and Development Services
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project
Notice of Availability of a Draft Environmental Impact Report
FID Facilities: Jefferson Pipeline No. 112 & Brown Pipeline No. 113

Dear Mr. Burnett:

The Fresno Irrigation District (FID) has received and reviewed the Notice of Availability of a Draft Environmental Impact Report for the Proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project (Capital Improvement Project 14-30). We appreciate the opportunity to review and comment on the subject documents for the proposed project. Your proposed project is a significant development and requires thorough and careful consideration of all of the potential impacts. Our comments are as follows:

2-1

1. FID previously reviewed and commented on the subject property on July 28, 2016 as Notice of Preparation – Proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project Environmental Impact Report, those comments and conditions still apply and a copy has been attached for your reference.

Thank you for making available to us the Notice of Availability of a Draft Environmental Impact Report for the Proposed Shaw Avenue Widening (Capital Improvement Project 14-30) for our review and allowing us the opportunity to provide comments. We appreciate the opportunity to review and comment on the subject documents for this project. While it is difficult to envision all of the potential impacts without all of the improvement details, we attempted to provide you as much information as possible. We reserve the right to provide additional comments when more detailed information becomes available. If you have any questions, please feel free to contact me at (559) 233-7161 extension 7103 or LKimura@fresnoirrigation.com.

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachments

City of Clovis

Notice of Availability of a Draft Environmental Impact Report

Capital Improvement Project 14-30:

Shaw Avenue Widening Between De Wolf and McCall Avenues

(State Clearinghouse No. 2016071036)

Date: May 14, 2018

To: Responsible, Trustee, and
Interested Agencies
Property Owners, Residents
and Interested Persons

From: Ryan Burnett, AICP
Engineering Program Supervisor
City of Clovis
Planning & Development Services
1033 Fifth Street
Clovis, CA 93612
Telephone: (559) 324-2336
Email: ryanb@cityofclovis.com

Comment Deadline: July 2, 2018

The City of Clovis has completed a Draft Environmental Impact Report (EIR) for the proposed Shaw Avenue Widening Between De Wolf and McCall Avenues Project (Capital Improvement Project 14-30). Notice is hereby given that the Draft EIR is available for public review and comment.

Project Location and Description: The City of Clovis is proposing to widen the two-mile segment of Shaw Avenue between De Wolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six-lane urban arterial road. The six-lane section would extend from De Wolf Avenue to the Highland Alignment and would have the same basic design as the nearby sections of Shaw Avenue west of De Wolf Avenue.

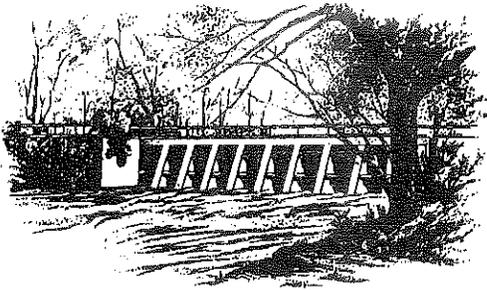
The five-lane section would extend from the Highland Alignment to McCall Avenue. The south side of the road would abut land planned by the City for urban development and, therefore, would have the same three-lane design as proposed for Shaw Avenue west of the Highland Alignment. The north side of the road would abut land planned by Fresno County for rural residential development and, therefore, would have two travel lanes instead of three and no sidewalk or landscaping on the north side of the street.

Potential Project Impacts: Based on the Draft EIR, the project could have significant environmental effects related to: aesthetics; air quality; biological resources; cultural resources; hydrology and water quality; noise; and tribal cultural resources. The Draft EIR found that each of the potentially significant impacts could be reduced to insignificance by mitigation measures presented in the Draft EIR, except for aesthetic impacts from changes to the existing streetscape and increased noise levels from roadway traffic.

Public Review: Copies of the Draft EIR may be reviewed or obtained at the City of Clovis Planning and Development Services Department, Engineering Services Division, 1033 Fifth Street, Clovis, CA, 93612, telephone (559) 324-2350. The Draft EIR may also be reviewed online at www.cityofclovis.com or at the Clovis Regional Library, 1155 Fifth Street, Clovis, CA 93612.

Review Period: The 45-day public review period for the Draft EIR will begin on Wednesday, May 16, 2018 and end on Monday, July 2, 2018. Please submit written comments to Ryan Burnett, AICP, Engineering Program Supervisor, at the address listed previously in this notice. All comments addressing environmental issues will be responded to in the Final EIR.

Project Decision-Making Process: After the Final EIR is prepared, a public hearing will be held by the Clovis City Council to consider certification of the Final EIR and approval of the project. Formal notice of the hearing will be given to all agencies and persons receiving notice of the Draft EIR availability.



YOUR MOST VALUABLE RESOURCE - WATER

July 28, 2016

OFFICE OF
FRESNO
IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

Ryan Burnett
Planning and Development Services
City of Clovis
1033 Fifth Street
Clovis, CA 93612

RE: Proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project
Notice of Preparation - Environmental Impact Report
FID Facilities: Jefferson Pipeline No. 112 & Brown Pipeline No. 113

Dear Mr. Burnett:

The Fresno Irrigation District (FID) has received and reviewed the Notice of Preparation for the Proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project Environmental Impact Report. We appreciate the opportunity to review and comment on the subject documents for the proposed project. Your proposed project is a significant development and requires thorough and careful consideration of all of the potential impacts. Our comments are as follows:

Impacted Facilities

1. FID's active Jefferson Pipeline No. 112 traverses in a southwesterly direction and crosses the intersection of De Wolf and Shaw avenues as shown on the attached FID exhibit. The reach of the canal affected by proposed Shaw Avenue Widening Project consists of 42-inch diameter ASTM C-76 Rubber Gasket Reinforced Concrete Pipe (RGRCP) installed in 1975 (approximately 40 years old). Although RGRCP meets FID's standard for developed (residential, industrial, and commercial) parcels or urban areas, ASTM C-76 pipe has a weaker joint connection than the currently used ASTM C-361 pipe and may be subject to leaks. This culvert was originally intended to be replaced with Tract 5418 in 2006, but due to unforeseen field conditions, the City performed a video inspection of the pipeline which showed it was in good condition and ultimately decided not to have the culvert replaced with the tract. FID strongly encourages the City to still consider replacing this pipeline. The pipeline within the right-of-way is passed its useful life (40 years) and FID recommends that the City consider replacing the pipeline, or at a minimum, have the pipeline re-inspected to determine its condition.
2. FID's Brown Pipeline No. 113 traverses in a southerly direction and crosses Shaw along the east side of De Wolf Avenue in a temporary 15-foot wide pipeline easement recorded on December 26, 2006 as Document No. 2006-0269667, Official Records of

2-2

2-2

Fresno County. The reach of the canal affected by the Shaw Avenue Widening Project consists of 21-inch diameter ASTM C-76 Rubber Gasket Reinforced Concrete Pipe (RGRCP) installed in 1975 (approximately 40 years old). Although RGRCP meets FID's standard for developed (residential, industrial, and commercial) parcels or urban areas, ASTM C-76 pipe has a weaker joint connection than the currently used ASTM C-361 pipe and may be subject to leaks. The culvert under the road right-of-way is passed its useful life (40 years) and FID recommends that the City consider replacing the pipeline with 24-RGRCP.

3. The Brown No. 113 is currently in a temporary location and easement and will need to be relocated to the final alignment when De Wolf Avenue right-of-way is expanded to its ultimate width or at a time when the agricultural property immediately to the east of the pipeline easement is developed or improved for other non-agricultural uses, including but not limited to housing or commercial developments. However, it is recommended the portion of the Brown No. 113 located within the Shaw Avenue road right-of-way and that portion connecting to the Jefferson No. 112 be replaced as part of the current Shaw Avenue road improvements in order to minimize impacts to utilities and infrastructure in the future.

General Comments

1. FID requires permanent drive approaches to access the Jefferson Canal. Subject to the impact of the proposed project, FID's ability to access the canal may be impacted and/or impaired. In order to access the maintenance road with our larger equipment, FID requires a larger drive approach. FID's minimum access requirement off major roadways is 50 feet from edge of right-of-way narrowing to 20 feet wide drive banks (See attached "Drive Approach in Urban Areas" Detail No. 62). The 50 foot width is defined as starting from the end portion of the bridge/railing outward (away from the bridge). In certain circumstances, a minimum 35 foot setback, to allow safe and adequate access has been accepted. Every road and canal intersection is different and therefore each access will be different. The major factors affecting the proposed width will be the angle of the road intersecting the Canal, grade of canal bank vs. County road, median vs. no median, etc.
2. FID requires it review, approve and be made a party to signing all improvement plans which affect its property/easements and canal/pipeline facilities.
3. FID assumes that all utilities will be located within the road right-of-way. FID's existing easements are exclusive and therefore FID will not allow any proposed utilities to be within its right-of-way/easement. FID's requirements will substantially change if any utilities are located within FID's right-of-way/easement.
4. FID requires it review, approve and be made a party to signing all improvement plans which affect its property/easements and canal/pipeline facilities including, but not limited to Sewer and Water, FMFCD, Street, Landscaping, Dry Utilities, and all other utilities.
5. FID does not allow FID owned property or easements to be in common use with public utility easements but will in certain instances allow its property to be in common use with landscape easements if the City of Clovis enters into the appropriate agreement with

2-3

2-3

FID. FID requires all block walls and fences to be located outside of its property and easement.

