



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: September 8, 2020

SUBJECT: Consider Approval – Res. 20-____, Resolution approving a street plan line for Clovis Avenue, from Shepherd Avenue to Behymer Avenue, and approving associated California Environmental Quality Act Addendum to the 2014 General Plan Environmental Impact Report (EIR).

Staff: Sean Smith, Supervising Civil Engineer

Recommendation: Approve

ATTACHMENTS:

1. Resolution No. 20-____, Approving Clovis Plan Line and Approving Addendum to the 2014 General Plan EIR
- 1A. Clovis Avenue Plan Line Exhibit
2. Heritage Grove Circulation Plan
3. Clovis Avenue Plan Line Vicinity Map
4. CEQA Addendum to the City of Clovis General Plan Environmental Impact Report (2014 General Plan EIR)

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to approve a Resolution (Attachment 1) approving the proposed street plan line for Clovis Avenue, between Shepherd and Behymer Avenues and approving the associated California Environmental Quality Act (CEQA) Addendum to the City of Clovis General Plan Environmental Impact Report (2014 General Plan EIR) for the Clovis Plan Line.

EXECUTIVE SUMMARY

The City approved the Heritage Grove Master Plan in 2016, identifying planned land uses and circulation planning to establish the orderly development of the Heritage Grove planning area (Attachment 2 – Heritage Grove Circulation Plan). As a part of the planning processes for the area, the City is required to design and adopt Plan Lines (PL) to guide future build out and construction of the public roadway system. The Clovis Plan Line (Attachment 3 – Clovis Plan Line Vicinity Map and Attachment 1A – Clovis Avenue Plan Line Exhibit) is the first in a

series of plan lines that will be brought forth to Council for review and approval. The approval of the Clovis PL will allow for continued collaboration with the County in the acquisition of right-of-way within County jurisdiction, and future construction of the proposed street.

BACKGROUND

Development within the Heritage Grove planning area is guided by the 2016 Heritage Grove Master Plan document. Growth in the area is planned to occur in an orderly manner starting from the intersection of Shepherd and Clovis Avenues, and moving northerly and westerly. To accommodate proposed development in the area of Shepherd and Clovis Avenues, the City has identified a need to design and request approval of the Clovis Plan Line, between Shepherd and Behymer Avenues. The purpose of the street plan line is to delineate the proposed right-of-way for a planned street and will be used as a basis for future design engineering and construction projects for the street.

The alignment of Clovis Avenue, north of Shepherd, is planned to curve westerly alongside the Enterprise Canal, and then traverse the area northerly towards Copper Avenue. The proposed PL as shown in Attachment 1A – Plan Line Exhibit, identifies a proposed 116-foot right-of-way to accommodate a 76-foot wide street with a 16' median. The exhibit also identifies the cross section for the proposed canal bank trail as an example of how the cross section between Clovis Avenue at the Enterprise Canal Trail can be integrated.

As part of the future street construction, right-of-way is required from various properties. Some properties are currently within City limits and are part of TM 6200. Other properties are currently going through the annexation process as part of TM 6050 and have begun grading construction. Conditions have been placed on both tract maps for the dedication of the right-of-way needed for the street improvements. Street construction along the Clovis Avenue frontage of these developments will be undertaken by the developer(s). Approval of the Clovis PL will facilitate the dedication of the right-of-way and construction of the streets.

The remaining portion of the right-of-way needed for the build out of this street is within County jurisdiction, and owned by various property owners. As such, the County Board of Supervisors' adoption of this PL ensures that the County does not otherwise encumber any land in the proposed street area while it is still within the County's jurisdiction.

ALIGNMENT CONSTRAINTS

City staff analyzed several potential street alignments for Clovis Avenue while trying to minimize impacts to the property owners along the corridor. The proposed plan line is intended to provide as safe and efficient a design as possible, in light of the existing constraints which are as follows:

- The Enterprise Canal is operated and maintained by the Fresno Irrigation District (FID). It traverses the City of Clovis' Sphere of Influence (SOI) from the northwest to the southeast and it serves as a major source of surface water to the City and the surrounding farmlands. This facility will be critical to the City's future as it seeks to comply with the Sustainable Ground Water Management Act (SGMA). SGMA requires

agencies to move away from a dependency on wells and groundwater and instead towards a dependency on surface water, such as what is delivered by FID's Enterprise Canal. The existing facility is a major deciding factor in the alignment of the Clovis Plan Line.

- The 2014 General Plan and the 2016 Heritage Grove Master Plan identify open spaces between FID's Enterprise Canal and Clovis Avenue, consisting of a trail and open spaces for public park uses.
 - The proposed trail will become a part of the Clovis-Fresno trail system that currently traverses the City of Clovis SOI, largely following light rail alignments, canals, and rural streams such as the Enterprise Canal, the Gould Canal, Dog Creek, and the Sugar Pine Rail. The inter-connected trail system will continue to provide the public with alternative modes of transportation that will help the City meet some of the goals established by the State's SB743 regulations, which recently established greenhouse gases as a key component of CEQA mitigation.
 - The public open space between Clovis Avenue and the proposed trail is designated a Community Park in the Heritage Grove Master Plan. The area needs to be adequately sized to accommodate the uses identified in the Master Plan, such as festivals, outdoor family-friendly gatherings, and active recreational activities such as organized sporting events. The area is a focal point of Heritage Grove that will provide the opportunity for many varied community uses.
- There are currently existing rural residential properties at the southeast corner of Copper Avenue and the planned extension of Clovis Avenue. Given the constraints due to residential structures, the alignment is proposed as far west as possible to minimize impacts to these properties with future proposed plan lines.

Given the existing constraints along this corridor, the roadway is planned as much as is practical to work with the existing alignment of the Enterprise Canal, minimize impacts to existing properties, develop a portion of the regional trail system and maximize usable open space for a community park.

PUBLIC OUTREACH

City staff has been collaborating and communicating with affected property owners and interested public agencies over the last two years. Staff held a public meeting in May 2018 where the PL was presented. As part of that meeting, staff received feedback and comments from property owners, and staff developed a "Frequently Asked Questions" handout available to the public. As a follow up to that meeting, staff reached out to affected owners via personal telephone calls, and individual mailers to provide further information in regards to the PL, and to invite owners to this public hearing. Additionally, notice of this public hearing was published in the Business Journal on August 21, 2020.

As of the writing of this report, staff has not received any written comments.

CONSISTENCY WITH THE CLOVIS GENERAL PLAN, THE FRESNO COUNTY GENERAL PLAN, AND THE HERITAGE GROVE MASTER PLAN

The City of Clovis 2014 General Plan designates Clovis Avenue, between Shepherd and Behymer Avenues, as an Arterial. An Arterial, as described in the General Plan EIR, is a major roadway that functions to carry a significant amount of vehicular traffic quickly through vast areas. The Fresno County General Plan does not have a designation for the section of Clovis Avenue, north of Shepherd Avenue. The Heritage Grove Master Plan, designates this section of Clovis Avenue as a Community Boulevard. Even though the titles of the street classifications are different, they are compatible in function.

The proposed street plan line has a cross-section of 116' feet and is planned to have 2 lanes in each direction with a 16' raised median. This is consistent with all three planning documents.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The proposed plan line is consistent with the analysis set forth in the 2014 General Plan EIR, per the CEQA Addendum (Attachment 4) as prepared by LSA and Associates for the City of Clovis. This Addendum was prepared pursuant to CEQA Guidelines Section 15164, and evaluated whether changes associated with the proposed project would result in new or substantially more severe effects, or require new mitigation measures not identified in the 2014 General Plan EIR.

Per the analysis, the proposed minor modifications to the project evaluated in the 2014 General Plan EIR (OPLs) would not result in new significant impacts beyond those identified in the 2014 General Plan EIR, would not substantially increase the severity of impacts identified in the 2014 General Plan EIR, and would not require major revisions to the 2014 General Plan EIR. The analysis contained in the Environmental Checklist, as part of the Addendum, confirms that the proposed project is within the scope of the 2014 General Plan EIR and will have no new or more severe significant effects, and no new mitigation measures are required. Therefore, no subsequent or supplemental EIR or further CEQA review is required prior to approval of the proposed project, as described in this Addendum.

FISCAL IMPACT

There is no fiscal impact to the City as a result of approving this proposed plan line. Future project(s) to build out Clovis Avenue will either be funded by private development or budgeted through the City's Capital Improvement Program.

REASON FOR RECOMMENDATION

Staff has analyzed different alignments for Clovis Avenue between Shepherd and Behymer Avenues. Given the proximity to the Enterprise Canal and to minimize impacts to surrounding land uses, staff recommends approval of the plan line as proposed.

ACTIONS FOLLOWING APPROVAL

Staff will submit the plan line to the County of Fresno and proceed with the planning of future right-of-way acquisition and review of development entitlements in the area.

Prepared by: Claudia Cazares, Management Analyst

Reviewed by: City Manager 97

RESOLUTION 20-____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING STREET PLAN LINE FOR CLOVIS AVENUE FROM SHEPHERD AVENUE TO BEHYMER AVENUE AND APPROVING THE ASSOCIATED CALIFORNIA ENVIRONMENTAL QUALITY ACT ADDENDUM TO THE 2014 GENERAL PLAN EIR**

WHEREAS, after considering alternative street alignments, given the constraints of the Heritage Grove neighborhood and existing improvements, City staff has prepared a proposed plan line for Clovis Avenue from Shepherd Avenue to Behymer Avenue ("Plan Line"), which is attached hereto as **Attachment A**; and

WHEREAS, the development of a street plan line is in the public's interest by delineating the future street alignment and right-of-way for a planned street. The Plan Line will be used as a basis for future design and construction; and

WHEREAS, Clovis Avenue between Shepherd Avenue and Behymer Avenue is classified as an Arterial in the 2014 General Plan and in the Heritage Grove Master Plan as a Community Boulevard; and

WHEREAS, the proposed Plan Line establishes boundaries for planned right-of-way, including all land necessary for building and maintaining a road and would not result in any physical changes; and

WHEREAS, as future development occurs within the vicinity of the project site, the potential environmental effects of construction of North Clovis Avenue, north of Shepherd Avenue, will be evaluated; and

WHEREAS, on September 8, 2020, the City Council of the City of Clovis held a duly noticed public hearing regarding the establishment of the Plan Line for Clovis Avenue from Shepherd Avenue to Behymer Avenue and the associated Addendum to the General Plan EIR.

WHEREAS, the City Council received and considered the reports from staff, heard and considered all comments made for and against the approval of the Plan Line, and reviewed and considered all evidence submitted at the public hearing.

NOW, THEREFORE, BASED ON THE ENTIRE RECORD OF PROCEEDINGS, THE CITY COUNCIL RESOLVES AND FINDS AS FOLLOWS:

1. The approval of the Plan Line identifies alignments of the future build out and construction of the public roadway system for Clovis Avenue, from Shepherd Avenue to Behymer Avenue. The Plan Line is comprised of minor modifications to of the 2014 General Plan and Heritage Grove Circulation Plan. Because the adoption of the Plan Line does not result in any substantial

ATTACHMENT 1

changes, an Addendum to the 2014 General Plan EIR is the appropriate document to address these minor modifications.

2. The City Council does hereby adopt the Plan Line, as more particularity described on **Attachment A** attached hereto and incorporated by reference herein, as the Plan Line for Clovis Avenue from Shepherd Avenue to Behymer Avenue.
3. The City Council does hereby approve the CEQA Addendum to the 2014 General Plan EIR.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on September 8, 2020 by the following vote, to wit.

AYES:

NOES:

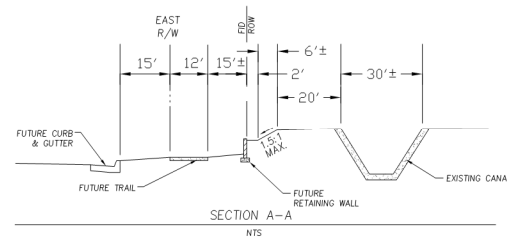
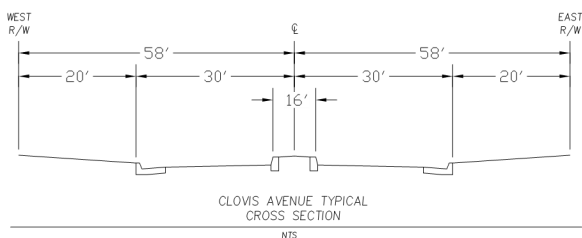
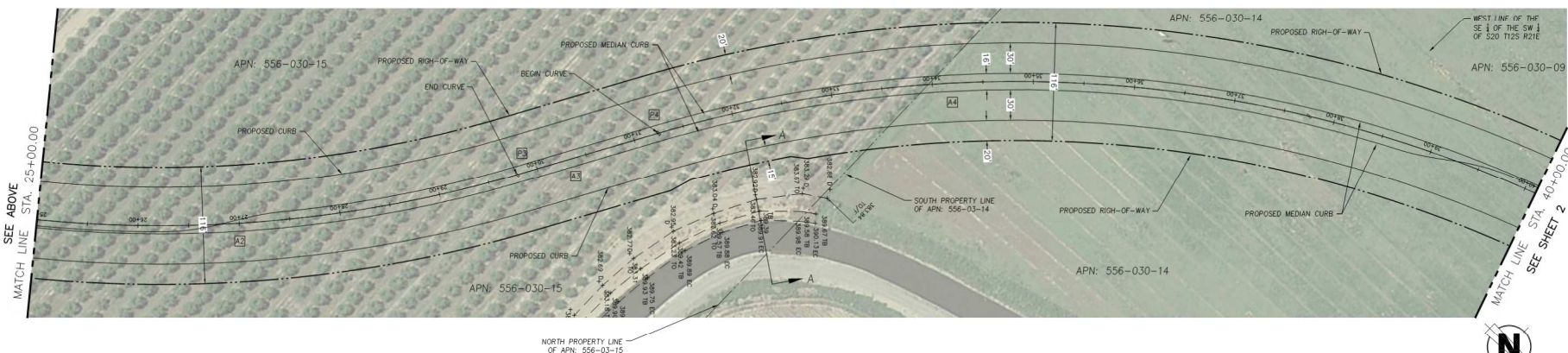
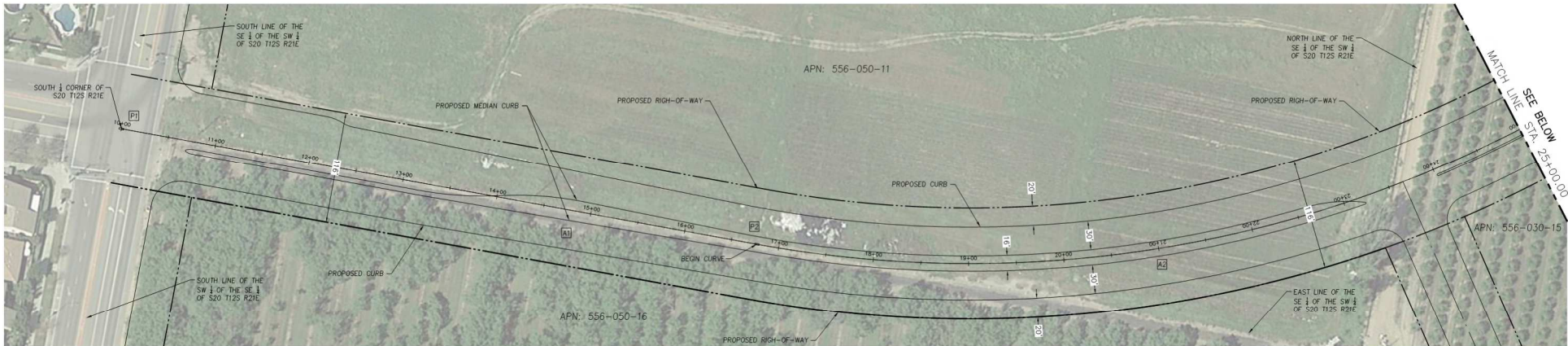
ABSENT:

ABSTAIN:

Date: September 8, 2020

Mayor

City Clerk



CLOVIS AVENUE CENTERLINE ALIGNMENT TABLE ANGLE POINTS									
ALIGNMENT SEGMENT	POINT								BEARING ANGLE
	START				END				
	P	STATION	NORTHING	EASTING	P	STATION	NORTHING	EASTING	
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AL2	P2	16+76.90	11011.17	7631.91	P3	29+79.45	12079.21	6993.27	Δ 59°42'16"
AL3	P3	29+79.45	12079.21	6993.27	P4	31+24.79	12150.27	6866.50	N 60°43'46" W
AL4	P4	31+24.79	12150.27	6866.50	P5	44+25.04	13216.02	6227.91	Δ 59°35'58"
AL5	P5	44+25.04	13216.02	6227.91	P6	68+20.69	15611.48	6180.65	N 01°07'49" W

CLOVIS AVENUE OFFICIAL PLAN LINE

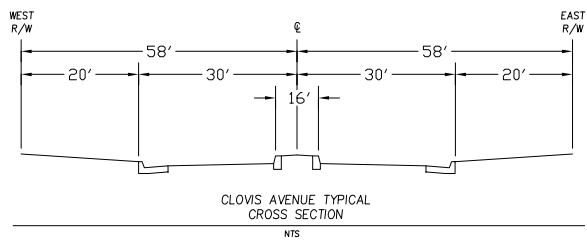
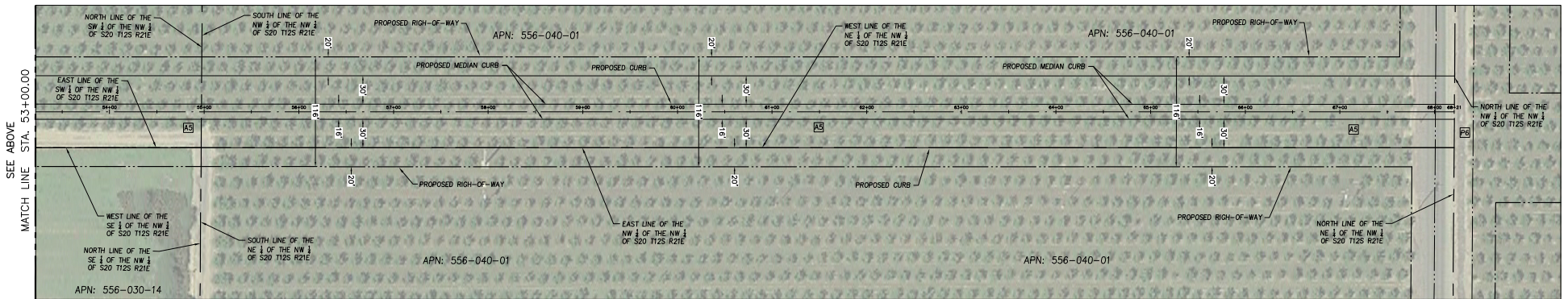
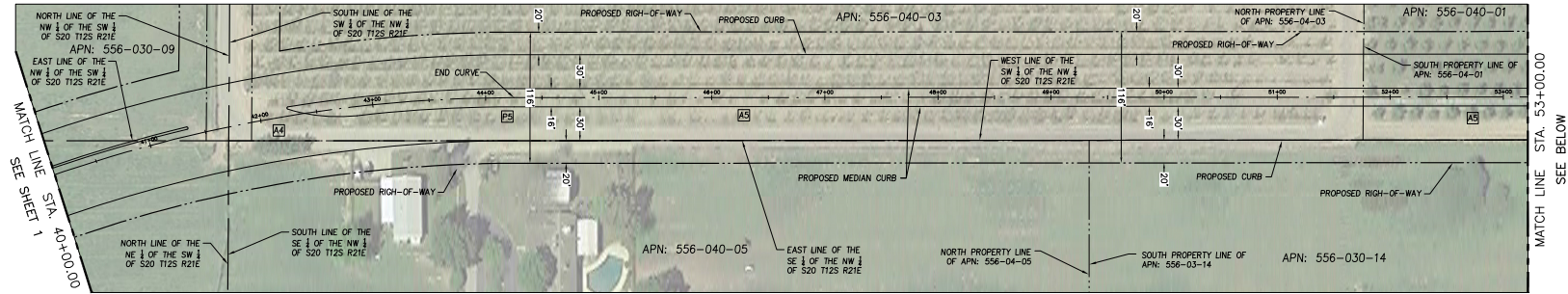


Harbour & Associates
Civil Engineers
21120 Main Avenue, Suite 200 • Clovis, California 93612
(559) 325-7878 • Fax: (559) 325-1881 • info@harbourandassociates.com

DATE: 8-29-20	SCALE: 1"= 50'	DRAWN BY: KPA
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REVISIONS	SHEET NO.
1	1
2	2

W: #13-032



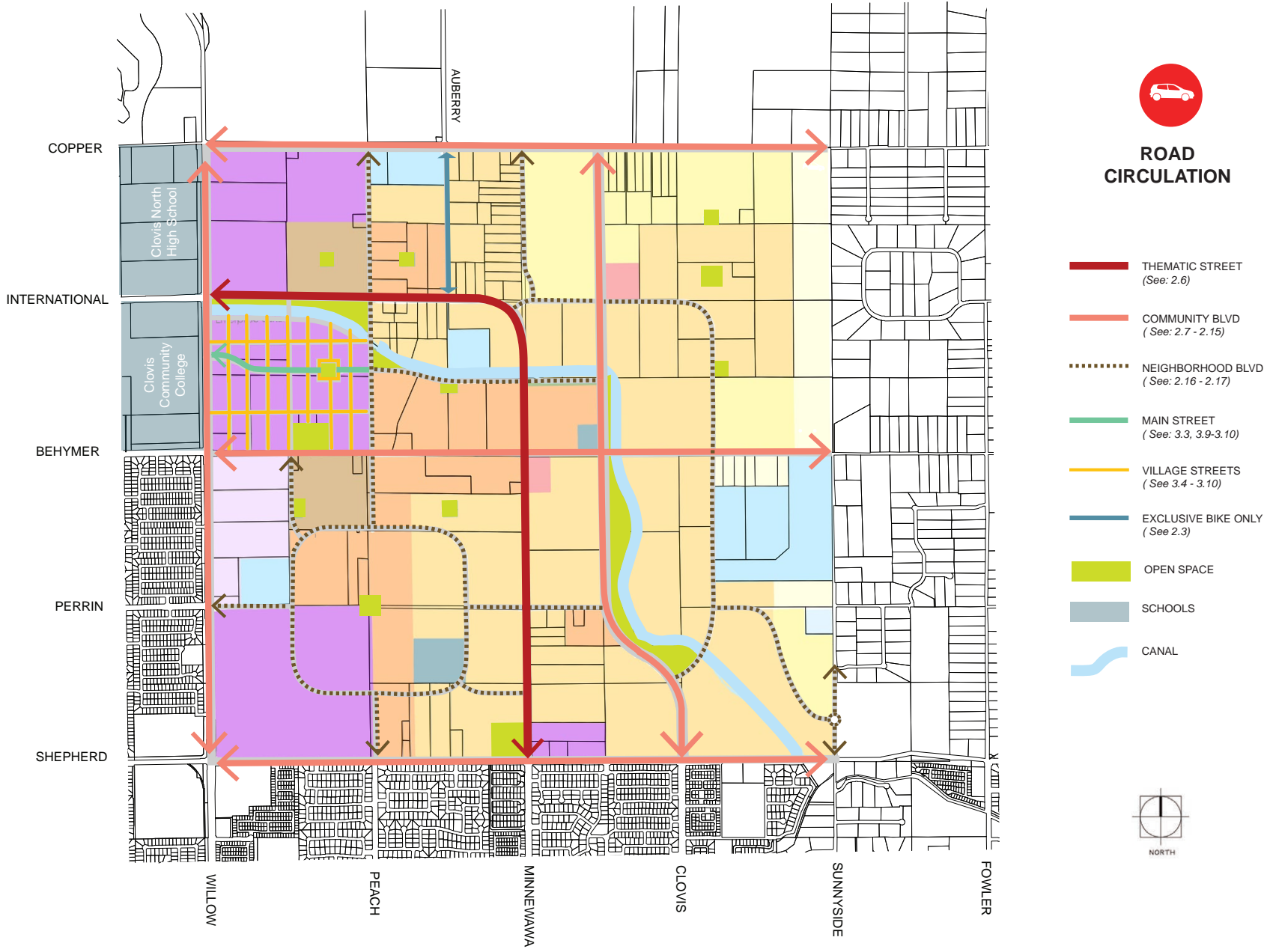
CLOVIS AVENUE CENTERLINE ALIGNMENT TABLE ANGLE POINTS								
ALIGNMENT SEGMENT	POINT						BEARING ANGLE	
	[P-]	STATION	NORTHING	EASTING	[P-]	STATION	NORTHING	EASTING
AL1	P1	10+00.00	10334.38	7644.02	P2	16+76.90	11011.17	7631.91
AL2	P2	16+76.90	11011.17	7631.91	P3	29+79.45	12079.21	6993.27
AL3	P3	29+79.45	12079.21	6993.27	P4	31+24.79	12150.27	6866.50
AL4	P4	31+24.79	12150.27	6866.50	P5	44+25.04	13216.02	6227.91
AL5	P5	44+25.04	13216.02	6227.91	P6	68+20.69	15611.20	6180.65

CLOVIS AVENUE OFFICIAL PLAN LINE


 Harbor & Associates
 Civil Engineers
 1001 N. 1st Street, Suite 101
 (209) 325-7878

DATE: 8-20-20 SCALE: 1"= 50' DRAWN BY: WPA

SHEET NO. 2 OF 2





Heritage Grove

Clovis Plan Line
Shepherd to Behymer

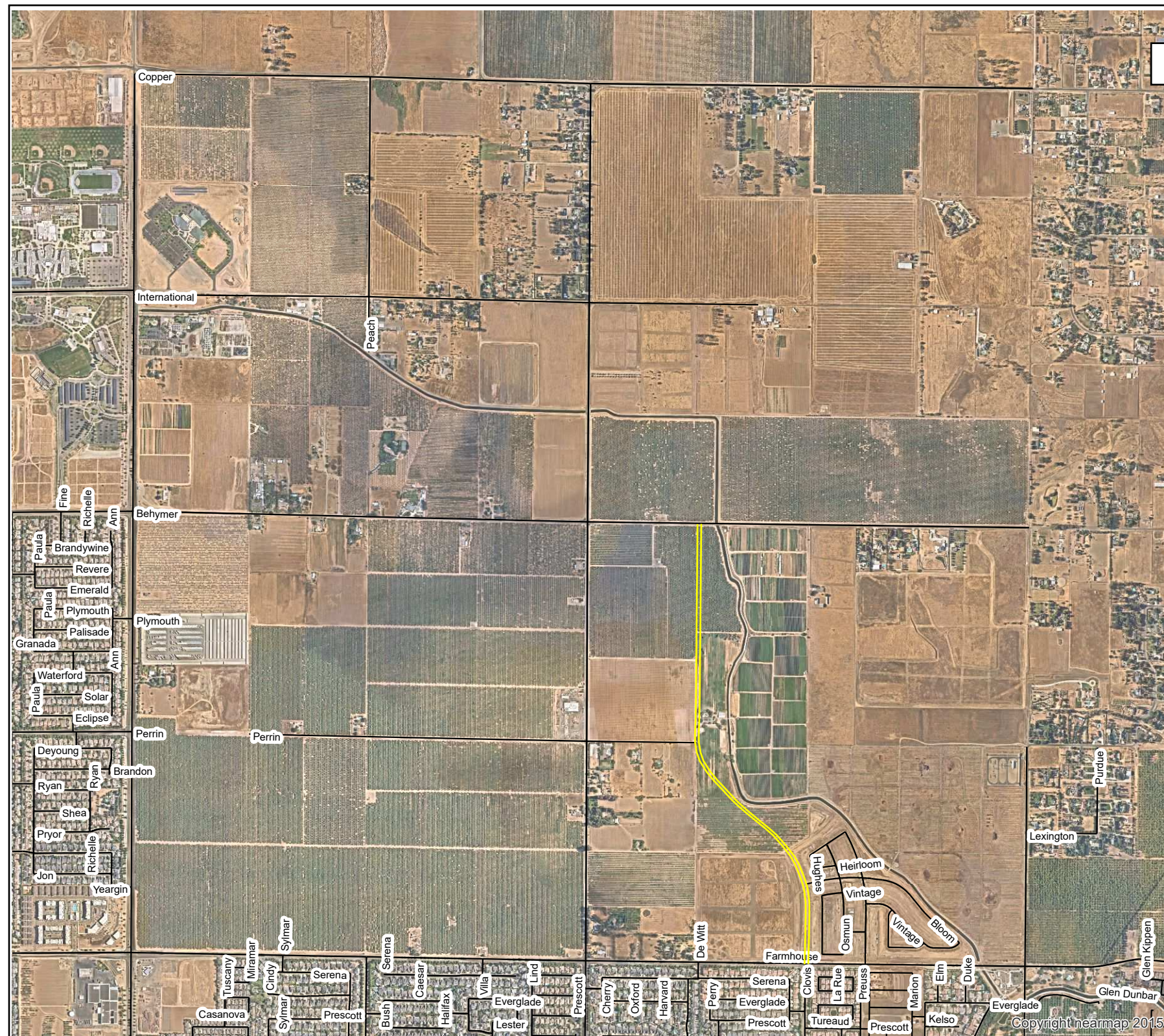
ATTACHMENT 3

1" = 1,500'



183

8/27/2020



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MEMORANDUM

DATE: July 30, 2020

To: Sean Smith, RCE, QSD, Associate Engineer
Ricky Caperton, AICP, Senior Planner

FROM: Kyle Simpson, Associate

SUBJECT: California Environmental Quality Act (CEQA) Addendum for the North Clovis Avenue Official Plan Lines; Clovis, California

This document, prepared pursuant to the California Environmental Quality Act (CEQA) and the regulations and policies of the City of Clovis, provides information and analysis concerning the Official Plan Lines (OPLs) for North Clovis Avenue from East Shepherd Avenue to East Behymer Avenue (proposed project). This document is an Addendum to the City of Clovis General Plan Environmental Impact Report (2014 General Plan EIR) (State Clearinghouse Number 2012061069), which was certified by the City of Clovis in August 2014.¹ This Addendum to the 2014 General Plan EIR evaluates whether minor changes associated with the proposed project would result in new or substantially more adverse significant effects or require new mitigation measures not identified in the 2014 General Plan EIR. See Attachment A for a full description of the proposed project. The City of Clovis is the Lead Agency under CEQA.

INTRODUCTION

The proposed project is located north of East Shepherd Avenue, and south of East Behymer Avenue, within the Sphere of Influence (SOI) of the City of Clovis (City). The proposed OPLs establish boundaries for planned rights-of-way including all land necessary for building or maintaining a road and would not result in any physical changes, including construction or operation of North Clovis Avenue north of East Shepherd Avenue. As future development occurs within the vicinity of the project site, the potential environmental effects of construction of North Clovis Avenue north of East Shepherd Avenue will be evaluated.

This Addendum is prepared pursuant to CEQA Guidelines Section 15164 which states: “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

¹ Clovis, City of, 2014. *General Plan and Development Code Update Environmental Impact Report*. August.