6. FID's Engineering Department, (559) 233-7161, shall be notified 48 hours prior to construction affecting FID's facilities. No work shall begin without Contractor first obtaining an FID Permit to Work within Easement and Right-Of-Way. FID will require a permit for each crossing.
7. There will be administrative, engineering, and inspection cost associated with the review, approval, and construction of this project. FID is unable to provide an estimate cost of the project at this time due to insufficient information to determine the scope of work for the said future street improvement.
8. FID requires the City's engineer meet with FID at their earliest convenience to discuss specific requirements, e.g. easement width and alignment, right-of-way width and alignment, pipeline alignment, depth and size, fees, etc.

Thank you for making available to us the Notice of Preparation for the Proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project Environmental Impact Report for our review and allowing us the opportunity to provide comments. We appreciate the opportunity to review and comment on the subject documents for this project. While it is difficult to envision all of the potential impacts without all of the improvement details, we attempted to provide you as much information as possible. We reserve the right to provide additional comments when more detailed information becomes available. If you have any questions please feel free to contact me at (559) 233-7161 extension 7103 or LKimura@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachments



This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only, and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7161 for further information on FID facilities.

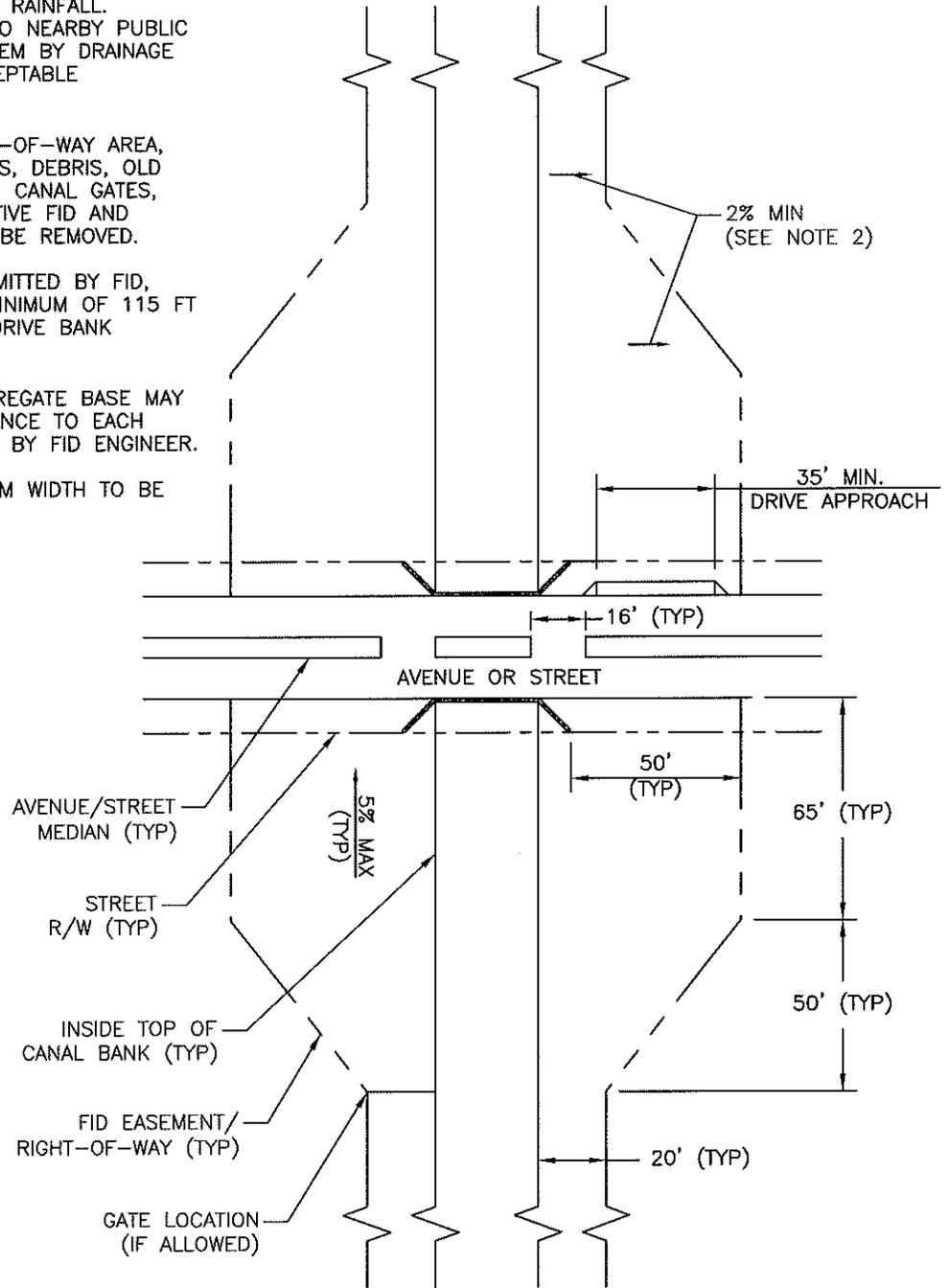
Legend

- FID Canal
- Private Canal
- Abandoned Canal
- FID Pipeline
- Private Pipeline
- Abandoned Pipeline
- Stream Group
- Other-Creek/River
- Other-Pipeline
- FID Boundary
- Railroad
- Streets & Hwys
- Parcel
- FMFCD Acquired Basins
- FMFCD Proposed Basins

0 95 190 Feet
 1 inch = 191.51 feet
 6/29/2016
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NOTES:

1. DIMENSIONS AND NOTES ARE FOR LAYOUT PURPOSES ONLY. A SCALED DRAWING SHALL BE PREPARED AND SUBMITTED WITH ALL PLAN SETS PRIOR TO CONSTRUCTION.
2. DRAINAGE WILL NOT BE ACCEPTED IN THE CANAL AND SHALL BE ROUTED AWAY FROM FID PROPERTY/DRIVE BANKS. SLOPE DRIVE BANKS A MINIMUM OF 2% AWAY FROM THE CANAL WITH PROVISIONS MADE FOR RAINFALL. RUNOFF TO BE CONVEYED TO NEARBY PUBLIC STREETS OR DRAINAGE SYSTEM BY DRAINAGE SWALES OR OTHER FID ACCEPTABLE ALTERNATIVES.
3. WITHIN FID EASEMENT/RIGHT-OF-WAY AREA, ALL EXISTING TREES, BUSHES, DEBRIS, OLD CANAL STRUCTURES, PUMPS, CANAL GATES, AND OTHER NON OR IN-ACTIVE FID AND PRIVATE STRUCTURES MUST BE REMOVED.
4. IF AN ACCESS GATE IS PERMITTED BY FID, GATE MUST BE PLACED A MINIMUM OF 115 FT AWAY FROM ROAD, WHERE DRIVE BANK NARROWS TO 20 FT.
5. THREE (3) INCH THICK AGGREGATE BASE MAY BE REQUIRED AT THE ENTRANCE TO EACH DRIVE BANK AS DETERMINED BY FID ENGINEER.
6. DRIVEWAY APPROACH MINIMUM WIDTH TO BE 35 FT.



DRIVE APPROACH IN URBAN AREAS

City of Clovis

NOTICE OF PREPARATION

**Proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project
Environmental Impact Report**

To: Responsible, Trustee, and
Interested Agencies

From: City of Clovis
Ryan Burnett, Management Analyst
Planning and Development Services
Department, Engineering Division
1033 Fifth Street, Clovis, CA 93612
Telephone: (559) 324-2336;
Email: RyanB@ci.clovis.ca.us

Purpose and Scope of EIR: The City of Clovis will be the Lead Agency and will prepare an environmental impact report (EIR) for the Shaw Avenue Widening between De Wolf and McCall Avenues Project (project). The attachment to this Notice of Preparation describes the project, its location, and the potentially significant environmental effects of the project.

Based on an Initial Study the City prepared for the project, the EIR will be tiered and focused. As a tiered EIR, the EIR will concentrate on evaluating issues specific to the project and will refer to the "City of Clovis General Plan Update Program EIR" and "Loma Vista Specific Plan EIR" for analyses of general matters related to the project. The EIR will focus on evaluating the potentially significant environmental effects of the project as identified in the Initial Study.

The Initial Study is available at the address listed above or at www.cityofclovis.com.

Scoping Meeting: The City of Clovis invites you to attend an agency scoping meeting for the project on Wednesday, July 27, 2016 at 2:00 p.m. in the Planning and Development Services Department office at 1033 Fifth Street, Clovis, California.