Section 15162 specifies that “no subsequent EIR shall be prepared for that project unless the lead agency determines ... one or more of the following:”

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

Pursuant to CEQA Guidelines Section 15164(e), the purpose of this Addendum is to describe and evaluate the proposed project (new OPLs), assess the proposed modifications to the project evaluated in the 2014 General Plan EIR, and identify the reasons for the City's conclusion that changes to the proposed project and associated environmental effects do not meet the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent or supplemental EIR.

Attachment A to this Addendum provides a complete description of the proposed project, its location, existing site characteristics, proposed development, and required approvals and entitlements.

Attachment B to this Addendum provides the Environmental Checklist prepared for the project. This checklist provides information to:

1. Compare the environmental impacts of the proposed project with impacts evaluated in the 2014 General Plan EIR;
2. Demonstrate that the proposed project would not result in new or more severe significant environmental impacts;
3. Provide new or revised mitigation measures not identified in the 2014 General Plan EIR, and
4. Conclude that no substantial changes with respect to the circumstances under which the project would be undertaken since the 2014 General Plan EIR was certified resulted in new or more severe significant environmental effects.

COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTIONS 15162 AND 15163

The following discussion summarizes the reasons that a subsequent or supplemental EIR, pursuant to CEQA Guidelines Sections 15162 and 15163, is not required and an Addendum to the General Plan EIR is the appropriate CEQA document.

Substantial Changes

Per the analysis included in Attachment B, Environmental Checklist, the proposed minor modifications to the project evaluated in the 2014 General Plan EIR (OPLs) would not result in new significant impacts beyond those identified in the 2014 General Plan EIR, would not substantially increase the severity of impacts identified in the 2014 General Plan EIR, and would not require major revisions to the 2014 General Plan EIR. Therefore, the proposed changes resulting from the proposed project would be minor modifications, not substantial changes, and an Addendum is the appropriate document to address these minor modifications rather than a subsequent or supplemental EIR.

Substantial Changes in Circumstances

As described in the Environmental Checklist for each topic, environmental conditions in and around the project site have not changed such that implementation of the proposed minor modifications to the 2014 General Plan EIR would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the 2014 General Plan EIR, and thus would not require major revisions to the 2014 General Plan EIR.

New Information

No new information of substantial importance, which was not known or could not have been known when the 2014 General Plan EIR was certified, has been identified which shows that the proposed minor modifications to the 2014 General Plan EIR associated with the proposed project would be expected to result in:

1. New significant environmental effects not identified in the 2014 General Plan EIR;
2. Substantially more severe environmental effects than shown in the 2014 General Plan EIR;
3. Mitigation measures or alternatives previously determined to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the City declines to adopt the mitigation measure or alternative; or
4. Mitigation measures or alternatives which are considerably different from those analyzed in the 2014 General Plan EIR would substantially reduce one or more significant effects on the environment, but the City declines to adopt the mitigation measure or alternative.

In addition, the proposed minor modifications would require no new mitigation measures, as described throughout the Environmental Checklist, because no new or substantially more severe impacts are expected beyond those identified in the 2014 General Plan EIR.

CONCLUSION

The proposed minor modifications to the 2014 General Plan EIR described in this Addendum would not require major revisions to the 2014 General Plan EIR due to new or substantially increased significant environmental effects. The analysis contained in the Environmental Checklist confirms that the proposed project is within the scope of the 2014 General Plan EIR and will have no new or more severe significant effects and no new mitigation measures are required. Therefore, no subsequent or supplemental EIR or further CEQA review is required prior to approval of the proposed project, as described in this Addendum.

ATTACHMENT A PROJECT DESCRIPTION

The following describes the proposed Official Plan Lines (OPLs) for North Clovis Avenue from East Shepherd Avenue to East Behymer Avenue project (project or proposed project) located within the Sphere of Influence (SOI) of the City of Clovis (City). OPLs are the boundaries of a planned right-of-way including all land necessary for building or maintaining a road. In addition to the description of the proposed project, this section includes a summary description of the project's location and existing site characteristics. This project description is part of an Addendum to the City's General Plan and Development Code Update Environmental Impact Report (2014 General Plan EIR) (State Clearinghouse Number 2012061069).¹ The Addendum is prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15164 which states that the lead agency or a responsible agency shall prepare an addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions to the EIR are necessary, but only if the proposed project does not result in substantial changes, if the environmental conditions have not changed substantially, and if no new information has become available. The Addendum provides a description of the conditions described in Section 15162 and explains that the proposed project would not result in any changes that would require additional analysis. The City is the CEQA lead agency for the proposed project.

PROJECT SITE

The following section describes the location and site characteristics for the proposed project site and provides a brief overview of the existing land uses within and in the vicinity of the project site.

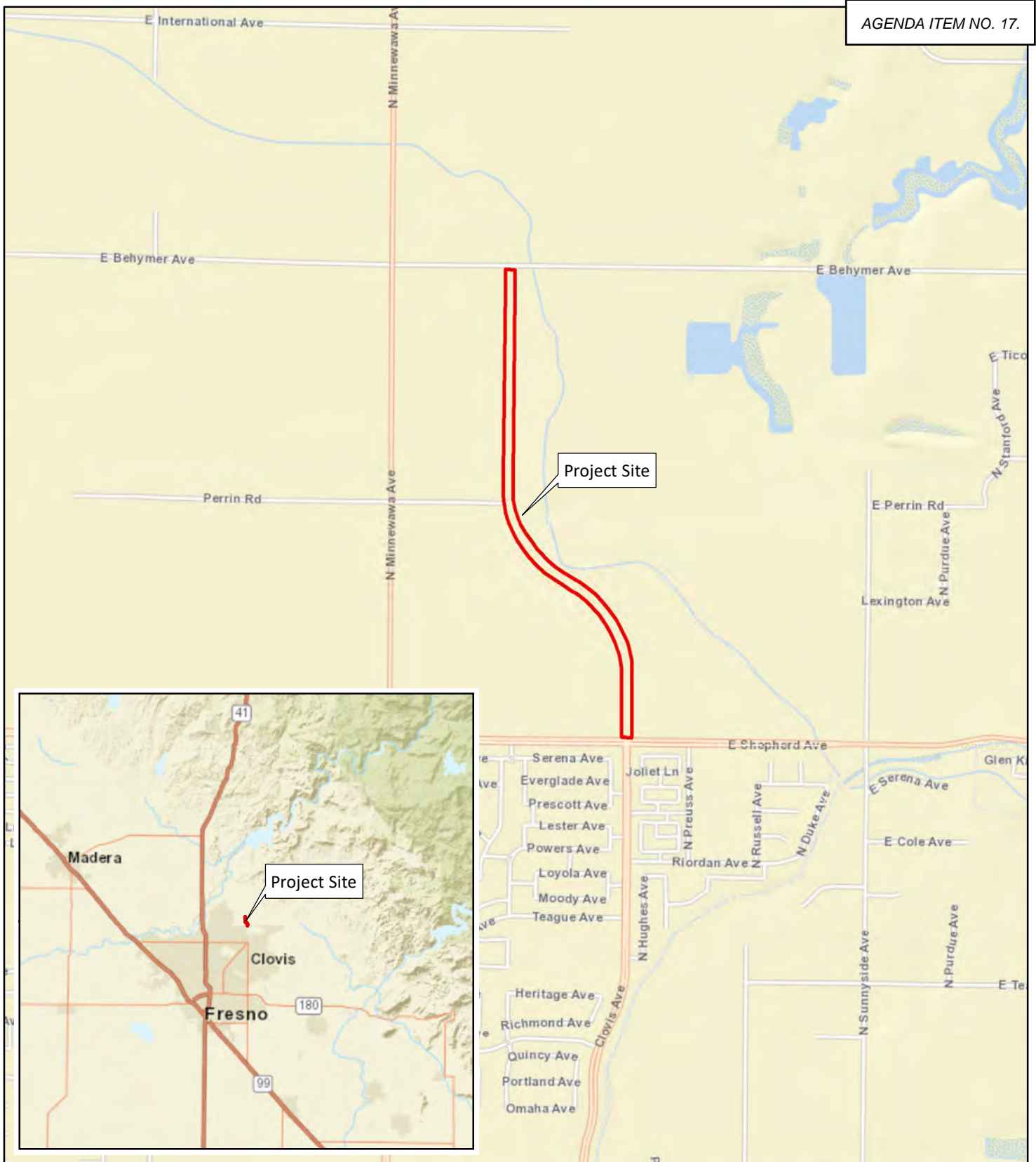
Location and Surrounding Land Uses

The project site is located in the SOI of the City, north of East Shepherd Avenue, east of North Minnewawa Avenue, south of East Behymer Avenue, and west of North Sunnyside Avenue, as shown in Figure 1. The project site is located in Heritage Grove, an area previously referred to as the Northwest Urban Center in the Clovis General Plan. Land uses south of East Shepherd Avenue are predominately single-family residential. Land uses north of East Shepherd Avenue are mostly agriculture with single-family houses intermixed. The construction of single-family homes is currently underway in the area north of East Shepherd Avenue and south of the existing Fresno Irrigation District (FID) Enterprise Canal. Figure 2 provides an aerial photograph of the project site and identifies the surrounding land uses.

Site Characteristics and Current Site Conditions

The project site is currently used for active agriculture uses. Land immediately to the east of the project site and south of the Enterprise Canal is currently being developed with single-family homes. An existing single-family home is located directly east of the project site, north of Perrin Road.

¹ Clovis, City of, 2014. *General Plan and Development Code Update Environmental Impact Report*. August.

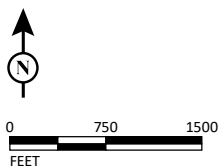


LSA

LEGEND

Project Site

FIGURE 1



SOURCE: ESRI World Maps (05/2019)

I:\CIT1902.02\GIS\Maps\Figure 1_Project Location and Vicinity.mxd (6/7/2019)

North Clovis Avenue Official Plan Lines
Project Location and Vicinity

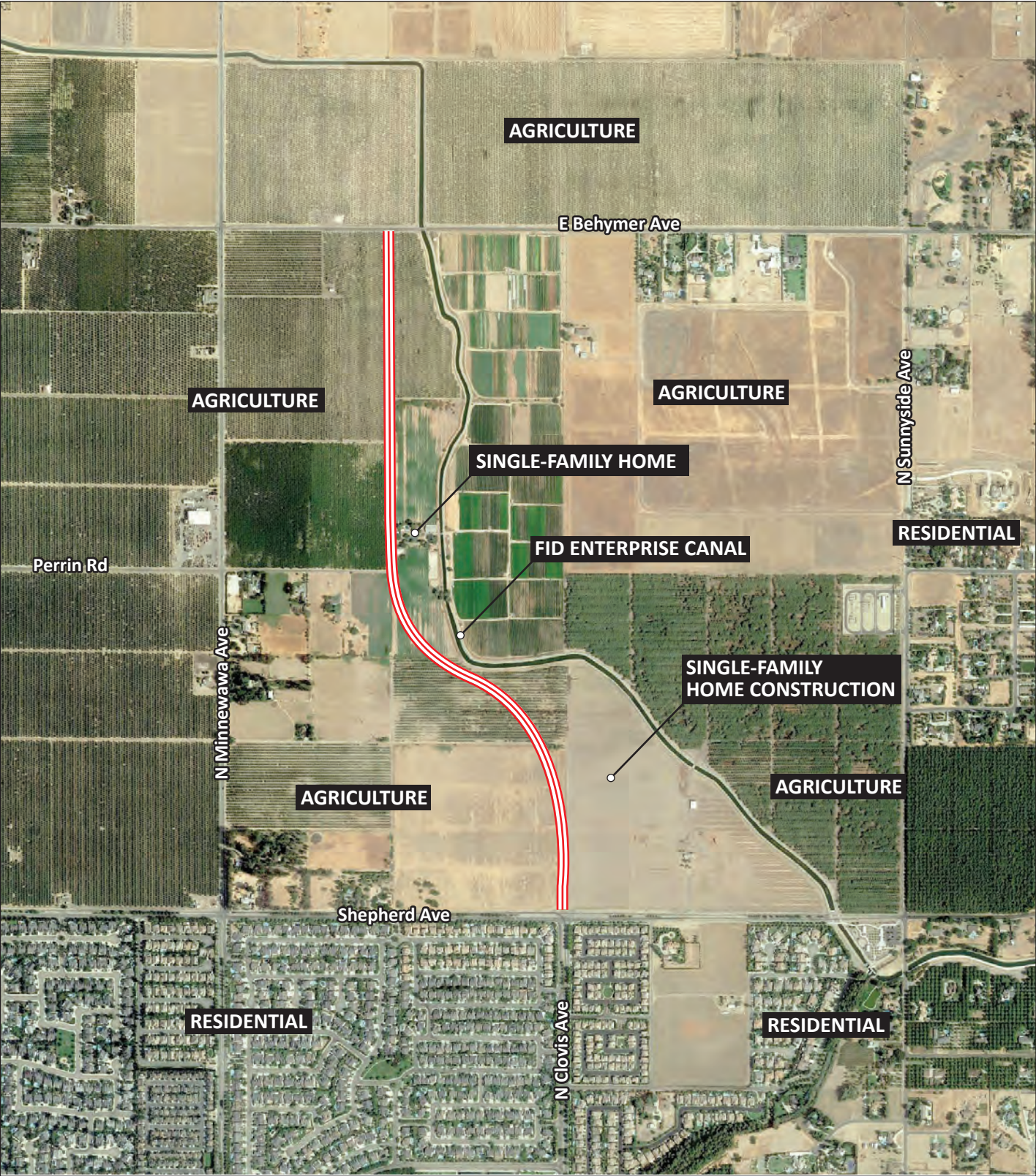


FIGURE 2

LSA



SOURCES: GOOGLE EARTH, 8/23/18; LSA, 2019.

General Plan Designation

The Clovis General Plan does not designate a land use for the project site. However, the project site is identified as roadway adjacent to Medium Density Residential and Medium High Density Residential.

Zoning

The project site is zoned by the County of Fresno as AE20, Exclusive Agriculture.

PROPOSED PROJECT

The Engineering Division of the City's Planning and Development Services Department proposes to establish OPLs for North Clovis Avenue from East Shepherd Avenue to East Behymer Avenue for the purpose of establishing the ultimate alignment and widths for future public street rights-of-way in accordance with the Circulation Element of the 2014 Clovis General Plan and the Heritage Grove Design Guidelines. The proposed project would be consistent with Goal 2 of the Circulation Element which calls a city-wide roadway network that is well planned, funded, and maintained. In addition the project would be consistent with Goal 3 of the Land Use Element which calls for orderly and sustainable outward growth into three urban centers with neighborhoods that provide a balanced mix of land uses and development types to support a community lifestyle and small town character.

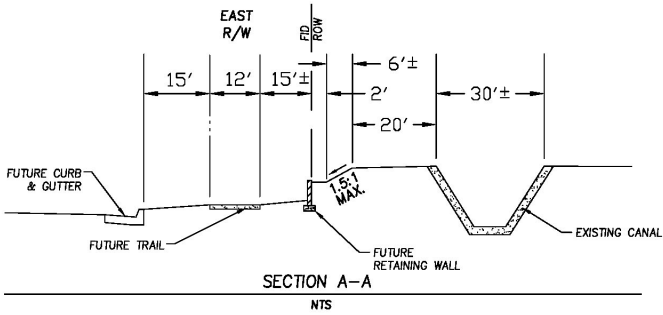
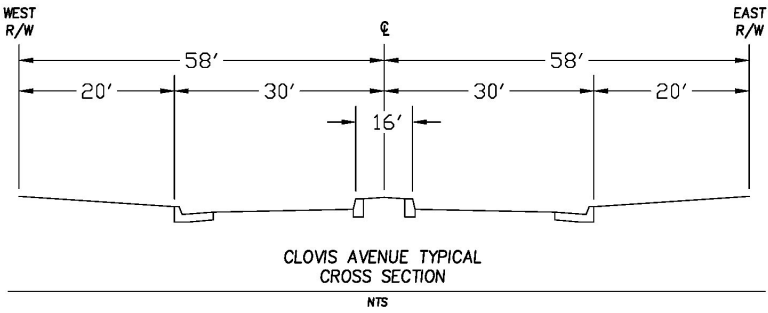
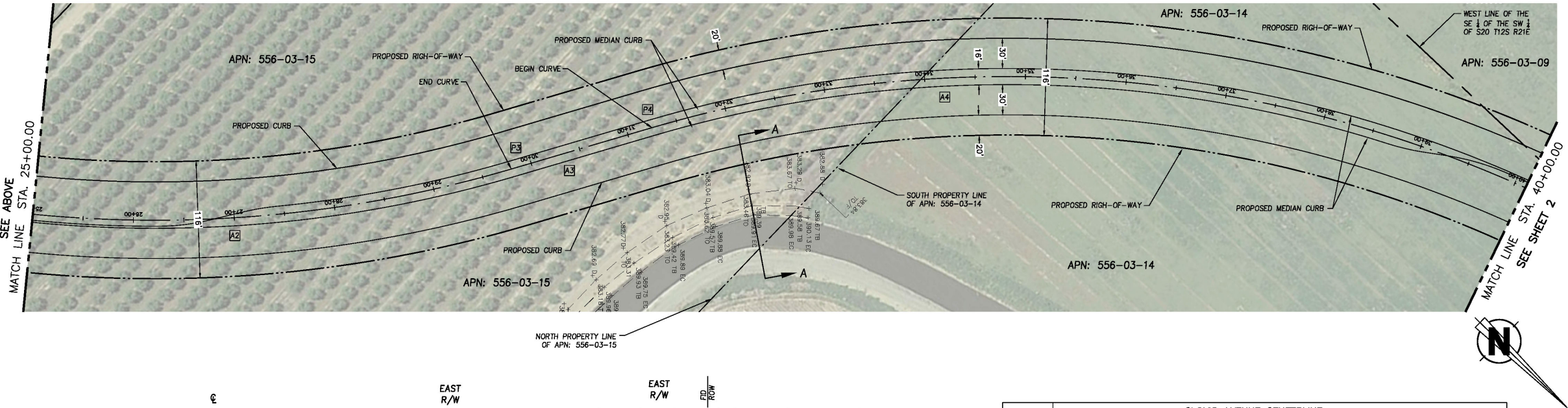
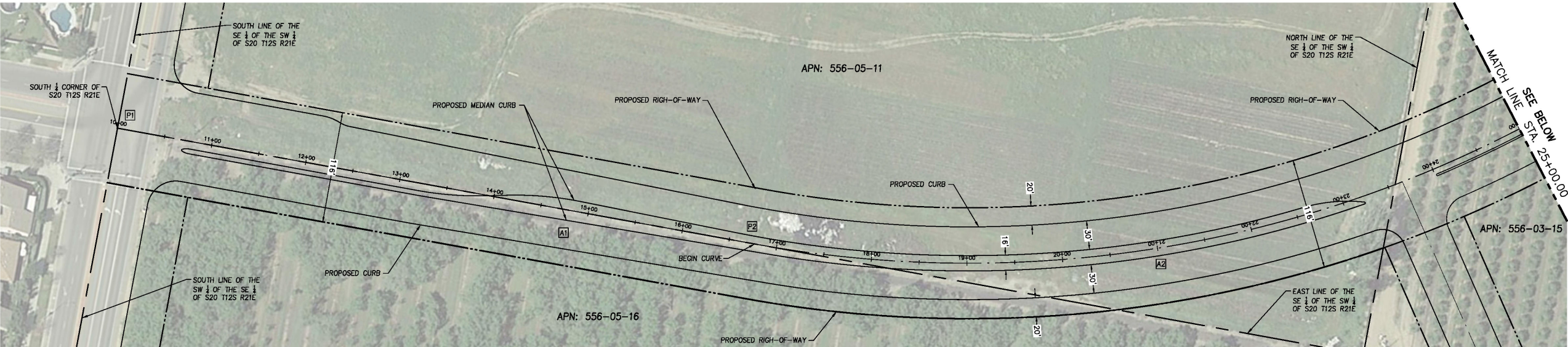
As identified in the previously adopted 2014 Clovis General Plan and Heritage Grove Design Guidelines, the OPLs would include a four-lane divided arterial roadway with bicycle lanes and traffic signals. The alignment would provide for additional infrastructure, such as gas, power, communication, sewer, water, and non-potable water. The alignment would require the acquisition of right-of-way and accommodations for existing property owners, which would occur in the future when construction is proposed to occur. The alignment would accommodate the relocation of existing overhead utility lines and the relocation of existing private facilities, such as but not limited to septic systems, wells, fences, roads and irrigation systems. Figure 3a and Figure 3b show the proposed OPLs.

The schedule for future construction of the public street segment would be contingent upon development associated with buildout of Heritage Grove, which would occur incrementally in accordance with the goals, objectives and policies of the Clovis General Plan.

AMENDMENTS AND PERMITS

As part of the proposed project evaluated in this Addendum, the following approvals and permits would include, but not be limited to:

- Approval of EIR Addendum
- Parcel/Final Maps
- County of Fresno, Department of Public Works and Planning

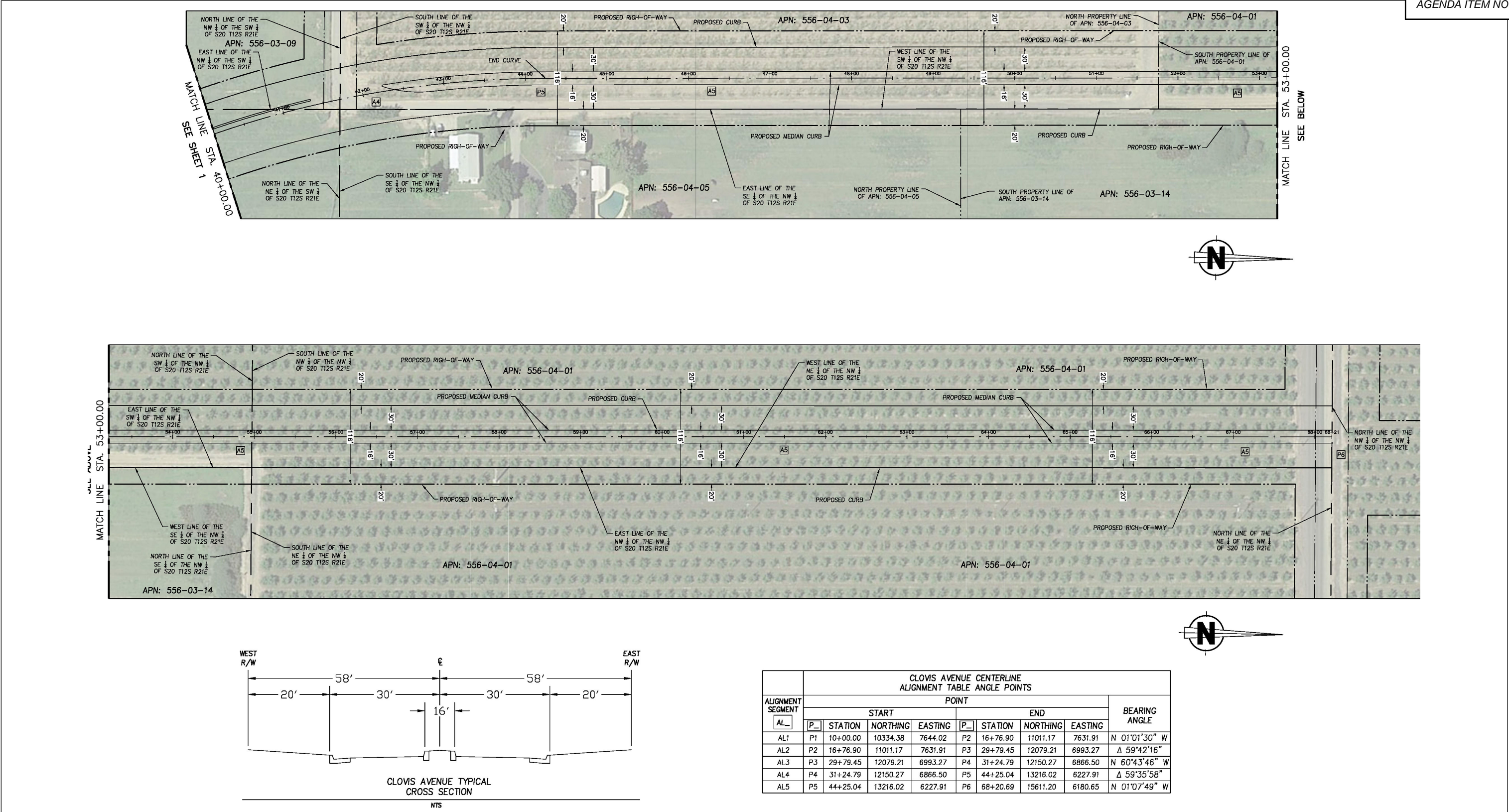


ALIGNMENT SEGMENT	CLOVIS AVENUE CENTERLINE ALIGNMENT TABLE ANGLE POINTS								
	POINT								BEARING ANGLE
	START				END				
	<div>AL</div>	P	STATION	NORTHING	EASTING	P	STATION	NORTHING	
AL1	P1	10+00.00	10334.38	7644.02	P2	16+76.90	11011.17	7631.91	N 01°01'30" W
AL2	P2	16+76.90	11011.17	7631.91	P3	29+79.45	12079.21	6993.27	Δ 59°42'16"
AL3	P3	29+79.45	12079.21	6993.27	P4	31+24.79	12150.27	6866.50	N 60°43'46" W
AL4	P4	31+24.79	12150.27	6866.50	P5	44+25.04	13216.02	6227.91	Δ 59°35'58"
AL5	P5	44+25.04	13216.02	6227.91	P6	68+20.69	15611.48	6180.65	N 01°07'49" W

LSA

FIGURE 3a

NOT TO SCALE



LSA

FIGURE 3b

NOT TO SCALE

ATTACHMENT B

ENVIRONMENTAL CHECKLIST PURSUANT TO CEQA GUIDELINES SECTION 15168

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program Environmental Impact Report (EIR). This checklist confirms that the North Clovis Avenue Official Plan Lines (OPLs; proposed project) described in Attachment A is within the scope of the City of Clovis General Plan EIR (2014 General Plan EIR) (State Clearinghouse Number 2012061069), which was certified by the City of Clovis in August 2014.¹ The proposed project would not result in new or substantially more severe significant effects, and no new mitigation measures are required for the proposed project.

This environmental checklist is used to: (1) compare the environmental impacts of the proposed project with impacts expected to result from development approved in the General Plan and evaluated in the 2014 General Plan EIR; (2) to identify whether the proposed project would result in new or more severe significant environmental impacts; (3) to identify if new or revised mitigation measures would be required by the project sponsor; and (4) to identify if substantial changes with respect to the circumstances under which the project would be undertaken since the 2014 General Plan EIR was certified would result in new or more severe significant environmental effects.

In summary, no new or more severe significant impacts were identified for the proposed project that were not identified and mitigated in the 2014 General Plan EIR, and no new mitigation measures would be required for the proposed project. For all environmental topics addressed in the following checklist, there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were identified and evaluated in the 2014 General Plan EIR. Therefore, no subsequent EIR or CEQA evaluation is required for the North Clovis Avenue OPL project.

¹ Clovis, City of, 2014. *General Plan and Development Code Update Environmental Impact Report*. August.

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1. AESTHETICS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to scenic vistas, scenic resources, visual character, and light and glare. The 2014 General Plan considered the general alignment of North Clovis Avenue consistent with the proposed project and determined that buildout of the General Plan would result in less-than-significant impacts related to aesthetics. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goals and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts to aesthetics.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

Circulation Element

Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.

- Policy 3.11 Right-of-way design - Design landscaped parkways, medians, and right-of-ways as aesthetic buffers to improve the community's appearance and encourage non-motorized transportation.

Open Space and Conservation Element

Goal 2: Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.

- Policy 2.3 Visual resources - Maintain public views of open spaces, parks, and natural features. Enhance views along roadways and trails. Preserve Clovis' viewshed of the surrounding foothills and orient new development to capitalize on views of the Sierra Nevada.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential aesthetic impacts of the proposed project, and there would be no new impacts related to aesthetics associated with the proposed project.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

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

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to agriculture and forestry resources. The 2014 General Plan considered the general alignment of North Clovis Avenue consistent with the proposed project and determined that buildout of the General Plan would result in significant and unavoidable impacts related to the conversion of farmland to non-agricultural uses. As identified on Figure 5.2-1, Existing Important Farmland, of the 2014 General Plan EIR, the project site is adjacent to Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, as classified by the Department of Conservation Farmland Mapping and Monitoring Program (FMMP). The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goals and policies listed below.

The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. In addition, future projects would be required to implement Mitigation Measure 2-1, included below. Therefore, the proposed project would result in no new impacts to agriculture and forestry.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Mitigation Measure 2-1 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- **Mitigation Measure 2-1:** Project applicants for properties that include 20 acres or more designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland shall be required to prepare or fund an agricultural resource evaluation prior to project approval. The resource evaluation shall use generally accepted methodologies (such as The Land Evaluation and Site Assessment Model) to identify the potentially significant impact of the loss of agricultural land as well as the economic viability of future agricultural use of the property. If the conversion is deemed significant, the City shall require mitigation at a 1:1 ratio of converted to preserved acreage, or payment of its valuation equivalent if a fee mitigation program is established. Conservation mitigation could be achieved alternatively through a regional agricultural preservation program, such as the Model Farmland or SJV Greenprint, if adopted by the City.

Applicable General Plan Goals and Policies

Land Use Element

Goal 3: Orderly and sustainable outward growth into three urban centers with neighborhoods that provide a balanced mix of land uses and development types to support a community lifestyle and small town character.

Goal 4: Orderly development of the General Plan outside of the city boundary.

- Policy 3.8 Land use compatibility - Within Urban Centers, new development that is immediately adjacent to properties designated for rural residential and agricultural uses shall bear the major responsibility of achieving land use compatibility and buffering.
- Policy 3.9 Connected development - New development in Urban Centers must fully improve roadway, pedestrian, and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development.

- Policy 4.4 - Participate in regional efforts, such as the Fresno County Model Farmland Conservation Program or the San Joaquin Valley Greenprint, to establish regional farmland conservation measures, which might include agricultural preserves or a farmland conservation easements program.

- Policy 6.2 Smart growth - The city is committed to the following smart growth goals.

G. Preserve open space, farmland, natural beauty, and critical environmental areas

Circulation Element

- Policy 1.8 Network completion - New development shall complete the extension of stub streets planned to connect to adjacent streets.
- Policy 2.1 Level of service - Until the city adopts transportation impact analysis guidelines, the following level of service (LOS) standards shall apply:

B. Allow exceptions on a case-by-case basis where lower levels of service would result in other public benefits, such as:

- i. Preserving agriculture or open space land

Open Space and Conservation Element

Goal 2: Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.

- Policy 2.1 Stewardship - Promote responsible planning and management of land and resources among property owners.
- Policy 2.4 Agricultural lands - Preserve the city's agricultural legacy through the Agricultural land use designation, memorialize agricultural history and culture, and facilitate thoughtful conversion of lands to development.
- Policy 2.5 Right to farm - Support, encourage, and protect agricultural operations within Clovis and recognize their right to farm.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential agriculture and forestry resources impacts of the proposed project and, with implementation of Mitigation Measure 2-1 as identified in the 2014 General Plan EIR, there would be no new impacts related to agriculture and forestry resources associated with the proposed project.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors) affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to air quality and determined that buildout of the General Plan would result in significant and unavoidable impacts related to construction emissions and long-term, cumulatively considerable emissions. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goals and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site.