Written comments: Written comments in response to this Notice of Preparation must be received no later than 30 days after receipt of this notice. Please send your comments to Ryan Burnett at the address shown above.

**Attachment to
NOTICE OF PREPARATION
City of Clovis
Shaw Avenue Widening between De Wolf and McCall Avenues Project
Environmental Impact Report**

1. Project Location and Setting

The location of the proposed Shaw Avenue Widening between De Wolf and McCall Avenues Project is shown on Figures A-1 and A-2. The project is on the east side of the City of Clovis in Fresno County, California. The project area encompasses the existing right-of-way of the two-mile segment of Shaw Avenue between De Wolf and McCall Avenues and land adjoining the right-of-way that the City will acquire or obtain by dedication to widen the street.

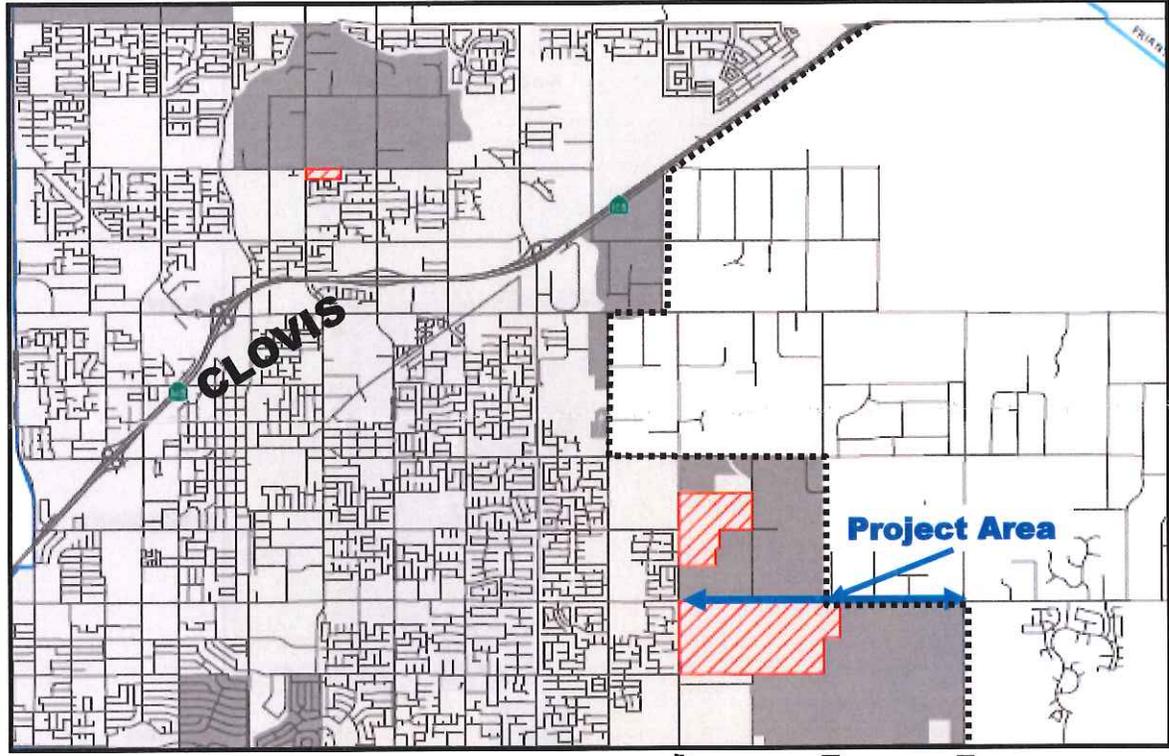
The project area is within the City of Clovis' Sphere of Influence except the land north of Shaw Avenue between Highland and McCall Avenues. The City has planned the land within its Sphere of Influence for urban development. Fresno County has planned the land within the project area outside the City of Clovis' Sphere of Influence for rural residential development.

The City of Clovis has annexed the land along the south side of Shaw Avenue from De Wolf Avenue east to approximately the Highland Avenue alignment. The City would annex the remaining unincorporated land within its Sphere of Influence and the project area when it approves projects for urban development in the area.

2. Project Description

The project would widen Shaw Avenue between De Wolf and McCall Avenues from a two-lane rural road to a five- to six- lane urban arterial street. The City would:

- Construct between De Wolf and Highland Avenues three westbound lanes, three eastbound lanes, bike lanes, a landscaped median, sidewalks with adjoining landscaping, streetlights, fire hydrants, and other facilities normally found along a major street. Between De Wolf and Highland Avenues, Shaw Avenue would have a right-of-way width of 164 feet and a curb-to-curb width of 104 feet.
- Construct between Highland and McCall Avenues three westbound lanes, two eastbound lanes, bike lanes, and a landscaped median. The street would have a right-of-way width of 132 feet and a curb-to-shoulder width of 90 feet.
- Construct on the south side of Shaw Avenue between De Wolf and McCall Avenues and on the north side of Shaw Avenue between De Wolf and Highland Avenues, between the curb and south edge of the right-of-way, a sidewalk with adjoining landscaping and streetlights, fire hydrants, and other facilities normally found along a major street. The City would not construct sidewalks and landscaping along the north side of Shaw Avenue east of Highland Avenue because Fresno County has planned for the area north of Shaw to remain in rural uses.
- In order to widen Shaw Avenue, the City would acquire or obtain by dedication land from a number of properties along both sides Shaw Avenue within the project area. No houses are on the land the City would need.
- Construct driveways and other improvements necessary to provide access from the widened Shaw Avenue to individual developed properties.
- Install traffic signals at the intersections of Shaw Avenue with De Wolf, Leonard, Highland, Thompson, and McCall Avenues.



-  City Boundary
-  Pending Annexation
-  Sphere of Influence Boundary



Scale: Approx. 1 inch = 1/2 mile

FIGURE A-1
Project Location,
City Boundary &
Sphere of Influence Boundary

Source: City of Clovis General Plan, adapted by Odell Planning & Research

City of Clovis Planning Development Services
1033 Fifth Street
CLOVIS CA 93612-1313

US POSTAGE AND FEES PAID

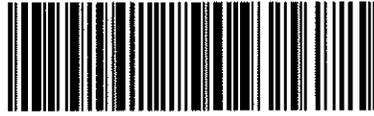
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Fresno Irrigation District
Laurence Kimura, P.E., Chief Engineer
2907 S. Maple Avenue
FRESNO CA 93725-2208



2. City of Clovis Response to Fresno Irrigation District (FID)

Response 2-1:

The DEIR comment letter provided by FID includes and refers to comments it provided in response to the project's Notice of Preparation (NOP). While FID's response to the project's NOP was considered as part of the preparation of the DEIR, the comments are more directly addressed below.

Response 2-2:

Impact 2.9, Utilities and Service Systems, has been added to the Revised Draft EIR to address potential impacts to facilities maintained by the Fresno Irrigation District (FID) in the vicinity of the project. Mitigation Measure US-1 has also been added to ensure that potential impacts to the facilities identified by FID are less than significant.

Response 2-3:

Regarding the items under the "General Comments" heading from FID's NOP response letter, the City acknowledges the various existing requirements, policies and procedures applicable to the development process reflected in the general comments, such as drive approach requirements, showing easements on maps, review and approval of improvements plans, prohibition of utilities and fences/walls within the FID right-of-way, notification of construction activities affecting FID facilities, costs associated with FID plan review and the potential for other comments and requests by FID as more project detail becomes available. The City will work with FID as development takes place to be sure that the project complies with existing regulations, policies and procedures.

Ronald Nowell

5044 Marjan, Clovis, Calif. 93619

Comment Letter 3

Shaw Widening June 1 /2018

Ryan Burnett. AICP

Engineering Program Supervisor

Clovis

Planning and Development

1033 Fifth Street

Clovis, Ca. 93612

Response to 2018 road EIR.

3-1

1. Water: Risk of raising the grade of the road may result in a “daming” of the Natural flow of water and may result in flooding 5058 Marjan, a residence. The ditch has A history of back flooding. The residence had a engineered slab when built to be Raised above county grade to prevent this possible flooding
2. The widening of the road would increase the risk of dust, trash, noise, fumes and dangerous fumes and accidents that are sure to Happen due to speeding, drinking, drugs (yes ,even marijuana), would be raised. The mitigation needs to be explained and a prevention such as a wall COULD be provided. The deciding that walls would not be a significant prevention of
3. These obvious dangers is questionable.
4. If this is so, why does Clovis provide this service to all the tracts just across the Street?.

3-2

Please show me why the Clovis solution works only on one side of the road!
This appears to be a preferential treatment for given groups and a possible Deprivation of civil rights of protection to all of us. The lame explanation That there are too many areas of roads or openings has been demonstrated By the county planning using of flag access, see 5058 Marjan.
Before my building of 5058. Marian, the supervisors made a flag access was the Only available possible to split the 5acres.
It is only too obvious that there could be significant financial harm to residents since there is a option such that is used by City of Clovis.

3-2

Auto speeding and reckless driving would be a danger to school children on the North side of Shaw and hints at a disregard for their safety. With a wall, they could be Protected by a Barrier, the busses could be protected.

3-3

5. The open ditch would keep children, bikers, pedestrians exposed to the trash, autos, deaths (see recent bike/auto accident). Even a horse was killed !

3-4

6. It could be a. Benefit if we could see actual markings as to the changes, even just. a map.

Sincerely, just a long time resident of Clovis

Ronald. Nowell

Ronald P Nowell 6-1-2018

5044 and 5058 Marian Residents.

3. City of Clovis Response to Robert Nowell

Response 3-1:

The Draft EIR includes analysis of potential drainage and flooding impacts. As discussed under Impact 2.5 (see Table 5-2, pages 42-43) and the *Shaw Avenue Floodplain Report* (included as Appendix D of the Draft EIR), modeling performed to evaluate the impact of the project revealed that the potential for flooding would not significantly differ from the existing conditions. The comments here do not provide any information indicating that the Draft EIR (including the *Shaw Avenue Floodplain Report* within it) was missing pertinent information regarding drainage and flooding impacts or was in some other way inadequate in its analysis. It is also noted that the project is required to comply with rules, regulations, and standards put forth by FMFCD and other agencies which function to ensure adequate drainage exists and flooding risks are minimized.

Response 3-2:

The comments here combine several types of potential impacts which the commenter indicates should warrant the installation of a wall along the length of the roadway.

As a general matter, the Draft EIR includes sections that address potential impacts to Aesthetics, Air Quality, Noise, and Traffic. These respective sections of the Draft EIR considered the project's potential to increase things like, dust, fumes, noise, traffic-related safety hazards, and adverse aesthetic conditions.

On the issue of traffic safety, the comments do not appear to present a connection or nexus between the project, i.e. any specific aspects of its design, and an increased likelihood of traffic accidents. The Draft EIR analyzed traffic impacts, including issues of traffic safety impacts.

Concerns regarding potential dust and fumes are encompassed within the analysis of Air Quality impacts, including Impact 2.1, Air Quality (see page 35), the project's Initial Study (pages 27-28 of Appendix A), and reference to standards in Section 3.4.3 (page 14). Impact 2.1 considers whether the project would expose sensitive receptors to substantial pollutant concentrations, and it was determined this impact would be less than significant with incorporation of measures from the *City of Clovis Final General Plan PEIR*, Mitigation Measure 3-1 (see Revised DEIR page 37-38 for additional detail). The Initial Study determined the project would result in less than significant impacts regarding cumulatively considerable net increases of any criteria pollutant, exposure of sensitive receptors to substantial pollutant concentrations, and odors (see pages 27-28 of Appendix A). As mentioned in Section 3.4.3, the *City of Clovis Standard Specifications* provide standards for dust control and air pollution control, which would be applicable to the project and function to ensure that such impacts do not result from implementation of the road widening.

The issue of potential trash accumulation is addressed in Response 8-4. As discussed there, the project would not result in a significant environmental impact in this regard.

On the issue of noise, the Draft EIR determined that significant impacts would result from the project because residences near Shaw Avenue would be exposed to traffic-related noise levels in excess of the City of Clovis' normally acceptable exterior noise standard of 65 dBA CNEL and interior noise standard of 45 dBA CNEL (see discussion under Impact 1.2 of the Draft EIR, as well as the *Noise Analysis* included as part of Appendix A). The Draft EIR also identified sound barriers/noise walls as a mitigation measure capable of reducing noise levels below the City's exterior and interior noise standards. However, while the construction of sound barriers or walls would be feasible for new residential subdivisions within the project area, for the existing rural residences the construction of a continuous, effective sound barrier would not be feasible, at minimum, because of the need to provide openings for these driveways. For this reason, noise impacts to existing rural residences were determined to be significant and unavoidable.

In response to comments received for the Draft EIR, additional analysis was performed to determine the effectiveness of installing noise barriers along Shaw Avenue. The Noise Barrier Analysis (included as Appendix F of this Revised Draft EIR) evaluates the ability of noise barriers to significantly reduce exterior and interior noise levels at 27 properties located adjacent to the road widening area. According to the Noise

Barrier Analysis, up to six of the 27 residences evaluated could experience substantial reductions in exterior noise levels (i.e. of at least 5 dBA) with the installation of noise barriers; two of the six properties would require “alternative” barrier alignments (i.e. entailing reconfigured or relocated road access) to achieve substantial reduction; and the remainder of the residences would not experience substantial reductions in exterior noise levels with the installation of a noise barrier. Moreover, the Noise Barrier Analysis predicted future cumulative noise levels would still be expected to exceed the City’s noise standards at nearly all parcels. While Mitigation Measure N-1 has been included to facilitate the installation of noise barriers at locations that were identified as capable of achieving a substantial noise reduction, the overall impacts remain significant and unavoidable. This information has been incorporated into the Revised Draft EIR under Impact 1.2 (Noise).

The remainder of the comments in this section address topics that are not encompassed within the scope of CEQA and thus do not require a response.

Response 3-3:

No impacts relating to any open ditches near the project site were identified during preparation of the Draft EIR. The comments here do not provide any specific additional information that would change this determination. No further response is required.

Response 3-4:

The May 2018 Draft EIR was published with exhibits displaying the proposed buildout of the roadway and additional improvements included as part of the project (see Figure 3-6 of the May 2018 Draft EIR, pages 16-18). Although these exhibits presented a comprehensive visual representation of the project’s buildout, as noted in the Summary of Revisions, the Revised Draft EIR includes updated exhibits that are intended to provide better clarity and understanding of the improvements that are included as part of the project. The Revised Draft EIR now features three figures which separately display distinct components of the road widening project: Figure 3-6A (Plan Line/Right-of-Way); Figure 3-6B (Street Improvements); and Figure 3-6C (Storm Drainage Basins and Facilities). The updated figures also include a correction to the total Plan Line/Right-of-Way previously displayed in Figure 3-6, and explanative text corresponding to the new exhibits has been incorporated into the Revised Draft EIR.

Comment Letter 4

From: Padilla, Dave@DOT [mailto:dave.padilla@dot.ca.gov]
Sent: Monday, June 04, 2018 2:24 PM
To: Ryan Burnett <RyanB@ci.clovis.ca.us>
Cc: state.clearinghouse (state.clearinghouse@opr.ca.gov) <state.clearinghouse@opr.ca.gov>
Subject: Shaw Avenue Widening (SCH 2016071036)

Hello Ryan,

We have no concerns with the proposed project.

Thank you

David Padilla, Associate Transportation Planner
Office of Planning & Local Assistance
1352 W. Olive Avenue
Fresno, CA 93778-2616
Office: (559) 444-2493, Fax: (559) 445-5875



District 6

4-1

4. City of Clovis Response to Caltrans

Response 4-1:

Caltrans comment indicating that it has no concerns with the project is noted.



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

Comment Letter 5

June 11, 2018

Ryan Burnett, Engineering Program Supervisor
City of Clovis, Planning and Development Services
1033 Fifth Street
Clovis, CA 93612

SUBJECT: Capital Improvement Project No. 14-30

Dear Mr. Burnett:

The County of Fresno appreciates the opportunity to review and comment on the subject Capital Improvement Project No. 14-30. The Fresno County Department of Public Health, Environmental Health Division has provided comments regarding the proposed project, a copy of which has been enclosed. For more information regarding these comments please contact Kevin Tsuda at (559)600-3271.

Additionally, the Fresno County Department of Public Works and Planning, Policy Planning Unit has provided comments regarding the project, a copy of which has also been enclosed. For more information regarding these comments please contact Anthony Lee at (559)600-9613.

If you have any questions, you may e-mail me at tkobayashi@FresnoCountyCA.gov or contact me at (559) 600-4224.

Note: Environmental Health Division comments are included as a separate item (Comment Letter 1)

Sincerely,

Thomas Kobayashi, Planner
Development Services and Capital Projects Division

TK:ksn

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Enclosures

cc. Bernard Jimenez, Assistant Director
William M. Kettler, Development Services and Capital Projects Division
Chris Motta, Development Services and Capital Projects Division



Inter Office Memo

DATE: June 7, 2018

TO: Thomas Kobayashi, Planner
Development Services and Capital Projects Division, Current Planning Unit

FROM: Anthony Lee, Planner
Development Services and Capital Projects Division, Policy Planning Unit

SUBJECT: Outside Agency Review (OAR) of City of Clovis CIP 14-30, Shaw Avenue Widening Project

The City of Clovis is proposing to widen the two-mile segment of Shaw Avenue between De Wolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six-lane urban arterial road. The six-lane section would extend from De Wolf Avenue to the Highland Alignment. The five-lane section would extend from the Highland Alignment to McCall Avenue.

5-1

On August 5, 2016, the Policy Planning Unit cited General Plan policies related to the Transportation and Circulation Element regarding the City of Clovis' Notice of Preparation (NOP) of Environmental Impact Report (EIR) on the proposed project. Attached below is a copy of the Policy Planning Unit's response, dated August 5, 2016.