In addition, future projects would be required to implement Standard Condition SC-1 and Mitigation Measures 3-1 through 3-7, included below. Therefore, the proposed project would result in no new impacts to air quality.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Standard Condition SC-1 and Mitigation Measures 3-1, 3-2, 3-3, 3-4, 3-5, 3-6 and 3-7 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- **Standard Condition SC-1:** Prior to project approval, each applicant for individual, site-specific developments under the General Plan shall comply with the San Joaquin Valley Air Pollution Control District rules and regulations, including, without limitation, Indirect Source Rule 9510. The applicant shall document, to the City's reasonable satisfaction, its compliance with this standard condition.
- **Mitigation Measure 3-1:** Prior to issuance of any construction permits, development project applicants shall prepare and submit to the City of Clovis Planning Division a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with San Joaquin Valley Air Pollution Control District (SJVAPCD) methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SJVAPCD adopted thresholds of significance, as identified in the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), the City of Clovis Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division. Mitigation measures to reduce construction-related emissions include, but are not limited to:
 - Using 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. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite, which shall be available for City review upon request.
 - Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
 - Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible.
 - Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., 5-minute maximum).
 - Preparation and implementation of a fugitive dust control plan that may include the following measures:
 - Disturbed areas (including storage piles) that are not being actively utilized for construction purposes shall be effectively stabilized using water, chemical stabilizer/suppressant, or covered with a tarp or other suitable cover (e.g., revegetated).
 - Onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized using water or chemical stabilizer/suppressant.

- Land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled utilizing application of water or by presoaking.
 - Material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained when materials are transported offsite.
 - Operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)
 - Following the addition of materials to or the removal of materials from the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
 - Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.
 - Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.
 - Limit traffic speeds on unpaved roads to 15 mph.
 - Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.
 - Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.
 - Adhere to Regulation VIII's 20 percent opacity limitation, as applicable.
- **Mitigation Measure 3-2:** Prior to discretionary approval, applicants for phased development projects (i.e., construction would overlap operation/opening of the project) involving residential land uses shall coordinate with the San Joaquin Valley Air Pollution Control District (SVJAPCD) or the City of Clovis in conjunction with the SVJAPCD in preparation of a health risk assessment (HRA) for construction activities. If the construction HRA identifies risk impacts that exceed the standards as determined by the SVJAPCD at the time the project is considered, it shall identify measures to reduce these impacts. Recommended measures may include those identified in Mitigation Measure 3-1. The recommendations of the construction HRA shall be incorporated into all construction management plans which shall be submitted to the City and verified by the City's Planning Division.
 - **Mitigation Measure 3-3:** Prior to project approval, development project applicants shall prepare and submit to the City of Clovis Planning Division a technical assessment evaluating potential project operation phase-related air quality impacts.

The evaluation shall be prepared in conformance with San Joaquin Valley Air Pollution Control District (SJVAPCD) methodology in assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the SJVAPCD adopted thresholds of significance, as identified in the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), the City of Clovis Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Standard Conditions of Approval. Mitigation measures to reduce long-term emissions include, but are not limited to:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power (CHP) in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas, and truck parking spaces, shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).
- Site-specific development shall demonstrate an adequate number of electrical vehicle Level 2 charging stations are provided onsite. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.
- Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building Division during plan check.
- Applicants for large development projects shall establish an employee trip commute reduction program (CTR), in conformance with the San Joaquin Valley Air Pollution Control District Rule 9410. The program shall identify South Valley Rideshare and/or Valley Rides commute programs, which provide information about commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the project site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall include the following incentives for commuters as part of the CTR program:
 - Ride-matching assistance (e.g., subsidized public transit passes)

- Preferential carpool parking
- Flexible work schedules for carpools
- Vanpool assistance or employer-provided vanpool/shuttle
- Telecommute and/or flexible work hour programs
- Car-sharing program (e.g., Zipcar)
- Bicycle end-trip facilities, including bike parking, showers, and lockers
- End-of-trip facilities shall be shown on site plans and architectural plans submitted to the Planning Division Manager. The CTR program shall be prepared to the satisfaction of the Planning Division Manager prior to occupancy permits.
- Applicants for future development projects along existing and planned transit routes shall coordinate with the City of Clovis and City of Fresno to ensure that bus pads and shelters are incorporated, as necessary.
- **Mitigation Measure 3-4:** Prior to project approval, the City of Clovis Planning Division shall require applicants for individual, site-specific developments to consider establishing a Voluntary Emission Reduction Agreement (VERA) with the San Joaquin Valley Air Pollution Control District. Under this agreement, project proponents may enter into an agreement where funds are used to develop and implement emission reduction projects.
- **Mitigation Measure 3-5:** Prior to discretionary project approval, the City of Clovis shall evaluate new development proposals for sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within the recommended buffer distances shall submit a health risk assessment (HRA) to the City of Clovis prior to future discretionary project approval.

The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), the appropriate noncancer hazard index exceeds 1.0, or if the PM₁₀ or PM_{2.5} ambient air quality standard increment exceeds 2.5 µg/m₃, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk impacts may include but are not limited to the following:

- Placement of air intakes away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.
- Heating, ventilation, and air conditioning systems for units that are installed with MERV filters shall maintain positive pressure within the building's filtered ventilation system to reduce infiltration of unfiltered outdoor air.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Division.

- **Mitigation Measure 3-6:** Prior to discretionary project approval, applicants for industrial or warehousing land uses shall coordinate with the San Joaquin Valley Air Pollution Control District (SJVAPCD) or the City of Clovis in conjunction with the SJVAPCD to determine the appropriate level of health risk assessment (HRA) needed. All HRAs shall be submitted to the City of Clovis.

The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the San Joaquin Valley Air Pollution Control District (SJVAPCD). If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the risk thresholds in effect at the time a project is considered, the appropriate noncancer hazard index exceeds 1.0, or if the PM₁₀ or PM_{2.5} ambient air quality concentrations exceeds the thresholds as determined by the SJVAPCD at the time a project is considered, the applicant will be required to identify and demonstrate that measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.

Measures to reduce risk impacts may include but are not limited to:

- Restricting idling onsite beyond Air Toxic Control Measures idling restrictions, as feasible
- Electrifying warehousing docks
- Requiring use of newer equipment and/or vehicles
- Restricting offsite truck travel through the creation of truck routes

Measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project.

- **Mitigation Measure 3-7:** Prior to project approval, if it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared and submitted by the project applicant prior to project approval to ensure compliance with San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 4102. The following facilities that are within the buffer distances specified from sensitive receptors (in parentheses) have the potential to generate substantial odors:
 - Wastewater Treatment Plan (2 miles)
 - Sanitary Landfill (1 mile)
 - Transfer Station (1 mile)
 - Composting Facility (1 mile)
 - Petroleum Refinery (2 miles)
 - Asphalt Batch Plant (1 mile)
 - Chemical Manufacturing (1 mile)
 - Fiberglass Manufacturing (1 mile)
 - Painting/Coating Operations (1 mile)
 - Food Processing Facility (1 mile)
 - Feed Lot/ Dairy (1 mile)
 - Rendering Plant (1 mile)

The Odor Management Plan prepared for these facilities shall identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (e.g., air pollution control devices) at an industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Applicable General Plan Goals and Policies

Air Quality Element

Goal 1: A local environment that is protected from air pollution and emissions.

- Policy 1.1 Land use and transportation - Reduce greenhouse gas and other local pollutant emissions through mixed use and transit-oriented development and well-designed transit, pedestrian, and bicycle systems.
- Policy 1.2 Sensitive land uses - Prohibit the future siting of sensitive land uses within the distances of emission sources as defined by the California Air Resources Board, without sufficient mitigation.
- Policy 1.3 Construction activities - Encourage the use of best management practices during construction activities to reduce emissions of criteria pollutants as outlined by the San Joaquin Valley Air Pollution Control District (SJVAPCD).
- Policy 1.4 City buildings - Require that municipal buildings be designed to exceed energy and water conservation and reduction standards set in the California Building Code.
- Policy 1.5 Fleet operations - Purchase low- or zero-emission vehicles for the City's fleet. Use clean fuel sources for city-owned mass transit vehicles, trucks and heavy equipment where feasible.
- Policy 1.6 Employment measures - Encourage employers to provide programs, scheduling options, incentives, and information to reduce vehicle miles traveled by employees.

Goal 2: A region with healthy air quality and lower greenhouse gas emissions.

- Policy 2.1 Regional coordination - Support regional efforts to reduce air pollution (criteria air pollutants and greenhouse gas emissions) and collaborate with other agencies to improve air quality at the emission source and reduce vehicle miles traveled.
- Policy 2.2 Cross-jurisdictional issues - Collaborate with regional agencies and surrounding jurisdictions to address cross-jurisdictional transportation and air quality issues.
- Policy 2.3 Valleywide programs - Establish parallel air quality programs and implementation measures across the San Joaquin Valley.
- Policy 2.4 Public participation - Encourage participation of local citizens, the business community, and interested groups and individuals in air quality planning and implementation.
- Policy 2.5 Public education - Promote programs that educate the public about regional air quality issues and solutions.
- Policy 2.6 Innovative mitigation - Encourage innovative mitigation measures to reduce air quality impacts by coordinating with the SJVAPCD, project applicants, and other interested parties.

Circulation Element

Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.

- Policy 1.1 Multimodal network - The City shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrian, bicyclists, transit riders, freight, and motorists.
- Policy 1.2 Transportation decisions - Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
- Policy 1.4 Jobs and housing - Encourage infill development that would provide jobs and services closer to housing, and vice versa, to reduce citywide vehicle miles traveled and effectively utilize the existing transportation infrastructure.
- Policy 1.5 Neighborhood connectivity - The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Policy 1.7 Narrow Streets - The City may permit curb-to-curb dimensions that are narrower than current standards on local streets to promote pedestrian and bicycle connectivity and enhance safety.

Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.

- Policy 3.3 Old Town and Mixed Use Village Centers - Transportation decisions on local streets in Old Town and mixed-use village centers shall prioritize pedestrians, then bicyclists, then mass transit, then motorists.
- Policy 3.11 Right-of-way design - Design landscaped parkways, medians, and right-of-ways as aesthetic buffers to improve the community’s appearance and encourage non-motorized transportation.

Goal 4: A bicycle and transit system that services as a functional alternative to commuting by car.

- Policy 4.1 Bike and transit backbone - The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
- Policy 4.2 Priority for new bicycle facilities - Prioritize investments in the backbone system over other bicycle improvements.
- Policy 4.3 Freeway crossings - Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.

- Policy 4.4 Bicycles and transit - Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Policy 4.5 Transit stops - Improve and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
- Policy 4.6 Transit priority corridors - Prioritize investments for, and transit services and facilities along the transit priority corridors.
- Policy 4.7 Bus rapid transit - Plan for bus rapid transit and transit-only lanes on transit priority corridors as future ridership levels increase.

Goal 5: A complete system of trails and pathways accessible to all residents.

- Policy 5.1 Complete street amenities - Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety (consistent with the Bicycle Transportation Master Plan and other master plans).
- Policy 5.2 Development-funded facilities - Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
- Policy 5.3 Pathways - Encourage pathways and other pedestrian amenities in Urban Centers and new development 10 acres or larger.
- Policy 5.4 Homeowner associations - The city may require homeowner associations to maintain pathways and other bicycle and pedestrian facilities within the homeowner association area.
- Policy 5.5 Pedestrian access - Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.

Goal 6: Safe and efficient goods movement with minimal impacts on local roads and neighborhoods.

- Policy 6.1 Truck routes - Plan and designate truck routes that minimize truck traffic through or near residential areas.
- Policy 6.2 Land use - Place industrial and warehousing businesses near freeways and truck routes to minimize truck traffic through or near residential areas.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential air quality impacts of the proposed project and, with implementation of Standard Condition SC-1 and Mitigation Measures 3-1, 3-2, 3-3, 3-4, 3-5, 3-6 and 3-7 as identified in the 2014 General Plan EIR, there would be no new impacts related to air quality associated with the proposed project.

4. BIOLOGICAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to biological resources, including special-status species, habitat, and wetlands. The 2014 General Plan EIR determined that buildout of the General Plan would result in less-than-significant impacts to biological resources. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goals and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site.

In addition, future projects would be required to implement Mitigation Measures 4-1 through 4-5, included below, which would reduce any potential impacts to less-than-significant levels. Therefore, the proposed project would result in no new impacts to biological resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Mitigation Measures 4-1, 4-2, 4-3, 4-4 and 4-5 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- **Mitigation Measure 4-1:** For each development or redevelopment project that would disturb vegetated, vacant land pursuant to the General Plan Update and subject to CEQA, a qualified biologist shall determine the potential for a potentially significant biological resource impact and determine whether a field survey of the project site is warranted. If warranted, a qualified biologist shall conduct a reconnaissance level field survey for the presence and quality of biological resources potentially affected by project development. These resources include, but are not limited to, special status species or their habitat, sensitive habitats such as wetlands or riparian areas, and jurisdictional waters. If sensitive or protected biological resources are absent from the project site and adjacent lands potentially affected by the project, the biologist shall submit a written report substantiating such to the City of Clovis before issuance of a grading permit by the City, and the project may proceed without any further biological investigation. If sensitive or protected biological resources are present on the project site or may be potentially affected by the project, implementation of Mitigation Measure 4-2 shall be required.
- **Mitigation Measure 4-2:** A qualified biologist shall evaluate impacts to sensitive or protected biological resources from development. The impact assessment may require focused surveys that determine absence or presence and distribution of biological resources on the site. These surveys may include, but are not limited to: 1) focused special status animal surveys if suitable habitat is present; 2) appropriately timed focused special status plant surveys that will maximize detection and accurate identification of target plant species; 3) a delineation of jurisdictional boundaries around potential waters of the United States or State. The results of these surveys will assist in assessing actual project impacts. Alternatively, the project applicant may forgo focused plant and animal surveys and assume presence of special status species in all suitable habitats on the project site. The qualified biologist shall substantiate the impact evaluation or the assumed presence of special-status species in all suitable habitats onsite in a written report submitted to the City of Clovis before issuance of a grading permit by the City.
- **Mitigation Measure 4-3:** Proponents of projects developed pursuant to the General Plan Update shall avoid potential impacts to sensitive or protected biological resources. Depending on the resources potentially present on the project site, avoidance may include: 1) establishing appropriate no-disturbance buffers around onsite or adjacent resources and/or 2) initiating construction at a time when special status or protected animal species will not be vulnerable to project-related mortality (e.g. outside the avian nesting season or bat maternal or wintering roosting season). Consultation with relevant regulatory agencies may be required in order to establish suitable buffer areas.

If the project avoids all sensitive or protected biological resources, no further action is required. If avoidance of all significant impacts to sensitive or protected biological resources is not feasible, the project shall minimize such impacts as set forth in Mitigation Measure 4-4.

- **Mitigation Measure 4-4:** Proponents of projects developed pursuant to the General Plan Update shall design respective projects to minimize potential impacts to sensitive or protected biological resources in consultation with a qualified biologist and/or appropriate regulatory agency staff. In addition to an environmentally sensitive project design, other minimization measures may include: 1) exclusion and/or silt fencing; 2) relocation of impacted resources; 3) construction monitoring by a qualified biologist; and 4) an informative training program conducted by a qualified biologist for construction personnel on sensitive biological resources that may be impacted by project construction. If minimization of all significant impacts to sensitive or protected biological resources is infeasible, the project shall compensate for such impacts as set forth in Mitigation Measure 4-5.
- **Mitigation Measure 4-5:** A qualified biologist will develop appropriate mitigations that will reduce project impacts to sensitive or protected biological resources to a less than significant level. The type and amount of mitigation will depend on the resources impacted, the extent of the impacts, and the quality of habitats to be impacted. Mitigations may include, but are not limited to: 1) Compensation for lost habitat or waters in the form of preservation or creation of in-kind habitat or waters, either onsite or offsite, protected by conservation easement; 2) Purchase of appropriate credits from an approved mitigation bank servicing the Clovis General Plan Update Area; 3) Payment of in-lieu fees.