If you have any questions please email me at anthonylee@fresnocountyca.gov or call me at (559) 600-9613.



Inter Office Memo

DATE: August 5, 2016

TO: Chrissy Monfette, Planner
Development Services Division, Current Planning Unit

FROM: John Adams, Planner *ja*
Development Services Division, Policy Planning Unit

SUBJECT: Outside Agency Review (OAR) of City of Clovis EIR for Proposed Shaw Avenue Widening Project

The Fresno County General Plan Transportation and Circulation Element includes policies related to traffic circulation, road construction and bikeways. The text of policies of the General Plan Transportation and Circulation Element related to road improvements in the unincorporated areas of the County is included below for your reference.

Policy TR-A.1 The County shall plan and construct County-maintained streets and roads according to the County's Roadway Design Standards. Roadway design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) design standards and by County Public Works Department Standards. County standards include typical cross sections by roadway classification, consistent with right-of-way widths summarized in Table TR-1.

The County may deviate from the adopted standards in circumstances where conditions warrant special treatment of the roadway. Typical circumstances where exceptions may be warranted may include:

- a. Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs; and
- b. Environmental constraints that may otherwise entirely preclude road improvement.

Policy TR-A.2 The County shall plan and design its roadway system in a manner that strives to meet Level of Service (LOS) D on urban roadways within the spheres of influence of the cities of Fresno and Clovis and LOS C on all other roadways in the county.

Roadway improvements to increase capacity and maintain LOS standards should be planned and programmed based on consideration of the total overall needs of the roadway system, recognizing the priority of maintenance, rehabilitation, and operation of the existing road system.

The County may, in programming capacity-increasing projects, allow exceptions to the level of service standards in this policy where it finds that the improvements or other measures required

to achieve the LOS policy are unacceptable based on established criteria. In addition to consideration of the total overall needs of the roadway system, the County shall consider the following factors:

- a. The right-of-way needs and the physical impacts on surrounding properties;
- b. Construction and right-of-way acquisition costs;
- c. The number of hours that the roadway would operate at conditions below the standard;
- d. The ability of the required improvement to significantly reduce delay and improve traffic operations; and
- e. Environmental impacts upon which the County may base findings to allow an exceedance of the standards.

In no case should the County plan for worse than LOS D on rural County roadways, worse than LOS E on urban roadways within the spheres of influence of the cities of Fresno and Clovis, or in cooperation with Caltrans and the Council of Fresno County Governments, plan for worse than LOS E on State highways in the county.

Policy TR-A.12 The County, where appropriate, shall coordinate the multi-modal use of streets and highways to ensure their maximum efficiency and shall consider the need for transit, bikeway, and recreational trail facilities when establishing the Ultimate Right-of-way Plan and Precise Plans of streets and highways.

Policy TR-A.16 The County shall require that plans for County road improvement projects consider the preservation of unique existing landscaping to the extent that it will be consistent with user safety.

Policy TR-D.3 The County shall implement Regional Bikeways Plan routes as Class II facilities unless otherwise designated.

Policy TR-D.4 The County shall develop bikeways in conjunction with street improvement projects occurring along streets and roads designated on the Regional Bikeways Plan map.

Policy TR-D.7 The County shall construct and maintain bikeways to minimize conflicts between bicyclists and motorists.

If you have any questions please email me at jradams@co.fresno.ca.us or call me at (559) 600-4239.

5. City of Clovis Response to County of Fresno, Policy Planning Unit

Response 5-1:

The comment letter references the Fresno County Policy Planning Unit's previous comments submitted in response to the project's NOP, which identified policies from the Fresno County General Plan relevant to the project. The policies were considered as applicable during preparation of the Draft EIR. No additional response is required.



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

Comment Letter 6

June 12, 2018

Ryan Burnett, Engineering Program Supervisor
City of Clovis, Planning and Development Services
1033 Fifth Street
Clovis, CA 93612

SUBJECT: Capital Improvement Project No. 14-30

Dear Mr. Burnett:

The County of Fresno appreciates the opportunity to review and comment on the subject Capital Improvement Project No. 14-30. The Fresno County Department of Public Works and Planning, Development Engineering has provided comments regarding the proposed project, a copy of which has been enclosed. For more information regarding these comments please contact Scott Tigson at (559)600-4248.

If you have any questions, you may e-mail me at tkobayashi@FresnoCountyCA.gov or contact me at (559) 600-4224.

Sincerely,

Thomas Kobayashi, Planner
Development Services and Capital Projects Division

TK:ksn

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Enclosures

cc. Bernard Jimenez, Assistant Director
William M. Kettler, Development Services and Capital Projects Division
Chris Motta, Development Services and Capital Projects Division



Inter Office Memo

DATE: June 11, 2018

TO: Thomas Kobayashi, Planner

FROM: Scott Tigson, Engineer

SUBJECT: City of Clovis Capital Improvement Project 14-30 - The City of Clovis is proposing to widen the two-mile segment of Shaw Avenue between De Wolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six-lane urban arterial road. The six-lane section would extend from De Wolf Avenue to the Highland Alignment. The five-lane section would extend from the Highland Alignment to McCall Avenue

1. This section of Shaw Avenue within Fresno County limits is classified as an arterial road with an existing 55-foot right-of-way south of the section line and an existing right-of-way north of the section line that varies from 0 to 53 feet per Plat Book. The minimum total width for an arterial road right-of-way is 106-feet.
2. Portions of the proposed 2-mile section of Shaw Avenue is a County-maintained road. Records indicate the section of Shaw Avenue, from .364 miles west of Thompson Avenue to Thompson Avenue, has an ADT of 6700, pavement width of 33.7 feet, structural section of .22 feet AC/.45 feet AB/1.0 feet AS, and is in very good condition. Records indicate the section of Shaw Avenue, from Thompson Avenue to Gaynor Avenue, has an ADT of 6000, pavement width of 32 feet, structural section of .22 feet AC/.45 feet AB/1.0 feet AS, and is in very good condition. Records indicate the section of Shaw Avenue, from Gaynor Avenue to McCall Avenue, has an ADT of 5000, pavement width of 35 feet, structural section of .22 feet AC/.45 feet AB/1.0 feet AS, and is in good condition.
3. Any work done to construct and improve Shaw Avenue within Fresno County jurisdiction will require an Improvement Permit from the Road Maintenance and Operations Division.
4. Typically, any access driveway should be set back a minimum of 10' from the property line.
5. According to FEMA, FIRM Panel 1615H, portions of the project are in Zone A & AE floodway zones which are subject to flooding from the 100-year storm. If any development is within the area identified as Zone A or AE, it must comply with the County Flood Hazard Ordinance (Title 15.48).
6. The project site is located within the Fresno Metropolitan Flood Control District (FMFCD) Drainage Zones Districts DO & DP and intersects two rural streams (Dog Creek Tributary). FMFCD should be consulted for their requirements and any additional runoff generated by development cannot be drained across property lines.

6-1

6-2

6-2

7. The U.S.G.S Quad Map shows that Jefferson Canal is near the intersection of Shaw & De Wolf Avenue. Typically, any improvements constructed near the canal should be coordinated with the owners of the canal.
8. An Engineered Grading and Drainage Plan may be required to show how additional storm water runoff generated by the proposed development will be handled without adversely impacting adjacent properties.
9. A Grading Permit or Voucher shall be required for any grading proposed with this application within Fresno County jurisdiction.

6. City of Clovis Response to County of Fresno, Development Engineering

Response 6-1:

The comments note background information about the project widening area and the existing condition of the roadway. No response is required.

Response 6-2:

The comments note existing requirements, policies and procedures related to driveway access, grading, drainage, and runoff that are applicable to the area of the project within unincorporated Fresno County, which the City acknowledges and will adhere to as applicable. No additional response is required.

Shaw Avenue Widening EIR Comments

[Submitted by Alan Weaver]

7-1

1. Table 2-1, in the Aesthetics Section, indicates that increase in ambient light due to street lights may be a significant but unavoidable impact to the existing rural residential properties. While I concur with this finding, I believe that this I do not believe this impact may be minimized or delayed if street lights are not installed along the rural segments of the project until the adjoining properties are developed to an urban standard. Additionally, the installation of street lights along current agricultural parcels will make roadside weed abatement more difficult. Also, who will pay for the operation costs before the area annexes to the City?

7-2

2. Section 2.5, Areas of Controversy, states “The only area of controversy identified during preparation of the Draft EIR involves concerns about potential for flooding expressed by neighboring property owners...”. I believe this is an incorrect statement. In my response to the Initial Study, I identified a number of concerns, many appear to have been adequately addressed but I have not found resolution to the following:

- a. There does not seem to be any discussion regarding the planned future realignment of Thompson Avenue as it intersects Shaw. How will that impact the project’s proposed median left turn pockets? I believe the DEIR should mention the planned future realignment of Thompson and identify the future impact to the projects proposed left turn movements and median island.
- b. Since no median landscaping is proposed by this project why not install a painted median with a continuous left turn lane and require future development to complete the median as adjoining properties develop? That would reduce maintenance and future median reconstruction costs.
- c. The DIR seems to indicate that street lights will be installed along the south side of Shaw all the way from DeWolf to McCall. This would be unnecessary and undesirable along the properties that remain in cultivation. Who will fund the ongoing operation and maintenance costs? How would this affect/complicate the future Joint Trench issues for the dry utilities?
- d. The EIR should provide a more extensive discussion of the project phasing, i.e. what will be deferred to development of the adjoining properties (wet and dry utilities, median irrigation, etc.) and how will that impact the improvements provided by the proposed widening project? The goal should be to minimize required rework and successive traffic disruptions.
- e. The partial mitigation of project impacts by constructing CMU walls has not been adequately addressed. While, effective or adequate noise mitigation may not be possible, livability and minimization of severance damages may be enhanced in some instances such as the NEC of Gaynor and Shaw.

7-2

- f. While partially shown graphically, no discussion was found regarding the location, acquisition, operation and maintenance of the temporary drainage facilities to be constructed to serve the projects permanent drainage facilities. Will the annual maintenance be performed by City, County or both? Will any of the temporary retention ponds be utilized as recharge facilities?

7-3

3. Section 2.6, Issues to be Resolved, states "This Draft EIR has not identified any issues that remain to be resolved regarding the proposed street widening project, including any issues related to the choice among alternatives or whether or how to mitigate significant effects." I believe the points a through f listed above support an argument that the DEIR should identify and address these issues.

7-4

4. Section 3.4 states that one of the project's goals is to "To minimize the disruption of traffic flow during project construction." I did not find any discussion of how this would be accomplished. I am aware that at one juncture, Clovis staff was supportive of closing Shaw Avenue during the bridge construction at Dog Creek. Full closure would be very disruptive and unnecessary. In this instance there is adequate ROW to construct half the bridge at a time and safely maintain two way traffic.

7-5

5. Table 3-2 indicates that only the underground components of the underpass will be constructed. Unfortunately, that is quite vague and warrants clarification. Will the actual underpass structure be constructed? If not, subsequent construction will be quite disruptive and will result in significant rework and loss of investment. Please clarify specifically what components of the underpass will be incorporated in the proposed project.

7-6

6. Table 3-3, indicates that the intersection of Leonard and Shaw will have east bound and west bound left turn pockets constructed as part of the project and that Leonard will be stop controlled at Shaw. Currently there is a 4-way stop at Leonard and Shaw. Will the project remove the stop signs for east and west bound traffic on Shaw? Currently the traffic volumes on Shaw are much larger than on Leonard. The project should include signalization at Leonard and Shaw to reduce delay and air pollution resulting from unnecessary stops on Shaw.

7-7

7. While the DEIR incorporates a hydrological study for the Dog Creek Tributary crossings, I did not find any discussion of the Dog Creek Bridge. Is it included by reference? If so please elaborate and identify. Will it be part of the project or is it being considered a developer responsibility to be completed prior to the widening project commencing?

7-8

8. I believe Table 3.1 is misleading with respect to current jurisdiction of ROW to be acquired. I believe that it is presumptive in assuming all ROW in the City's SOI is in the City. That is not accurate.

7-9

9. If constructed as indicated in the DEIR, how will the unlandscaped median island sections be maintained (weeds and litter)? Who will be responsible? If constructed, a temporary asphalt cap should be provide to keep the median relatively weed and litter free.

7-10 | 10. Section 3.4.6 appears to not coincide with the described line colors on Figure 3-6. Also, some, but not all, temporary basins are shown with no discussion.

7-11 | 11. The DEIR, in Section 3.4.10, indicates Figure 3-6 shows the location of 6 temporary basins. I only found two shown. Where are the rest? Who will be responsible for maintenance of each one? Can any of them be utilized as recharge basins?

7-12 | 12. Section 3.4.11, "Sewer, Water, and Recycled Water" states "The City may construct these facilities at the locations shown on Figure 3-6 as part of the project or may require construction of the facilities as part of private development projects." This is vague and may result in significant inconvenience and wasted expense if Shaw is widened only to be torn up to install utilities longitudinally under the new pavements and medians. This should be determined now so impacts can be effectively considered and wasted expenses minimized.

7-13 | 13. As a point of correction, in Section 4.4 it states that Rice Lane was a public road. It actually was a private easement benefiting the abutting properties. It was never dedicated and was never County maintained.

7-14 | 14. Table 5-2, in the "Hydrology and Water Quality Section, states "The reconstruction will be six lanes with a divided median from DeWolf to Thompson Avenue then changes to two lanes west bound and three lanes eastbound with a divided median." Thompson should be amended to Highland.

7-15 | 15. Table 5-2, in the section considering Hydrology and Water Quality, states "The Fresno Metropolitan Flood Control District (FMFCD) has determined, through their rural streams master plan program, that these two culverts need to be removed and replaced with larger diameter culverts with the roadway construction to meet their master plan design criteria. The first culvert will be replaced with a 24-inch diameter corrugated metal pipe. The second culvert will be replaced with an 18-inch diameter corrugated metal pipe." This appears to be inconsistent with the recommendations of the Appendix D study prepared by B, C, & F and proposed mitigation Measure HWQ-1, which recommend two 42" culverts at the west crossing and one 42" culvert at the east crossing. The DEIR needs to clarify what is to be installed regarding the culverts and explain reasoning not just state FMFCD has determined something different than the incorporated study recommends. If the project is to install 24" culverts, will they need to be replaced with 42" culverts in the future? If so, isn't that an unnecessary expense?

7-16 | 16. How will the outfall basin for the west culverts be constructed? Will it still divert the majority of flows down the roadside ditch on the west side of Thompson? The inundation maps, in Appendix D, do not seem to recognize the roadside ditch along the west side of Thompson, south of Shaw. This ditch was constructed by the County in the late 1980s or early 1990s to improve drainage for the properties north of Shaw Avenue.

7. City of Clovis Response to Alan Weaver

Response 7-1:

The installation of street lighting is planned to be completed concurrently with the road widening, and the portion of the project's funding allocated for street lighting requires the installation to be completed in this manner. Delaying the installation of lighting would jeopardize the ability to fund the street lighting for the project, thus it is considered infeasible to delay the installation of street lighting until subsequent development occurs.

Regarding maintenance and operation of the street lighting, the City of Clovis and the County of Fresno have adopted a Master Agreement for Cooperative Road Improvement Projects, which specifies generally accepted terms, conditions, and responsibilities for road improvement projects that transcend the agencies' respective jurisdictional boundaries. The Master Agreement states "the City is responsible for maintaining improvements within the County that are installed at the City's sole election which are not normally constructed in connection with County road improvements, including street lights, sidewalks, curb and gutter, median curbs, and landscaping improvements constructed as part of the project."

Response 7-2:

The "Areas of Controversy" section of the EIR has been amended to reflect the additional issues identified in these comments as well as other areas. The specific items identified are addressed in more detail below:

Future alignment of Thompson Avenue

The future alignment of Thompson Avenue in relation to the widening of Shaw Avenue to an arterial standard is accounted for in the City's General Plan and the Loma Vista Specific Plan. The project does not conflict with or impede the realignment of Thompson Avenue.

Painted Median as an Alternative to Concrete Median

A painted median is not considered feasible as an alternative because it would require the installation of additional asphalt to be painted plus the subsequent removal of that additional asphalt to install medians. Further, the design standards of both the City of Clovis and Fresno County for arterial roadways call for arterials to be developed as divided roadways. A painted median would be inconsistent with these design standards, and in turn may contribute to issues of traffic safety and other factors which the standards are meant to address and mitigate.

Streetlights on the South Side of Shaw Avenue

The proposed streetlights are located within the Right-of-Way area, i.e. development of the project would entail the City acquiring the same amount/distance of Right-of-Way regardless of the time streetlights are installed. It is also noted that the City would work with each individual farmer during the Right-of-Way acquisition process to minimize and/or mitigate impacts to property.

Project Phasing

The Revised Draft EIR generally includes updates intended to provide additional information on the timing of the project's development and greater detail about the improvements included with the project. The Summary of Revisions provides a list of these updates and their locations within the Revised Draft EIR. Additionally, per City of Clovis staff, the project intends to include as much concurrent development and installation of the project at one time as is possible, notwithstanding improvements identified in the Draft EIR as being deferred until surrounding development occurs.

Feasibility of Adding Noise Walls Along Frontages of Rural Residences

As discussed in Response 3-2, the Revised Draft EIR includes a Noise Barrier Analysis (Appendix F) which evaluates the potential effectiveness of sound walls in reducing noise levels at rural residences along the road widening area. While up to six residences (out of 27 residences evaluated) could experience substantial reductions in exterior noise levels from the installation of a noise barrier, the Noise Barrier

Analysis determined that the predicted future cumulative noise levels would still be expected to exceed the City's noise standards at nearly all parcels. While Mitigation Measure N-1 has been included to facilitate implementation of noise barriers in locations where they would be both effective and feasible to install, overall the impacts pertaining to future exterior and interior noise levels remain significant and unavoidable.