Applicable General Plan Goals and Policies

Open Space and Conservation Element

Goal 2: Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.

- Policy 2.6 Biological resources - Support the protection of biological resources through the conservation of high quality habitat area.
- Policy 2.7 Native plants - Encourage the use of native and climate-appropriate plant species and prohibit the use of plant species known to be invasive.
- Policy 2.8 Urban forest - Maintain and enhance a diverse and healthy urban forest on public and private lands.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential biological resources impacts of the proposed project and, with implementation of Mitigation Measures 4-1, 4-2, 4-3, 4-4 and 4-5 as identified in the 2014 General Plan EIR, there would be no new impacts related to biological resources associated with the proposed project.

5. CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to historic resources and archeological resources. The 2014 General Plan EIR determined that buildout of the General Plan would result in significant and unavoidable impacts related to the disturbance of historic buildings, structures or objects. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goals and policies listed below. However, none of the resources identified in the 2014 General Plan EIR are located within or adjacent to the project site. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. In addition, future projects would be required to implement Mitigation Measures 5-1 through 5-4, included below. Therefore, the proposed project would result in no new impacts to cultural resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Mitigation Measures 5-1, 5-2, 5-3, and 5-4 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- Mitigation Measure 5-1:** Prior to any construction activities of individual projects that may affect historic resources, a historic resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards requirements in architectural history or history. The assessment shall include a records search at the Southern San Joaquin Valley Information Center to determine if any resources that may potentially be affected by the project have been previously recorded, evaluated, and/or designated on the National Register of Historic Places or California Register of Historic Resources.

Following the records search, the qualified architectural historian or historian will conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation guidelines to identify any previously unrecorded potential historic resources that may potentially be affected by the proposed project. If the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), mitigation shall be identified within the technical study that ensures the value of the historic resource is maintained.

- **Mitigation Measure 5-2:** To ensure that individual projects requiring the relocation, rehabilitation, or alteration of a historic resource do not impair its significance, the Interior's Standards for the Treatments of Historic Properties (Standards) shall be used. The application of the standards shall be overseen by a qualified architectural historian or historic architect meeting the Secretary of the Interior's Professional Qualifications Standards. Prior to any construction activities that may affect the historic resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City of Clovis.
- **Mitigation Measure 5-3:** If an individual project would result in the demolition or significant alteration of a historic resource, it cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible (but not avoid a significant impact). Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards. Documentation shall include an architectural and historical narrative; medium- or large-format black-and-white photographs, negatives, and prints; and supplementary information such as building plans and elevations and/or historic photographs. Documentation shall be reproduced on archival paper and placed in appropriate local, state, or federal institutions. The specific scope and details of documentation will be developed at the project level.
- **Mitigation Measure 5-4:** City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site, and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:
 - a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

- b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director concurs in writing that adequate provisions are in place to protect these resources.

Unanticipated discoveries shall be evaluated for significance by a certified professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; curate materials with a recognized scientific or educational repository; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

Applicable General Plan Goals and Policies

Open Space and Conservation Element

Goal 2: Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.

- Policy 2.9 National and state historic resources - Preserve historical sites and buildings of state or national significance in accordance with the Secretary of Interior Standards for Historic Rehabilitation.
- Policy 2.10 Local historic resources - Encourage property owners to maintain the historic integrity of the site by (listed in order of preference): preservation, adaptive reuse, or memorialization.
- Policy 2.12 Public education - Support public education efforts for residents and visitors about the unique historic, natural, and cultural resources in Clovis.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential cultural resources impacts of the proposed project and, with implementation of Mitigation Measures 5-1, 5-2, 5-3, 5-4, and 5-5 as identified in the 2014 General Plan EIR, there would be no new impacts related to cultural resources associated with the proposed project.

6. ENERGY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Energy usage was evaluated in the 2014 General Plan EIR in Chapter 5.17, Utilities and Service Systems. The topic of energy consumption during project construction and operation was evaluated in Chapter 5.7, Greenhouse Gas Emissions, as it relates to the City's contribution to the release of greenhouse gas emissions (GHGs).

The proposed project includes identifying the location of a future roadway in an area that will be developed in the future. The proposed project does not directly result in construction and operation of the roadway, and would therefore, not result in energy consumption. Energy impacts related to construction and operation of the future roadway will be evaluated when surrounding development is proposed, necessitating the construction of the future roadway. Therefore, the proposed project would not result in new impacts to energy than were identified in the 2014 General Plan EIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

Open Space and Conservation Element

- Policy 3.5 Energy and water conservation - Encourage new development and substantial rehabilitation projects to exceed energy and water conservation and reduction standards set in the California Building Code.
- Policy 3.6 Renewable Energy - Promote the use of renewable and sustainable energy sources to serve public and private sector development.
- Policy 3.7 Construction and design - Encourage new construction to incorporate energy efficient building and site design strategies.

Conclusion

The 2014 General Plan EIR adequately evaluated the energy impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

7. GEOLOGY AND SOILS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to seismicity, erosion, unstable and expansive soils, and paleontological resources.

The 2014 General Plan EIR determined that buildout of the General Plan would result in less-than-significant impacts related to geology and soils. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goal and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. In addition, future projects would be required to implement Mitigation Measures 5-5 related to paleontological resources, included below. Therefore, the proposed project would result in no new impacts related to geology and soils.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Mitigation Measure 5-5 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- **Mitigation Measure 5-5:** City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:
 - a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
 - b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director concurs in writing that adequate provisions are in place to protect these resources.
 - c. Unanticipated discoveries shall be evaluated for significance by certified professional paleontologist that meets the Secretary of the Interior's Professional Qualifications Standards. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; curate materials with a recognized scientific or educational repository; and provide a comprehensive final report, including catalog with museum numbers.

Applicable General Plan Goals and Policies

Environmental Safety Element

Goal 1: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural hazards.

- Policy 1.3 Geologic and seismic risk - Prohibit development on unstable terrain, excessively steep slopes, and other areas deemed hazardous due to geologic and seismic hazards unless acceptable mitigation measures are implemented. Require that underground utilities be designed to withstand seismic forces and accommodate ground settlement.
- Policy 1.5 Critical and public facilities - Locate and design critical and public facilities to minimize their exposure and susceptibility to flooding, seismic and geological effects, fire, and explosions. Ensure critical use facilities (e.g. hospital, police, and fire facilities) can remain operational during an emergency.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential geology and soils impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

8. GREENHOUSE GAS EMISSIONS

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

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to generation of greenhouse gas emissions and whether the General Plan would conflict with an applicable plan and determined that buildout of the General Plan would result in significant and unavoidable impacts related to construction emissions and long-term, cumulatively considerable emissions. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goals and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment.

All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. In addition, future projects would be required to implement Standard Condition SC-1 and Mitigation Measures 3-1 through 3-7, included below. Therefore, the proposed project would result in no new impacts related to greenhouse gas emissions.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Standard Condition SC-1 and Mitigation Measures 3-3, 3-4, and 7-1, as identified in the 2014 General Plan EIR, would remain applicable to future construction associated with the new roadway.

- **Standard Condition SC-1:** Prior to project approval, each applicant for individual, site-specific developments under the General Plan shall comply with the San Joaquin Valley Air Pollution Control District rules and regulations, including, without limitation, Indirect Source Rule 9510. The applicant shall document, to the City's reasonable satisfaction, its compliance with this standard condition.

- **Mitigation Measure 3-3:** Prior to project approval, development project applicants shall prepare and submit to the City of Clovis Planning Division a technical assessment evaluating potential project operation phase-related air quality impacts. The evaluation shall be prepared in conformance with San Joaquin Valley Air Pollution Control District (SJVAPCD) methodology in assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the SJVAPCD adopted thresholds of significance, as identified in the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), the City of Clovis Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Standard Conditions of Approval. Mitigation measures to reduce long-term emissions include, but are not limited to:
 - For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
 - Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power (CHP) in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
 - Site-specific developments with truck delivery and loading areas, and truck parking spaces, shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).
 - Site-specific development shall demonstrate an adequate number of electrical vehicle Level 2 charging stations are provided onsite. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.
 - Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building Division during plan check.
 - Applicants for large development projects shall establish an employee trip commute reduction program (CTR), in conformance with the San Joaquin Valley Air Pollution Control District Rule 9410. The program shall identify South Valley Rideshare and/or Valley Rides commute programs, which provide information about commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the project site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall include the following incentives for commuters as part of the CTR program:

- Ride-matching assistance (e.g., subsidized public transit passes)
- Preferential carpool parking
- Flexible work schedules for carpools
- Vanpool assistance or employer-provided vanpool/shuttle
- Telecommute and/or flexible work hour programs
- Car-sharing program (e.g., Zipcar)
- Bicycle end-trip facilities, including bike parking, showers, and lockers
- End-of-trip facilities shall be shown on site plans and architectural plans submitted to the Planning Division Manager. The CTR program shall be prepared to the satisfaction of the Planning Division Manager prior to occupancy permits.
- Applicants for future development projects along existing and planned transit routes shall coordinate with the City of Clovis and City of Fresno to ensure that bus pads and shelters are incorporated, as necessary.
- **Mitigation Measure 3-4:** Prior to project approval, the City of Clovis Planning Division shall require applicants for individual, site-specific developments to consider establishing a Voluntary Emission Reduction Agreement (VERA) with the San Joaquin Valley Air Pollution Control District. Under this agreement, project proponents may enter into an agreement where funds are used to develop and implement emission reduction projects.
- **Mitigation Measure 7-1:** Prior to issuance of construction permits, the City of Clovis Planning Division shall require that applicants for new development projects submit documentation showing that greenhouse gas (GHG) emissions meet a 29 percent reduction from business-as-usual (BAU) in accordance with the methodology identified by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The documentation shall identify measures to be incorporated into the considered project that would reduce GHG emissions from BAU. Such measures include, but are not limited to the following:
 - Provide a pedestrian access network that internally links all uses and connects to existing external streets and pedestrian facilities.
 - Provide the minimum number of parking spaces required.
 - Create a shared parking program, as feasible.
 - Provide bicycle end-of-trip facilities (e.g., bike parking, showers, and lockers).
 - Develop rideshare and ride-matching assistance programs.

- For planned residential development, design and incorporate a neighborhood electric vehicle system.
- Design buildings to be electric vehicle charging-station-ready.
- Coordinate with the City of Clovis and/or the Fresno Area Express to install bus stops at or near the project site.
- Design buildings to be energy efficient beyond the requirements of Title 24.
- Design and orient structures to maximize shade in the summer and sun exposure in the winter.
- Install vegetative roofs that cover at least 50 percent of the roof area.
- Design buildings to incorporate passive solar design and solar heaters.
- Install solar panels on carports and parking areas.
- Limit nonessential idling of commercial vehicles beyond Air Toxic Control Measures idling restrictions.

Applicable General Plan Goals and Policies

Air Quality Element

Goal 1: A local environment that is protected from air pollution and emissions.

- Policy 1.1 Land use and transportation - Reduce greenhouse gas and other local pollutant emissions through mixed use and transit-oriented development and well-designed transit, pedestrian, and bicycle systems.
- Policy 1.4 City buildings - Require that municipal buildings be designed to exceed energy and water conservation and reduction standards set in the California Building Code.
- Policy 1.5 Fleet operations - Purchase low- or zero-emission vehicles for the City's fleet. Use clean fuel sources for city-owned mass transit vehicles, trucks and heavy equipment where feasible.
- Policy 1.6 Employment measures - Encourage employers to provide programs, scheduling options, incentives, and information to reduce vehicle miles traveled by employees.

Goal 2: A region with healthy air quality and lower greenhouse gas emissions.

- Policy 2.1 Regional coordination - Support regional efforts to reduce air pollution (criteria air pollutants and greenhouse gas emissions) and collaborate with other agencies to improve air quality at the emission source and reduce vehicle miles traveled.

- Policy 2.2 Cross-jurisdictional issues - Collaborate with regional agencies and surrounding jurisdictions to address cross-jurisdictional transportation and air quality issues.
- Policy 2.3 Valley wide programs - Establish parallel air quality programs and implementation measures across the San Joaquin Valley.
- Policy 2.4 Public participation - Encourage participation of local citizens, the business community, and interested groups and individuals in air quality planning and implementation.
- Policy 2.5 Public education - Promote programs that educate the public about regional air quality issues and solutions.
- Policy 2.6 Innovative mitigation - Encourage innovative mitigation measures to reduce air quality impacts by coordinating with the SJVAPCD, project applicants, and other interested parties.

Circulation Element

Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.

- Policy 1.1 Multimodal network - The City shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrian, bicyclists, transit riders, freight, and motorists.
- Policy 1.2 Transportation decisions - Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
- Policy 1.4 Jobs and housing - Encourage infill development that would provide jobs and services closer to housing, and vice versa, to reduce citywide vehicle miles traveled and effectively utilize the existing transportation infrastructure.
- Policy 1.5 Neighborhood connectivity - The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Policy 1.7 Narrow Streets - The City may permit curb-to-curb dimensions that are narrower than current standards on local streets to promote pedestrian and bicycle connectivity and enhance safety.

Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.

- Policy 3.3 Old Town and Mixed Use Village Centers - Transportation decisions on local streets in Old Town and mixed-use village centers shall prioritize pedestrians, then bicyclists, then mass transit, then motorists.

- Policy 3.11 Right-of-way design - Design landscaped parkways, medians, and right-of-ways as aesthetic buffers to improve the community's appearance and encourage non-motorized transportation.

Goal 4: A bicycle and transit system that services as a functional alternative to commuting by car.

- Policy 4.1 Bike and transit backbone - The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
- Policy 4.2 Priority for new bicycle facilities - Prioritize investments in the backbone system over other bicycle improvements.
- Policy 4.3 Freeway crossings - Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.
- Policy 4.4 Bicycles and transit - Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Policy 4.5 Transit stops - Improve and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
- Policy 4.6 Transit priority corridors - Prioritize investments for, and transit services and facilities along the transit priority corridors.

Goal 5: A complete system of trails and pathways accessible to all residents.

- Policy 5.1 Complete street amenities - Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety (consistent with the Bicycle Transportation Master Plan and other master plans).
- Policy 5.2 Development-funded facilities - Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
- Policy 5.3 Pathways - Encourage pathways and other pedestrian amenities in Urban Centers and new development 10 acres or larger.
- Policy 5.4 Homeowner associations - The city may require homeowner associations to maintain pathways and other bicycle and pedestrian facilities within the homeowner association area.
- Policy 5.5 Pedestrian access - Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.

Land Use Element

Goal 5: A city with housing, employment, and lifestyle opportunities for all ages and incomes of residents.

- Policy 5.4 Transit oriented development - Encourage the provision of retail and employment opportunities in areas served by transit-dependent population.

Economic Development Element

Goal 1: Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.

- Policy 1.2 Jobs-housing ratio - Improve the city's job-housing ratio by promoting growth in jobs suited to the skills and education of current and future residents with the objective of an equal number of jobs and employed residents.

Open Space and Conservation Element

Goal 2: Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.

- Policy 2.2 New development - Encourage new development to incorporate on-site natural resources and low impact development techniques.

Goal 3: A built environment that conserves and protects the use and quality of water and energy resources.

- Policy 3.4 Drought-tolerant landscaping - Promote water conservation through use of drought-tolerant landscaping on existing and new residential properties. Require drought-tolerant landscaping for all new commercial and industrial development and city-maintained landscaping, unless used for recreation purposes.
- Policy 3.5 Energy and water conservation - Encourage new development and substantial rehabilitation projects to exceed energy and water conservation and reduction standards set in the California Building Code.
- Policy 3.6 Renewable Energy - Promote the use of renewable and sustainable energy sources to serve public and private sector development.
- Policy 3.7 Construction and design - Encourage new construction to incorporate energy efficient building and site design strategies.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential greenhouse gas emissions impacts of the proposed project and, with implementation of Standard Condition SC-1 and Mitigation Measures 3-3, 3-4 and 7-1, as identified in the 2014 General Plan EIR, there would be no new impacts related to greenhouse gas emissions associated with the proposed project.

9. HAZARDS AND HAZARDOUS MATERIALS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to hazards and hazardous materials, and determined that buildout of the General Plan would result in less-than-significant impacts. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goal and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts on hazards or hazardous materials.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

Environmental Safety Element

Hazardous Materials

Goal 1: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural hazards.

- Policy 1.4 Facilities that use hazardous materials - Prohibit facilities using, storing, or otherwise involved with hazardous or toxic materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented.

Goal 2: A community that protects the public and environment from hazardous materials and waste.

- Policy 2.1 Safe storage and maintenance - The use and storage of hazardous materials shall comply with applicable federal, state, and local laws to prevent and mitigate hazardous materials releases.
- Policy 2.2 Mitigation and remediation of groundwater contamination - Actively participate in local and regional efforts directed at mitigating environmental exposure to and cleaning up contaminated groundwater.
- Policy 2.3 Truck routes for hazardous materials - Maintain designated truck routes for the transportation of hazardous materials through the City. Discourage routes that pass through residential neighborhoods to the maximum extent feasible.
- Policy 2.4 Hazardous materials response team - Maintain a Type 1 hazardous materials response team serving the City of Clovis.
- Policy 2.5 Safer Alternatives - Minimize the use of hazardous materials by encouraging the selection of non-toxic alternatives that do not pose a threat to the environment.
- Policy 2.6 Community education - Provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.

Airport Land Use Planning

Goal 3: An environment in which minimized noise contributes to the public's health, safety, and welfare.

- Policy 3.11 Airport land use compatibility - Approve land uses in a manner that is consistent with the Fresno Yosemite International Airport Land Use Compatibility Plan.

Emergency Response Planning

Goal 1: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural hazards.

- Policy 1.5 Critical and public facilities - Locate and design critical and public facilities to minimize their exposure and susceptibility to flooding, seismic and geological effects, fire, and explosions. Ensure critical use facilities (e.g. hospital, police, and fire facilities) can remain operational during an emergency.
- Policy 1.6 Public information and emergency preparedness - Provide the public with accurate and reliable information regarding natural hazards to prevent and mitigate potential risks and exposure for life and property. Continue to maintain a local hazard mitigation plan and conduct programs to inform the general public of the City's emergency preparedness and disaster response procedures.

Public Facilities Element

Emergency Response Planning

Goal 6: High quality emergency services that establish a real and perceived sense of safety and security for Clovis residents, businesses, and visitors.

- Policy 6.8 Emergency preparedness planning - Maintain an emergency operations plan, an emergency operations center, and a hazard mitigation plan to prepare for actual or threatened conditions of disaster or extreme peril.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential impacts related to hazards and hazardous materials of the proposed project. Therefore, the proposed project would result in no new impacts resulting from hazards and hazardous materials.

10. HYDROLOGY AND WATER QUALITY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to hydrology and water quality, and determined that buildout of the General Plan would result in less-than-significant impacts. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goal and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts on hydrology and water quality.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

Environmental Safety Element

Goal 1: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural hazards.

- Policy 1.1 Flood Zone - Prohibit development within the 100-year flood zone and dam inundation areas unless adequate mitigation is provided against flood hazards. Participate in the National Flood Insurance Program.

Open Space and Conservation Element

Goal 3: A built environment that conserves and protects the use and quality of water and energy resources.

- Policy 3.1 Stormwater management - Encourage the use of low impact development techniques that retain or mimic natural features for stormwater management.
- Policy 3.2 Stormwater pollution - Minimize the use of non-point source pollutants and stormwater runoff.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential hydrology and water quality impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

11. LAND USE AND PLANNING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to division of an established community and conformance with land use plans. The 2014 General Plan EIR determined that buildout of the General Plan would result in less-than-significant impacts to land use. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goal and policies listed below.

Projects that have the potential to physically divide an established community include projects such as new freeways and highways, major arterials, streets, and railroad lines. The proposed project would identify OPLs for the future construction of a new roadway in an under-developed area north of the City. The future roadway would not result in a barrier that would impede access and would not inhibit public connectivity. As a result, the proposed project would not physically divide an established community. Therefore, the proposed project would not result in new or more significant impacts beyond those analyzed in the 2014 General Plan EIR.

In addition, the proposed project is consistent with Figure C-1, Circulation Diagram, of the General Plan and included in the analysis of the 2014 General Plan EIR. Additionally, the proposed project would be consistent with Goal 3 of the Land Use Element which encourages planning for the entire Urban Center (in this case, Heritage Grove). Policy 3.4 also states that the City may invest in infrastructure in Heritage Grove if and when the City is satisfied that the investment is fiscally neutral or beneficial and that there will be adequate funding to provide public services. By identifying the OPLs for North Clovis Avenue, the City is establishing where the future road would be located as development occurs.

The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would not result in new impacts related to conformity with land use plans beyond those already analyzed in the 2014 General Plan EIR. Therefore, the proposed project would result in no new impacts on land use and planning.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

Land Use Element

Goal 3: Orderly and sustainable outward growth into three Urban Centers with neighborhoods that provide a balanced mix of land uses and development types to support a community lifestyle and small town character.

- Policy 3.1 Planning for the entire Urban Center. Require a comprehensive design document (such as a master plan, specific plan, or design guidelines) for each Urban Center prior to authorizing new development. In addition to any statutory requirements, each document should provide direction on:
 - A. Consistency with the General Plan
 - B. Visual appearance
 - C. A mix of housing types, tenure options, and price points
 - D. Non-vehicular circulation within and connections to the remainder of Clovis and adjacent communities
 - E. Centralized public services, community park, open space, trails, and recreation facilities
 - F. Adequate provision of educational facilities
- Policy 3.4 Infrastructure investment. The City may invest in infrastructure in the Northeast and Northwest Urban Centers if and when the City is satisfied that the investment is fiscally neutral or beneficial and that there will be adequate funding to provide public services.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential land use and planning impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

12. MINERAL RESOURCES

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

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to mineral resources. As stated in the 2014 General Plan EIR, the entire Plan Area is mapped as MRZ-3, meaning the significance of mineral deposits cannot be determined from available data, and no mineral resource zones and no active or inactive mines mapped by the Office of Mine Reclamation are in the Plan Area. Given that the entire General Plan Update Plan Area does not have mineral resource significance, any active or inactive mines, nor any mineral resource sectors, implementation of the proposed project would not cause a loss of availability of known mineral resources and would be consistent with implementation of the General Plan. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts to mineral resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

There are no relevant General Plan goals or policies related to mineral resources.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential mineral resources impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

13. NOISE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to ambient noise levels and groundborne vibration. The 2014 General Plan EIR determined that buildout of the General Plan would result in significant and unavoidable impacts resulting from traffic noise, groundborne vibration, and construction noise. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goal and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. In addition, future projects would be required to implement Mitigation Measures 12-1 and 12-2 related to groundborne vibration and construction, included below. Therefore, the proposed project would result in no new impacts related to noise.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Mitigation Measures 12-1 and 12-2 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- **Mitigation Measure 12-1:** Individual projects that involve vibration-intensive construction activities within 200 feet of sensitive receptors, such as blasting, pile drivers, jack hammers, and vibratory rollers, shall be evaluated for potential vibration impacts. A study shall be conducted for individual projects where vibration-intensive impacts may occur.

If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, etc.).

- **Mitigation Measure 12-2:** Applicants for new development projects within 500 feet of sensitive receptors shall implement the following best management practices to reduce construction noise levels:
 - Consider the installation of temporary sound barriers for construction activities immediately adjacent to occupied noise-sensitive structures.
 - Equip construction equipment with mufflers.
 - Restrict haul routes and construction-related traffic.
 - Reduce nonessential idling of construction equipment to no more than five minutes.

Applicable General Plan Goals and Policies

Environmental Safety Element

Goal 3: An environment in which minimized noise contributes to the public's health, safety, and welfare.

- Policy 3.1 Land use compatibility - Approve development and require mitigation measures to ensure existing and future land use compatibility as shown in the Noise Level Exposure and Land Use Compatibility Matrix and the city's noise ordinance.
- Policy 3.2 Land use and traffic patterns - Discourage land use and traffic patterns that would expose sensitive land uses or noise-sensitive areas to unacceptable noise levels.
- Policy 3.3 New residential - When new residential development is proposed adjacent to land designated for industrial or commercial uses, require the proposed development to assess potential noise impacts and fund feasible noise-related mitigation measures.
- Policy 3.4 Acoustical study - Require an acoustical study for proposed projects that have the potential to exceed acceptable noise thresholds or are exposed to existing or future noise levels in excess of the thresholds in the city's noise ordinance.
- Policy 3.5 Site and building design - Minimize noise impacts by requiring appropriate site, circulation, equipment, and building design, and sound walls, landscaping, and other buffers.
- Policy 3.6 Noise impacts - Minimize or eliminate persistent, periodic, or impulsive noise impacts of business operations.

- Policy 3.7 Mixed-use buildings - Require that mixed-use structures be designed to prevent transfer of noise and vibration between uses.
- Policy 3.8 Existing uses - Require the use of noise abatement devices for existing uses that exceed acceptable noise thresholds.
- Policy 3.9 Caltrans facilities - Coordinate with Caltrans to ensure the inclusion of noise mitigation measures in the design of new highway projects or improvements to existing facilities.
- Policy 3.10 Airport changes - Coordinate with the Fresno Yosemite International Airport to minimize noise impacts on properties in Clovis due to changes in flight patterns or airport expansion.
- Policy 3.11 Airport land use compatibility - Approve land uses in a manner that is consistent with the Fresno Yosemite International Airport Land Use Compatibility Plan.
- Policy 3.12 Truck traffic - Plan and maintain truck routes that avoid noise-sensitive land uses and areas. Encourage business delivery areas to be located away from residential properties and to mitigate associated noise impacts.
- Policy 3.14 Control sound at the source - Prioritize using noise mitigation measures to control sound at the source before buffers, soundwalls, and other perimeter measures.

The Environmental and Safety Element also includes exterior and interior noise standards in Table ES-1, and a Land Use and Noise Compatibility Matrix in Table ES-2.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential noise impacts of the proposed project and, with implementation of Mitigation Measures 12-1 and 12-2 as identified in the 2014 General Plan EIR, there would be no new impacts related to noise associated with the proposed project.

14. POPULATION AND HOUSING

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

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to population and housing and determined that buildout of the General Plan would result in a significant and unavoidable impact related to an increase in population. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan, and would be consistent with the General Plan goal and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts related to population and housing.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

Goal 1 Facilitate and encourage the provision of a range of housing types to meet the diverse needs of residents.

- Policy 1.7 Ensure the adequate provision of water, sewer, storm drainage, roads, public facilities, and other infrastructure necessary to serve new housing.

Economic Development Element

Goal 1: Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.

- Policy 1.2 Jobs-housing ratio - Improve the City's job-housing ratio by promoting growth in jobs suited to the skills and education of current and future residents with the objective of the number of jobs in Clovis being equal to the number of employed residents.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential population and housing impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

15. PUBLIC SERVICES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to fire protection and emergency services, police protection, school services, and library services. The 2014 General Plan EIR determined that buildout of the General Plan would result in less-than-significant impacts to public services. The proposed project would not result in any direct physical impacts related to the construction of facilities for public services as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. In addition, future projects would be required to implement Mitigation Measure 14-1 related to funding for infrastructure improvements related to public services, included below. Therefore, the proposed project would result in no new impacts related to public services.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Mitigation Measure 14-1 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- **Mitigation Measure 14-1:** Proponents of noncontiguous development (defined as new development that, on all sides, is adjacent to or immediately across the street from vacant or agricultural land uses or other uses that do not have existing City water and sewer service) shall provide an analysis of the fiscal impacts of the proposed development.

The analysis shall quantify, to the satisfaction of the City, the likely and potential increase in capital costs and ongoing operations and maintenance costs over and above that expected from development that is contiguous. The project proponents shall provide for a funding mechanism to pay for the increase in costs associated with the development being noncontiguous, and the funding mechanism shall be in addition to the taxes and other funding sources used for development that is contiguous.

Applicable General Plan Goals and Policies

Public Facilities and Services Element

Goals and policies applicable to fire protection and police services:

Goal 6: High quality emergency services that establish a real and perceived sense of safety and security for Clovis residents, businesses, and visitors.

- Policy 6.1 Fire and police service - Maintain staffing, facilities, and training activities to effectively respond to emergency and general public service calls.
- Policy 6.2 Resource allocation - Periodically conduct service level studies to analyze crime and emergency service performance data, to evaluate the effectiveness of prevention and reduction strategies, and to allocate resources accordingly.
- Policy 6.3 Emergency medical calls - Explore options to lessen the demand on fire and police services or expand reimbursement programs to ensure the service pays for measured impacts.
- Policy 6.6 Interagency support - Participate in mutual aid system and automatic aid agreements to back up and supplement capabilities to respond to emergencies.
- Policy 6.7 Interagency communications - Maintain an effective communication system between emergency service providers within Clovis and neighboring jurisdictions.
- Policy 6.9 Community outreach - Conduct outreach in the community to promote personal and public safety in daily life and in cases of emergency. Regularly update and inform the public on the real levels of crime and safety to strengthen the perceived sense of personal security.

Land Use Element

Goals and policies applicable to library services:

Goal 3: Orderly and sustainable outward growth into three Urban Centers with neighborhoods that provide a balanced mix of land uses and development types that support a community lifestyle and small town character.

- Policy 3.7 Urban Village Neighborhood Concept - Residential developments in Urban Centers must contribute to and become a part of a neighborhood by incorporating a central park feature, a school complex, a hierarchy of streets, pedestrian pathways, or other neighborhood amenities. Higher density residential should be located next to Mixed Use Village designated lands. The City may also require the application of the urban village neighborhood concept in areas outside of an Urban Center.

Public Facilities and Services Element

Goals and policies applicable to schools:

Goal 3: Great schools and high quality educational and training facilities and programs that define Clovis as the preeminent community for families and a skilled workforce.

- Policy 3.1 Academic excellence - Advocate for the continued pursuit of academic excellence in schools serving the Clovis community.
- Policy 3.2 School location - Coordinate with the school districts to locate primary school facilities to maximize access, walkability, and safety while minimizing impacts to surrounding neighborhoods. Continue to foster the campus approach when siting secondary schools.

Public Facilities and Services Element

Goals and policies applicable to library services:

Goal 4: Community facilities and programs that connect members of all ages and abilities to a broad range of cultural, informational, and recreational resources.

- Policy 4.1 Cultural facilities - Encourage the establishment of a broad range of facilities and events that expose Clovis residents to a variety of cultures, the arts, history, and technology.
- Policy 4.2 Libraries and community centers - Design and program libraries and community centers as focal points for community engagement and information for residents of all ages and abilities.
- Policy 4.3 Lifelong learning - Enhance and expand Clovis' library facilities to meet the evolving educational and lifelong learning needs of the community. Coordinate with local educational institutions to offer courses and learning opportunities outside the classroom.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential public service impacts of the proposed project and, with implementation of Mitigation Measure 14-1 as identified in the 2014 General Plan EIR, there would be no new impacts related to public services associated with the proposed project.