While the comment also mentions "livability and minimization of severance damages" as potential benefits that concrete masonry walls may provide, it is not clear what environmental impacts (if any) are referenced, thus no response is provided.

Temporary Drainage Facilities Locations and Maintenance

Information has been added in the Revised DEIR to clarify details regarding the drainage basins in Section 3.4.5 (page 16) and Figure 3-6C. Figure 3-6C shows potential locations of up to three temporary drainage basins as well as FMFCD stormwater management facilities (e.g. proposed stormwater collection pipelines, inlets, and culverts). The basins will be maintained by the City of Clovis and designed to its standards and specifications, and these temporary basins would function as until the expansion of FMFCD facilities in the project area. The basins are not presently intended to be used for recharge, although incidental recharge may occur.

Response 7-3:

This comment relates to the items addressed in Response 7-2 above. No additional response is required.

Response 7-4:

The Revised DEIR includes the addition of a Mitigation Measure requiring implementation of a Traffic Management Plan (TMP) during the project's construction. As discussed in Revised Draft EIR Section 5.3 (see Impact 2.7 in Table 5-2), these impacts will be less than significant with mitigation incorporated.

Response 7-5:

Details regarding the underpass have been added as part of the Revised DEIR (see Section 3.4.9 on page 24 and Table 3-2 on page 15).

Response 7-6:

The Revised DEIR includes updates to clarify that the Shaw-Leonard intersection is currently controlled by a four-way stop sign and will be improved with a traffic signal as part of the project (see Table 3-3 within Section 2.4.7 on page 25).

Response 7-7:

The project entails expanding the Dog Creek Bridge (located between Leonard Avenue and Agua Dulce Avenue) to accommodate the widening of Shaw Avenue. Hydrologically, the improvements to the Dog Creek Bridge are addressed and included as part of FMFCD's rural streams program. Information about the rural streams program can be found in Chapter 3 of FMFCD's District Services Plan (available at <http://www.fresnofloodcontrol.org/wp-content/uploads/2017/12/2016-District-Services-Plan-Final.pdf>). Improvements to the Dog Creek Bridge would be subject to FMFCD design standards, plus subsequent review and permitting requirements.

Response 7-8:

Table 3-1 (page 9) has been updated in the Revised Draft EIR to read "City of Clovis and SOI" in order to better clarify the disposition of land within the road widening area.

Response 7-9:

As mentioned in Response 7-1, the Master Agreement between the City of Clovis and the County of Fresno addresses responsibility for maintenance of the median islands, in addition to other project improvements. Response 8-4 addresses concerns regarding trash and weeds.

Response 7-10:

The Revised Draft EIR includes updated text in Section 3.4.6 and adds Figures 3-6A, 3-6B, and 3-6C (see pages 17-24). Figure 3-6C shows the locations of three proposed drainage facilities, and the updated text in Section 3.4.6 corresponds to this update.

Response 7-11:

This item has been corrected as part of Figure 3-6C discussed above.

Response 7-12:

The project includes installation of public water, sewer, and recycled water infrastructure during construction of the road widening project. Subsequent street excavation to install these longitudinal improvements is not anticipated.

Response 7-13:

Rice Lane has been removed from the list of public roads that appears in Section 4.4.

Response 7-14:

The comment is noted and a correction has been made in the Revised Draft EIR changing “Thompson” to “Highland” in the discussion under Impact 2.5 (page 40).

Response 7-15:

The Revised Draft EIR includes a correction to the description of the culverts which addresses this comment (see Impact 2.5 on page 40).

Response 7-16:

According to staff from Blair, Church & Flynn Consulting Engineers, in the short term (i.e. prior to the construction of a trapezoidal channel as part of the FMFCD rural streams master plan program) the outfall basin for the proposed west culverts will be designed and constructed to allow the same amount of flow to enter the existing roadside swale along Thompson Avenue as enters the swale for existing conditions. In the long term, when the planned channel is constructed, the outlet basin can be reconfigured to eliminate stormwater release to the roadside swale and direct all stormwater to the channel. In the context of the Project Condition Floodplain Map provided in the *Shaw Avenue Floodplain Report* (Appendix D of the Revised Draft EIR), the hydraulic capacity of the swale is not significant in comparison to the mapped 10-year and 100-year stormwater flows, and it does not significantly affect the floodplain boundary mapping.

Comment Letter 8

From: Ginger Devins [<mailto:gmdevins@gmail.com>]

Sent: Thursday, June 28, 2018 11:49 AM

To: Ryan Burnett <RyanB@ci.clovis.ca.us>

Subject: Comments regarding widening of Shaw between Dewolf and McCall

Ryan,

Thank you for the opportunity to submit comments and concerns pertaining to the widening of Shaw between Dewolf and McCall.

8-1

First of all, while the unavoidable impacts such as changing the aesthetics from rural road to a city artery is distasteful to our "way of life", there are sound reasons why it is not time to make these improvements.

8-2

Number one - We are still farming. Having a curb and 12 street lights lining our working farmland will be a hindrance to any tractor work done on the perimeter. I will attach a picture of the grass around the closest street light at Montana along Shaw. There will be a large area where a tractor can't get close. Also it will collect trash. I understand that a considerable percent of the cost is the infrastructure. I suggest that you carry on with the wiring and underground work and leave the street lights off until it is opportune to light up the area.

8-3

Number two - The housing development stops at Montana. After that, the south side of Shaw is Rural and farm. The north side of the street is large country parcels, around five acres a piece. There is no need for street lights at this time or anywhere in the foreseeable future. We have no intention of quitting farming.

8-4

Number three - Our property borders the city line on our west. We have a remarkable trash collection. I will attach a picture of the trash that collects from city and "weed Mohawks". There are many more examples of Velcro weed strips that occur when tractors can't get close to the edge. Who will be responsible for spraying, cutting, or picking up trash in the gap between our property and the curb?

8-5

Number four - At present I can turn left out of my driveway. There is rarely a wait. We don't have any traffic issues. The development stops at Montana. There is a rock and cement median between Locan and DeWolf. It is very unattractive. It feels very unwelcoming. The purpose of it is to stop skate boarders, stop weeds, stop crossing in a convenient manner, and to discourage walking anywhere not in the crosswalks. Well, I don't like to feel like that around my home. The medians are nice between Shaw and Herndon on Temperence. However, I know that you have no one now and possibly no one ever to pay for a medians upkeep like that out where we live; because we may never be city. The best compromise is to just have a painted median.

If it is premature to put in a planted median then it is premature to put a median at all.

8-6

Please note that the arial view of our 103 acres may depict it as vacant land, however the photo was taken during a fallow period between plantings. It is actually a working farm producing a cereal crop.

My family has been on the property for nearly 100 years. 5 generations have been raised right here. A lot of emotion is evoked right now with the city changing everything about our environment that we have ever known.

We are losing the south end of our property to Gettysburg and the North end to Shaw.

We leave our property with trailers and long trucks, a u-turn is going to create a problem. We need to be able to turn left on the occasion that we are hauling grain tractor and trailers.

8-7

Please consider this input. This particular area between Montana and McCall is rural and would look out of place with a rock and cement median or curbs in the road. You have a chance to make our encroachment problem a little less dramatic.

8-8

The proposed median honestly will not help a single existing problems i.e: traffic, crossing, keeping out skateboarders. The idea of streetlights along a mile of ag land would be out of place and maybe another symbol of a town trying to drive out the present residents.

8-9

I know that scientific, geographic and engineering comments have been submitted. I can't help but submit these personal reasons. This is our home.

Thanks again for your concern,

Ginger Devins
559-341-3015







8. City of Clovis Response to Ginger Devins

Response 8-1:

The road widening project is located in an area where urban development is planned in accordance with the City of Clovis General Plan and the Loma Vista Specific Plan. This growth-directing policy has been included in the City of Clovis' planning documents since 1993, and the proposed widening of Shaw Avenue in the project vicinity is a key implementation measure of the City's adopted plans and policies. Additionally, new residential development has recently proliferated in the area, which has both changed the overall aesthetic character of the area and created a practical need for additional roadway capacity.

Response 8-2:

Concerns regarding compatibility of the project with agricultural uses have been previously addressed as part of the General Plan EIR and Loma Vista Specific Plan EIR, which include the widening of Shaw Avenue to an arterial standard. Locally, examples can readily be found of agricultural operations located along roadways which remain similarly functional after the installation of curb and gutter improvements. Examples include: CA-180/Whitesbridge Avenue east of CA-145/Madera Ave in Kerman; Jensen Avenue between S. Marks Avenue and S. West Avenue near the Regional Sports Complex in Fresno; and Olive Avenue east of Polk Avenue in Fresno.

The installation of lighting concurrent with the road widening construction activity is considered necessary because of the funding sources for the project.

Response 8-3:

Response 8-2 above addresses this comment.