16. RECREATION

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

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to recreation and determined that buildout of the General Plan would result in less-than-significant impacts. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction, including expansion of existing recreation facilities to account for population growth would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts related to recreation.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies**Open Space and Conservation Element**

Goal 1: Park and recreation facilities that are environmentally and fiscally sustainable and meet the needs of existing and future residents.

- Policy 1.1 Parkland standard - Provide a minimum of 4 acres of public parkland for every 1,000 residents.
- Policy 1.2 Existing parks - Upgrade and rehabilitate existing parks as necessary to meet the needs of the community.
- Policy 1.3 New parks and recreation facilities - Provide a variety of parks and recreation facilities in underserved and growing areas of the community.

- Policy 1.4 Joint-use of education facilities - Provide a balanced system of parks and recreation facilities through joint-use of facilities owned by school districts.
- Policy 1.5 Multipurpose open space - Design public facilities as multipurpose open space and recreation to serve the community's infrastructure needs while preserving and enhancing open space and water features. Prioritize the use of existing basins for existing areas and for future areas prioritize the development of separate park facilities available year round.
- Policy 1.6 Linkages - Link open space, parks, and recreation facilities by incorporating flood control channels into the city's bicycle and trail system.
- Policy 1.7 Sustainability - Develop new and maintain existing parks and recreation facilities to achieve fiscal and environmental sustainability.
- Policy 1.8 Funding - Require new development to provide pocket and neighborhood parks, dedicate land for area parks, and pay impact fees for community and regional parks. Require new development to establish lighting and landscape maintenance districts to fund operations and maintenance.
- Policy 1.9 Master plan. Periodically update the Parks Master Plan to direct the implementation of the city's open space facilities.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential recreation impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

17. TRANSPORTATION

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to increases in traffic and determined that buildout of the General Plan would result in significant and unavoidable impacts to levels of service resulting from trips generated by development. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goal and policies listed below. In addition, the proposed project is consistent with Figure C-1, Circulation Diagram, of the General Plan and included in the analysis of the 2014 General Plan EIR. The proposed project and future construction of the project would be consistent with General Plan policies listed below. However, the proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts related to transportation.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies**Circulation Element**

Goal 1: A context-sensitive and "complete streets" transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.

- Policy 1.1 Multimodal network - The City shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrian, bicyclists, transit riders, freight, and motorists.
- Policy 1.2 Transportation decisions - Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
- Policy 1.3 Age and mobility - The design of roadways shall consider all potential users, including children, seniors, and persons with disabilities.
- Policy 1.4 Jobs and housing - Encourage infill development that would provide jobs and services closer to housing, and vice versa, to reduce citywide vehicle miles traveled and effectively utilize the existing transportation infrastructure.
- Policy 1.5 Neighborhood connectivity - The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Policy 1.6 Internal circulation - New development shall utilize a grid or modified-grid street pattern. Areas designated for residential and mixed-use village developments should feature short block lengths of 200 to 600 feet.
- Policy 1.7 Narrow Streets -- The City may permit curb-to-curb dimensions that are narrower than current standards on local streets to promote pedestrian and bicycle connectivity and enhance safety.
- Policy 1.8 Network completion - New development shall complete the extension of stub streets planned to connect to adjacent streets.

Goal 2: A roadway network that is well planned, funded, and maintained.

- Policy 2.1 Level of service - The following is the City's level of service (LOS) standards:
 - A. Achieve LOS D vehicle traffic operations during the a.m. and p.m. peak hours
 - B. Allow exceptions on a case-by-case basis where lower levels of service would result in other public benefits, such as:
 - i. Preserving agriculture or open space land
 - ii. Preserving the rural/historic character of a neighborhood
 - iii. Preserving or creating a pedestrian-friendly environment in Old Town or mixed-use village districts
 - iv. Avoiding adverse impacts to pedestrians, cyclists, and mass transit riders

v. Where right-of-way constraints would make capacity expansion infeasible

- Policy 2.2 Multimodal LOS - Monitor the evolution of multimodal level of service (MMLOS) standards. The city may adopt MMLOS standards when appropriate
- Policy 2.3 Fair share costs - New development shall pay its fair share of the cost for circulation improvements in accordance with the city's traffic fee mitigation program.
- Policy 2.4 Right-of-way dedication - The city may require right-of-way dedication essential to the circulation system in conjunction with any development or annexation. The City shall request the County of Fresno to apply the same requirements in the Clovis planning area.
- Policy 2.5 Regional and state roadway funding - Coordinate with the County of Fresno, City of Fresno, Fresno Council of Governments, and Caltrans to fund roadway improvements adjacent to and within the City's Planning Area.

Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.

- Policy 3.1 Traffic calming - Employ traffic-calming measures in new developments and existing neighborhoods to control traffic speeds and maintain safety.
- Policy 3.2 Neighborhood compatibility - Periodically review and update design standards to ensure that new and redesigned streets are compatible with the context of adjacent neighborhoods.
- Policy 3.3 Old Town and Mixed Use Village Centers - Transportation decisions on local streets in Old Town and mixed-use village centers shall prioritize pedestrians, then bicyclists, then mass transit, then motorists.
- Policy 3.4 Road diets - Minimize roadway width as feasible to serve adjacent neighborhoods.
- Policy 3.5 Roadway widening - Only consider street widening or intersection expansions after considering multimodal alternative improvements to non-automotive facilities.
- Policy 3.6 Soundwalls - Design roadway networks to disperse traffic to minimize traffic levels. Discourage soundwalls along new collector and local streets when feasible.
- Policy 3.7 Conflict points - Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Policy 3.8 Access management - Minimize access points and curb cuts along arterials and prohibit them within 200 feet of an intersection. Eliminate and/or consolidate driveways when new development occurs or when traffic operation or safety warrants.

- Policy 3.9 Park-once - Encourage “park-once” designs where convenient, centralized public parking areas are accompanied by safe, visible, and well-marked access to sidewalks and businesses.
- Policy 3.10 Pedestrian access and circulation - Entrances at signalized intersections should provide sidewalks on both sides of the entrance that connect to an internal pedestrian pathway to businesses and throughout nonresidential parking lots larger than 50 spaces.
- Policy 3.11 Right-of-way design - Design landscaped parkways, medians, and right-of-ways as aesthetic buffers to improve the community’s appearance and encourage non-motorized transportation.
- Policy 3.12 Residential orientation - Where feasible, residential development should face local and collector streets to increase visibility and safety of travelers along the streets, and encourage pedestrian and bicycle access.

Goal 4: A bicycle and transit system that services as a functional alternative to commuting by car.

- Policy 4.1 Bike and transit backbone - The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
- Policy 4.2 Priority for new bicycle facilities - Prioritize investments in the backbone system over other bicycle improvements.
- Policy 4.3 Freeway crossings - Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.
- Policy 4.4 Bicycles and transit - Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Policy 4.5 Transit stops - Improve and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
- Policy 4.6 Transit priority corridors - Prioritize investments for, and transit services and facilities along the transit priority corridors.
- Policy 4.7 Bus rapid transit - Plan for bus rapid transit and transit-only lanes on transit priority corridors as future ridership levels increase.

Goal 5: A complete system of trails and pathways accessible to all residents.

- Policy 5.1 Complete street amenities - Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety (consistent with the Bicycle Transportation Master Plan and other master plans).
- Policy 5.2 Development-funded facilities - Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
- Policy 5.3 Pathways - Encourage pathways and other pedestrian amenities in Urban Centers and new development 10 acres or larger.
- Policy 5.4 Homeowner associations - The city may require homeowner associations to maintain pathways and other bicycle and pedestrian facilities within the homeowner association area.
- Policy 5.5 Pedestrian access - Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.

Goal 6: Safe and efficient goods movement with minimal impacts on local roads and neighborhoods.

- Policy 6.1 Truck routes - Plan and designate truck routes that minimize truck traffic through or near residential areas.
- Policy 6.2 Land use - Place industrial and warehousing businesses near freeways and truck routes to minimize truck traffic through or near residential areas.

Goal 7: A regional transportation system that connects Clovis to the San Joaquin Valley region.

- Policy 7.1 Clovis Avenue extension - Invest in the extension of Clovis Avenue north to Copper Avenue as funding is available.
- Policy 7.2 Right-of-way for future extensions - Coordinate with Fresno County, the Fresno Council of Governments, and Caltrans to preserve future right-of-way for extending Clovis Avenue north of Copper Avenue to Auberry Road and future State Route 65.
- Policy 7.3 San Joaquin River crossing - Collaborate with the Fresno Council of Governments and appropriate agencies to secure a San Joaquin River crossing between State Route 41 and North Fork Road.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential transportation impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

18. TRIBAL CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to historic resources and archeological resources. As previously discussed in Section 5, Cultural Resources, of this Environmental Checklist, the 2014 General Plan EIR included mitigation measures to reduce potentially-significant impacts related to cultural and historic resources to less-than-significant levels. This finding applies to tribal cultural resources during construction of the proposed project. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. In addition, future projects would be required to implement Mitigation Measures 5-1 and 5-4, included below. Therefore, the proposed project would result in no new impacts to tribal cultural resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required. Mitigation Measures 5-1 and 5-4 as identified in the 2014 General Plan EIR would remain applicable to future construction associated with the new roadway.

- **Mitigation Measure 5-1:** Prior to any construction activities of individual projects that may affect historic resources, a historic resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards requirements in architectural history or history. The assessment shall include a records search at the Southern San Joaquin Valley Information Center to determine if any resources that may potentially be affected by the project have been previously recorded, evaluated, and/or designated on the National Register of Historic Places or California Register of Historic Resources. Following the records search, the qualified architectural historian or historian will conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation guidelines to identify any previously unrecorded potential historic resources that may potentially be affected by the proposed project. If the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), mitigation shall be identified within the technical study that ensures the value of the historic resource is maintained.
- **Mitigation Measure 5-4:** City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site, and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:
 - a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.
 - b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director concurs in writing that adequate provisions are in place to protect these resources.

Unanticipated discoveries shall be evaluated for significance by a certified professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; curate materials with a recognized scientific or educational repository; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

Applicable General Plan Policies

There are no relevant General Plan goals or policies related to tribal cultural resources.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential tribal cultural resources impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

19. UTILITIES AND SERVICE SYSTEMS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to water service, wastewater, storm drainage, solid waste, electricity, and natural gas. The 2014 General Plan EIR determined that buildout of the General Plan would result in significant and unavoidable impacts to water supply and less-than-significant impacts to all other utilities. The proposed project would be consistent with the alignment of North Clovis Avenue shown in the General Plan and consistent with the General Plan goals and policies listed below. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts to utilities and service systems.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

Public Facilities and Services Element

Goals and policies applicable to water treatment, sanity sewer, and stormwater:

Goal 1: Reliable and cost-effective infrastructure systems that permit the City to sustainably manage its diverse water resources and needs.

- Policy 1.1 New development - New development shall pay its fair share of public facility and infrastructure improvements.
- Policy 1.2 Water supply - Require that new development demonstrate contractual and actual sustainable water supplies adequate for the new development's demands.
- Policy 1.3 Annexation - Prior to annexation, the city must find that adequate water supply and service and wastewater treatment and disposal capacity can be provided for the proposed annexation. Existing water supplies must remain with the land and be transferred to the City upon annexation approval.
- Policy 1.4 Development-funded facilities - The City may require developments to install onsite or offsite facilities that are in excess of a development's fair share. However, the City shall establish a funding mechanism for future development to reimburse the original development for the amount in excess of the fair share costs.
- Policy 1.5 Recycled water - Use recycled water to reduce the demands for new water supplies. Support the expansion of recycled water infrastructure throughout Clovis and require new development to install recycled water infrastructure where feasible.
- Policy 1.6 Master plans - Periodically update water, recycled water, wastewater, and stormwater master plans and require all new development to be consistent with the current master plans.
- Policy 1.7 Groundwater - Stabilize groundwater levels by requiring that new development water demands not exceed the sustainable groundwater supply.
- Policy 1.8 Water facility protection - Protect existing and future water, wastewater, and recycled water facilities from encroachment by incompatible land uses that may be allowed through discretionary land use permits or changes in land use or zoning designations.

Open Space and Conservation Element

Goal 2: Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.

- Policy 2.2 New Development - Encourage new development to incorporate on-site natural resources and low impact development techniques.

Goal 3: A built environment that conserves and protects the use and quality of water and energy resources.

- Policy 3.1 Stormwater Management - Encourage the use of low impact development techniques that retain or mimic natural features for stormwater management.
- Policy 3.2 Stormwater Pollution - Minimize the use of non-point source pollutants and stormwater runoff.
- Policy 3.3 Well water - Prohibit the use of new private wells in new development.
- Policy 3.4 Drought-tolerant landscaping - Promote water conservation through the use of drought-tolerant landscaping on existing and new residential properties. Require drought-tolerant landscaping for all new commercial and industrial development and city-maintained landscaping, unless used for recreation purposes.
- Policy 3.5 Energy and water conservation - Encourage new development and substantial rehabilitation projects to exceed energy and water conservation and reduction standards set in the California Building Code.

Land Use Element

Goal 4: Orderly development of the General Plan outside of the city boundary.

- Policy 4.3 Future Environmental Clearance - The City shall monitor development and plan for additional environmental clearance as development levels approach those evaluated in the General Plan EIR.

Public Facilities and Services Element

Goals and policies applicable to solid waste:

Goal 2: A cost-effective, integrated waste management system that meets or exceeds state recycling and waste diversion mandates.

- Policy 2.1 Minimize landfill disposal of solid waste - Promote solid waste source reduction, reuse, and recycling; composting; and the environmentally-safe transformation of wastes.
- Policy 2.2 Waste diversion rate - Meet the state's current and future waste diversion goals through the city's recycling and diversion programs.
- Policy 2.3 Expanded recycling - Increase recycling by commercial, industrial, and multifamily generators.
- Policy 2.4 Green and household hazardous materials waste - Encourage citywide participation in green waste reduction and household hazardous waste disposal programs.

- Policy 2.5 Clovis landfill - Maintain at least 15 years of ongoing landfill capacity.
- Policy 2.6 Solid waste facility encroachment - Protect existing or planned solid waste facilities from encroachment by incompatible land uses that may be allowed through discretionary land use permits or changes in land use or zoning designations.

Open Space and Conservation Element

- Policy 3.5 Energy and water conservation - Encourage new development and substantial rehabilitation projects to exceed energy and water conservation and reduction standards set in the California Building Code.
- Policy 3.6 Renewable Energy - Promote the use of renewable and sustainable energy sources to serve public and private sector development.
- Policy 3.7 Construction and design - Encourage new construction to incorporate energy efficient building and site design strategies.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential utilities impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

20. WILDFIRE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The 2014 General Plan EIR evaluated buildout of the City's General Plan as it relates to wildfire and determined that buildout of the General Plan would result in less-than-significant impacts. The proposed project would not result in any direct physical impacts as the project would not result in any physical changes to the environment. All physical impacts related to construction because all physical impacts would be related to buildout of North Clovis Avenue, and would be evaluated as part of the environmental analyses completed for future development projects adjacent to the project site. Therefore, the proposed project would result in no new impacts related to wildfire.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2014 General Plan EIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable General Plan Goals and Policies

There are no relevant General Plan goals or policies related to wildfire.

Conclusion

The 2014 General Plan EIR adequately evaluated the potential wildfire impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

LIST OF PREPARERS

LSA Associates, Inc.

7086 North Maple Avenue, Suite 104

Fresno, California 93720

Amy Fischer, Principal-in-Charge

Kyle Simpson, Associate, Project Manager

Patty Linder, Graphics and Production

Charis Hanshaw, Document Management

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