Response 8-4:

While concerns about potential trash accumulation are noted, no information has been provided that substantiates the claim that the street improvements included as part of the road widening project will either cause or worsen the existing accumulation of trash and/or weeds. Viewing Shaw Avenue in the vicinity of the project site during reconnaissance visits and with use of Google Street View, it appears that the occurrence of trash and weeds is consistent throughout the area regardless of whether road widening and/or related street improvements have been completed. It is noted that the comment letter included pictures displaying areas with partial street improvements where trash and weeds are present. However, the pictures arguably appear consistent with the conditions of the surrounding area and do not demonstrate that the installation of street improvements is causing an increase in the accumulation of trash and/or weeds. Additionally, once the planned street improvements are installed, the pending maintenance agreement will provide for maintenance of these areas.

Response 8-5:

As discussed in Response 7-2, a painted median is not a feasible alternative on the widened road. The purported benefits in access would be offset by traffic safety concerns, including the risk of vehicles making left turns across multiple lanes of traffic. See responses above regarding aesthetics and trash accumulation concerns.

Response 8-6:

The comments here describe the historic and current use of the property as farmland, but do not present issues pertaining to environmental impacts under CEQA.

Response 8-7:

The comments restate issues addressed in the comments above and/or provide personal background information about the commenter's property which are not indicative of environmental impacts requiring analysis for CEQA purposes. No additional response is required.

Response 8-8:

This comment summarizes and/or restates issues previously addressed. No additional response is required.

Response 8-9:

The comment letter's conclusory statement is noted. No additional response is required.

JUN 28 2018

Comment Letter 9

Ryan Burnett
City of Clovis
Planning & Development Services
1033 Fifth Street
Clovis, CA 93612

**Project: Draft Environmental Impact Report (EIR)
Capital Improvement Project 14-30
Shaw Avenue Widening Between De Wolf and McCall Avenues**

District CEQA Reference No: 20180544

Dear Mr. Burnett:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (EIR) for the Capital Improvement Project 14-30: Shaw Avenue Widening between De Wolf and McCall Avenues project. The proposed project consists of widening the two-mile segment of Shaw Avenue between De Wolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six lane urban arterial road (Project). The Project is located in Clovis, CA. The District offers the following comments:

1. Ambient Air Quality Analysis (AAQA)

The District recommends that an AAQA be performed.

In Appendix A, the *Air Quality & Greenhouse Gas Impact Analysis dated February 2015* claims that the Project emissions would not exceed the District's significance thresholds for criteria pollutants and would be required to comply with Regulation VIII and concluded that the impacts to the ambient air quality standard is therefore also considered less than significant.

The District would like to clarify that determination of whether a project would violate any ambient air quality standard is largely a function of air quality dispersion modeling. If the project emissions would not exceed State and Federal ambient air quality standards at the project's property boundaries, the project would be considered to not violate any air quality standard or contribute substantially to an existing or project air quality violation.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

9-1 When assessing the significance of project-related impacts to the ambient air quality standards, it should be noted that the impacts may be significant when on-site emissions increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures.

Based on the estimated emissions presented in Table 4, “*Short-term Construction-Generated Emissions*”, the maximum daily emissions for NOx is 117.6 pounds per day, which is above the 100 pounds per day screening level. Therefore, the District recommends that an AAQA be performed.

2. Project Schedule and Construction Emissions

The District recommends clarification for the Project schedule and if the construction emissions are found to be significant, the District further recommends that mitigation measure(s) be incorporated into the Project to reduce the impacts.

9-2 On Page 21, the Draft EIR states that the Project would take about eight to ten months to complete. However, Appendix B estimated that construction would take six months to complete. Based on the Project schedule in the Draft EIR, the construction timeline would be longer and as such the construction emissions may be underestimated. Therefore, the District recommends clarification for these discrepancies and if the construction emissions are found to be significant, the District further recommends that mitigation measure(s) be incorporated into the Project to reduce the impacts.

3. District Rule 9510 Indirect Source Review (ISR)

The District recommends that an Air Impact Assessment (AIA) application be submitted for the Project at this time.

9-3 District Rule 9510 is intended to mitigate a project’s impact on air quality through project design elements or by payment of applicable off-site fees. Any applicant subject to District Rule 9510 is required to submit an AIA application to the District no later than applying for final discretionary approval.

Based on the information provided to the District, the proposed Project is above the applicability threshold listed in Rule 9510 Section 2.4. Therefore, the District concludes that the proposed Project is subject to District Rule 9510, which requires that an AIA application to be submitted at this time.

The District recommends that demonstration of compliance with District Rule 9510, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at:

9-3

<http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

4. Other District Rules and Regulations

The proposed Project may also be subject to other District rules and regulations.

9-4

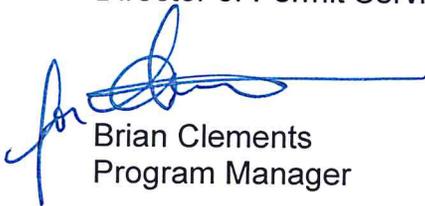
The proposed Project may also be subject to other District rules and regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

The District recommends that a copy of the District's comments be provided to the Project proponent. If you have any questions or require further information, please call Patia Siong at (559) 230-5930.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: sy

9. City of Clovis Response to San Joaquin Valley Air Pollution Control District

Response 9-1:

As noted by the Air District, an ambient air quality assessment is typically recommended when on-site emissions would exceed 100 lbs/day for any criteria pollutant after implementation of all enforceable mitigation measures. Construction emissions modeling for the proposed project was updated to reflect a maximum construction schedule duration of ten months using the most current version of the Sacramento Metropolitan Air Quality Management District's *Road Construction Emissions Model*, version 8.1.0. Construction-generated emissions were estimated for onsite and offsite activities and are summarized in Table 1. As depicted, maximum daily on-site emissions would not exceed 100 lbs/day. As a result, preparation of an ambient air quality analysis is not anticipated to be required.

Response 9-2:

As noted in Response 9-1, the updated construction emissions modeling for the proposed project now reflects a construction schedule duration of ten months.

Response 9-3:

Based on the traffic analysis prepared for this project, the proposed improvements are intended to relieve vehicle congestion and would not result in changes in vehicle traffic volumes. As a result, the proposed project would not result in long-term increases of NOX or PM10. However, total construction-related emissions of NOX and PM10 would be projected to exceed the Air District's ISR threshold of two tons. As a result, an ISR AIA is anticipated to be required for this project.

Response 9-4:

The possibility that the project may be subject to other Air District rules and regulations is noted.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

Comment Letter 10

July 2, 2018

Ryan Burnett
City of Clovis
1033 Fifth Street
Clovis, CA 93612

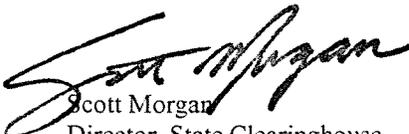
Subject: Shaw Avenue Widening between De Wolf and McCall Avenues Project
SCH#: 2016071036

Dear Ryan Burnett:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on June 29, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,


Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016071036
Project Title Shaw Avenue Widening between De Wolf and McCall Avenues Project
Lead Agency Clovis, City of

Type EIR Draft EIR
Description The project involves widening a two-mile segment of Shaw Avenue east of the City of Clovis between DeWolf Avenue and McCall Avenue from a two-lane rural road to a five-to-six-lane urban arterial road. Most of the proposed street widening would occur on land that is within the City of Clovis' Sphere of Influence and that the City has planned for urban development.

Lead Agency Contact

Name Ryan Burnett
Agency City of Clovis
Phone (559) 324-2336 **Fax**
email
Address 1033 Fifth Street
City Clovis **State** CA **Zip** 93612

Project Location

County Fresno
City Clovis
Region
Lat / Long 36° 48' 29.9" N / 119° 38' 45.8" W
Cross Streets Shaw Ave between De Wolf & McCall Ave
Parcel No. numerous
Township 13S **Range** 21E **Section** 12, 13 **Base** MDBM

Proximity to:

Highways
Airports
Railways
Waterways Dog Creek, Enterprise Canal
Schools Reagen Ed Center
Land Use Shaw Ave is designated in the Clovis General Plan and Loma Vista Specific Plan as an arterial street.

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Noise; Public Services; Soil Erosion/Compaction/Grading; Traffic/Circulation; Wetland/Riparian; Aesthetic/Visual; Flood Plain/Flooding

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Department of Fish and Wildlife, Region 4; Department of Parks and Recreation; Office of Historic Preservation; Department of Water Resources; Caltrans, District 6; Native American Heritage Commission; Office of Emergency Services, California; Regional Water Quality Control Bd., Region 5 (Fresno)

Date Received 05/16/2018 **Start of Review** 05/16/2018 **End of Review** 06/29/2018

10. City of Clovis Response to Office of Planning and Research – State Clearinghouse

Response 10-1:

The State Clearinghouse letter notes the project has complied with its environmental review requirements and that no state agencies have submitted comments by the end of the review period for the Draft EIR published in May 2018. No response is required.